APPENDIX E:
Traffic Analysis

The following "Traffic and Circulation Impacts" analysis was prepared by Parsons Brinckerhoff in association with Blodgett/Baylosis Associates, the Applicant's Consultants, is attached at the Applicant's request. The City's Traffic and Transportation Manager does not concur with the conclusions in the analysis. The discussion in the DEIR at Section 3.10 reflects the City's position.

THIS PAGE LEFT BLANK INTENTIONALLY

Colantuono & Levin, PC
555 West 5th Street, 31st Floor
Los Angeles, CA 90013
Main: (213) 533-4155
FAX: (213) 533-4191
WWW.CLLAW.US

Michael G. Colantuono
MColantuono@CLLAW.US
(213) 533-4146

June 15, 2004

VIA E-MAIL AND FIRST CLASS MAIL

Joseph W. Wright
City of Anaheim
200 South Anaheim Boulevard, Room 162
Anaheim, CA 92805

Re: Draft Environmental Impact Report on Canyon Hills Manor

Dear Mr. Wright:

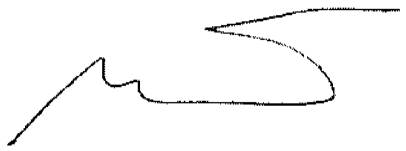
As I believe you have discussed with Susan Robbins of Parsons Brinckerhoff, I write on behalf of our client Lisa Waddell with respect to the analysis of traffic and circulation impacts contained in Section 3.10 of this Draft EIR.

As you know, in addition to the analysis of these traffic and circulation impacts prepared by Katz-Okitsu for the City of Anaheim, three outside consultants have also reviewed these issues – Wes Pringle Associates, Willdan, and Ms. Robbins' colleagues at Parsons Brinckerhoff. These outside consultants have concluded that the Canyon Hills Manor project will not have significant impacts on traffic and circulation and that mitigation of those impacts is therefore not required. The City has concluded to the contrary and has determined that there are significant impacts which require mitigation. Ms. Waddell has agreed to a number of traffic mitigation measures notwithstanding the conclusions of the outside analyses in an effort to reach agreement with the City so her project may go forward. I understand that the City has determined to include a Section 3.10 in the Draft EIR which reflects its judgment on this issue but, to ensure that the decision-maker is fully informed as to these disparate views, has also agreed to include in an appendix to the Draft EIR a version of section 3.10 which reflects the conclusion of Wes Pringle Associates, Willdan and Parsons Brinckerhoff.

Although Ms. Waddell continues to disagree with the City's substantive conclusion, she is nonetheless appreciative of your willingness to see that both views are reflected in the record for the City's decisionmakers. Thank you for your courtesy and cooperation in that regard.

If you have further questions or concerns about this, you may contact me at the address and phone above or Susan Robbins at (714) 564-2715.

Very truly yours,



Michael G. Colantuono

MGC:mmi

cc: Lisa Waddell
Susan Robbins, Parsons Brinckerhoff
Selma Mann, Anaheim City Attorney's Office

Memorandum

To: Joseph Wright, City of Anaheim
John Lower, City of Anaheim

From: Susan Robbins, AICP
Darren Henderson, AICP

CC: Lisa Waddell

Date: May 19, 2004

Subject: Canyon Hills Manor Draft EIR – Traffic Section

The following comments are based on our review of the revised *Section 3.10 Traffic and Circulation Impacts* of the Canyon Hills Manor Draft Environmental Impact Report (EIR), prepared by the City of Anaheim.

Section 3.10.2, page 133, Existing Traffic, first paragraph - The text states that the Orange County Master Plan of Arterial Highways (OC MPAH) indicates that a 4-lane undivided roadway would have a capacity range of 10,000 to 20,000 vehicles per day (ADT). However, the MPAH currently designates the subject portion of Santa Ana Canyon Rd. as a Major Arterial with capacities between 30,000 and 45,000 (for a 6-lane roadway), and the Draft City Circulation Element proposes an amendment to the MPAH to reclassify Santa Ana Canyon Road as a Primary Arterial. As a Primary Arterial (constituting a 4-lane roadway) Santa Ana Canyon Rd. would have a capacity of 20,000 to 30,000 vpd putting the current ADT well within the maximum capacity for this type of roadway. It seems the statement in the text does not provide a fair comparison for the roadway consistent with the current MPAH.

Section 3.10.2, page 133, Existing Traffic, last paragraph - The text states the City General Plan requires a mid-block LOS C or better. The text also states this segment of Santa Ana Canyon Rd. operates worse than LOS C but does not substantiate this claim. Based on the proposed MPAH designation for Santa Ana Canyon Rd., it is unclear if the current conditions exceed the LOS C requirement and therefore the pre-existing condition needs to be quantified as a basis for fairly considering the impacts of the proposed development. Furthermore, the Draft City Circulation Element proposes intersection LOS D or better as the minimum requirement. The results of the intersection analysis conducted in support of the development indicate intersection LOS well above the LOS D minimum requirement.

Section 3.10.4.2, page 139, first paragraph - It is a fair comment from the City to ask for a barrier median (or some other form of roadway centerline barrier – such as a K-rail or guard rail barrier) to be installed along the frontage to the site (and continuing the nearest logical termini points) to prohibit unsafe U-turns to access the property driveway. The stretch of Santa Ana Canyon Rd. fronting the property is on a curve and slight grade with relatively high speed traffic making any mid-block U-turns potentially unsafe. The provision of a median or barrier will necessitate vehicles destined for the facility to complete U-turns at the appropriately designed and controlled intersections thereby improving overall safety.

Section 3.10.4.2, page 139, second paragraph - The discussion in this paragraph highlights an appropriate level of improvement to accommodate the necessary westbound U-turn at Eucalyptus. The requirement to signalize under this option is fair to ensure a protected phase

can be provided for the U-turns (although there are many instances where U-turns are provided at uncontrolled intersections or specifically designed mid-block turn around locations), and unless the applicant could fairly document the number of U-turns likely to occur (which would be difficult) exceeds that requiring the current storage pocket length, the proposed length of the storage pocket length is also fair.

Section 3.10.4.2, page 140, first paragraph - The discussion of the eastbound deceleration/right turn pocket is reasonable considering the profile of the road and the travel speeds through this section. A review of the site reveals that an eight-foot paved shoulder currently exists in the area adjacent to the proposed site entrance. The proposed site plan includes the provision of an additional 4 to 4.5 foot widening of the shoulder on the approach to the site entrance thereby providing sufficient area for vehicles to decelerate outside of the stream of traffic in the eastbound lanes on Santa Ana Canyon Rd. The utilization of the paved shoulder for deceleration is consistent with the configuration at other locations along Santa Ana Canyon Rd. such as the entrance to the Anaheim Hills Community Center where the shoulder area transitions into a right-turn deceleration lane on the westbound approach to the intersection.

Section 3.10.4.3, page 140, only paragraph - It seems the City is offering a new intersection as an alternative to accessing the site. If the developer were able to redesign their site access location, it appears it may be possible for them to reduce the other requirements for improvements along Santa Ana Canyon Rd. since they will be able to provide for all traffic movements at this new location thereby eliminating the need for a barrier median and improvements at Eucalyptus in order to mitigate development impacts. However, this new intersection would not be on nor connected to the applicant's property thereby making it impossible for the applicant to utilize this intersection location to serve the subject property. Since the property cannot be served by the proposed intersection, and the impacts of the proposed development can be adequately mitigated through improvements to the existing roadway and intersections, there does not appear to be a constitutional nexus, as required by CEQA, between the suggested intersection improvements and the proposed development.

Section 3.10.6.1, page 142, Measure 3.10-2 # 1 - It is standard policy for most local agencies to require frontage roadway improvements as a condition of development approval. Although there is technical merit in the provision of a median or other centerline barrier along the frontage to this property and extending to logical termini, there doesn't seem to be any technical nexus for requiring the applicant to widen both sides of the roadway to a full arterial standard for this segment based on the impacts of the particular development. Typically, developers are required to mitigate for their half side only, and only for the extent of their frontage (as appears to be the case for the mini storage facility opened within the last few years west of the subject site). In this case, what the City is requiring would mean the applicant would be completing improvements that mitigate their impacts as well as excess improvements that will ultimately benefit future developments along this stretch, as they would no longer be required to build out Santa Ana Canyon Rd. for their own projects. We believe this is definitely an issue the developer needs to negotiate with the City to get a more reasonable frontage improvement requirement, although clearly some frontage improvements would be justified as part of this development.

Section 3.10.6.1, page 143, Measure 3.10-2 # 3 - This is the issue that concerns us most. Since the applicant physically cannot redesign the site layout to access this intersection we just don't see how the City could justify having the applicant build the new intersection and

signalize a road that would not serve the project. The applicant's impacts can be successfully mitigated with a median or barrier on Santa Ana Canyon Rd. and improvements at its intersection with Mohler Dr. or Eucalyptus Dr., which already exist. There is simply no constitutional nexus between the proposed development's impacts and the new intersection. The applicant should be provided with the option to complete appropriate improvements at Mohler or Eucalyptus based on the most suitable U-turn point. To require this new intersection as a condition of this development would be unreasonable "to serve project U-turns" when they can be adequately served with appropriate mitigation at Mohler or Eucalyptus Drives.

Barrier Median – We recommend that some kind of barrier median or centerline barrier (such as K-rail or guard rail) be placed from Festival Dr. to Eucalyptus Dr. or Mohler Dr. as a safety measure, to prevent illegal U-turns. We further recommend that Mohler Dr. be used as the location for the U-turns since there is already a traffic signal and left-turn lane provided at that location. As an alternative to Mohler Dr. we would recommend using Eucalyptus Dr., which has some facility for left turn storage (and potentially U-turns), with the addition, for example, of a traffic signal.

There does not seem to be any technical justification for the installation of a 20-foot median along this stretch of Santa Ana Canyon Rd. from Festival Dr. to Eucalyptus Dr. or Mohler Dr to mitigate the impacts of the proposed development of Canyon Hills Manor. A four-foot barrier median or the use of K-rail, guardrail or bollards along the roadway centerline is recommended as a more appropriate alternative to prevent unsafe U-turns to access the subject site, thereby mtitgating the most notable potential traffic impact of the proposed development.

THIS PAGE LEFT BLANK INTENTIONALLY

3.10 TRAFFIC AND CIRCULATION IMPACTS

3.10.1 Scope Analysis

The City of Anaheim, acting as lead Agency in the review of this proposed project, directed the preparation of an Initial Study to determine the nature and scope of the analysis that would be required as part of this draft EIR's preparations. Based on the results of the preliminary environmental analysis undertaking as part of the Initial Study's preparation and circulation impacts were identified as requiring analysis in this draft EIR:

- The project's potential for generating traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result of substantial increase in either the number of the vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).

- The project's potential for exceeding, either individually or cumulatively, a level of service standard established by the Orange County Transportation Authority (OCTA) for designated roads or highways.

- The project's potential for increasing in the number of peak hour trips over and above a residential project in conformance with the General Plan Hill Side Estate Density Residential land use designation.

The project applicant has submitted Traffic and Parking Studies, which are provided in Appendix E of the Draft EIR.[3.1] This information has been reviewed and analyzed by an independent Traffic Engineer under contract with the City, and the analysis and conclusions set forth in this section reflect said review, the findings of which have been approved by the City's Traffic and Transportation Manager.

3.10.2 Environmental Settings

Existing Facility

The project is located along the south side of Santa Ana Canyon Road between Eucalyptus Drive on the west side and Festival Drive on the east side. Regional access to the site is provided via the SR-91 (Riverside Freeway) interchanges at Weir Canyon Road and Imperial Highway. Santa Ana Canyon Road currently provides the only public vehicle access to the site. Santa Ana Canyon Road is designated as Scenic Expressway with an ultimate configuration of a six-lane divided highway (3-lanes in each direction) and right-of-way (ROW) of 148 feet. Currently, Santa Ana Canyon Road is a four-lane undivided roadway adjacent to the project site that parallels SR-91. The roadway cross section at this location consists of two lanes and a shoulder for eastbound and westbound traffic with a double yellow centerline separation. Approximately 0.3 mile to

[3.1] Traffic Study prepared by Wes Pringle Associates and Willdan

the west, Santa Ana Canyon Road becomes a divided four-lane facility (2-lanes in each direction) with a median and various types of landscaping.

Festival Drive at Santa Ana Canyon

To the east of the site, approximately 0.2 mile, is a signalized intersection at Festival Drive. No U-turn is allowed for eastbound traffic at this location. This intersection is a TEE (three legs) intersection with the south leg for the north-south direction. There are one left-turn lane and three thru-lanes westbound, three thru-lanes and one right-turn lane eastbound, and one left-turn lane, one left shared right-lane and one right-lane southbound. Because of its geometrics, this intersection does not provide a left turn-lane in the eastbound direction, however there is a wide raised median island with streetlights, along the west leg, which shadow out the westbound left-turn lane to southbound. There is a drop lane along the westbound south of the intersection, which reduces Santa Ana Canyon Road to two-lanes for westbound traffic.

Roosevelt Road at Santa Ana Canyon Road

Further east of the site, approximately 0.6 mile, is a signalized intersection at Roosevelt Road. This four-leg intersection has left-turn lanes along Santa Ana Canyon Road with signal left-turn phasing. There are no restrictions on U-turns in the eastbound and westbound directions.

