



## A G E N D A

### GARDEN GROVE PLANNING COMMISSION

#### REGULAR MEETING

OCTOBER 18, 2018

COMMUNITY MEETING CENTER  
11300 STANFORD AVENUE

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

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

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

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

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

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

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

- A. ORAL COMMUNICATIONS - PUBLIC
- B. APPROVAL OF MINUTES: September 20, 2018
- C. PUBLIC HEARING(S) (Authorization for the Chair to execute Resolution shall be included in the motion.)
  - C.1. PLANNED UNIT DEVELOPMENT NO. PUD-104-73 (REV. 2018)  
SITE PLAN NO. SP-057-2018  
CONDITIONAL USE PERMIT NO. CUP-140-2018  
LOT LINE ADJUSTMENT NO. LLA-019-2018

APPLICANT: CINEMAS MANAGEMENT, INC. (DAN AKARAKIAN)

LOCATION: WEST SIDE OF VALLEY VIEW STREET, SOUTH OF  
CHAPMAN AVENUE AT 12101-12111 VALLEY VIEW  
STREET

REQUEST: A request to redevelop a 2.71-acre site, comprised of two parcels currently improved with the Starlight Cinema and a vacant 6,040 square foot restaurant, with a new automatic car wash, a new pad drive-thru restaurant, a new sit-down restaurant, and an expansion of the existing movie theater. The existing vacant restaurant building will be demolished to accommodate the proposed project. As part of the project, the Planning Commission will consider recommending that the City Council approve a text amendment to Planned Unit Development No. PUD-104-73 to include an automatic car wash, a drive-thru pad restaurant, and a sit-down restaurant as permitted uses on the subject project site, and to modify the sign requirements of the PUD to allow for multiple-tenant cabinets on the existing pole signs, to allow a vertical sign on a new tower building element of the movie theater, and to allow non-LED/non-digital movie poster board graphics to be displayed on the exterior marquee and wall display boards of the movie theater. The Planning Commission will also consider approval of a Lot Line Adjustment to modify existing lot lines to consolidate the two subject parcels into one; a Site Plan to allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot movie theater expansion, and related site improvements; and a Conditional Use Permit to allow the operation of the automatic car wash. The site is in the PUD-104-73 (Planned Unit Development) zone.

STAFF RECOMMENDATION: Recommend approval of Planned Unit Development No. PUD-104-73 (REV. 2018) to City Council and approve Site Plan No. SP-057-2018, Conditional Use Permit No. CUP-140-2018, and Lot Line Adjustment No. LLA-019-2018, subject to the recommended Conditions of Approval. In conjunction, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 – New Construction or Conversion of Small Structures and Section 15301 – Existing Facilities – of the State CEQA Guidelines.

D. MATTERS FROM COMMISSIONERS

E. MATTERS FROM STAFF

F. ADJOURNMENT

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

Meeting Minutes  
Thursday, September 20, 2018

CALL TO ORDER: 7:00 p.m.

ROLL CALL:

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

Absent: Brietigam

PLEDGE OF ALLEGIANCE: Led by Commissioner Kanzler.

ORAL COMMUNICATIONS – PUBLIC – None.

September 6, 2018 MINUTES:

Action: Received and filed with one correction.

Motion: Lazenby Second: Lehman

Ayes: (5) Lazenby, Lehman, Nguyen, Salazar, Truong  
Noes: (0) None  
Abstain: (1) Kanzler  
Absent: (1) Brietigam

PUBLIC HEARING – SITE PLAN NO. SP-037-2017TE1 (TIME EXTENSION), VARIANCE NO. V-015-2017TE1 (TIME EXTENSION), AND CONDITIONAL USE PERMIT NO. CUP-106-2017TE1 (TIME EXTENSION). NORTH SIDE OF GARDEN GROVE BOULEVARD, WEST OF KNOTT STREET AT 7051 GARDEN GROVE BOULEVARD.

Applicant: ROSA ESTELLA BERMEO  
Date: September 20, 2018

Request: One-year time extension for the approved entitlements under Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017, for (i) the construction of a new service

(gas) station, with a new drive-thru convenience store, on a vacant lot located at 7051 Garden Grove Boulevard, (ii) Variance approval to deviate from the minimum rear setback requirement in order to construct a trash enclosure within the rear ten-foot setback, along the northerly property line (adjacent to the SR-22 Freeway), and (iii) Conditional Use Permit approval to allow the new convenience store to operate with a new original State Alcoholic Beverage Control (ABC) Type 20 (Off-Sale, Beer and Wine) License. The site is in the C-2 (Community Commercial) zone. The City of Garden Grove recognizes that this project was previously categorically exempt from the California Environmental Quality Act (CEQA).

Action: Public Hearing held. Speaker(s): None.

Action: Resolution No. 5935-18 was approved.

Motion: Lazenby Second: Salazar

Ayes: (6) Kanzler, Lazenby, Lehman, Nguyen, Salazar, Truong

Noes: (0) None

Absent: (1) Brietigam

PUBLIC HEARING – SITE PLAN NO. SP-058-2018 AND TENTATIVE PARCEL MAP NO. PM-2018-147. WEST SIDE OF GROVE AVENUE, BETWEEN ACACIA PARKWAY AND GARDEN GROVE BOULEVARD AT 10801 GARDEN GROVE BOULEVARD.

Applicant: FRANCIS CHU (FOUNTAINHEAD SHRUGGED, LLC)

Date: September 20, 2018

Request: Site Plan approval to construct a new 2,485 square foot Taco Bell restaurant pad building, with a drive-thru, on the easterly portion of the existing Home Depot parking lot, along with site improvements that include reconfiguring existing parking spaces and new landscaping. Also, Tentative Parcel Map approval to subdivide the existing 10.7-acre Home Depot property into two (2) lots (10.25-acre Home Depot property and 0.45-acre Taco Bell property) in order to facilitate the development of the Taco Bell site. The site is in the CCSP-CCT63 (Community Center Specific Plan – Community Center Transit District, Area 63) zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Section 15303 – New Construction or Conversion of Small Structures.

Action: Public Hearing held. Speaker(s): Francis Chu and Dan Osrán. One letter of concerns was submitted by Lorraine Kengla, who also spoke regarding her concerns.

Action: Resolution No. 5936-18 was approved.

Motion: Lehman Second: Kanzler

Ayes: (5) Kanzler, Lehman, Nguyen, Salazar, Truong

Noes: (1) Lazenby

Absent: (1) Brietigam

PUBLIC HEARING – GENERAL PLAN AMENDMENT NO. GPA-003-2018. CITY OF GARDEN GROVE, CITYWIDE.

Applicant: CITY OF GARDEN GROVE

Date: September 20, 2018

Request: A General Plan Amendment to adopt a bicycle and pedestrian plan (Garden Grove Active Streets Master Plan) into the Circulation Element by replacing Exhibit CIR-7, Master Plan of Bikeway Facilities, adding Active Transportation goals, policies, and implementations and adopting the Garden Grove Active Streets Master Plan as an appendix. The Amendment includes adoption of a revised Master Plan of Arterial Highways (MPAH) as approved by OCTA. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Section 15304 – Minor Alterations to Land.

Action: Public Hearing held. Speaker(s): None. The Final Draft of the Garden Grove Active Streets Plan was handed out.

Action: Resolution No. 5937-18 was approved with amendments to two exhibits.

Motion: Kanzler Second: Lehman

Ayes: (6) Kanzler, Lazenby, Lehman, Nguyen, Salazar, Truong

Noes: (0) None

Absent: (1) Brietigam

MATTERS FROM COMMISSIONERS: Commissioner Lehman mentioned the heavy traffic flow during the peak hours of 4:00 to 7:00 p.m. at the intersection of Chapman Avenue and Brookhurst Street, especially the northbound traffic from Garden Grove Boulevard to Brookhurst Street. Staff responded that the area would be monitored and that successive street projects added to the traffic delays.

On behalf of Chair Brietigam, Vice Chair Truong challenged the City to increase the Police force by 200 sworn officers by the year 2020.

MATTERS FROM STAFF: Staff noted that the October 4<sup>th</sup> meeting would be cancelled and gave a brief description of the item for the October 18<sup>th</sup> meeting. Staff then mentioned the all-day Planning Officials Forum to be presented by the Planning Directors Association of Orange County (PDAOC) on November 1<sup>st</sup> and if any Commissioners were interested in attending to contact staff by October 5<sup>th</sup>, keeping in mind that the November 1<sup>st</sup> Planning Commission would also be that night. Staff then mentioned that Senior Planner Erin Webb would be retiring the following week.

ADJOURNMENT: At 8:10 p.m. to the next Meeting of the Garden Grove Planning Commission on Thursday, October 4, 2018, at 7:00 p.m. in the Council Chamber of the Community Meeting Center, 11300 Stanford Avenue, Garden Grove.

Motion: Lazenby Second: Lehman

Ayes: (6) Kanzler, Lazenby, Lehman, Nguyen, Salazar, Truong  
Noes: (0) None  
Absent: (1) Brietigam

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Judith Moore  
Recording Secretary

# COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

<b>AGENDA ITEM NO.:</b> C.1.	<b>SITE LOCATION:</b> West side of Valley View Street, south of Chapman Avenue at 12101 and 12111 Valley View Street
<b>HEARING DATE:</b> October 18, 2018	<b>GENERAL PLAN:</b> Residential/Commercial Mixed Use 2
<b>CASE NO.:</b> Planned Unit Development No. PUD-104-73 (Rev. 2018), Site Plan No. SP-057-2018, Conditional Use Permit No. CUP-140-2018, and Lot Line Adjustment No. LLA-019-2018	<b>ZONE:</b> Planned Unit Development No. PUD-104-73
<b>APPLICANT:</b> Dan Akarakian for Cinemas Management, Inc.	<b>APN NO.:</b> 224-202-16 and 224-202-15
<b>PROPERTY OWNER:</b> Valley View Cinema Center, LLC	<b>CEQA DETERMINATION:</b> Exempt

**REQUEST:**

The applicant is requesting approval to redevelop a 2.71-acre site, comprised of two parcels currently improved with the Starlight 4 Star Cinema and a vacant 6,040 square foot restaurant, with a new automatic car wash, a new pad drive-thru restaurant, a new sit-down restaurant, and an expansion of the existing movie theater. The existing vacant restaurant building will be demolished to accommodate the proposed project. The Planning Commission will consider the following: (i) a recommendation that the City Council determine that the Project is categorically exempt from the California Environmental Quality Act (CEQA); (ii) a recommendation that the City Council approve a text amendment to Planned Unit Development No. PUD-104-73 to modify the permitted uses on the Site and the sign requirements of the PUD to facilitate the Project (iii) approval of a Lot Line Adjustment to modify existing lot lines to consolidate the two (2) subject parcels into one (1) parcel; (iv) approval of a Site Plan to allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, and a 2,846 square foot expansion to the existing movie theater, along with related site improvements; and (v) approval of a Conditional Use Permit to allow the operation of the automatic car wash.