Eucalyptus Drive at Santa Ana Canyon Road

This location is approximately 0.5 mile west of the site and is an unsignalized intersection at Eucalyptus Drive. There are one left-turn lane and two thru-lanes in the eastbound and westbound directions. This intersection is stop sign controlled at Eucalyptus Drive. There are no restrictions on U-turns in the eastbound and westbound directions at this location. The existing westbound and eastbound left-turn lanes are approximately 50 feet and 100 feet in length, respectively. The westbound left-turn lane is sized for two vehicles only, to serve the local residents, and the south leg of the intersection is signed with a "No Outlet" sign.

Canyon Crest Drive (Martin Drive) at Santa Ana Canyon Road

This location is approximately 0.9 mile west of the site and is an unsignalized TEE intersection at Canyon Crest Drive (Martin Drive). The south leg of this intersection is signed with a "No Outlet" sign and serves only the local residents. There is a left-turn lane in the westbound direction and it is sized for approximately one vehicle only. There is no U-turn restriction posted for the westbound left-turn traffic.

Mohler Drive at Santa Ana Canyon Road

Further west of the site, approximately 1.0 mile, there is a signalized intersection at Mohler Drive. This four-leg intersection has left-turn lanes along Santa Ana Canyon Road with signal left-turn phasing for eastbound and westbound directions. There is no restriction on U-turns in the eastbound and westbound directions.

Existing Traffic

The Orange County Master Plan of Arterial Highways (MPAH) currently designates Santa Ana Canyon Road as a Major Arterial with a capacity range of 30,000 to 45,000 vehicles per day (for a six-lane roadway). Santa Ana Canyon Road currently exists as a 4-lane undivided roadway in the project location, and the Draft City of Anaheim Circulation Element recommends reclassifying Santa Ana Canyon Road as a Primary Arterial to better reflect its current characteristics. The MPAH indicates that the capacity range for a Primary Arterial (constituting 4-lanes) is 20,000 to 30,000 vehicles per day. Traffic counts for Santa Ana Canyon Road were conducted on April 3, 2002 (see Appendix A of the Traffic Study in Appendix E of the draft EIR). A daily count of 20,019 vehicles was recorded on that date. This referenced count is within the theoretical capacity of the roadway for the existing conditions.

Santa Ana Canyon Road parallels the SR-91 and is being used as an alternative to the freeway during the peak hours. Santa Ana Canyon Road carries 1,098 vehicles during the morning peak hour (8:15 AM– 9:15 AM) with 38 percent in the eastbound and 62 percent in the westbound direction. In the evening peak hour (5:15 PM – 6:15 PM), it carries 2,198 vehicles with 64 percent in the eastbound direction and 36 percent in the westbound direction. Due to its use as an alternative to SR-91, traffic along Santa Ana Canyon Road is heavier in the eastbound direction during the pm peak period. Bypass traffic on Santa Ana Canyon Road will clearly increase and the peak periods will expend and could potentially conflict with project traffic.

According to the City of Anaheim General Plan Circulation Element policy, midblock arterial average daily Level of Service (LOS) is to be not worse than LOS C. Based on the April 3, 2002 traffic count and the maximum daily vehicle capacity prescribed in the MPAH for a Primary Arterial, the mid-block volume to capacity ratio on the subject segment of Santa Ana Canyon Road would be 0.67 representing an existing average daily LOS D (per Highway Capacity Manual 2000 Exhibit 21-2, Multi-Lane Highways with 45mph Free-Flow Speed) thereby conflicting with the current Circulation Element midblock LOS policy. The Draft City of Anaheim Circulation Element eliminates the mid-block LOS C requirement in favor of a minimum intersection LOS D requirement (based on the calculated Intersection Capacity Utilization [ICU]). The analysis results described in Section 3.10.4.2 of this report indicate that the intersection LOS including the anticipated impact of the proposed development is substantially better than the minimum LOS D prescribed in the Draft Circulation Element.

Access to the Riverside Freeway (SR-91) is provided at Imperial Highway, west of the site and at Weir Canyon Road, east of the site. SR-91 is one of the most congested freeways in the nation, with an existing LOS F-3. This three-plus hours of congestion per day is forecast to increase significantly as the region builds out. A recent Orange County Transportation Authority (OCTA) SR-91 travel survey documented that 20 percent of commuters currently divert from the SR-91 onto parallel City arterials, including Santa Ana Canyon Road.

The City of Anaheim General Plan Circulation Element designates Santa Ana Canyon Road as a Scenic Expressway. The Circulation Element describes Scenic Expressways as

"limited access highways that serve inter-city traffic." Santa Ana Canyon Road is one of two designated Scenic Expressways in Planning Area B; the other being Weir Canyon Road. This category of roadway requires 148 feet of right-of-way and typically provides for a 6-lane divided highway. The posted speed limit for this section of Santa Ana Canyon Road is 45 mph.

The proposed project site is currently vacant, and as a result is not presently generating any vehicle traffic. A traffic count was conducted at the intersection of Santa Ana Canyon Road and Mohler Drive to quantify existing conditions. Since peak project traffic inbound to the site on weeknights would occur between 6:00 p.m. and 7:00 p.m. at the earliest, this hour was surveyed. The resultant traffic volumes are contained on the intersection analysis sheet in Appendix A of the Traffic Report (see Appendix E of the draft EIR). An intersection Capacity Utilization (ICU) analysis was completed and indicated an ICU value of 0.50 or Level of Service (LOS) A for existing conditions. The analysis sheet is also contained in Appendix A of the Traffic Report.

3.10.3 Thresholds of Significance

According to the City of Anaheim, acting as lead agency, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- An increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., results in a substantial increase in either the number of the vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); or,

- An increase in the level of service standard established by the Orange County Transportation Authority for designated roads or highways.

- An increase in the number of the peak hour trips over and above a residential project in conformance with the General Plan Hill Side Estate Density Residential land use designation.

To understand how well a roadway or intersection is handling traffic, several concepts have been devised. The first is a qualitative measure, referred to as Level of Service (LOS), which evaluates a roadway's operation based on observations. A LOS "A" is an optimal traffic condition, while a LOS "F" represents service congestion. A second, more quantitative measure, referred to as Volume to Capacity Ratio (V/C), is the ratio of an intersection's or roadway's traffic volumes to its design capacity. The relationship between the LOS and V/C Ratio for intersections is summarized below in Table 3-17.

Table 3-17 Intersection Level of Service Definitions		
LOS	ICU Range (V/C Ratio)	Description
A	Less than 0.60	Free flowing traffic conditions, no congestion.
B	0.60 to less than 0.70	Generally free from congestion. All vehicles may clear signal in a single cycle.
C	0.70 to less than 0.80	Light congestion with occasional back-ups at critical approaches.
D	0.80 to less than 0.90	Congestion at critical approaches.
E	0.90 to less than 1.0	Moderate to severe congestion during peak period.
F	1.00 or greater	Severe congestion.
Source: Blodgett/Baylosis Associates, 2000		

3.10.4 Analysis of Environmental Impacts

In connection with the request for approval of the chapel and banquet facility, the applicant is requesting an amendment to the Santa Ana Canyon Road Access Points Study to allow an additional access point (the proposed project's driveway) on Santa Ana Canyon Road. The applicant is also requesting a waiver of the minimum required number of parking spaces (279 required, 269 proposed) and a waiver of the requirement to improve Santa Ana Canyon Road to its ultimate 140-foot wide right-of-way.

With regard to the projects hours of operation, the facility would hold events on Friday evenings from 7:00 p.m. to midnight and on Saturdays/Sundays from 9:00 a.m. to midnight as described in detail in Section 2.3.3 (Operational Characteristics of the Proposed Facility). In addition, the facility is proposed to be used for a maximum of four weekday evening activities per month. The facility would have a maximum occupancy of 450 patrons, and a total of 269 parking spaces are proposed to serve the facility. A single access at Santa Ana Canyon Road, located east of Eucalyptus Drive, is planned to serve the project site.

It is important to note the unique operational nature of the proposed facility. Although there are different gathering areas within the facility (i.e., the chapel and the dining/reception area), there would only be one event arriving or departing the premises at a time. On Saturdays/Sundays there would be a minimum one-hour separation between different event departures and arrivals with the afternoon events ending by 6:00 p.m. and the first evening event starting at 7:00 p.m. (for weddings, the wedding party would arrive at 6:00 p.m., however, the ceremony would not commence until 7:00 p.m.). This element becomes very important when analyzing the parking demand for the proposed project.

3.10.4.1 Projected Trip Generation

The January 2003 Project Description documents 269 parking stalls and a total building square footage of 27,910. The building square footage was used to derive the code required parking as shown in the following table (Table 3-18). This table shows the code requirement (278 parking spaces) compared to the proposed 269 spaces.

Table 3-18
Parking Requirements

Square Footage	Maximum Occupancy	Stalls Proposed	Code Requirements	29/tsf Assembly	.333/ seat	4/tsf Office	.02/ Person
27,910	466	269	278	267	155	3	9

tsf: thousand square feet

Traffic generation refers to the number of vehicle trip-ends a project will generate over a specified time period. In order to estimate trips for the proposed project, the parking study that was prepared for this project, dated July 9, 1999 (see Appendix E of the Draft EIR), was referenced to obtain trip generation data. Utilizing data from similar uses, the parking study estimated that a total of 245 parking spaces would be needed. The typical scenario operations referenced in the DEIR call for 67 percent of the parking demand (180 spaces) generated by wedding/banquet facility #1 and 33 percent (89 spaces) by wedding/banquet facility #2. For a "worst-case" analysis, an assumption was made whereby all 245 vehicles would arrive within a single one-hour period and depart within a later one-hour period. Due to the unique nature of this project, it can be assumed that all of the people arriving for the event would do so within the same hour, though it is more likely that the departures would be spread out over a longer time period.[134] The results of the trip generation analyses are shown in Table 3-19.

Table 3-19
Trip Generation Analyses

Land use	Measurement Units	Daily Trip Rates	Evening Peak Hour Traffic	
			In	Out
Canyon Hills Manor	27,910 SF	500 (est.)	245	245

Source: Trips generated by the proposed project, Canyon Hills Manor, were based upon the parking study prepared for this site dated July 9, 1999.

The project would be expected to attract a maximum of 245 vehicles during the 6:00 p.m. to 7:00 p.m. hour on weekdays when events were scheduled. Minor, negligible traffic volumes for staff would occur prior to this period. On a weekday basis, an estimated 500 trip ends would be anticipated when events were scheduled. Of these, 245 could arrive in the 6:00 p.m. to 7:00 p.m. period, and would depart at a later hour. It should be noted that a total of 245 trip ends (or daily trip generation of approximately 500 trips) are likely to be an overestimate, since the total combined seating capacity of the two chapels is 450 seats. The great majority of the events will not represent a 100 percent capacity of the facility. In addition, there is typically relatively high vehicle

[134] WPA Traffic Engineering, Inc., Signal Warrant Analysis – Canyon Hills Manor. March 20, 2002.

occupancy where family members, participants, and others in attendance often share vehicles. The worst-case figure of 500 weekday trips would translate into a vehicle-occupancy ratio that is quite low (1.85 persons/vehicle). In addition, the number of employees will be limited to between 10 and 16 persons. At any one time, the maximum number of persons will be less than 500 persons during the peak activity periods.

In summary, the estimated trip generation is below the minimum required for a traffic impact analysis by the Orange County Congestion Management Program (CMP), and no significant trips would be generated during street peak hours (between 6:00 p.m. and 7:00 p.m.).

3.10.4.2 Traffic Impacts

Since the project would not generate traffic during the a.m. and p.m. peak hours of the street system, no analyses were completed for these periods. The intersection of Santa Ana Canyon Road and Mohler Drive was analyzed for the 6:00 p.m. to 7:00 p.m. period, as this period could be affected by project traffic. The intersections to the east of the site were not analyzed since they would potentially be affected only by outbound traffic in the late evening.

Access to the project site is proposed to be provided via a 28-foot wide gated private driveway from Santa Ana Canyon Road, which, as previously indicated, requires an amendment to the Santa Ana Canyon Road Access Points Study. The driveway would follow a curvilinear alignment from Santa Ana Canyon Road to the building pad and parking area. The project driveway would include a turnaround area providing minimum delivery truck turn radii in the event that the entrance gate is closed. Channelization is also proposed for the project to limit movements to right turns in and out only (see Exhibit 3-14). As a result, there could be a demand for vehicles approaching from the west or east that wish to make U-turns. In addition, the nearest locations, Festival Drive to the east and Eucalyptus Drive to the west, would require significant modifications to accommodate U-turns.

Due to the fact that the proposed project would have functions starting after 7:00 p.m. on weekend evenings and up to four weekday evenings per month, the street peak travel period from 4:00 p.m. to 6:00 p.m., along with 7:00 p.m. to 9:00 p.m. was analyzed for Saturday. The additional period would cover the proposed project's street peak period during a weekend evening and the occasional weekday evening.[135] Table 3-20 lists the existing Saturday volumes on Santa Ana Canyon Road between 4:00 p.m. and 9:00 p.m. Due to the nature of the proposed project's operation, it was assumed that there would be a reduction in trips after 6:00 p.m. Since outbound traffic would generally occur after 9:00 p.m., past the peak hour travel period, there would not be an impact, due to the reduced levels of traffic from other sources at that time.[136] According to the 24-hour count conducted on April 3, 2002, the evening peak hour was 5:15 – 6:15 pm with a volume of 2,198 vehicles. The volume between 6:00 p.m. and 7:00

[135] Ibid.
[136] Ibid.

p.m. is 1,944 vehicles. The traffic volume for Friday between 6:00 p.m. and 7:00 p.m. would be significantly higher. Table 3-20 represents Saturday evening only counts.

Table 3-20
Traffic at Proposed Access and Santa Ana Canyon Road

Time	Existing Volumes	Proposed Project	Total
4:00 p.m.	1,917	0	1,917
5:00 p.m.	1,818	180	1,998
6:00 p.m.	1,451	89	1,540
7:00 p.m.	975	180	1,155
8:00 p.m.	781	0	816
9:00 p.m.	500	0	526

Volumes were based upon Saturday evening counts.

The proposed entryway is to be designed in such a manner that ingress would be restricted to right-turning movements from the far-right eastbound lane of Santa Ana Canyon Road. Egress would also be restricted to right-turn movements as well. Left-turn ingress or egress at the driveway would not be possible due to the entryway's design. Additionally, for drivers approaching from the east of the project site, a U-turn would be required to access the project location. In order to eliminate the possibility of drivers making U-turns adjacent to the project entryway and along the double yellow striped section, a median island or other physical barrier (such as K-rail along the roadway centerline) needs to be constructed along Santa Ana Canyon Road.

The nearest location to accommodate westbound U-turns on Santa Ana Canyon Road is at the intersection of Eucalyptus Road and Santa Ana Canyon Road. The site distance for westbound vehicles is limited at this site due to a crest in Santa Ana Canyon Road. This intersection would require the installation of a traffic signal and lengthening the westbound left-turn lane by approximately 130 feet in order to serve the increased demand and alleviate the sight distance concerns. Drivers approaching from the east are unlikely to travel further west than Eucalyptus to complete their U-turns. The second U-turns possibility is the intersection of Canyon Crest Drive at Santa Ana Canyon Road. This intersection will require substantial improvements to accommodate U-turns.

The Santa Ana Canyon Road/Mohler Drive intersection (1.0 mile west of the site) provides a signalized phase for possible U-turns. An analysis was completed to examine the impact of U-turns at this intersection. If it is assumed that half of the trips would be completing this move, 145 trips would be added to the westbound left-turn movement, and 14 added to the eastbound through movement. These volumes were added to existing volumes and the ICU analyses were recalculated. The analyses (contained in Appendix A to the Traffic Report) resulted in an ICU value of 0.61, or LOS B. This indicates that there is no traffic LOS impact at this intersection due to the project, although the left-turn pocket would need to be lengthened by 130 feet to serve the increased U-turn demand. The Santa Ana Canyon Road/Festival Drive intersection east

of the site was not analyzed since it would potentially be affected only by outbound traffic in the late evening, well past the p.m. peak period.

A right-turn deceleration area on Santa Ana Canyon Road is required to serve the site. Otherwise the eastbound traffic will have to slow down in a through traffic lane (from the 45 mph posted speed limit) to turn the corner at the project driveway (at steep grade), as a right-turn lane is not provided. A right-turn deceleration area will allow the drivers to reduce their speed and turn safely into the project driveway especially if the entrance gate is closed for any reason. As discussed above, the project is estimated to generate 245 inbound trips under a "worst-case" scenario. Some of these trips may occur at times when Santa Ana Canyon Road is heavily used as an alternate route to the freeway. Most of the added trips would occur after 6:00 p.m. on weeknights when events are scheduled (with a maximum of four weekday events per month). This is after the peak traffic period on the roadway, when speeding traffic is more likely.

The proposed site plan for the Canyon Hills Manor development recommends the addition of 4 to 4.5 feet of pavement width to the existing 8-foot paved shoulder on the eastbound approach to the proposed site access driveway. The widening of the existing paved shoulder to a minimum of 12 feet and appropriate re-striping will provide sufficient area to allow patrons accessing the site to decelerate outside of the flow of traffic prior to turning onto the site. This right-turn configuration is consistent with that used on Santa Ana Canyon Road at the westbound approach to the Anaheim Hills Community Center entrance where the paved shoulder similarly transitions into a right-turn deceleration area. This configuration provides sufficient area for vehicles to slow prior to turning onto the site without interfering with through traffic along Santa Ana Canyon Road.

The sight distance for drivers exiting the site was examined based upon the site-grading plan. A driver located 10 feet behind the end of the driveway at Santa Ana Canyon Road can see eastbound vehicles approaching for a distance of 1,000 feet (see Exhibit 3-15). Based upon Table 201.1 of the Caltrans *Highway Design Manual*, a speed of 80 kilometers per hour (50 miles per hour) requires a stopping sight distance of 130 meters (425 feet). On this basis, the sight distance would be more than adequate (i.e., exceed requirements).[137]

3.10.5 SIGNIFICANT IMPACTS

3.10.5.1 Project Impacts

The proposed project will have impacts related to traffic operation and design features. They are:

---

[137] Ibid.

- The design of the project driveway to provide for right turn in/out at the project driveway would not prevent illegal U-turns across the double yellow centerline stripe in the vicinity of the project.

- Project related U-turns would potentially exceed the available storage length of left-turn pockets at the intersections of Eucalyptus Drive and Canyon Crest Drive and Mohler Drive along Santa Ana Canyon Road, west of the project which would impact through traffic on Santa Ana Canyon Road.

3.10.5.2 Cumulative Impacts

The two related projects subject to the analysis herein will involve the following land use and development impacts:

- *Stonegate Development* involves the construction of single-family residential units within a 39-acre parcel located immediately south of the proposed Canyon Hills Manor development site. This project will generate 746 trips on a daily basis with 59 of those trips occurring during the AM peak hour and 79 trips occurring during the PM peak hour. Two-way daily volumes during the weekends are anticipated to be 787 trips on Saturdays and 685 trips on Sundays.

- *Maag Ranch (Tentative Tract No. 16254)* involves the construction of up to 128 residential units within a 24.5-acre property. The project site is located northeast of the intersection of Imperial Highway and Santa Ana Canyon Road. This project will generate 852 trips on a daily basis with 67 of those trips occurring during the AM peak hour and 90 trips occurring during the PM peak hour. Two-way daily volumes during the weekends are anticipated to be 898 trips on Saturdays and 781 trips on Sundays.

The related projects together with the proposed Canyon Hills Manor project will result in an additional 2,098 daily trips. These additional trips will translate into a future volume of 22,098 daily trips for that segment of Santa Ana Canyon Road, west of the proposed project site. The future volume of 22,098 will remain within the theoretical capacity of this section of Santa Ana Canyon Road. Therefore, this segment will continue to operate consistent with the City policy of LOS C.

3.10.6 MITIGATION MEASURES

The results of the traffic analysis indicate that, while adverse traffic impacts would result from the proposed project, they are not significant under CEQA and, therefore, no mitigation measures would be required. However, the Applicant agrees to the conditions in the following section.

3.10.6.1 Recommended Project Mitigations and Improvements

Measure 3.10-1. Prior to the issuance of the first building permit, the property owner/developer shall irrevocably offer for dedication to the City of Anaheim, the rights-of-way for Santa Ana Canyon Road (with subordination of easements) to a width of 106 feet, including necessary construction easements, adjacent to their property. The property owner/developer shall also dedicate along the project site frontage an additional 13-foot wide, 180-foot long area with a transition area of 90 feet for an eastbound right-turn only lane into the site to the satisfaction of the City Engineer.

Measure 3.10-2. Prior to the issuance of the first building permit, the property owner/developer shall submit plans to the Public Works Department for review and approval showing the following improvements to Santa Ana Canyon Road:

1. Construction of a mutually acceptable median barrier along the center of Santa Ana Canyon Road between Festival Drive and Eucalyptus Drive to prevent left turns into the project site and U-turns to/from the project site;

2. Construction of associated roadway frontage improvements along the south side of Santa Ana Canyon Road to accommodate the previously described median barrier, including provisions to maintain the existing 12-foot lane configuration with an 8-foot paved right shoulder and an appropriate left shoulder to provide necessary clearance from the median barrier;

3. Construction of a the proposed 4- to 4.5-foot widening of the eastbound right shoulder (including curb, gutter and appropriate lane markings) to accommodate eastbound right-turn deceleration and turning into the project site;

4. Construction of additional left-turn storage on the westbound Santa Ana Canyon Road approach to Mohler Drive, and installation of necessary traffic signals and signage to facilitate U-turns for westbound traffic attempting to access the proposed development; and,

5. Installation of signage to prohibit U-turns for westbound Santa Ana Canyon Road traffic at Eucalyptus Drive and Canyon Crest Drive.

All plans shall be prepared to the satisfaction of the City Engineer and shall be subject to the review and approval of the City Engineer. All engineering requirements of the City of Anaheim for preparation of improvement plans shall be complied with as required by the City Engineer and in accordance with specifications on file in the office of the City Engineer, as may be modified by the City Engineer. Security in the form of a bond, certificate of deposit, letter of credit or cash, in an amount and form satisfactory to the City of Anaheim, shall be posted with the City to guarantee the satisfactory completion of said improvements except landscape and irrigation within the median. Said security shall be posted with the City prior to the issuance of a building permit or final map approval, whichever occurs first, to

guarantee the installation of the improvements required by this mitigation measure prior to the first final building and zoning inspection.

Measure 3.10-3. To the extent the property owner/developer may qualify for reimbursement from other benefited properties, the property owner/developer may petition the City Council to establish a reimbursement agreement or benefit district to include other areas of benefit. Cost associated with the establishment of any such districts shall be at the expense of the property owner/developer.

Measure 3.10-4. Prior to issuance of the first building permit, the property owner/developer shall submit plans to the Public Works Department showing the provision of a vehicular turnaround area between the public right-of-way and the project gated entry. The turnaround area shall be designed to the satisfaction of the City Traffic and Transportation Manager and shall be installed prior to the first final building and zoning inspection.

Measure 3.10-5. Ongoing during project operation, the property owner/developer shall be required to provide patrons of the subject facility with access instructions, driving directions and/or maps for distribution to their guests.

Measure 3.10-6. Ongoing during project operation, the facility shall operate in conformance with the hours of operation as detailed in Section 2.0 of the DEIR.

WILLDAN
Serving Public Agencies

Memorandum

TO: Michael G. Colautuono

Cc: Lisa Waddell

FROM: Wes Pringle, P.E.

SUBJECT: Canyon Hills Manor, City of Anaheim

DATE: August 19, 2002

Responses to John Lower's Memo of August 2, 2002.

In my discussions with Taher Jalai at the City of Anaheim, I recall that the Roosevelt Road intersection did not need to be analyzed as it would potentially be impacted by traffic outbound from the project. Since this would occur after 8:00 PM at the earliest, it would not be an impact.

The intersection of Santa Ana Canyon Road and Mohler Drive was analyzed for the 6:00 PM to 7:00 PM period. (March 20, 2002, letter report, page 4.) This intersection is west of the site and was the direction given by Taher Jalai.

A trip distribution and the assignment discussion is also provided on page 4 of the March 20, 2002 report.

The driveway to the site has been designed to accommodate right turns in and out of the site. (March 20, Report, page 5 and Figure 2.) If the City desires a median on Santa Ana Canyon Road, this could be a condition of approval.

I would also disagree with the statement that scheduling outside of peak hours is not a mitigation. This technique has been utilized in many instances to reduce potential impacts.

WILLDAN
Serving Public Agencies

27042 Towne Centre Drive, Suite 270
Foothill Ranch, California 92610
949/470-8840 fax 949/770-9041
www.willdan.com

March 20, 2002

Ms. Lisa Waddell
The Party Pantry
12777 Knott Avenue
Garden Grove, CA 92641

SUBJECT: CANYON HILLS MANOR, ANAHEIM

Dear Ms. Waddell:

This letter report summarizes our review of traffic factors related to the subject project. The study was based upon information provided by you, discussion with City Staff and field studies by our staff.

PROJECT DESCRIPTION

The project is proposing to provide a wedding chapel and associated banquet facility, which would total approximately 25,000 SF and a maximum occupancy of 450 persons. A total of 269 parking spaces are being provided to serve the proposed facility. The hours of operation would be Friday evening after 7:00 PM to midnight, Saturday 11:00 AM to 5:00 PM and 6:00 PM to midnight, and Sunday the times vary for the day and evening. In addition, the developer has agreed to a maximum of four activities on weekday nights per month. An employee of Party Pantry would be on-site on the weekdays booking the facility.

A note should be made regarding the unique nature of the proposed facility. Although there are different gathering areas within the facility, i.e. the chapel and the dining/reception area, there would only be one event being held on the premises at a time that would utilize both of these areas. This element becomes very crucial when analyzing the parking demand for the proposed project.

Access to the site is proposed to be a 28-foot wide driveway from Santa Ana Canyon Road. The driveway follows a curvilinear alignment from Santa Ana Canyon Road to the building pad and parking area. Channelization is also proposed to limit movements to right turn in and out only (See Figure 1).