**PROJECT STATISTICS:**

	<b>Provided</b>	<b>PUD Requirement</b>
<b>Lot Size:</b>	2.71-acres (117,955 S.F.)	N/A
<b>Building Heights:</b>		N/A
Movie Theater		
New Addition	33'-8"	
New Tower Element	40'-0"	
In-line Tenant Restaurant	32'-0"	
Automatic Car Wash	24'-3"	
Drive-thru Restaurant	23'-2"	
<b>Building Setbacks:</b>		
North (side) to Car Wash	30'-7"	0'-0"
East (front) to Car Wash	66'-10"	0'-0"
to Drive-thru Restaurant	55'-8"	
South (side) to Drive-thru Restaurant	96'-0"	0'-0"
West (rear) to Movie Theater	67'-9"	0'-0"
to Car Wash	89'-9"	
<b>Landscaping<sup>1</sup>:</b>	13,268 S.F. (14%)	11,795 S.F. (10%)
<b>Parking<sup>2</sup>:</b>	159 parking stalls <u>20 drive-thru queuing</u> 179 spaces	179

<sup>1</sup> The Municipal Code requires 10% of total site landscaping. The existing site landscaping is 1,647 square feet, which is currently 1.47% of the total site. The proposed project will increase the total on-site landscaping to 13,268 square feet, which is 14% of the total site.

<sup>2</sup> Half the vehicle queuing length of the drive-thru lane is counted toward the required parking, including four (4) queuing spaces for the drive-thru restaurant and sixteen (16) queuing spaces for the automatic car wash.

**BACKGROUND:**

The subject properties are located on the west side of Valley View Street, south of Chapman Avenue. The properties have a General Plan Land Use designation of Residential/Commercial Mixed Use 2, and are zoned Planned Unit Development (PUD) No. PUD-104-73. PUD-104-73 was adopted in 1973 to allow the construction of a 126-unit residential condominium (currently known as Stonegate), a 32 lane bowling alley (12141 Valley View Street), a 900 seat movie theater (12111 Valley View Street), a 7,500 square foot restaurant (12101 Valley View Street), a 3,600 square foot drive-thru restaurant (12051 Valley View Street), and a 41,850 square foot aged facility for 120 people (5900 Chapman Avenue).

The commercial portion of PUD-104-73 includes a total of 5 (five) commercial properties: a bowling alley, formerly occupied by AMF Bowling Alley (12141 Valley View Street), the Starlight 4 Star Cinema (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The applicant has represented to the City that the subject properties have shared reciprocal access between the bowling alley, McDonald's, and the senior living facility properties, however, but that shared parking is only between the subject properties and the bowling alley. The reciprocal access points to these properties will not change as a result of this project. The applicant has represented that all the required parking for the proposed project will be contained within the subject site. The existing parking spaces for the bowling alley property will not change with this project.

The applicant is the property owner of the two subject properties, and also owns and operates the movie theater. The property owner purchased both properties in 2016, and now intends to redevelop the movie theater and the vacant restaurant properties in order to revitalize the subject site and the commercial center. The proposed project includes the construction of an automatic car wash, a pad drive-thru restaurant, and a sit-down, in-line tenant restaurant. The project also includes the expansion and remodeling of the existing movie theater to accommodate additional auditoriums. Both properties will be consolidated through a lot line adjustment to facilitate the proposed project.

#### History of Entitlements for the PUD

On November 2, 1971, the City Council adopted Resolution No. 4162-71 to adopt Planned Unit Development No. PUD-107-71 to rezone 17.67 acres of land from C-2 (General Commercial Zone) to PUD (Planned Unit Development) to permit the construction of a 140-unit residential condominium, a movie theater, a restaurant, and a professional office building.

On January 3, 1973, the City Council adopted Resolution No. 4352-73 approving Planned Unit Development No. PUD-107-71 (1<sup>st</sup> Revised) to allow a 3,240 square foot take-out restaurant (McDonald's) to replace the previously approved office building.

On October 30, 1973, the City Council adopted Resolution No. 4496-73 approving Tentative Tract No. 6740 for the subdivision of a 126-unit residential condominium, and five (5) commercial lots.

On August 21, 1973, the City Council adopted Resolution No. 4472-73 to supersede a previously approved Planned Unit Development and to allow the construction of a 126-unit residential condominium, a 32 lane bowling alley, a 900 seat movie theater, a 7,500 square foot restaurant, a 3,600 square foot drive-thru restaurant, and a 41,850 square foot senior facility.

On October 20, 2003, the former owner (JM1111998, LLC) of the subject properties, 12101 and 12111 Valley View Street, submitted a Site Plan application (Site Plan No. SP-336-03) to construct a 9,950 single-story commercial building. On April 15, 2004, the Planning Commission denied Site Plan No. SP-336-03 citing incompatibility of the proposed design with the existing development, and adopted Resolution No. 5419

denying Site Plan No. SP-336-03 on May 6, 2004. The applicant appealed the Planning Commission's decision to the City Council. On August 10, 2004, the City Council approved the appeal and overturned the Planning Commission's decision citing that the proposed commercial development was a suitable and appropriate commercial development on properties in need of revitalization. The project was never constructed due to a CC&R dispute between the subject site property owner (JM11998, LLC) and adjacent bowling alley property owner (Magini Al Elokeim 26, LLC).

On May 21, 2015, McDonald's received land use approval to demolish the existing restaurant building in order to construct a new, 3,861 square foot restaurant.

The property owner now proposes to revitalize the properties through new land use entitlements for a PUD amendment, a Site Plan, a Lot Line Adjustment, and a Conditional Use Permit that will facilitate the development of an automatic car wash, a pad drive-thru restaurant, a sit-down in-line restaurant, and an expansion of the existing movie theater.

#### Neighborhood Meeting

On May 14, 2018, a neighborhood meeting was held by the applicant at the Starlight 4 Star Cinema to share the project and receive input from local residents. About 60 members of the community attended the meeting, and the questions raised by those in attendance included parking, on-site security, property maintenance, and the proposed type of uses. At the conclusion of the meeting, those in attendance expressed support for the project.

### **DISCUSSION:**

#### PLANNED UNIT DEVELOPMENT

The property is currently zoned Planned Unit Development (PUD) No. PUD-104-73. A Planned Unit Development is a precise plan that provides the means for the regulation of buildings, structures, and uses of land to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code.

The applicant proposes an amendment to the PUD that will amend the permitted uses to allow an automatic car wash, a drive-thru pad restaurant, and a sit-down restaurant on the subject project site, and a modification to the sign requirements of the PUD. The introduction of the new uses will assist with the redevelopment of the site and the commercial center. The proposed uses are compatible with the commercial uses of the PUD, which currently include a bowling alley, a movie theater, a vacant restaurant, and a McDonald's drive-thru restaurant, as well as with the surrounding commercial uses.

The proposed amendment will also modify the sign requirements of the PUD. Currently, the PUD limits signage for each use to one wall sign, and only allows one pole sign for each of the four commercial tenants (the bowling alley, the movie theater, the vacant restaurant, and McDonald's). The proposed amendment will allow signage in the PUD to comply with the total allowable signage of the C-1 zone, as well as allow a multiple-tenant sign cabinet within the existing pole sign that serves the vacant restaurant building to advertise the car wash, the pad drive-thru restaurant, and the new sit-down in-line tenant restaurant. In addition, the movie theater building will be allowed to have new signage that includes a new tower building sign, and non-LED/non-digital movie poster board graphics to be displayed on the exterior marquee and wall display boards of the movie theater. The proposed signage for the movie theater is typical of signage for movie theaters.

The proposed amendment will also assist with the revitalization and redevelopment of the commercial center, which is consistent with the goals and policies of the General Plan that encourages the revitalization of aging, underused or deteriorated commercial centers; that encourages a mix of retail shops and services to better meet the needs of the area's present and potential clientele; that encourages the City to work with property owners to revitalize deteriorated centers; that encourages appropriate signage in commercial centers; and that encourages façade renovations, enhanced parking area landscaping, and improved lighting. The proposed amendment will allow new uses within the PUD and will update the sign requirements that will assist with the revitalization of the commercial center.

In addition, the proposed amendment will be consistent with the intent of the Planned Unit Development as the uses are diverse and compatible with the established land use designations, and will ensure that the quality of the proposed project is greater than what could be achieved through a traditional commercial zoning classification.

#### SITE PLAN:

The applicant proposes to redevelop the subject properties with an 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements. The proposed automatic car wash will be operated by Fast 5 Xpress Car Wash, while the proposed pad drive-thru restaurant will be operated by a Jack in the Box restaurant.

#### Site Design, Circulation and Parking

The proposed project includes reconfiguring the on-site circulation, drive aisles, parking, and building placement to accommodate the proposed development. Two (2) new buildings will be constructed for the automatic car wash and the drive-thru restaurant. The automatic car wash will be constructed along the north side of the property, while the

Jack in the Box restaurant will be constructed in the center, front-most portion of the lot. Both the automatic car wash and the drive-thru restaurant will be located closer to Valley View Street. The movie theater will remain in its current location, toward the rear of the property, with the new construction to the movie theater and the new in-line tenant restaurant occurring on the north side of the movie theater. The sit-down in-line tenant restaurant is oriented toward Valley View Street and will align with the movie theater storefront. The movie theater addition will be located behind (west of) the new sit-down in-line tenant restaurant. The existing vacant restaurant building will be demolished to accommodate the proposed project.

The site is currently accessed from Valley View Street via two (2) existing drive approaches. The southerly most drive approach is signalized and functions as the main driveway to access the site. Both right-turn and left-turn in and out of the project site is provided from this driveway. This driveway is also a shared driveway that serves the adjacent bowling alley property, and no change to the location of this driveway is proposed.

The drive approach located at the northerly most portion of the site will be relocated and reconstructed to the south of its current location to accommodate the building placement of the automatic car wash. The driveway will continue to function as a right-turn in and right-turn out from the project site.

The site will continue to maintain the same shared vehicular access with the adjacent properties, including the bowling alley, McDonald's, and the senior living facility, via internal two-way drive aisles. These internal shared vehicular access points will not change. All on-site drive aisles have been designed to provide an effective circulation pattern, have been designed per the City's standard, and will provide the required drive aisle width to accommodate two-way vehicular traffic, as well as trash truck and emergency vehicle access.

From the main drive approach on Valley View Street, the drive aisle circulates to the west of the project site toward the movie theater. This drive aisle provides access to the drive-thru lane entrance of the Jack in the Box restaurant, the parking areas located between the movie theater and the pad drive-thru restaurant, and to the parking area of the adjacent bowling alley property. The drive aisle continues to circulate to the north of the project site, along the front of the movie theater and proposed sit-down in-line restaurant tenant building, to connect with the drive aisle that originates from the second drive approach on Valley View Street.

From the second drive approach on Valley View Street, the drive aisle also circulates to the west of the project site, and provides access to both the drive-thru lane entrance and exit lane of the automatic car wash, as well as the drive-thru lane exit of the Jack in the Box restaurant. The drive aisle provides access to parking spaces located to the north of the Jack in the Box restaurant, as well as the car wash vacuum station parking spaces

located on the south side of the car wash building. The drive aisle circulates along the entire rear of the project site and provides access to the parking spaces at the rear of the movie theater and the car wash. This drive aisle continues to provide access to the bowling alley, the McDonald's, and the senior living facility properties without changing existing shared vehicular access points.

#### *Drive-Thru Lane Circulation*

The new car wash building will be located along the north side of the property. The entrance to the car wash tunnel is located on the west (rear) side of the building, and the exit of the tunnel is located on the east (front) side of the building, fronting Valley View Street. The car wash will have a double queuing drive-thru lane that funnels into one lane after payment for the car wash is received. The drive-thru lane originates on the east side of the car wash building, adjacent to Valley View Street, and circulates along the north and west sides of the building where access to the car wash tunnel is achieved. Fifteen (15) vacuum station parking spaces are located on the south side of the car wash building, and five (5) vacuum station parking spaces are located to the north of the building, adjacent to the McDonald's property.