EXISTING CONDITIONS

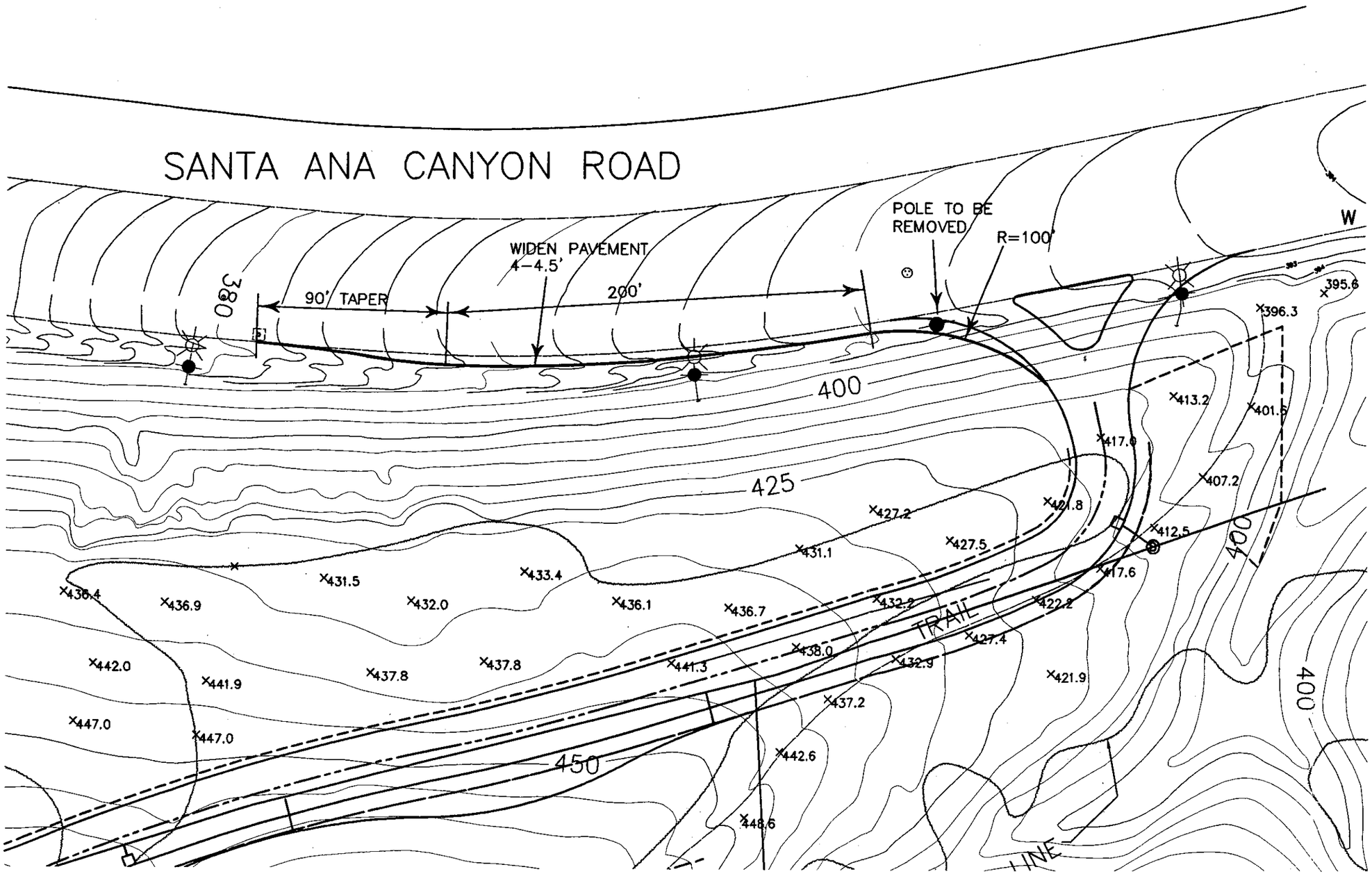
Santa Ana Canyon Road is a four-lane facility that parallels the Route 91, Riverside Freeway, in the environs of the subject project. For much of its length there is a median with various types of landscaping. Adjacent to the subject project there is a double yellow centerline separating eastbound and westbound traffic. To the east of the site, approximately 0.2 of a mile, is a signalized intersection at Festival Drive. This intersection does not provide channelization for eastbound left turns or a separate signal phase. A signalized left turn phase exists at Roosevelt that is approximately 0.6 miles east of the site.

To the west, the first signalized intersection is at Mohler and includes a separate westbound left turn phase. This is approximately one mile west of the site. At Eucalyptus approximately 0.5 miles to the west no left turn lane is provided for westbound traffic. A left turn lane for westbound traffic is provided at Canyon Crest approximately 0.8 miles west of the site.

Access to the Route 91 Freeway is provided at Imperial Highway west of the site and Weir Canyon Road east of the site. A posted speed limit of 45 MPH exists on Santa Ana Canyon Road in this section.

Santa Ana Canyon Road has an average daily traffic volume on a weekday of approximately 17,000 vehicles. Due to its use as an alternative to the Route 91 Freeway, traffic is heavier in the eastbound direction and during the PM peak hour. The PM peak hours for eastbound traffic occur between 4:00 and 6:00 PM.

THIS PAGE LEFT BLANK INTENTIONALLY



CONCEPTUAL RIGHT TURN LANE FOR CANYON HILLS MANOR WEDDING CHAPEL

FIGURE 1

A traffic count was conducted at the intersection of Santa Ana Canyon Road and Mohler Drive to quantify existing conditions. Since project traffic inbound to the site on weeknights would occur between 6:00 and 7:00 PM at the earliest, this hour was surveyed. The resultant traffic volumes are contained on the intersection analysis sheet in Appendix A. An Intersection Capacity Utilization (ICU) analysis was completed and indicated an ICU value of 0.50 or Level of Service A for existing conditions. The analysis sheet is contained in Appendix A.

TRIP GENERATION

In order to estimate trips for the proposed project, the parking study that was prepared for this project, dated July 9, 1999, was referenced to obtain trip generation data. Utilizing model facilities, the parking study estimated that a total of 245 parking spaces would be needed. For these analyses, a "worst case" assumption was made that all 245 vehicles would arrive within the same hour and depart within the same hour. Although, it is more likely that the departures would be spread out over a longer time period.

As described in the Project Description section, the facility would not be in operation prior to 7:00 PM on weeknights. The project would be expected to attract a maximum of 245 vehicles during the 6:00 to 7:00 PM hour on weekdays when events were scheduled. Minor volumes for staff would occur prior to this period.

On a daily basis, an estimated 500 trip ends would be anticipated when events were scheduled. Of these, 245 could arrive in the 6:00 to 7:00 PM period and potentially depart at a later hour.

ANALYSIS

Since the project would not generate traffic during the AM or PM peak hours of the street system, no analyses were completed for these periods. In addition, the project daily trip generation of 500 trip ends falls below the minimum guideline for a traffic impact analysis of the Orange County Congestion Management Program (CMP).

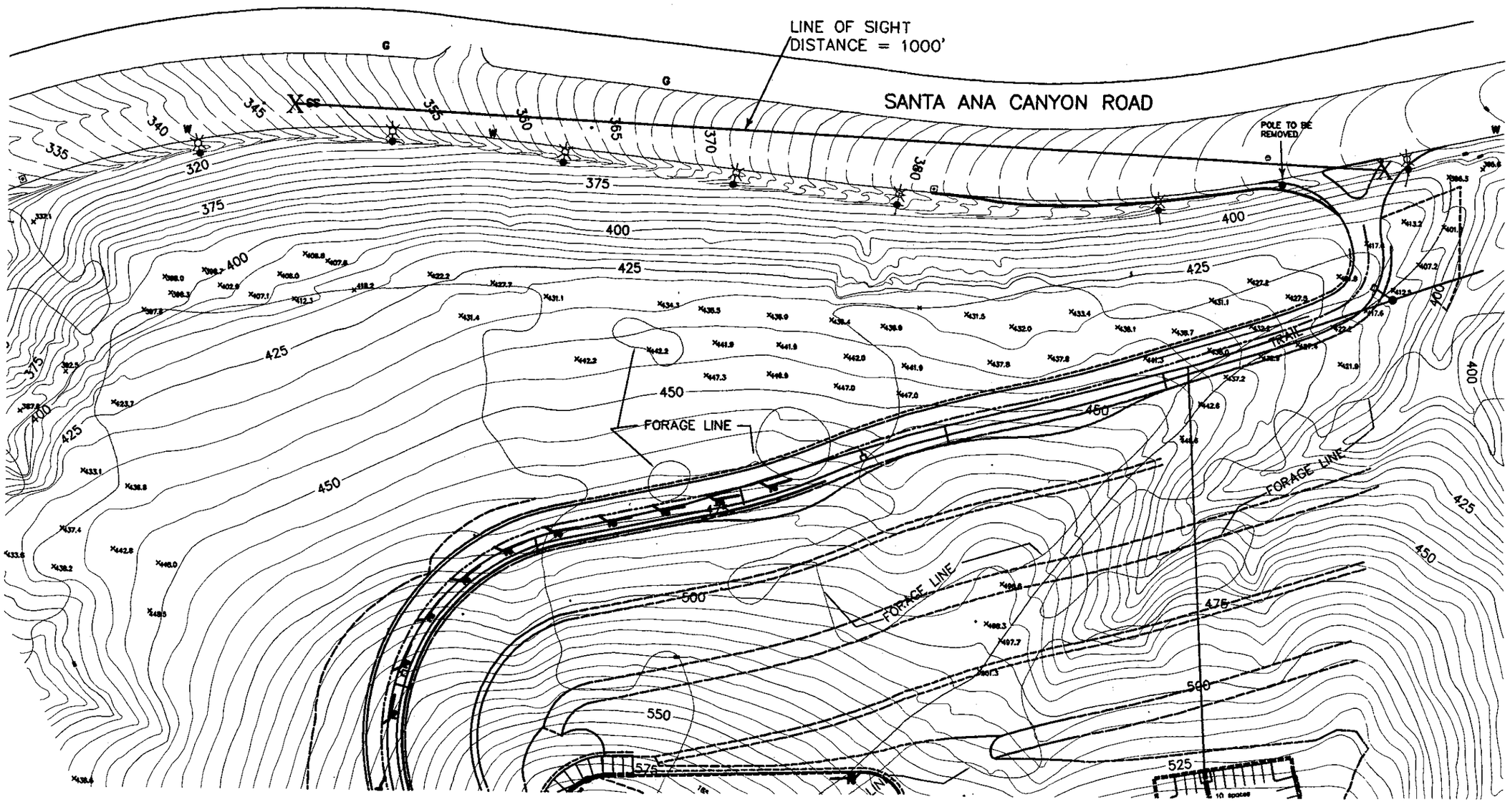
The project access is proposed to be limited to only right turns in and out. As a result, there could be a demand for vehicles approaching from the west or east to desire to make U-turns. In addition, the nearest locations, Festival Drive to the east and Eucalyptus to the west would require significant modifications to accommodate U-turns. A mitigation measure would be to provide instructions and/or maps to users of the facility for distribution to their guests.

As described previously, the inbound traffic could occur between 6:00 and 7:00 PM on a weekday. For drivers approaching from the east, a U-turn would be required and the Santa Ana Canyon / Mohler Drive intersection provides a signalized phase for this U-turn. If we assume that half of the trips would be completing this move, 145 trips would be added to the westbound left turn movement and 145 to the eastbound through movement. These volumes were added to existing volumes and the ICU analyses re-calculated. The analysis is contained in Appendix A and results in an ICU value of 0.61 or Level of Service B. This would not indicate a traffic impact due to the project.

Since outbound traffic would generally occur after 9:00 PM, there would not be an impact due to reduced traffic from other sources at that time.

The sight distance for drivers exiting the site was examined using the site-grading plan. A driver located 10 feet behind the end of the driveway at Santa Ana Canyon Road can see eastbound vehicles approaching for a distance of 1,000 feet (See Figure 2). Based upon ***Table 201.1*** of the Caltrans "Highway Design Manual", a speed of 80 km/hr (50 MPH) requires a stopping sight distance of 130m (425 ft.). On this basis, the sight distance would be more than adequate.

The City has requested a right turn lane on Santa Ana Canyon Road to serve the site. As discussed previously in this report, the project is estimated to generate 245 inbound trips under a "worst case" scenario. In addition, these would occur after 6:00 PM on weeknights when events are scheduled. This is following the peak traffic period on the



LINE OF SIGHT
FOR
CANYON HILLS MANOR
WEDDING CHAPEL

FIGURE 2

roadway and not an everyday event. Finally, the entry is designed to provide an entry curve with a radius of approximately 80 feet, which allows drivers to access the entry without stopping. On the basis of these factors, it is not recommended that a separate right turn lane be provided at this location.

SUMMARY

This study has reviewed traffic factors related to the planned Canyon Hills Manor project in the City of Anaheim. The project consists of a wedding chapel and banquet facility, which would operate after 7:00 PM on weekdays a maximum of four times per month and various times of Saturday and Sunday. Based upon occupancy and field studies, the project is estimated to generate 500 daily trip ends on days when there is a function. An inbound peak hour volume of 245 is estimated for a full use function and would occur after 6:00 PM on weekdays.

The estimated trip generation is below the minimum required for a traffic impact analysis by the Orange County Congestion Management Program and no significant trips would be generated during the street peak hours.

Since left turns in and out of the site would be prohibited, ingress and egress are limited. Additionally, there are no convenient locations to accommodate U-turns on Santa Ana Canyon Road. In order to mitigate this concern, written directions and maps should be provided for distribution to patrons and guests. An analysis was completed to examine the impact of U-turns at the intersection of Santa Ana Canyon and Mohler Drive. It was found that with project traffic, the intersection would operate at Level of Service B.

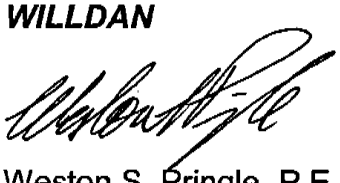
The sight distance available for drivers exiting the project was found to exceed requirements. (See Figure 2.)

* * * * * * * * * * *

We trust that this study will be of assistance to the City of Anaheim. If you have any questions or require additional information, please contact me.

Respectfully submitted,

WILLDAN



Weston S. Pringle, P.E.
Registered Professional Engineer
State of California Numbers C16828 & TR565

JN12938/3000/01-460

H:\Wes\Canyon Hills Manor.doc

APPENDIX A

INTERSECTION ANALYSES

THIS PAGE LEFT BLANK INTENTIONALLY

INTERSECTION CAPACITY UTILIZATION ANALYSIS

PROJECT: Canyon Hills
INTERVAL: 6:00 - 7:00 PM
INTERSECTION: Santa Ana Canyon Rd. / Mohler

MOVEMENT	EXIST LANES	PROP LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	OTHER VOLUME	PROJECT VOLUME	EXISTING V/C		EXISTING + OTHER V/C		EX.+ OTHER + PROJECT V/C		EX.+ OTHER + PROJECT V/C-W_IMP	
NL	0		0	0	87	0	0								
NT	1		1700	0	1	0	0	0.08	*	0.08	*	0.08	*		
NR	0		0	0	40	0	0								
SL	0		0	0	21	0	0								
ST	1		1700	0	2	0	0	0.04	*	0.04	*	0.04	*		
SR	0		0	0	44	0	0								
EL	1		1700	0	55	0	0	0.03		0.03		0.03			
ET	2		3400	0	992	0	125	0.31	*	0.31	*	0.35	*		
ER	0		0	0	66	0	0								
WL	1		1700	0	36	0	125	0.02	*	0.02	*	0.09	*		
WT	2		3400	0	637	0	0	0.19		0.19		0.19			
WR	0		0	0	23	0	0								
								0.12		0.12		0.12		0.00	
								0.33		0.33		0.44		0.00	
								0.05		0.05		0.05		0.05	
								0.50		0.50		0.61		0.05	
								A		A		B		A	

ICU SPREADSHEET FILE NAME: SAC&M

NORTH/SOUTH CRITICAL SUMS =

EAST/WEST CRITICAL SUMS =

CLEARANCE =

ICU VALUE =

LOS =

N = NORTHBOUND, S = SOUTHBOUND
E = EASTBOUND, W = WESTBOUND
L = LEFT, T = THROUGH, R = RIGHT
N.S. = NOT SIGNALIZED
LOS = LEVEL OF SERVICE
* DENOTES CRITICAL MOVEMENTS

WILLDAN
Serving Public Agencies

WPA Traffic Engineering
A Division of Willdan

Memorandum

TO: Lisa Waddell

FROM: Heather Nix

SUBJECT: Canyon Hills Manor Parking Study, Anaheim Hills

DATE: February 2, 2001

This memo is to inform you regarding the methodology used in the preparation of the enclosed parking study with respect to City Code information and the interpretation thereof.

As stated in our telephone conversation on Thursday, February 1, 2001, it would be my professional opinion to interpret City Code as "all" gathering areas, which would include both the chapel, and the reception area. I do understand that this is not how the facility will work; however, this is how the City Code should be interpreted. A parking variance would be needed, but there is adequate data provided which would support a parking variance.

I have completed the parking study with direction from you on how the City Code should be applied. The study is attached hereto.

WILLDAN
Serving Public Agencies

WPA Traffic Engineering
A Division of Willdan

February 2, 2001

Ms. Lisa Waddell
Party Pantry
12777 Knott Avenue
Garden Grove, CA 92641

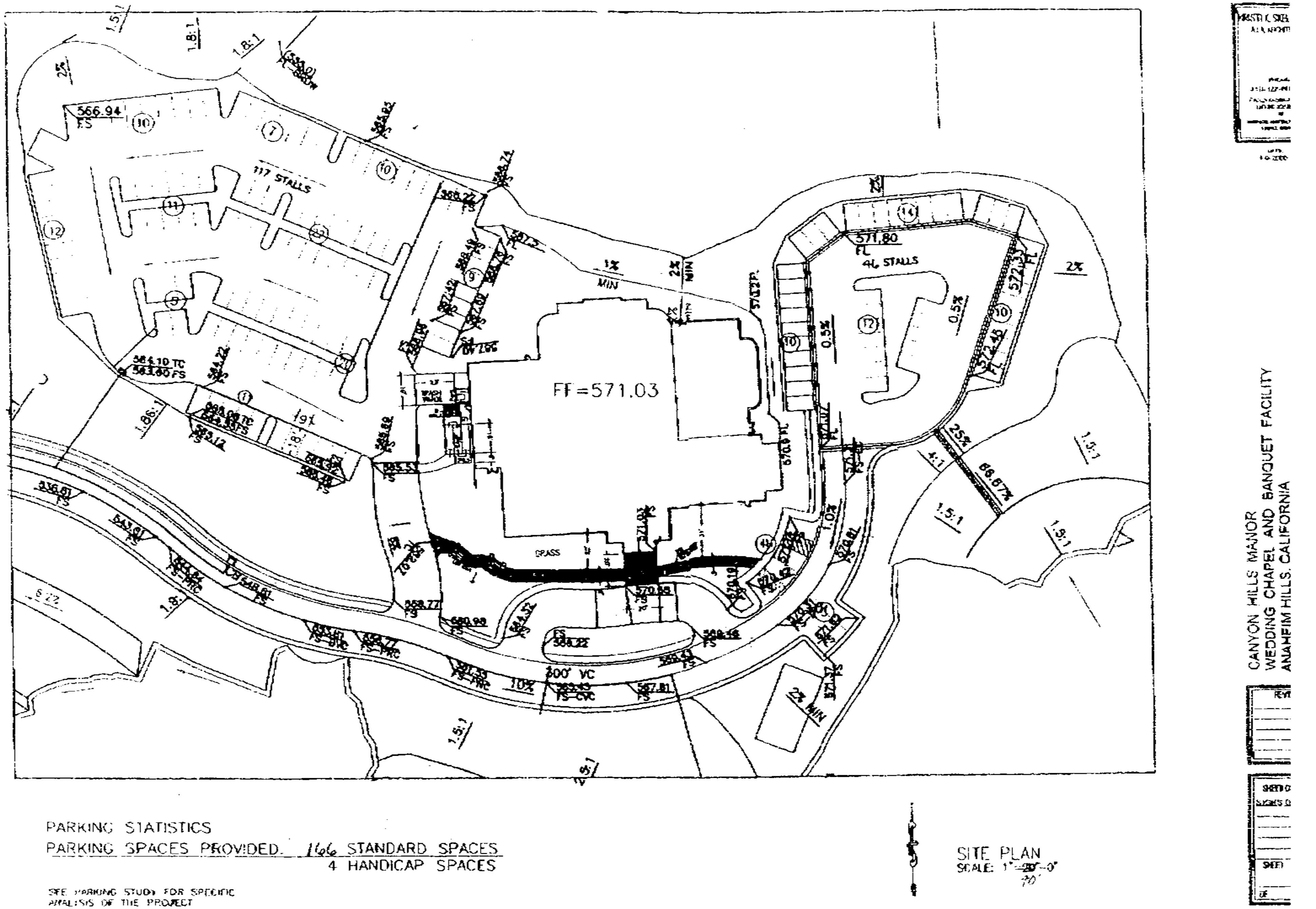
SUBJECT: CANYON HILLS MANOR PARKING STUDY - ANAHEIM HILLS

Dear Ms. Waddell:

This letter presents a summary of our parking analyses for the proposed development of a banquet facility and wedding chapel known as the *Canyon Hills Manor* which will be located on the south side of Santa Ana Canyon Road between Eucalyptus Street and Anaheim Festival in the City of Anaheim. These analyses were based upon information provided by you, field studies of existing model facilities and standard reference materials.

PROJECT DESCRIPTION

The project is proposing to provide a wedding chapel and associated banquet facility which would total 20,172 SF and a maximum occupancy of 300 persons. A total of 170 parking spaces are being provided to serve the proposed facility. ***Figure 1*** illustrates the site plan of the proposed facility. The hours of operation would be Friday evening after 7:00 PM to midnight, Saturday 11:00 AM to 5:00 PM and 6:00 PM to midnight and Sunday the times vary for the day and evening. An employee of Party Pantry would be on-site on the weekdays booking the facility.



SITE PLAN

WPA TRAFFIC ENGINEERING, INC.

FIGURE

A note should be made regarding the unique nature of the proposed facility. Although there are different gathering areas within the facility, i.e. the chapel and the dining/reception area, there would only be one event being held on the premises at a time which would utilize both of these areas. This element becomes very crucial when analyzing the parking demand for the proposed project.

CITY PARKING CODE

The City of Anaheim Municipal Parking Codes "*Chapter 18.06 - Vehicle Parking and Loading Requirements*" was referenced for parking requirements for the proposed use and is shown below.

SECTION	*LAND USE*	*CITY PARKING CODE*
18.06.050.0262	Assembly Halls & Auditoriums	One-third (0.333) space per fixed seat or twenty-nine (29) spaces per 1,000 SF of GFA of the assembly area, whichever results in the higher number of parking spaces, plus four (4) spaces per 1,000 SF of GFA for office use, plus, if a kitchen facility is provided, two-hundredths (0.02) space per person for the maximum capacity figure of the assembly area determined by the City Fire Department.

Within the 20,172 square foot facility, the proposed project is providing a 2,823 SF chapel, a 4,307 SF dining area, a 734 SF office, a 3,109 SF kitchen and a 260 SF dressing area located on the second floor. The remaining square footage encompasses circulation area, the entry hall and the amenities which are associated with the dining/reception area (i.e. dance floor, buffet service, photo opportunity back drop, cake display, foyer to reception area, chair storage area, etc.). It should be noted that there is no fixed seating within the facility. As stated earlier, operations of the proposed facility indicates that the same persons attending the wedding at the chapel will also utilize the dining/reception area. In some cases only the dining area will be utilized. Due to the fact that the dining area is larger than the chapel area, the dining area was utilized for the parking requirements.

Based upon the information provided above for the proposed project, the City Parking Code was applied to the project. As shown below, based upon the City's Parking Code, a total of 134 parking spaces would be required. As mentioned earlier in this report, the proposed project is providing a total of 170 parking spaces which would provide a parking surplus of 36 parking spaces.

CATEGORY	*CITY PARKING CODE*	*REQUIRED PARKING SPACES*
Assembly Area (4,307 SF) (No Fixed Seating)	One-third (0.333) space per fixed seat or twenty-nine (29) spaces per 1,000 SF of GFA of the assembly area, whichever results in the higher number of parking spaces	125 Spaces
Office (734 SF)	Plus four (4) spaces per 1,000 SF of GFA for office use	3 Spaces
Maximum Occupancy (300 Persons)	Plus, if a kitchen facility is provided, two-hundredths (0.02) space per person for the maximum capacity figure of the assembly area determined by the City Fire Department.	6 Spaces
Total Spaces Required Per City Code		***134 Spaces***

FIELD STUDIES

Due to the uniqueness of this project and to provide additional information for the City of Anahiem, existing parking counts were conducted at two existing Party Pantry locations in the Cities of Garden Grove and La Habra. Counts were on conducted on Saturday (6/26/99) between the hours of 11:00 AM and 8:00 PM and on Sunday (6/27/99) between 10:00 AM and 7:00 PM, which not only covered the ceremonies but also the reception time periods for various weddings from the beginning, middle and end. The count data can be found in ***Table 1***.

TABLE 1

PARKING COUNT DATA

Canyon Hills Manor, Anaheim

LOCATION/ DAY	*TIME*	*NUMBER OF PARKED VEHICLES*	*LOCATION/ DAY*	*TIME*	*NUMBER OF PARKED VEHICLES*
Party Pantry: ***12777 Knott Ave., Garden Grove (166 Spaces Provided)*** ***(12,838 SF)***			***Party Pantry:*** ***801 N. Beach Blvd , La Habra (118 Spaces Provided)*** ***(10,776 SF)***		
Saturday (6/26/99)	11:00 AM	81	Saturday (6/26/99)	2:00 PM	58
	12:00 PM	84		3:00 PM	48
	1:00 PM	86		4:00 PM	12
	6:00 PM	119		6:00 PM	21
	7:00 PM	122		7:00 PM	73
	8:00 PM	119		8:00 PM	75
Sunday (6/27/99)	5:00 PM	66	Sunday (6/27/99)	10:00 AM	34
	6:00 PM	80		11:00 AM	47
	7:00 PM	80		12:00 PM	47

Analyses

The peak parking period for each function was utilized to determine a parking rate which would be specific to the Party Pantry. The parking rates were not only based upon square footage, but also the number of guests which attended the function. As shown in ***Table 2***, the average parking rate for a Party Pantry location based upon the number of guests is 0.40. Also shown in ***Table 2***, is the average parking rate based upon the gross floor area, which is 6.52.

The proposed project is providing a 20,172 SF facility with a maximum occupancy capacity of 300 people. Based upon the parking rates established above the following parking spaces would be required. Also, shown below is the number of parking spaces required based upon City Code requirements.

- Per Guest (0.40)(300) = 120 Parking Spaces
- Per 1,000 SF (6.52)(20.172) = 132 Parking Spaces
- Per City Code 134 Parking Spaces

It can be seen that the 170 parking spaces provided would adequately serve the proposed project with surplus of parking spaces remaining, utilizing the rates established by counting existing model facilities or utilizing the City's Parking Codes.

The City of Anaheim requires specific responses to five questions with respect to either parking variances or in this case where there is no specific City Code which would be applicable to the subject project. These specific responses are addressed below.

1. *"The variance, under the conditions imposed, will not cause fewer off-street parking spaces to be provided for such use than the number of such spaces necessary to accommodate all vehicles attributable to such use under the normal and reasonably foreseeable conditions of operation of such use"*, are based upon the following.

Based upon existing counts at model facilities and parking rates which were established based upon these counts, the off-street parking supply of 170 parking spaces exceeds the projected parking demand and there would be a parking surplus of at least 36 parking spaces.