The Jack in the Box restaurant will be located at the centermost, front portion of the lot. The drive-thru lane of the restaurant originates along the east side of the building, adjacent to Valley View Street, and circulates along the north side of the building to the pick-up window.

A Traffic Study was prepared for the project that reviewed the project's site access and circulation pattern, including the queuing for the drive-thru restaurant and the automatic car wash, and determined that the site design was adequate, and that vehicle queuing for both the automatic car wash and the drive-thru restaurant will be contained within the proposed drive-thru lanes.

#### *Parking*

The project has been designed to comply with the parking requirements based on the proposed uses. The required parking for the project will be provided completely on the subject project site. A total of 179 parking spaces are required for the project based on the proposed uses. When drive-thru facilities are proposed, the City allows for half of the vehicle queuing of the drive-thru lane to be counted toward the required parking. The parking for the project will be provided in the form of 159 parking stalls and twenty (20) vehicle queuing spaces within the drive-thru lanes of the automatic car wash and the drive-thru restaurant for a total of 179 parking spaces. The distribution of the 159 parking stalls include 96 standard parking spaces, 21 compact parking spaces, 20 vacuum parking spaces for the car wash, 6 handicap parking spaces, 6 clean air vehicle parking spaces, and 10 electric vehicle charging stations, and the drive-thru queuing spaces include 16 spaces for the automatic car wash and 4 spaces for the Jack in the Box

restaurant. When the automatic car wash is not in operation, the vacuum parking spaces will be available to serve patrons of the movie theater and the restaurants.

As previously mentioned, and as represented by the applicant, the existing parking spaces for the adjacent bowling alley will not change as a result of this project.

#### Building Design and Architecture:

The automatic car wash will be 4,241 square feet in size, and will consist of a car wash tunnel, equipment room, electric room, one (1) restroom, an office, and a sales office. The car wash building will be one-story and is designed with the architectural style typical of the Fast 5 Xpress Car Wash corporate image.

The car wash incorporates a modern design that includes the use of varied roof lines and building massing to articulate the building. The exterior building materials include vertical stucco panels, ribbed metal horizontal panels, and a prominent glass window system. The glass window system is located along the length of the south elevation. The front portion of the building includes an inclined roof shaped that is supported by translucent glass windows. A freestanding metal canopy, with a serpentine roof shape, will be installed in front of the building's car wash tunnel exit. The exterior building colors include a primarily gray tone color with accenting colors in blue and orange. In addition, each vacuum station will incorporate a shade canopy.

The Jack in the Box restaurant will be 1,870 square feet in size, and will consist of a dining area, counter/cashier area, two (2) restrooms, a kitchen, prep and work area, dry storage, and walk-in cooler and freezers. The restaurant will provide a 200 square foot outdoor patio dining area located on the east side of the building, fronting Valley View Street. The outdoor patio area has been included toward the required parking.

The proposed Jack in the Box restaurant building will incorporate an architectural design that reflects the restaurant's current corporate image. The building elevations incorporate varied architectural massing and rooflines to provide articulation to the building. The front building elevation includes a prominent red color, corrugated metal panel element, that wraps along the upper portion of the building, over the main entrance and the storefront windows on the east and south building elevations. This detail is used to enhance the building elevation while providing an area for wall signage for the restaurant. The front portion of the building also includes an accenting, brown/sand beige color, porcelain tile that further provides a variety of material articulation and enhancement to the building. The rear (back of house) portion of the building, will include a sand color, cement plaster finish. Metal awnings will be installed over the pick-up window area, and over the customer entrances.

The movie theater is currently 10,795 square feet in size, and consists of four (4) movie theater auditoriums with a total of 627 seats. The applicant proposes to add a 2,846

square foot addition to the movie theater that includes exterior and interior remodeling. The construction includes reconfiguring existing auditoriums and increasing the total number of auditoriums to six (6). The remodel will include all auditoriums with stadium seating with recliner seats. The total seating for the movie theater will be reduced from 627 seats to 326 seats to accommodate the recliner seats in each auditorium. In addition, the box office will be relocated to the interior lobby.

The movie theater's front elevation will be remodeled and will incorporate new architecture detailing. A series of burgundy colored, decorative perforated metal panels will be installed along the theater's storefront to enhance and create a focal point for the movie theater. In addition, a new vertical tower element will be constructed that will allow for the placement of a new vertical theater sign. The front elevation will incorporate accent detailing that includes preset stone along the base of the building wall, and decorative steel posts that will be used to create a visual separation between the exterior poster board wall cases. A new back-lit marquee will be installed above the theater's storefront that will display non-LED/non-digital movie poster board graphics.

The new building addition will be taller in height than the existing movie theater building, and the exterior building materials for the addition will consist of concrete masonry unit block, which is consistent with the building material used along the rear of the existing movie theater. The movie theater's exterior paint colors include varied dark and lighter shades of gray tones.

The new sit-down in-line restaurant tenant space will be 2,700 square feet in size. No tenant for the space has been identified at this time. The exterior building design of the restaurant will consist of a stucco finish with storefront windows along the east and north building elevations. Shade louvers will be installed along each of the storefront windows. A steel frame cover will be installed over the front of the restaurant. At this time, the area underneath the frame structure can only be used as a customer waiting area, and not as a dining area, due to parking. The exterior building will also be painted a grayish color, which is consistent with the paint color that will be used for the movie theater.

#### Landscaping:

The project will provide new landscaping along Valley View Street and within the parking area. The overall landscaping for the site will increase from 1,647 square feet (1.4% of the site) to 13,268 square feet (14% of the site). The applicant is required to provide a landscape and irrigation plan to the City that complies with the landscaping and water efficiency requirements of Title 9 of the Municipal Code. Planning staff will review the type and location of all proposed plant materials. As part of the landscape plan, a variety of trees, shrubs, and flowers are required.



### CONDITIONAL USE PERMIT

The PUD amendment will require a Conditional Use Permit for the operation of the car wash. The automatic car wash will be operated by Fast 5 Xpress Car Wash. Fast 5 Xpress has several car wash facilities located throughout Los Angeles, Orange, Riverside, and San Bernardino countries. The car wash will offer free vacuum cleaning as part of the car wash experience, and will provide a total of twenty (20) vacuum stations. The car wash will operate on a filtered and recycled water system, which is a requirement of the City. The car wash will operate from 7:00 a.m. to 8:00 p.m., seven days week.

Conditions of approval have been incorporated into the Conditional Use Permit to ensure that the car wash will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. Potential noise impacts are often a concern that neighbors have about an automatic car wash. At the direction of the City, the operator of the car wash prepared a Noise Study to evaluate the car wash's potential noise levels to determine if the noise levels would be consistent with the City's Noise Ordinance. The study monitored noise levels at similar express car washes, including evaluating the noise from idling vehicles, and noise from the car wash's compressed air nozzles, the dryer system and vacuum equipment. The study determined that the potential noise from the proposed car wash would not exceed the adopted noise levels. The study evaluated the noise levels to the adjacent residential condominium development and to the McDonald's restaurant drive-thru order intercom system. The study determined that the noise level would not affect the adjacent residential condominium development nor interfere with the McDonald's drive-thru intercom system.

In addition, the car wash incorporates design features that will minimize noise, especially noise generated from the vacuum producers and the dryers. The vacuum producers, which are normally located outside of the building, will be located inside of an enclosed equipment room, while the dryers will be located inside the car wash tunnel with PVC panels installed on the walls of the tunnels to reduce noise generated by the dryers.

If noise complaints are received about the car wash, the operator will be required to address and resolve the issue to the satisfaction of the Community and Economic Development Department.

All standards conditions of approval for car washes have been included in the Conditional Use Permit.

### LOT LINE ADJUSTMENT

The proposed Lot Line Adjustment will consolidate the two (2) subject parcels into one lot in order to facilitate the construction of the proposed project. The movie theater property is approximately 1.103 acres, while the vacant restaurant building is approximately 1.606

acres. The Lot Line Adjustment will consolidate the two (2) parcels into one and will have a combined lot size of 2.71 acres. The purpose of the lot line adjustment is to prevent the movie theater addition and the sit-down in-line tenant restaurant from being constructed over property lines. The California Building Code does not allow buildings to be constructed over property lines. Without the lot line adjustment, the movie theater addition and the new in-line restaurant tenant will be constructed over an existing property line. The Lot Line Adjustment and all subsequent site improvements will conform to the applicable PUD zoning and building codes requirements.

CEQA:

The project is exempt pursuant to the Class 1 and Class 3 categorical exemptions of the California Environmental Quality Act. The Class 1 exemption applies to the minor alteration of existing private facilities involving negligible expansions, including additions to existing structures where the addition will not result in an increase of more than 10,000 square feet if (i) the project is in an area where all public services and facilities are available, and (ii) the project is in an area that is not environmentally sensitive. Here, the movie theater is located in an urbanized, non-environmentally sensitive area that is served by public utilities, and the proposed building addition is 2,700 square feet, which is within the exemption. The Class 3 exemption applies to the construction of new, small structures of up to 10,000 square feet in urbanized areas. The combined new building area of the automatic car wash, the drive-thru pad restaurant, and the sit-down restaurant will be 8,811 square feet, which is within this exemption. For all these reasons, the proposed project is exempt.

**RECOMMENDATION:**

Staff recommends that the Planning Commission take the following actions:

1. Adopt Resolution No. 5931-18 recommending that the City Council determine that the Project is exempt from CEQA and adopt an Ordinance approving Planned Unit Development No. PUD-104-73 (Rev. 2018); and,
2. Adopt Resolution No. 5932-18 approving Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018, subject to the recommended Conditions of Approval and contingent upon City Council approval of Planned Unit Development No. PUD-104-73 (Rev. 2018); and,
3. Adopt Resolution No. 5933-18 approving Conditional Use Permit No. CUP-140-2018, subject to the recommended Conditions of Approval, and contingent upon City Council approval of Planned Unit Development No. PUD-104-73 (Rev. 2018).



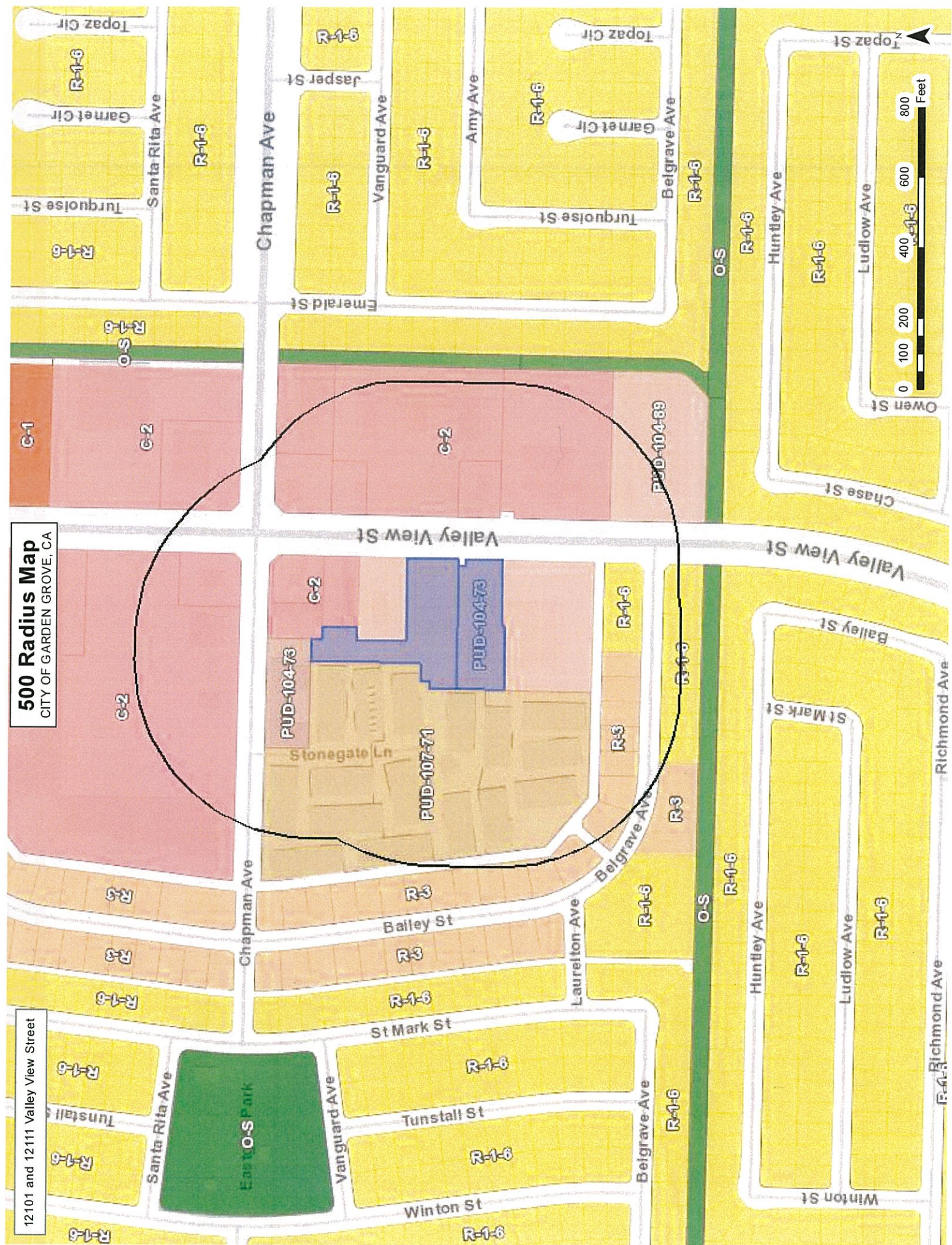
Lee Marino  
Planning Service Manager



By: Maria Parra  
Senior Planner

**500 Radius Map**  
CITY OF GARDEN GROVE, CA

12101 and 12111 Valley View Street





CLIENT:

CINEMAS MANAGEMENT, INC.  
315 REES ST., PLAYA DEL REY, CA 90293  
T 310-702-5190 DAN AKARAKIAN dakarakian@yahoo.com

ARCHITECT:

ARCHITECTS ORANGE  
144 N. ORANGE ST., ORANGE, CA 92866  
T 714-639-9860

Starlight Cinema, Garden Grove CA.

SUBMITTAL DATE: 08-06-2018

Cinemas Management, Inc.  
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T 310-702-5190 Dan Akarakan dakarakian@yahoo.com

Valley View & Garden Grove, CA

STARLIGHT CINEMA CENTER

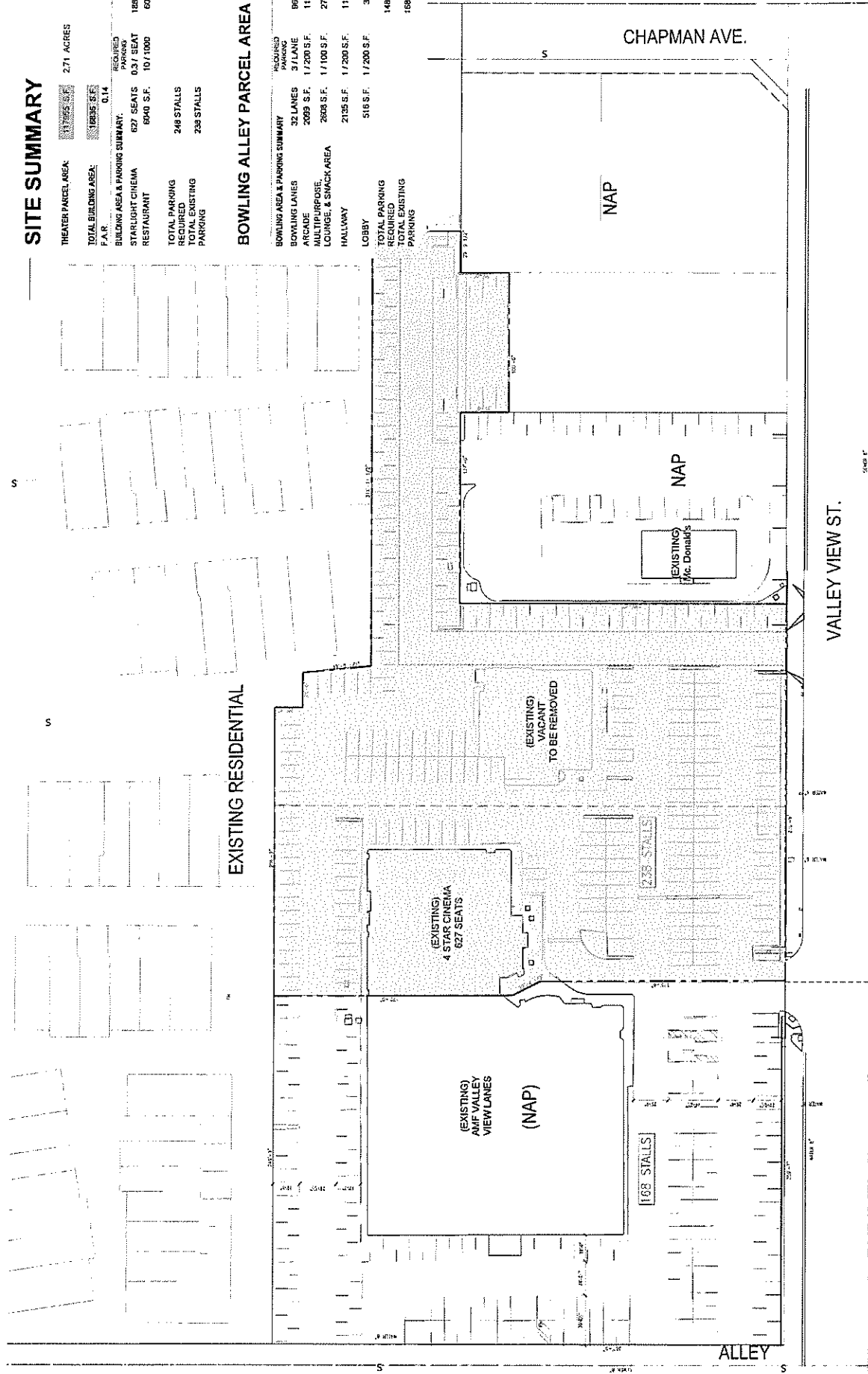
# SITE SUMMARY

THEATER PARCEL AREA	2.71 ACRES
TOTAL BUILDING AREA	17,725 S.F.
F.A.R.	0.14
BUILDING AREA & PARKING SUMMARY	
STARLIGHT CINEMA	627 SEATS
RESTAURANT	627 SEATS
TOTAL PARKING REQUIRED	248 STALLS
TOTAL EXISTING PARKING	238 STALLS

## EXISTING RESIDENTIAL

## BOWLING ALLEY PARCEL AREA

BOWLING AREA & PARKING SUMMARY	
BOWLING LANES	32 LANES
ARCADE	2089 S.F.
BAR/BUSINESS LOUNGE & SNACK AREA	2803 S.F.
HALLWAY	2135 S.F.
LOBBY	516 S.F.
TOTAL PARKING REQUIRED	148 STALLS
TOTAL EXISTING PARKING	168 STALLS

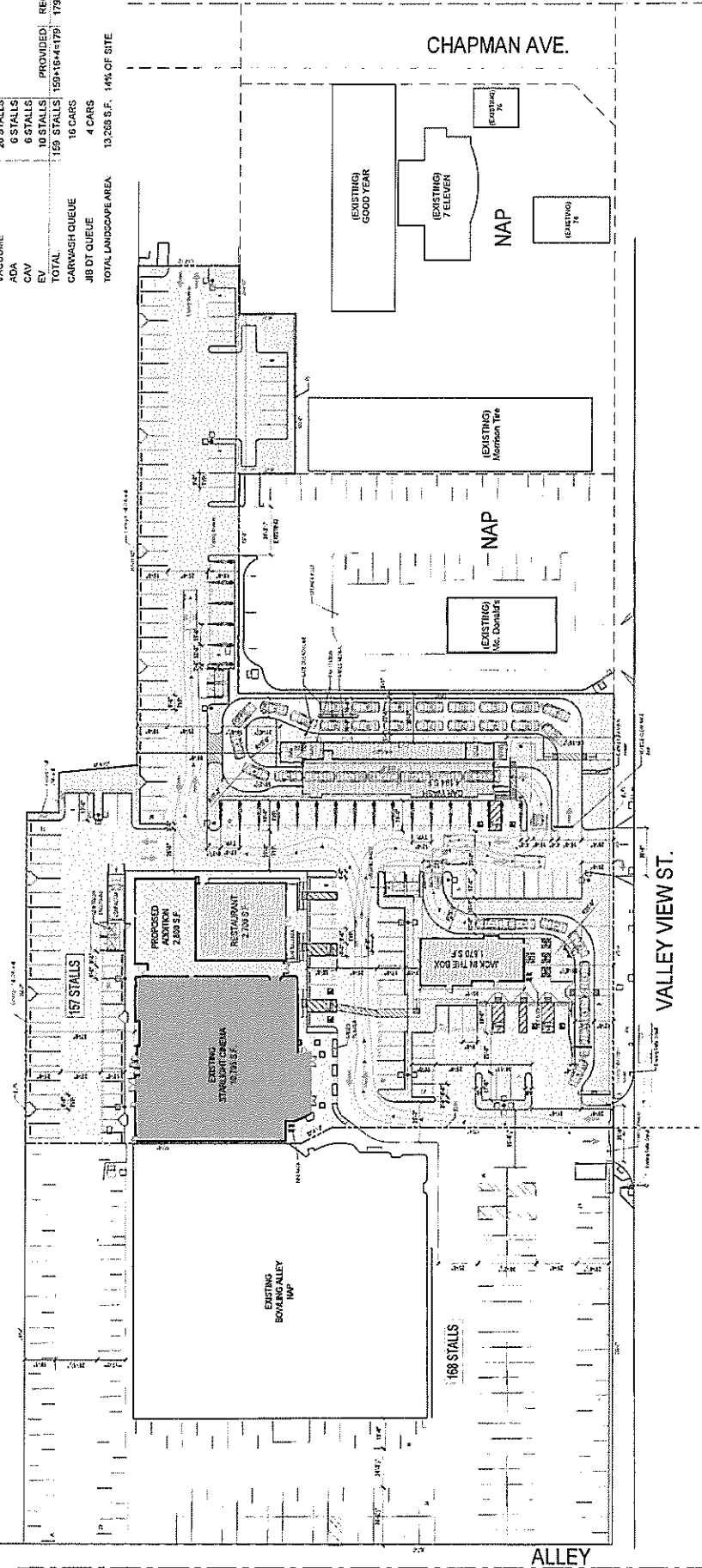


Cinemas Management, Inc.  
 315 Rees Street, Playa Del Rey, CA 90293  
 T 310-702-5190 Don Akarajian dekarajian@yahoo.com