2. *"The variance, under the conditions imposed, will not increase the demand and competition for parking spaces on the public streets in the immediate vicinity of the proposed use"*, based upon the following findings:

As mentioned above, based upon the proposed parking demand there would be a parking surplus of 36 parking spaces. There would be no need for parking on the public streets. In addition, the configuration of the site plan, with a long driveway to the actual facility, would definitely deter any off-site parking.

3. *"The variance, under conditions imposed if any, will not increase the demand for competition for parking spaces upon adjacent private property in the immediate vicinity of the proposed use"*, based upon the following findings:

As stated previously, the orientation of the project site in combination with the surplus of parking supply will serve to contain the project related parking on-site. No parking impacts on adjacent private property is expected.

4. *"The variance, under conditions imposed if any, will not increase traffic congestion within the off-street parking areas or lots provided for such use"*, based upon the following findings:

The site plan was reviewed and is expected to provide adequate traffic operations with respect to parking, especially with the long driveway which may be used for queuing purposes if needed. On-site traffic congestion is not anticipated.

5 *"The variance, under the conditions imposed if any, will not impede vehicular ingress or egress from adjacent properties, upon public streets in the immediate vicinity of the proposed use"*, due to the fact that:

The access to this project will only serve this project. As stated before, the long driveway will provide queuing storage if needed to keep vehicles off the public streets. Based upon review of the site plan and surrounding area, there is no potential for project affecting vehicular access for adjacent properties.

* * * * * *

We trust that these analyses will be of assistance to you and the City of Anaheim. If you have any questions or require additional information, please contact us.

Respectfully submitted,
WPA TRAFFIC ENGINEERING, INC.
(A Division of Willdan)

Weston S. Pringle, P.E.
Registered Professional Engineer
State of California Numbers C16828 & TR565

WSP:HN
#990880

WPA Traffic Engineering, Inc.

TRAFFIC & TRANSPORTATION ENGINEERING

August 17, 1999

Ms. Lisa Waddell
Party Pantry - The Garden Room
12777 Knott Avenue
Garden Grove, CA 92641

SUBJECT: SIGNAL WARRANT ANALYSIS - CANYON HILLS MANOR

Dear Ms. Waddell:

This letter presents a summary of our traffic signal warrant analyses for the proposed access at Santa Ana Canyon Road between Eucalyptus Drive and Festival Drive. The analyses are based upon existing traffic counts, provided by the City of Anaheim, the proposed land uses that would utilize the access, surrounding development and standard reference materials.

BACKGROUND

The project is proposing to provide a wedding chapel and associated banquet facilities which would total 25,800 SF located on the south side of Santa Ana Canyon Road. A single access at Santa Ana Canyon Road, located easterly of Eucalyptus Drive, is planned to serve the project site. Based upon contact with City Staff, a 60 unit single family residential development and 130 acre Nature Park would also take access via the same driveway. ***Figure 1*** illustrates the site plan for the proposed project.

TRAFFIC SIGNAL WARRANT ANALYSES

The proposed project access was reviewed to determine if traffic signalization would be warranted based upon the anticipated future conditions with the development of the project. The future traffic volumes at the proposed driveway are the primary focus of these analyses and were compared to *Caltrans* traffic signal warrant guidelines.

Trip Generation

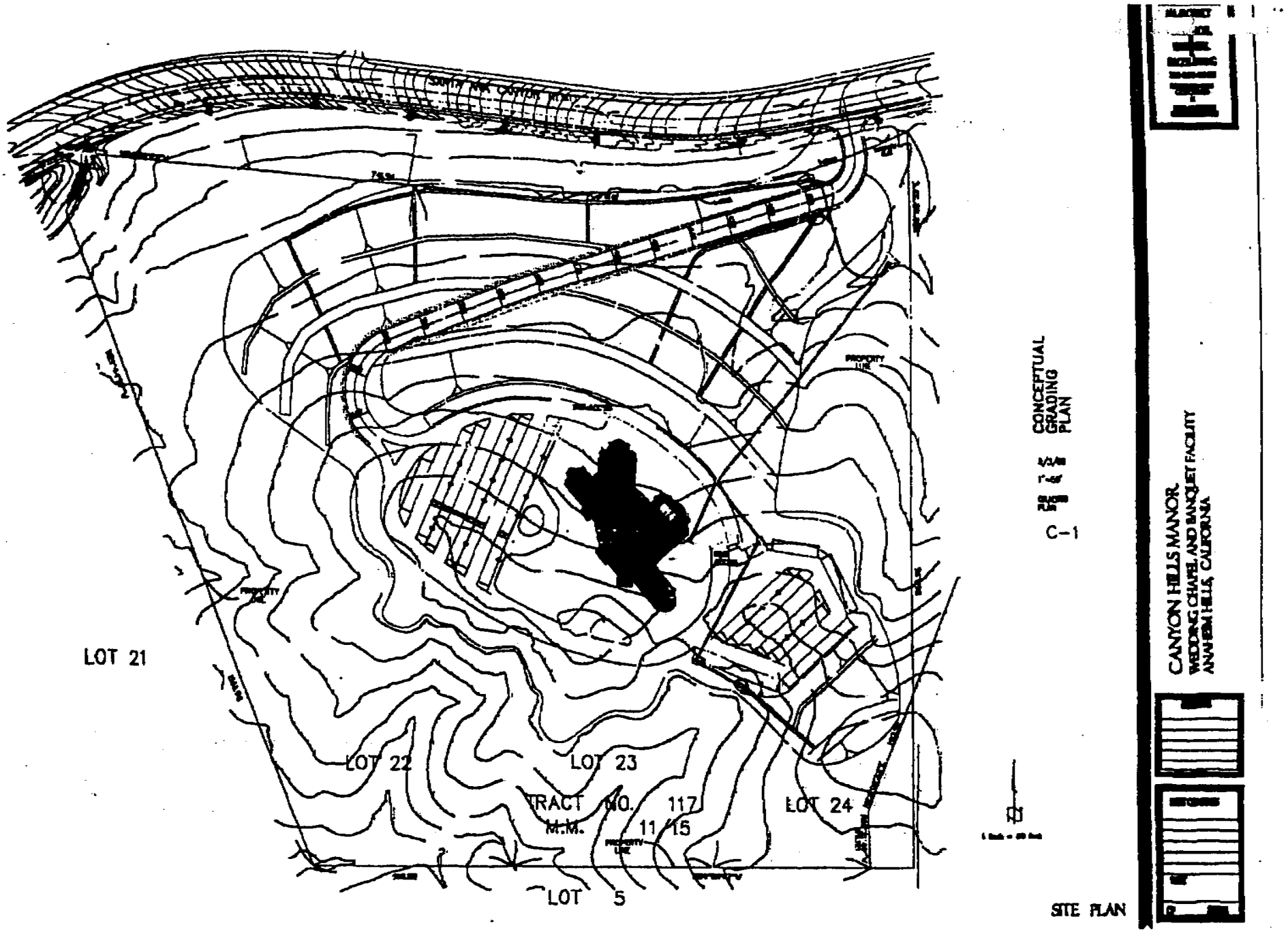
Trip generation analyses were performed for both the proposed project and the anticipated development which would share the same driveway as the proposed project. Also included in these analyses were trips generated by the Self Storage facility located on the north side of Santa Ana Canyon Road just westerly of the project access.

Trip generation rates were referenced from *Trip Generation*[1] for the self storage and residential land uses. Information for the Nature Park was gathered from the City of Anaheim. Although the Nature Park is 130 acres, there are only 24 parking spaces to serve the park. Discussion with City staff indicated that on a weekday there would be a minimal amount of traffic going to the site. For purposes of this study it was assumed that there would be 12 inbound 12 outbound trips during the street peak hours between 4:00 PM and 6:00 PM.

In order to estimate trips for the proposed project, the parking study which was prepared for this project, dated July 9, 1999, was referenced to obtain trip generation data. Utilizing model facilities, the parking study estimated that a total of 245 parking spaces would be needed. For these analyses, a "worst case" assumption was made that all 245 vehicles would arrive within the same hour and depart within the same hour. Due to the unique nature of this project, it can be assumed that all the people arriving for the event would do so within the same hour. Although it is more likely that the departures would be spread out over a longer time period.

---

1 *Trip Generation, 6th Edition*; Institute of Transportation Engineers (ITE); 1997.



SITE PLAN

WPA TRAFFIC ENGINEERING, INC.

FIGURE 1

The results of the trip generation analyses are also shown in *Table 1*. It can be seen that the main trip generation at the subject driveway would be from the proposed project.

Volume Determination at Proposed Access

In order to perform a signal warrant analysis, the amount of traffic on the major street which would constitute both directions and traffic on the minor street which would include the highest volume on one leg would need to be determined.

As stated earlier, existing traffic counts (7-29-96) were obtained from the City of Anaheim and can be found in Appendix A. Due to the fact that the proposed project, on a weekday, would have functions starting after 6:00 PM, the street peak of 4:00 PM to 6:00 PM was analyzed along with 7:00 PM to 9:00 PM. This additional time frame would cover the proposed project's street peak during a weekday. *Table 2* lists the existing volumes on the Major Street between 4:00 PM and 9:00 PM.

Table 2 also lists the trips generated by the Self Storage facility, the Single Family Residential land use, the Nature Park and the proposed project between the hours of 4:00 PM and 9:00 PM on a weekday. For a "worst case" scenario, the maximum trips for the self storage facility, residential units and nature park were applied during the street peak period. Due to the type of land uses shown on Table 2, it was assumed that there would be a reduction in trips after 6:00 PM. Currently there are no references available which would provide information on the percent of reduction in trips after the peak hour, therefore, professional engineering judgement was utilized to obtain trips beyond 6:00 PM.

As mentioned earlier, the proposed project would start their functions after 6:00 PM, therefore, the "worst case" trip analyses, which was full capacity, was utilized for the 6:00 PM to 7:00 PM on the major street. This would take into account the inbound traffic to the site. The outbound traffic would occur later in the evening from 8:00 PM on. Again, it is noted that the outbound traffic may

TABLE 1

TRIP GENERATION ANALYSES

Canyon Hills Manor

DESCRIPTION/ LAND USE	*UNITS*	*DAILY*	*PM PEAK HOUR*	
			IN	*OUT*
Trip Generation Rates[a]				
Mini-Warehouse (Self Storage)	Per 1,000 SF	2.50	0.13	0.13
Residential - Single Family	Per Dwelling Unit	9.57	0.65	0.36
Trip Ends Generated				
Proposed Project Canyon Hills Manor[2]	25,800 SF	500 (est.)	245	245
Related Projects Self Storage Facility	125,113 SF	300	15	15
Residential-Single Family	60 DU	570	40	20
Nature Park[3]	130 Acres	N/A	12	12
	Total	1,370	312	292

(1) Source: *Trip Generation, Sixth Edition; Institute of Transportation Engineers (ITE); 1997.*

(2) Trips generated by the proposed project, Canyon Hills Manor, were based upon the parking study prepared for this site dated July 9, 1999.

(3) Information regarding the trip generation for the *Nature Park* was obtained from Dick Mayer at the City of Anaheim.

TABLE 2

TRAFFIC AT PROPOSED ACCESS AND SANTA ANA CANYON ROAD

Canyon Hills Manor

DAY / TIME	MAJOR STREET VOLUMES					
	EXISTING VOLUMES[1]	SELF STORAGE FACILITY	SINGLE FAMILY DU (Related Project)	NATURE PARK (Related Project)	PROPOSED PROJECT[2]	TOTAL
WEEKDAY						
4:00 PM	1917	23	40	12	0	1992
5:00 PM	1818	23	40	12	0	1893
6:00 PM	1451	23	40	12	245	1771
7:00 PM	975	14	28	6	245	1268
8:00 PM	**781**	**11**	**24**	**0**	**0**	**816**
9:00 PM	500	9	20	0	0	529
	MINOR STREET VOLUMES					
WEEKDAY						
4:00 PM	N/A	N/A	20	12	0	32
5:00 PM	N/A	N/A	20	12	0	32
6:00 PM	N/A	N/A	20	12	0	32
7:00 PM	N/A	N/A	14	6	0	20
8:00 PM	**N/A**	**N/A**	**12**	**0**	**245**	**257**
9:00 PM	N/A	N/A	10	0	245	255

(1) Based on a Thursday (7-29-96) bi-directional 24-hour count, obtained from the City of Anaheim.

(2) Volumes were based upon Saturday evening counts.

be spread out over a longer time period, but for these analyses it was assumed that everyone would leave within the same hour. A "worst case" assumptions was utilized for each hour to provide for a conservative analysis.

As shown in ***Table 2***, the peak hour would be 8:00 PM for the *Minor Street Volume*, which in this case in the critical direction.

Signal Warrant Review

Traffic signal warrant guidelines, published by *Caltrans*, were referenced to determine if signalization is recommended. Various warrants are contained within the ***Traffic Manual***[2] and the peak hour volume warrants are the most critical for the proposed project. These warrants are also consistent with the available traffic volume information.

The peak hour traffic volume warrant is summarized in Figure 9-9 of the ***Traffic Manual***, which can be found in Appendix B. It is indicated that this warrant is for *"Rural Areas"*, which is utilized if the major street has speeds of 40 miles per hour (MPH) or greater, which is the case for Santa Ana Canyon Road at the study intersection.

Within Figure 9-9, there are several volume warrant thresholds depending on the lane configurations. It is assumed, for purposes of these analyses, that the condition of *"two or more"* lanes for the major and minor street would be appropriate.