# SITE SUMMARY

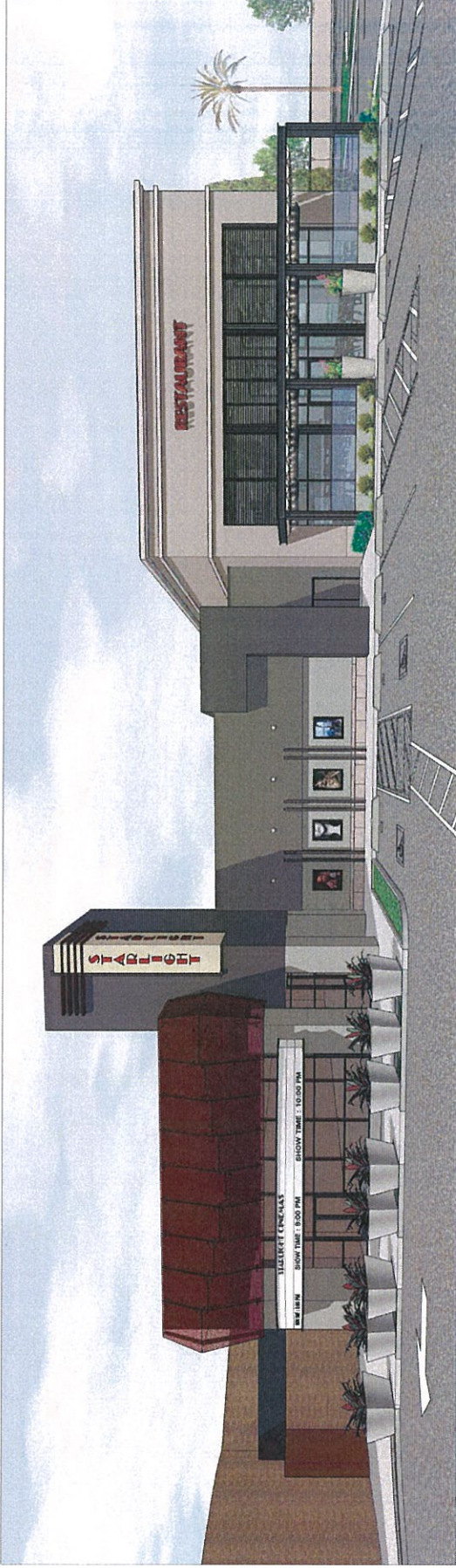
THEATER/PARCEL AREA	17,925 S.F.	2.71 ACRES
TOTAL BUILDING AREA	2,395 S.F.	
F.A.R.	0.19	
BUILDING AREA & PARKING SUMMARY		
STAIRLIGHT CINEMA	325 SEATS	REQUIRED
RESTAURANT	2700 S.F.	0.37 SEAT
JACK IN THE BOX	1870 S.F.	10/1000
PATIO	200 S.F.	10/1000
CARWASH	4241 S.F.	5 x (3)
PARKING SUMMARY		
STANDARD	58 STALLS	PROVIDED
COMPACT	21 STALLS	
VACUINE	20 STALLS	
ADA	6 STALLS	
GV	10 STALLS	
EV	10 STALLS	PROVIDED
TOTAL	159 STALLS	159 (164/179)
CARWASH QUEUE	16 CARS	REQUIRED
JOB DT QUEUE	4 CARS	REQUIRED
TOTAL LANDSCAPE AREA	13,268 S.F.	14% OF SITE

## EXISTING RESIDENTIAL



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 315 Rees Street, Playa Del Rey, CA 90293  
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## Starlight Cinema Center - Garden Grove, CA PROPOSED SITE PLAN



PROPOSED VIEW

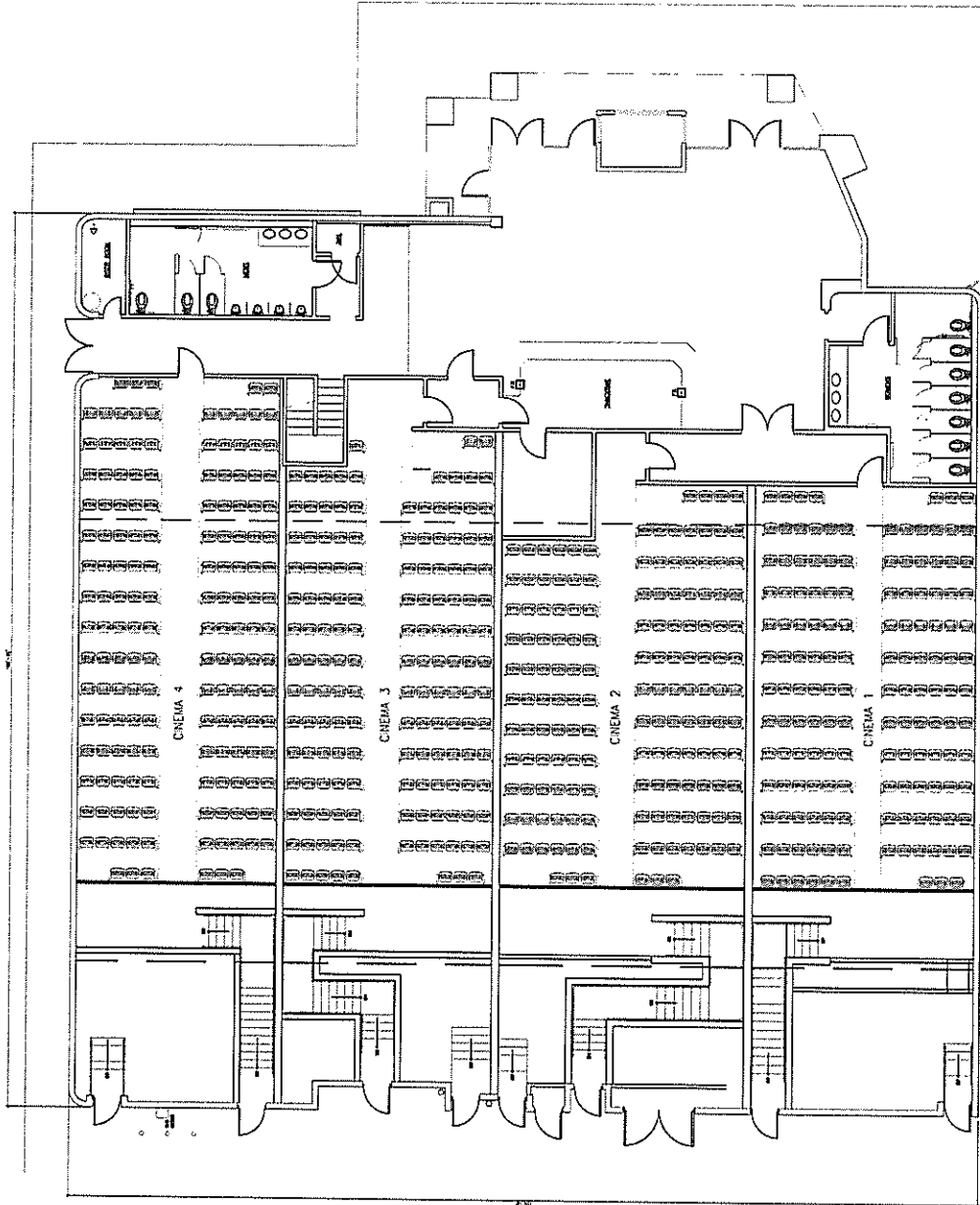


EXISTING VIEW

Cinemas Management, Inc.  
 315 Rees Street, Playa Del Rey, CA 90293  
 T 310-702-5190 Dan Akarakan dakarakan@yahoo.com

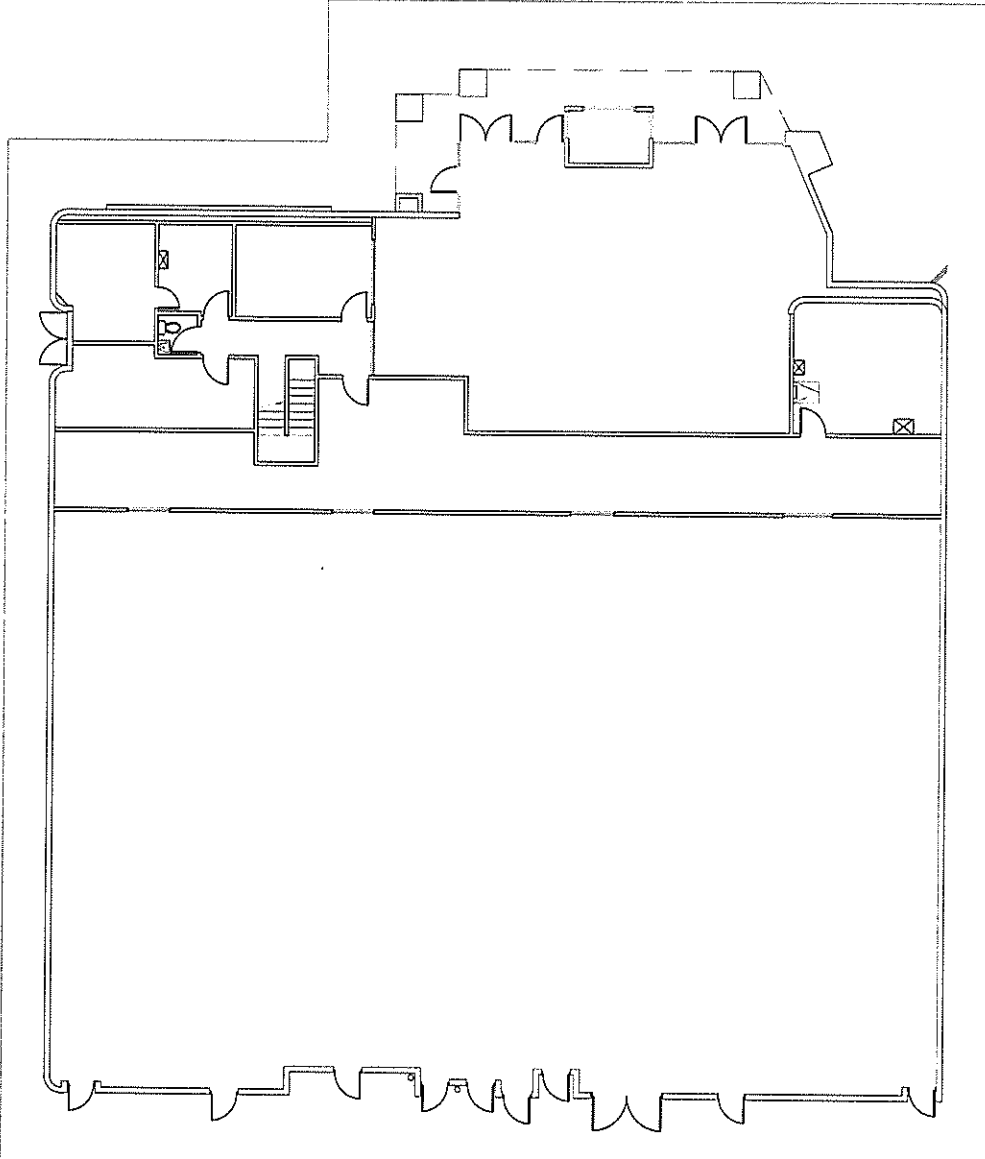
Starlight Cinema Center - Garden Grove, CA STARLIGHT CINEMA





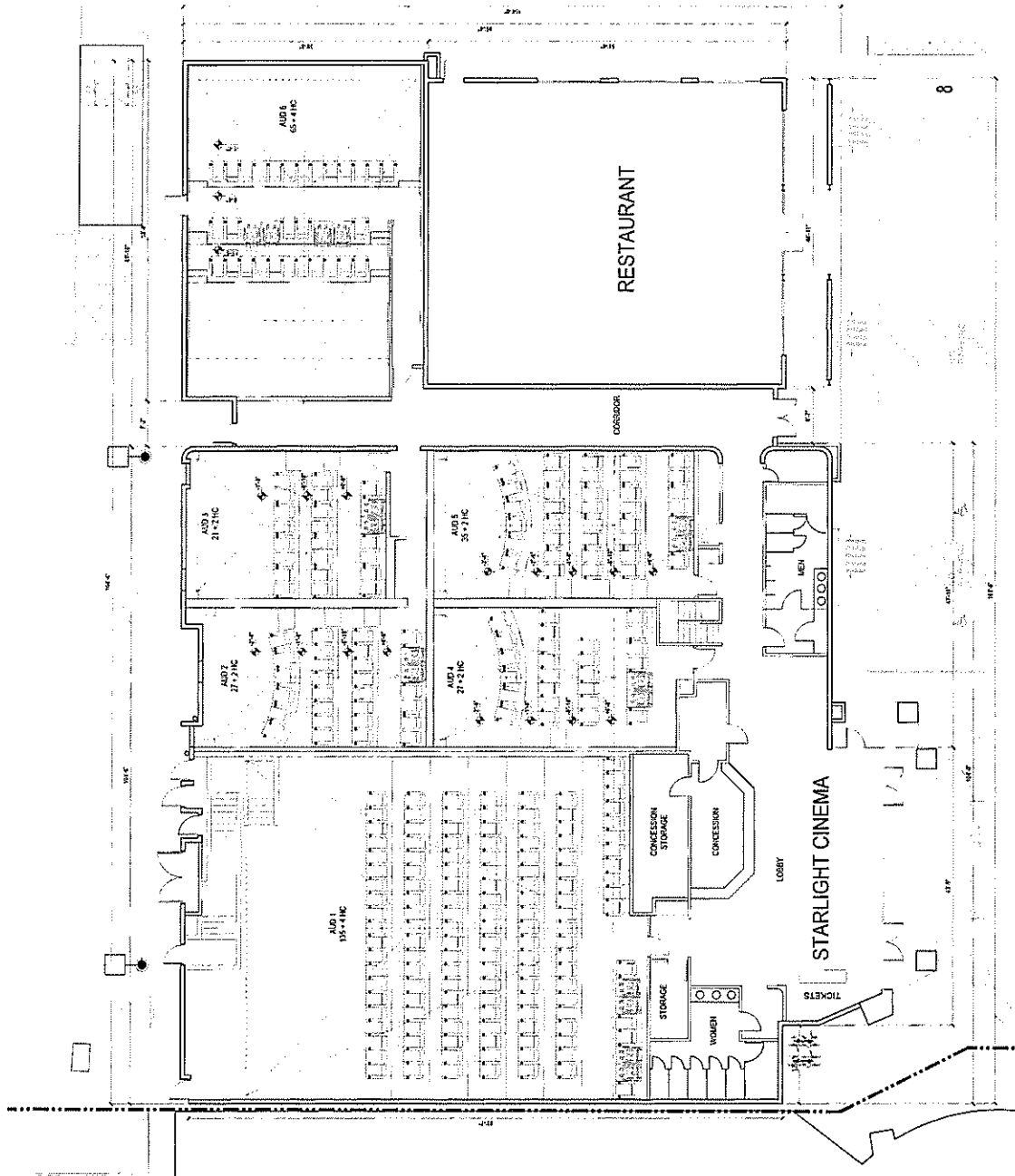
Movie Theater Existing Floor Plan

FLOOR PLAN



Movie Theater Existing Floor Plan

MEZZANINE FLOOR PLAN



## BUILDING SUMMARY

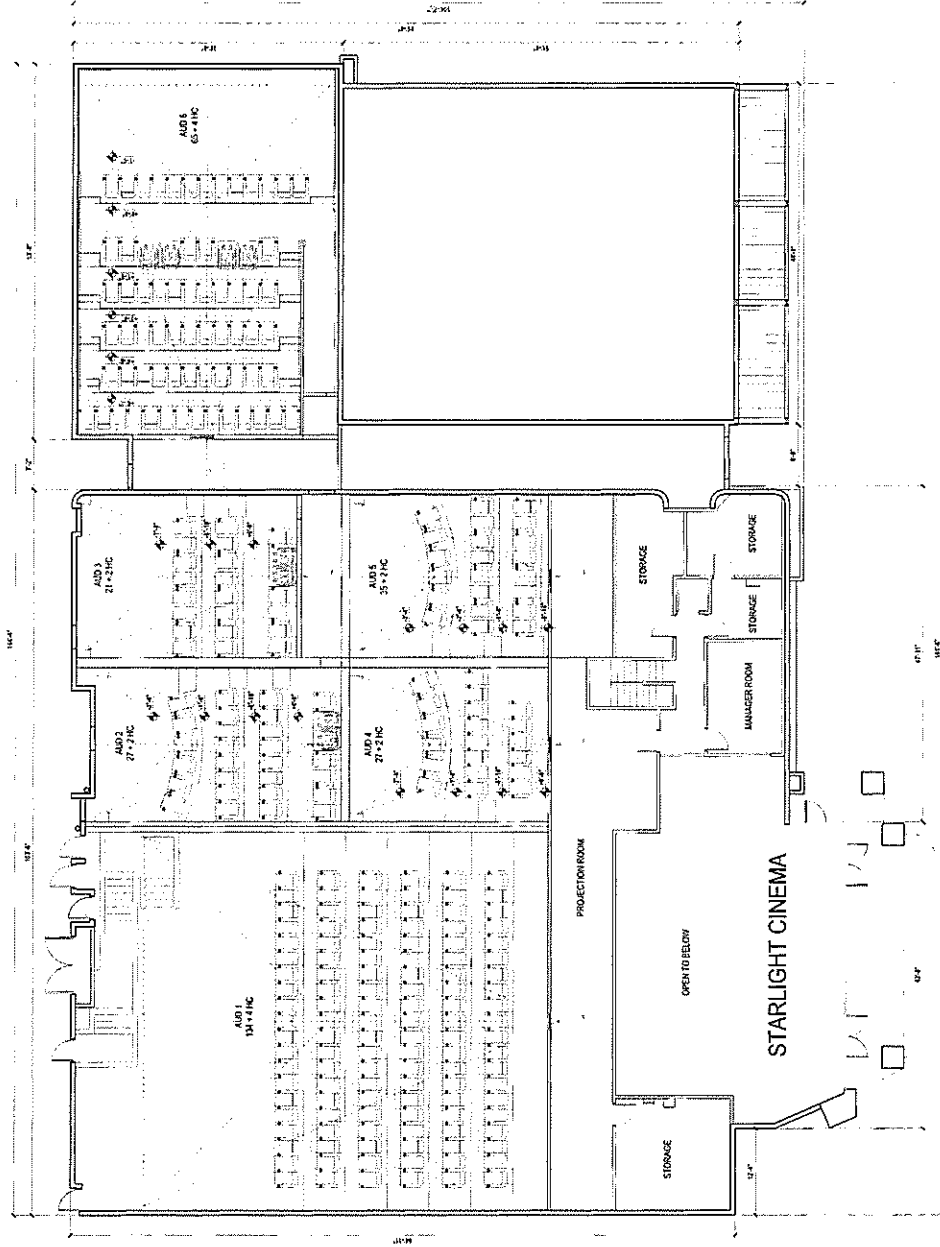
EXISTING BUILDING	10,796 S.F.
ADDITION	2,848 S.F.
TOTAL BUILDING AREA	13,644 S.F.
AUDITORIUM 1	155 + 4 ADA SEATS
AUDITORIUM 2	27 + 2 ADA SEATS
AUDITORIUM 3	21 + 2 ADA SEATS
AUDITORIUM 4	27 + 2 ADA SEATS
AUDITORIUM 5	25 + 2 ADA SEATS
AUDITORIUM 6	65 + 4 ADA SEATS
TOTAL NUMBER OF SEATS	310 + 16 ADA SEATS

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Starlight Cinema Center - Garden Grove, CA THEATER - FLOOR PLAN

# BUILDING SUMMARY

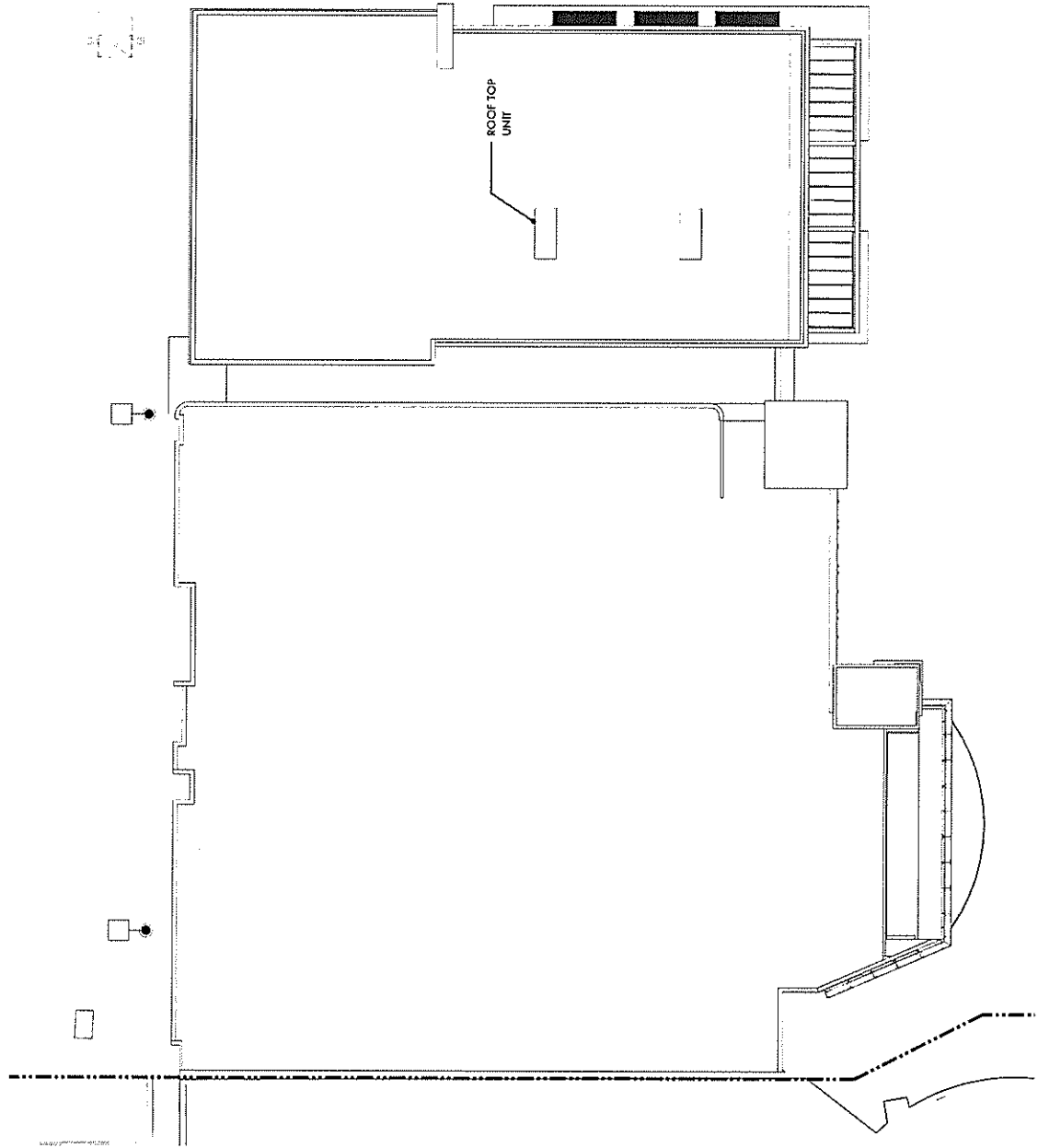
EXISTING BUILDING	10,795 S.F.
ADDITION	2,848 S.F.
TOTAL BUILDING AREA	13,641 S.F.
AUDITORIUM 1	135 + 4 ADA SEATS
AUDITORIUM 2	27 + 2 ADA SEATS
AUDITORIUM 3	21 + 2 ADA SEATS
AUDITORIUM 4	27 + 2 ADA SEATS
AUDITORIUM 5	29 + 2 ADA SEATS
AUDITORIUM 6	65 + 4 ADA SEATS
TOTAL NUMBER OF SEATS	310 + 18 ADA SEATS