As shown in ***Table 2*** the traffic volumes for the *"Major Street - Total of Both Approaches"*, which would include existing volumes, the self storage facility, residential units, nature park and proposed project for the 8:00 PM hour would be 816. The traffic volumes on the *"Minor Street - High Volume Approach"* for the 8:00 PM hour would be 257. The Caltrans Figure 9-9 is provided in

---

2 ***Traffic Manual***, Chapter 9; Caltrans; July, 1996.

Appendix B and it is shown that the volume warrant would be met under the PM hour. Although the volumes for the warrant do not fall within the "PM Peak Hour", the need for a signal would still be warranted.

Another factor which should be considered in the overall evaluation of a signal is the relatively high speeds that exist on Santa Ana Canyon Road. The high speeds may hinder vehicles exiting the site and a signal would provide a safety element. Also, there is a grade differential between the eastbound and westbound lanes on Santa Ana Canyon Road, which is expected to result in reduced left turn ingress/egress speeds - a signal would compensate for this factor.

A traffic signal installation on Santa Ana Canyon Road must be accommodated within the existing geometric conditions. Vertical changes in elevation shall be considered in the signal design process. A field check of the proposed location indicated that the signal would lie beyond the horizontal curve on the straight section of roadway. The signal design should follow the standard design practices in the City of Anaheim. In addition, the signal design phase should include examination of the need for advance warning flashing devices to supplement signs and pavement markings which advise the motorist of a signal ahead.

It is anticipated that an acceptable traffic signal design can be provided at the proposed location.

SUMMARY

Based upon the anticipated future conditions outlined in the study, it is shown that a signal would be warranted. For other hours analyzed, the volumes on the "Minor Approach" would fall below the signal warrant threshold.

* * * * * *

We trust that this study will be of assistance to you and the City of Anaheim. If you have any questions or require additional information, please do not hesitate to contact us.

Respectfully submitted,
WPA TRAFFIC ENGINEERING, INC.

Weston S. Pringle, P.E.
Registered Professional Engineer
State of California Numbers C16828 & TR565

WSP:HN
#990881

THIS PAGE LEFT BLANK INTENTIONALLY

APPENDIX A

COUNT DATA

THIS PAGE LEFT BLANK INTENTIONALLY

TRAFFIC DATA SERVICES, INC. LOCATION CODE 04203.001

LOCATION - SANTA ANA CANYON-BTN EUCALYPTUS/FESTIVAL AVERAGED VOLUMES FOR - WEDNESDAY 4/3/2 TO THURSDAY 4/4/2

AM							PM						
TIME	EB		WB		TOTAL		TIME	EB		WB		TOTAL	
12:00 - 12:15	9		27		36		12:00 - 12:15	158		151		309	
12:15 - 12:30	9		17		26		12:15 - 12:30	180		151		331	
12:30 - 12:45	8		6		14		12:30 - 12:45	166		154		320	
12:45 - 1:00	8	34	7	57	15	91	12:45 - 1:00	182	686	158	614	340	1300
1:00 - 1:15	4		7		11		1:00 - 1:15	195		152		347	
1:15 - 1:30	9		4		13		1:15 - 1:30	140		158		298	
1:30 - 1:45	5		1		6		1:30 - 1:45	182		137		319	
1:45 - 2:00	3	21	3	15	6	36	1:45 - 2:00	170	687	128	575	298	1262
2:00 - 2:15	5		4		9		2:00 - 2:15	170		134		304	
2:15 - 2:30	3		3		6		2:15 - 2:30	203		139		342	
2:30 - 2:45	3		4		7		2:30 - 2:45	230		156		386	
2:45 - 3:00	2	13	2	13	4	26	2:45 - 3:00	240	843	174	603	414	1446
3:00 - 3:15	1		1		2		3:00 - 3:15	291		150		441	
3:15 - 3:30	3		0		3		3:15 - 3:30	228		142		370	
3:30 - 3:45	3		3		6		3:30 - 3:45	224		166		390	
3:45 - 4:00	4	11	2	6	6	17	3:45 - 4:00	292	1035	156	614	448	1649
4:00 - 4:15	3		8		11		4:00 - 4:15	271		154		425	
4:15 - 4:30	7		1		8		4:15 - 4:30	254		160		414	
4:30 - 4:45	7		7		14		4:30 - 4:45	268		184		452	
4:45 - 5:00	12	29	16	32	28	61	4:45 - 5:00	317	1110	154	652	471	1762
5:00 - 5:15	17		9		26		5:00 - 5:15	283		188		471	
5:15 - 5:30	15		14		29		5:15 - 5:30	352		198		550	
5:30 - 5:45	14		29		43		5:30 - 5:45	364		187		551	
5:45 - 6:00	34	80	28	80	62	160	5:45 - 6:00	376	1375	198	771	574	2146
6:00 - 6:15	34		36		70		6:00 - 6:15	323		200		523	
6:15 - 6:30	38		40		78		6:15 - 6:30	350		174		524	
6:30 - 6:45	52		52		104		6:30 - 6:45	321		146		467	
6:45 - 7:00	64	188	66	194	130	382	6:45 - 7:00	268	1262	162	682	430	1944
7:00 - 7:15	80		85		165		7:00 - 7:15	208		144		352	
7:15 - 7:30	84		98		182		7:15 - 7:30	148		128		276	
7:30 - 7:45	122		100		222		7:30 - 7:45	134		132		266	
7:45 - 8:00	122	408	97	380	219	788	7:45 - 8:00	123	613	122	526	245	1139
8:00 - 8:15	106		106		212		8:00 - 8:15	104		111		215	
8:15 - 8:30	113		117		230		8:15 - 8:30	84		104		188	
8:30 - 8:45	120		168		288		8:30 - 8:45	68		107		175	
8:45 - 9:00	96	435	202	593	298	1028	8:45 - 9:00	68	324	88	410	156	734
9:00 - 9:15	91		191		282		9:00 - 9:15	74		83		157	
9:15 - 9:30	104		110		214		9:15 - 9:30	72		59		131	
9:30 - 9:45	118		118		236		9:30 - 9:45	56		84		140	
9:45 - 10:00	123	436	117	536	240	972	9:45 - 10:00	47	249	51	277	98	526
10:00 - 10:15	114		126		240		10:00 - 10:15	48		61		109	
10:15 - 10:30	122		98		220		10:15 - 10:30	43		46		89	
10:30 - 10:45	111		108		219		10:30 - 10:45	37		31		68	
10:45 - 11:00	120	467	123	455	243	922	10:45 - 11:00	34	162	37	175	71	337
11:00 - 11:15	144		112		256		11:00 - 11:15	28		40		68	
11:15 - 11:30	128		132		260		11:15 - 11:30	24		20		44	
11:30 - 11:45	142		154		296		11:30 - 11:45	24		15		39	
11:45 - 12:00	166	580	125	523	291	1103	11:45 - 12:00	23	99	14	89	37	188
TOTALS		2,702		2,884		5,586			8,445		5,988		14,433
ADT'S									11,147		8,872		20,019

SITE CODE : 17700000 City of Anaheim PAGE: 1
Location : E/B-Santa Ana Cyn.-Fairmont FILE: 96-177b
Weather : Clear- to Weir Cyn.
Operator : J.V. DATE: 7/29/96

TIME BEGIN	MONDAY 29	TUESDAY 30	WEDNESDAY 31	THURSDAY 1	FRIDAY 2	WEEKDAY AVERAGE	SATURDAY 3	SUNDAY 4	WEEK AVERAGE
12:00 AM	*	*	*	*	57	57	*	*	57
1:00	*	*	*	*	28	28	*	*	28
2:00	*	*	*	*	14	14	*	*	14
3:00	*	*	*	*	11	11	*	*	11
4:00	*	*	*	*	15	15	*	*	15
5:00	*	*	*	*	41	41	*	*	41
6:00	*	*	*	*	115	115	*	*	115
7:00	*	*	*	*	279	279	*	*	279
8:00	*	*	*	*	410	410	*	*	410
9:00	*	*	*	*	330	330	*	*	330
10:00	*	*	*	*	373	373	*	*	373
11:00	*	*	*	402	385	393	*	*	393
12:00 PM	*	*	*	469	*	469	*	*	469
1:00	*	*	*	421	*	421	*	*	421
2:00	*	*	*	586	*	586	*	*	586
3:00	*	*	*	999	*	999	*	*	999
4:00	*	*	*	1444	*	1444	*	*	1444
5:00	*	*	*	1385	*	1385	*	*	1385
6:00	*	*	*	998	*	998	*	*	998
7:00	*	*	*	543	*	543	*	*	543
8:00	*	*	*	404	*	404	*	*	404
9:00	*	*	*	254	*	254	*	*	254
10:00	*	*	*	187	*	187	*	*	187
11:00	*	*	*	111	*	111	*	*	111
TOTALS	*	*	*	8123	2858	9787	*	*	9787
AVG WKDAY	*	*	*	83.0	21.0				
AVG DAY	*	*	*	83.0	21.0		*	*	
AM PEAK HR	*	*	*	11:00	8:00	8:00	*	*	8:00
VOLUME	*	*	*	402	410	410	*	*	410
PM PEAK HR	*	*	*	4:00	*	4:00	*	*	4:00
VOLUME	*	*	*	1444	*	1444	*	*	1444

SITE CODE : 17700000 City of Anaheim PAGE: 1
Location : W/B-Santa Ana Cyn.-Fairmont FILE: 36-177
Weather : Clear- to Weir Cyn.
Operator : D.V. DATE: 7/29/96

TIME BEGIN	MONDAY 29	TUESDAY 30	WEDNESDAY 31	THURSDAY 1	FRIDAY 2	WEEKDAY AVERAGE	SATURDAY 3	SUNDAY 4	WEEK AVERAGE
1:00 AM	*	*	*	*	46	46	*	*	46
1:00	*	*	*	*	23	23	*	*	23
2:00	*	*	*	*	17	17	*	*	17
3:00	*	*	*	*	6	6	*	*	6
4:00	*	*	*	*	18	18	*	*	18
5:00	*	*	*	*	78	78	*	*	78
6:00	*	*	*	*	259	259	*	*	259
7:00	*	*	*	*	482	482	*	*	482
8:00	*	*	*	*	387	387	*	*	387
9:00	*	*	*	*	317	317	*	*	317
10:00	*	*	*	*	367	367	*	*	367
11:00	*	*	*	394	410	402	*	*	402
12:00 PM	*	*	*	426	*	426	*	*	426
1:00	*	*	*	454	*	454	*	*	454
2:00	*	*	*	446	*	446	*	*	446
3:00	*	*	*	442	*	442	*	*	442
4:00	*	*	*	473	*	473	*	*	473
5:00	*	*	*	513	*	513	*	*	513
6:00	*	*	*	453	*	453	*	*	453
7:00	*	*	*	432	*	432	*	*	432
8:00	*	*	*	377	*	377	*	*	377
9:00	*	*	*	246	*	246	*	*	246
10:00	*	*	*	148	*	148	*	*	148
11:00	*	*	*	80	*	80	*	*	80
TOTALS	*	*	*	4875	2418	6884	*	*	6884
AVG WKDAY	*	*	*	70.8	35.8				
AVG DAY	*	*	*	70.8	35.8		*	*	
AM PEAK HR	*	*	*	11:00	7:00	7:00	*	*	7:00
VOLUME	*	*	*	394	482	482	*	*	482
PM PEAK HR	*	*	*	5:00	*	5:00	*	*	5:00
VOLUME	*	*	*	513	*	513	*	*	513

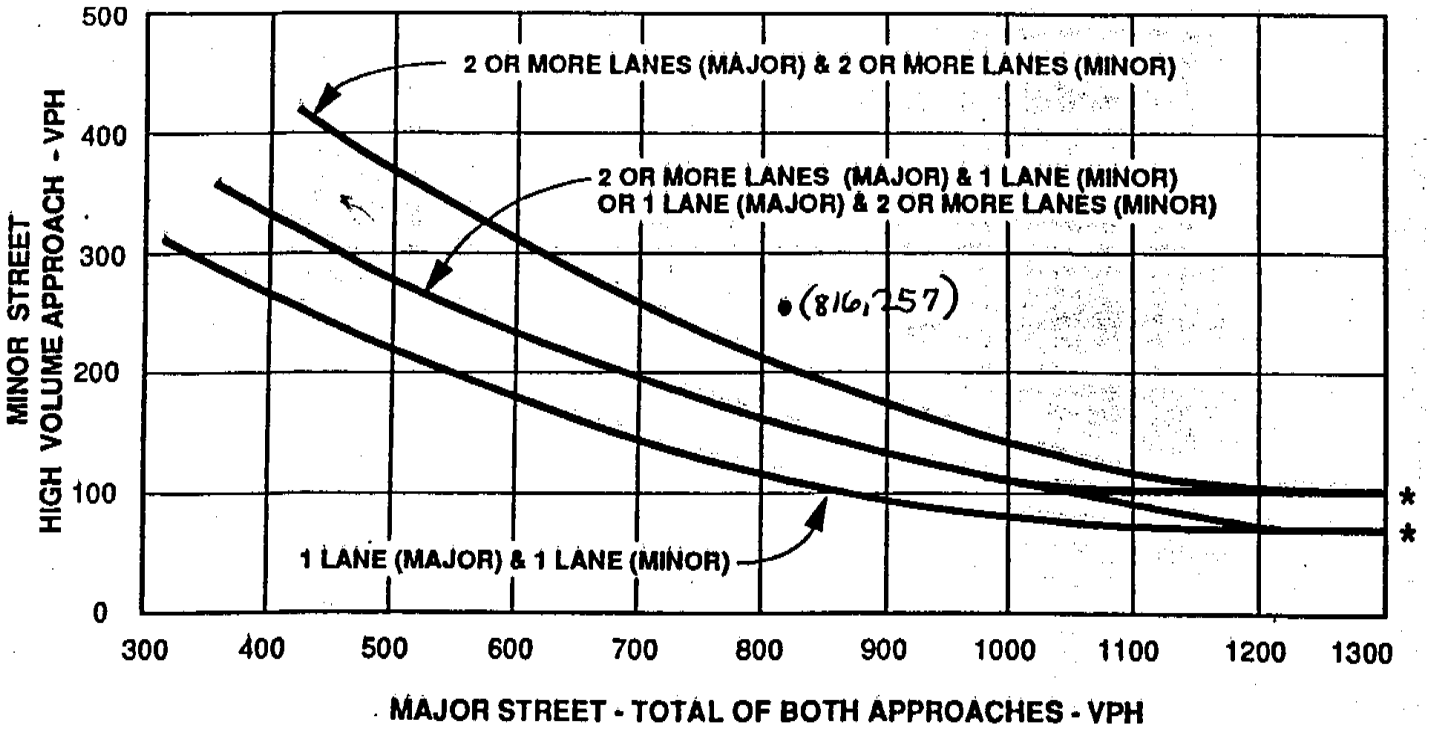
THIS PAGE LEFT BLANK INTENTIONALLY

APPENDIX B

SIGNAL WARRANT SHEET

THIS PAGE LEFT BLANK INTENTIONALLY

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)



* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

MODEL INFORMATION

nput units = (E)nglish or (M)etric? E Input number of elements this run? 1
nput number of traffic lanes/element? 1
Input element # and lane # description (30 char. max.)
ANTA ANA CYN, W/P_____
oadway angle, left? -90_____ Roadway angle, right? 90
Dropoff rate hard site=0 soft site=0.5 ? .5
hielding due to trees or buildings (Neg dBA value)? 0
N)o barrier (W)all, (B)erm ? N
Barrier:
arrier height 0 Receptor height 0 Barrier to receptor distance 0
olumes for the hour starting : Average Daily Traffic : 17171
Morning Rush? .1125 Off-Hours? .5056 Evening Rush? .302 Night? .0799
Autos? 627 .9742 Medium? 12 .0184 Heavy? 5 .0074
peed (all vehicles)? 35
istance to center of near lane >50 Ft. (15 M) ? 50
Grade correction: 0
0 - 2 % = +0 dBA 5 - 6 % = +3 dBA
3 - 4 % = +2 dBA 7+ % = +5 dBA

ADWAY ANGLE LEFT

Esc=ABORT F6=REPEAT F10=NEXT LANE/ELEMENT

lveno emissions

Lane #/Road segment SANTA ANA CYN, W/P FOR 6:00am - 7:00am

Vehicle Class	Auto	Med Truck	Hvy Truck
Volume(VPH)	627	12	5
Leq(h)(dBA)/Veh type	61.1	53.6	55
Leq(Σ h)(dBA) Tot. this run	63		
CNEL Adj.(dBA) 10		Adjusted total	73
Ldn Adj.(dBA) 10		Adjusted total	73
Leq(Σ Lanes/element)	73		
Leq(Σ elements)	73		

CNEL = 67 dBA
Ldn = 66 dBA

ANY KEY -> CONTINU_
Esc -> MENU

WPA Traffic Engineering, Inc.

TRAFFIC & TRANSPORTATION ENGINEERING

June 28, 1999

Ms. Lisa Waddell
Party Pantry - The Garden Room
12777 Knott Avenue
Garden Grove, CA 92641

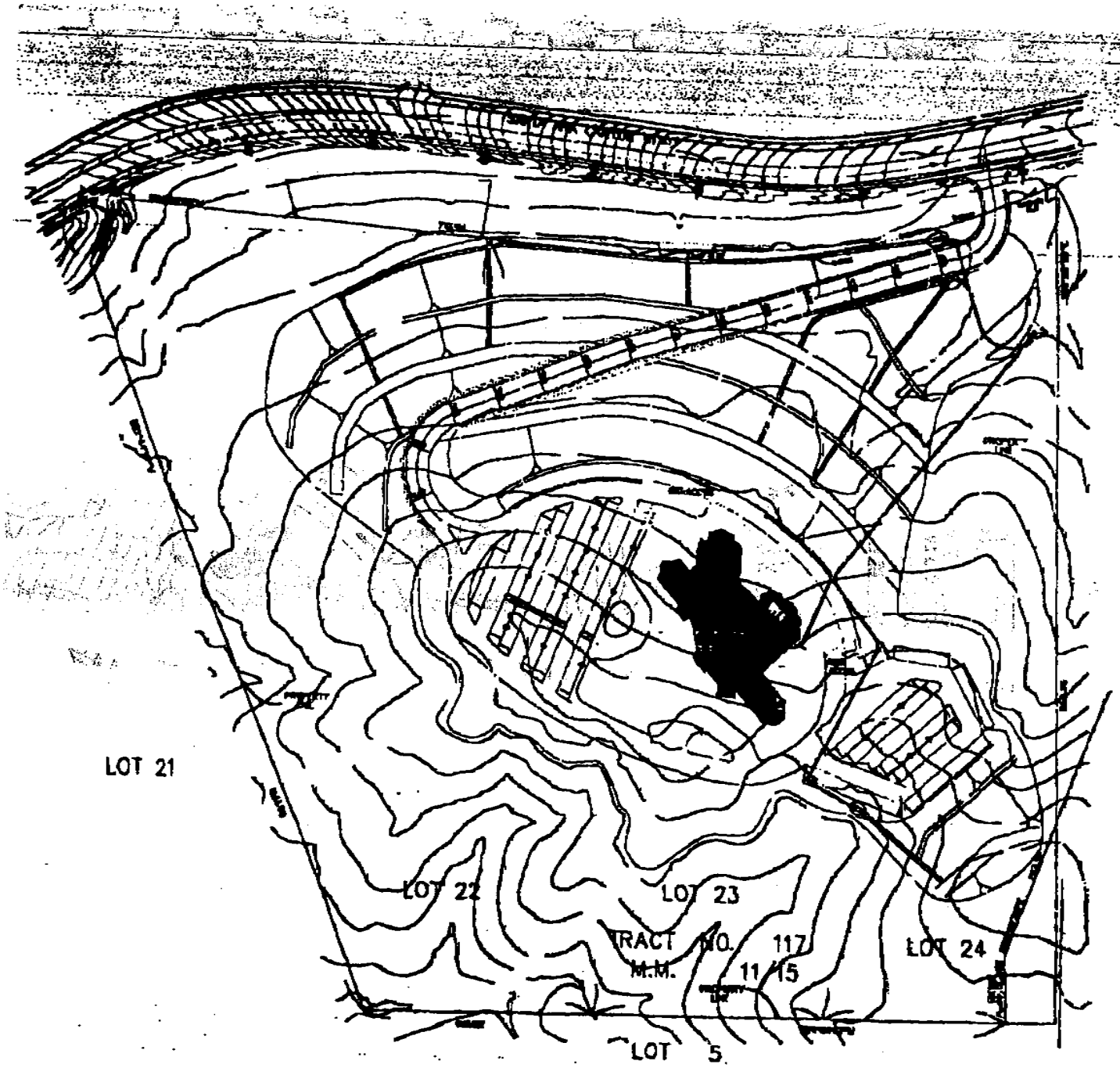
SUBJECT: PARTY PANTRY PARKING STUDY - ANAHEIM HILLS

Dear Ms. Waddell:

This letter presents a summary of our parking analyses of the proposed development of a banquet facility and wedding chapel known as the Garden Room which will be located on the south side of Santa Ana Canyon Road between Eucalyptus Street and Anaheim Festival in the City of Anaheim. These analyses were based upon information provided by you, field studies of existing model facilities and standard reference materials.

PROJECT DESCRIPTION

The project is proposing to provide a wedding chapel and associated banquet facility which would total 25,800 SF. A total of 300 parking spaces are being provided to serve the proposed facility. It should be noted that the same persons utilizing the wedding chapel would also utilized the banquet facility. The hours of operation would be Friday evening after 7:00 PM to midnight, Saturday 11:00 AM to 5:00 PM and 6:00 PM to midnight and Sunday the times vary throughout the day and evening. An employee of Party Pantry would be on-site on the weekdays booking the facility. ***Figure 1*** illustrates the site plan of the proposed facility.



CONCEPTUAL GRADING PLAN

C-1

CANYON HILLS MANOR
WEDDING CHAPEL AND BANQUET FACILITY
ANAHEIM HILLS, CALIFORNIA

SITE PLAN

1714 899 0630

P.03

SITE PLAN

VPA TRAFFIC ENGINEERING, INC.

FIGURE 1

CITY PARKING CODE

The City of Anaheim Municipal Parking Codes "*Chapter 18.06 - Vehicle Parking and Loading Requirements*" was referenced for parking requirements for the proposed use and is shown below.

SECTION	*LAND USE*	*CITY PARKING CODE*
18.06.050.0262	Assembly Halls & Auditoriums	One-third (0.333) space per fixed seat or twenty-nine (29) spaces per 1,000 SF of GFA of the assembly area, whichever results in the higher number of parking spaces, plus four (4) spaces per 1,000 SF of GFA for office use, plus, if a kitchen facility is provided, two-hundredths (0.02) space per person for the maximum capacity figure of the assembly area determined by the City Fire Department.

Within the 25,800 square foot facility, the proposed project is providing a total of 8,296 square feet of dining area, with no fixed seating within the facility. Operations of the proposed facility indicates that the same persons attending the wedding at the chapel will also utilize the dining area. In some cases only the dining area will be utilized. Due to the fact that the dining area is larger than the chapel area, the dining area was utilized for the parking requirements. In addition to the chapel and dining area, a total of 400 square feet is being provided for office space. Discussions with the applicant indicated that the maximum occupancy for the proposed facility is 450 persons.

Based upon the information for the proposed project mentioned above and the City Parking Code listed above, a total of 252 parking spaces would be required. As mentioned previously in this report, the proposed project is providing a total of 300 parking spaces which would provide a parking surplus of 48 parking spaces.

FIELD STUDIES

Due to the uniqueness of this project, existing parking counts were conducted at two existing Party Pantry locations in the Cities of Garden Grove and La Habra. Counts were on conducted on Saturday (6/26/99) between the hours of 11:00 AM and 8:00 PM and on Sunday (6/27/99) between 10:00 AM and 7:00 PM, which not only covered the ceremonies but also the reception time periods for various weddings from the beginning, middle and end. The count data can be found in ***Table 1***.

Analyses

The peak parking period for each function was utilized to determine a parking rate which would be specific to the Party Pantry. The parking rates were not only based upon square footage, but also the number of guests which attended the function. As shown in ***Table 2***, the peak parking rate for a Party Pantry based upon the number of guests is 0.47. Also shown in ***Table 2***, is the peak parking rate based upon the gross floor area, which is 9.50. It should be noted that an average rate was not utilized, instead the highest rate in both cases, per guest and per 1,000 SF, was used to provide a "worst case" analysis.

The proposed project is providing a 25,800 SF facility with a maximum occupancy capacity of 450 people. Based upon the parking rates established above the following parking spaces would be required. Also, shown below is the number of parking spaces required based upon City Code requirements.

➢	Per Guest	(0.47)(450)	=	212 Parking Spaces
➢	Per 1,000 SF	(9.5)(25.8)	=	245 Parking Spaces
➢	Per City Code			252 Parking Spaces

TABLE 2
PARKING RATE ANALYSES
Party Pantry, Anahcim

DAY	TIME	PEAK NUMBER OF PARKED VEHICLES	TOTAL NUMBER OF GUESTS ATTENDING FUNCTION	PEAK PARKING RATE PER GUEST
Party Pantry: Garden Grove Site				
Saturday	1:00 PM	86	200	0.43
Saturday	7:00 PM	122	300	0.41
Sunday	7:00 PM	80	212	0.38
Party Pantry: La Habra Site				
Saturday	2:00 PM	58	175	0.33
Saturday	8:00 PM	75	200	0.38
Sunday	12:00 PM	47	100	0.47

DAY	TIME	PEAK NUMBER OF PARKED VEHICLES	PEAK PARKING RATE PER 1,000 SF
Party Pantry: Garden Grove Site (12,838 SF)			
Saturday	1:00 PM	86	6.69
Saturday	7:00 PM	122	9.50
Sunday	7:00 PM	80	6.23
Party Pantry: La Habra Site (10,776 SF)			
Saturday	2:00 PM	58	5.38
Saturday	8:00 PM	75	6.96
Sunday	12:00 PM	47	4.36

TABLE 1

PARKING COUNT DATA

Party Pantry, Anaheim

LOCATION/ DAY	TIME	NUMBER OF PARKED VEHICLES
Party Pantry: ***12777 Knott Ave., Garden Grove (166 Spaces Provided)*** ***(12,838 SF)***		
Saturday (6/26/99)	11:00 AM	81
	12:00 PM	84
	1:00 PM	86
	6:00 PM	119
	7:00 PM	122
	8:00 PM	119
Sunday (6/27/99)	5:00 PM	66
	6:00 PM	80
	7:00 PM	80

LOCATION/ DAY	TIME	NUMBER OF PARKED VEHICLES
Party Pantry: ***801 N. Beach Blvd., La Habra (118 Spaces Provided)*** ***(10,776 SF)***		
Saturday (6/26/99)	2:00 PM	58
	3:00 PM	48
	4:00 PM	12
	6:00 PM	21
	7:00 PM	73
	8:00 PM	75
Sunday (6/27/99)	10:00 AM	34
	11:00 AM	47
	12:00 PM	47