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 T 310-702-5190 Dan.Akarakian-dat@cinemas.com

Starlight Cinema Center - Garden Grove, CA THEATER - MEZZANINE PLAN





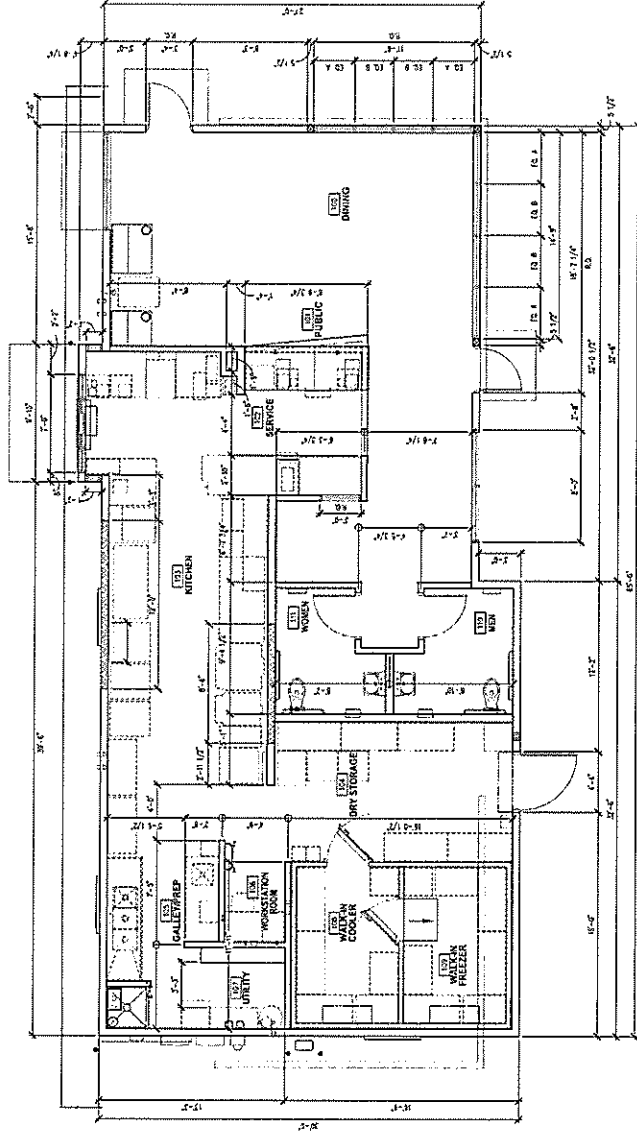
Cinemas Management, Inc.  
 315 Rees Street, Playa Del Rey, CA 90293  
 T 310-702-5190 Dan Alcaraban dalarakan@yahoo.com

**Starlight Cinema Center - Garden Grove, CA** THEATER - ROOF PLAN



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T 310-702-5190 Don Akkarajian dakkarajian@yahoo.com

Starlight Cinema Center - Garden Grove, CA JACK IN THE BOX



FLOOR PLAN SCALE: 1/4" = 1'-0"

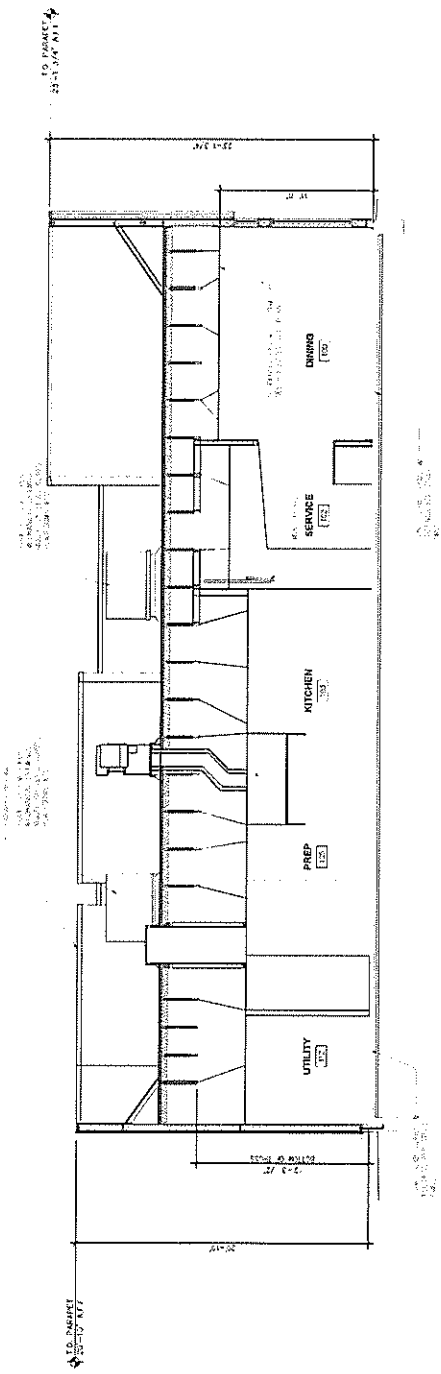
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 315 Peas Street, Playa Del Rey, CA 90283  
 T 310-702-5190 Dan Akaraksan dakanaksan@yaho.com

Starlight Cinema Center - Garden Grove, CA JIB - FLOOR PLAN

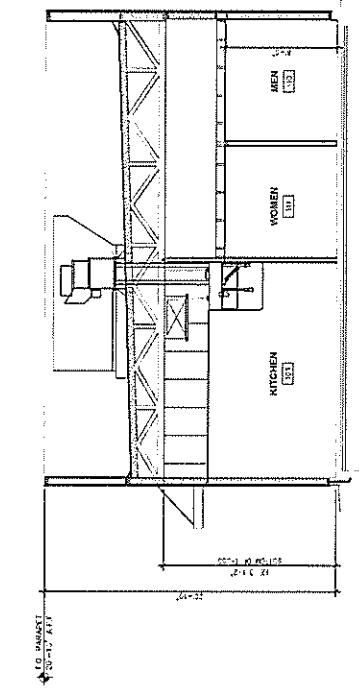




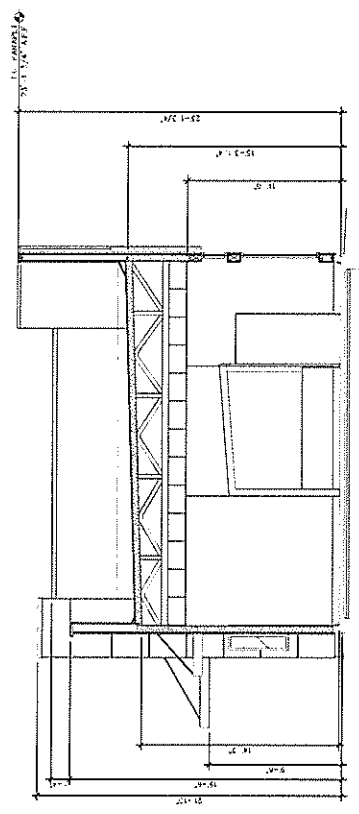




① BUILDING LONGITUDINAL SECTION



② BUILDING CROSS SECTION



③ BUILDING CROSS SECTION

Cinemas Management, Inc.  
 315 Rees Street, Playa Del Rey, CA 90293  
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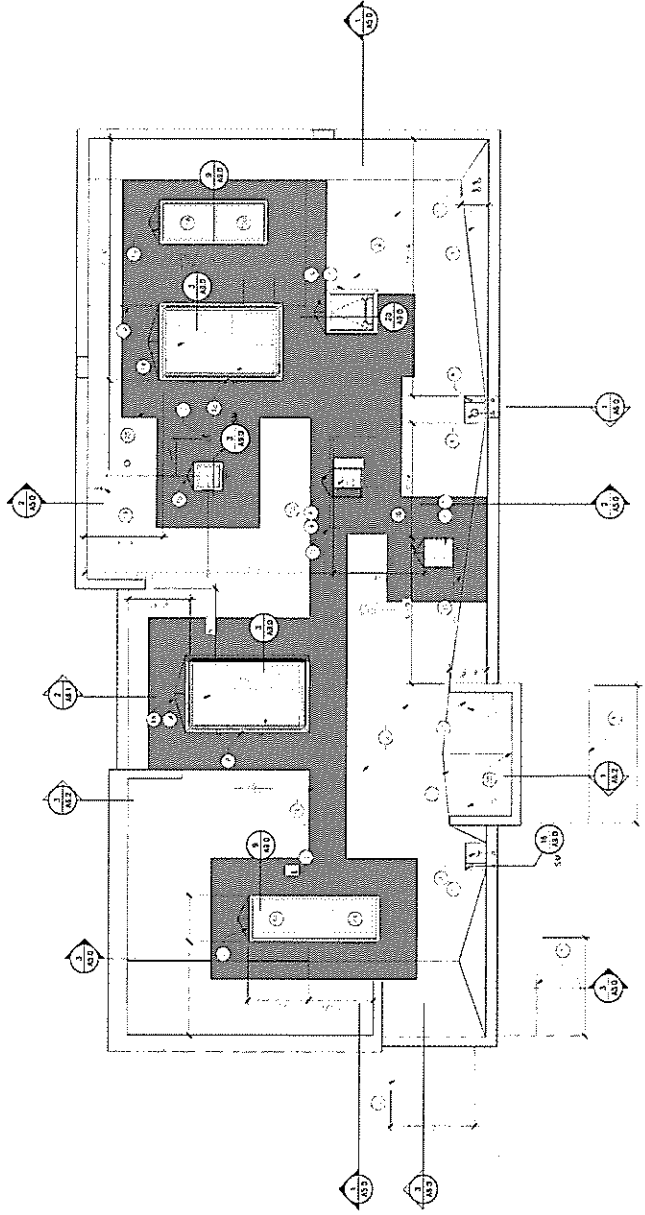
Starlight Cinema Center - Garden Grove, CA JIB - SECTION

**KEY NOTES**

1. SEE GENERAL NOTES FOR ALL NOTES.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE CODES.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA MECHANICAL CODE AND ALL APPLICABLE CODES.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA ELECTRICAL CODE AND ALL APPLICABLE CODES.
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16. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA FAMILY CODE AND ALL APPLICABLE CODES.
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**GENERAL NOTES**

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 315 Rees Street, Playa Del Rey, CA 90293  
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**Starlight Cinema Center - Garden Grove, CA JIB - ROOF PLAN**



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315 Rees Street, Playa Del Rey, CA 90293  
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Starlight Cinema Center - Garden Grove, CA

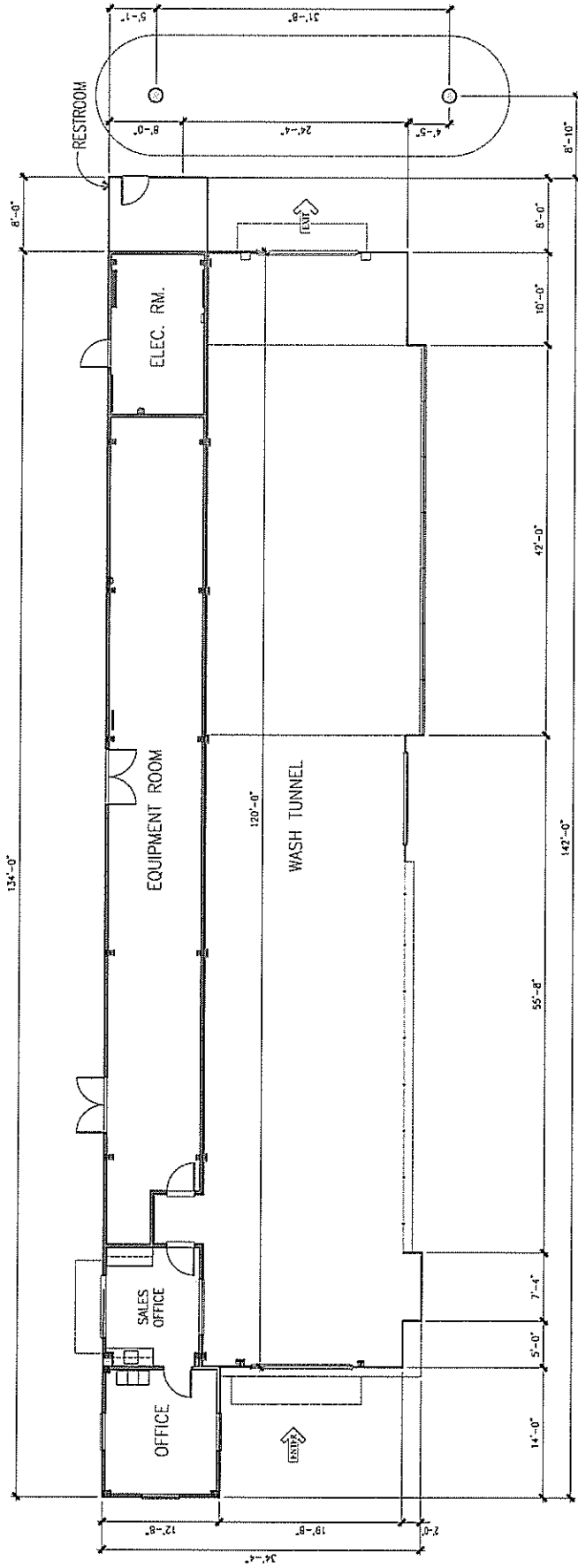
FAST 5 X PRESS CAR WASH

ARCHITECTS ORANGE  
www.architectsorange.com



ORANGE 15  
2017264

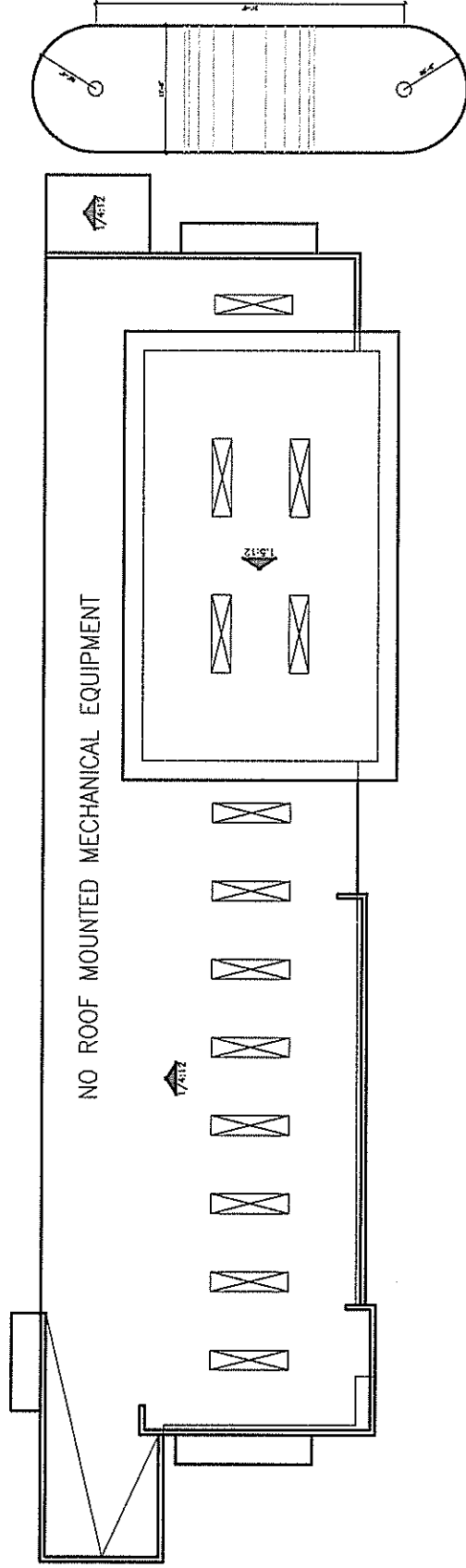
14111 ORANGE ST. GARDEN CA 92866 (714) 934-9931



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 T 310-702-5190 Dan Akar@cinemas.com

**Starlight Cinema Center - Garden Grove, CA CAR WASH - FLOOR PLAN**





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Starlight Cinema Center - Garden Grove, CA

CAR WASH - ROOF PLAN





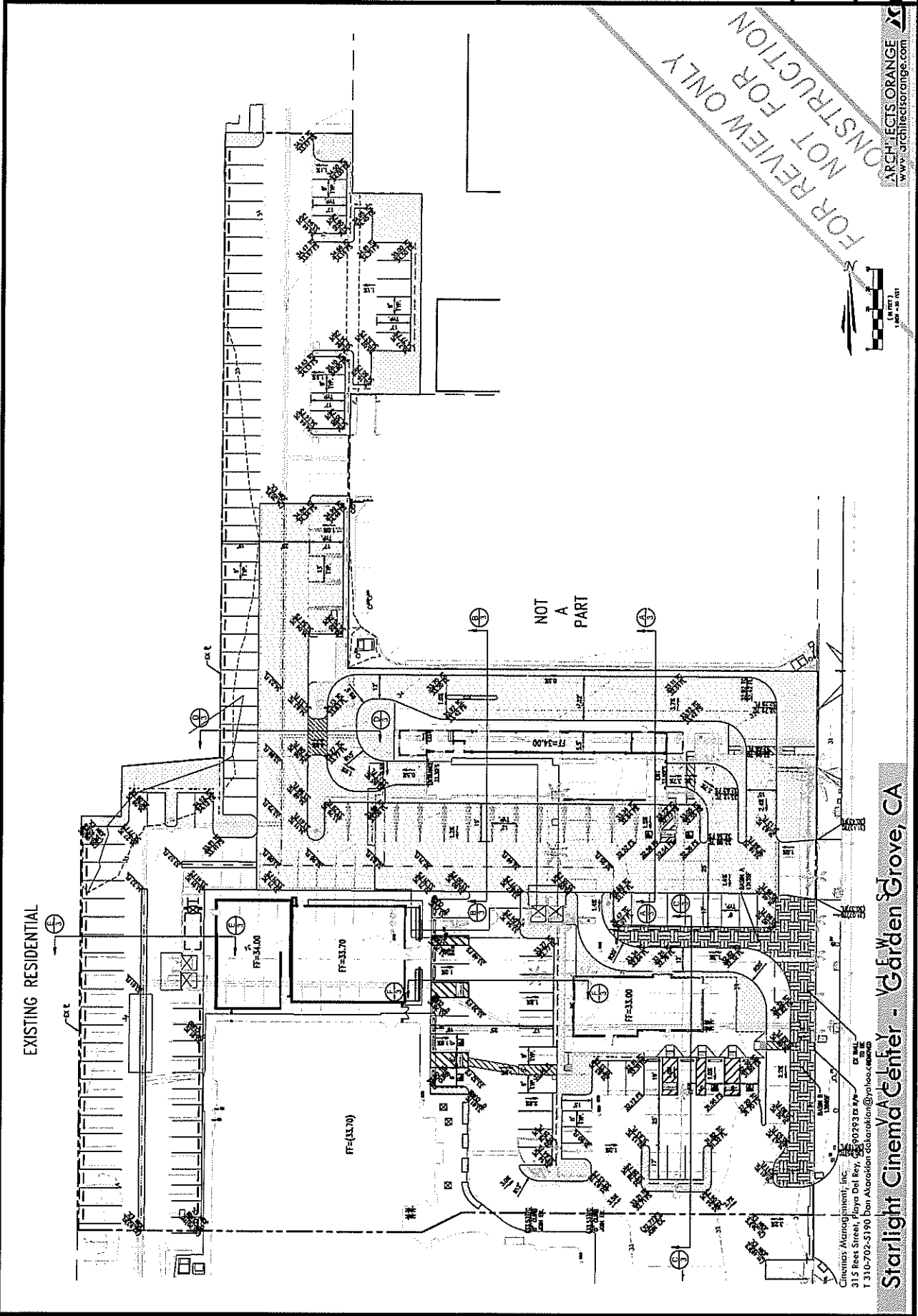


NO.	REVISION	BY	DATE

**TAIT**  
 2114 GARDEN GROVE  
 SUITE 400 CA 92645  
 TEL: (949) 451-1111  
 FAX: (949) 451-1112  
 WWW.TAIT.COM

**12111 VALLEY VIEW REDEVELOPMENT**  
 CINEMA MANAGEMENT, INC.  
 12018A AVE.  
 FAYETTEVILLE, CA 92703

PROJECT NO.	090203
DATE	
REVISION	
DATE	
CREATED BY	
DATE	7/2/08
PROJECT	



FOR REVIEW ONLY  
 NOT FOR CONSTRUCTION

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 www.architectsorange.com

Starlight Cinema Center - Garden Grove, CA

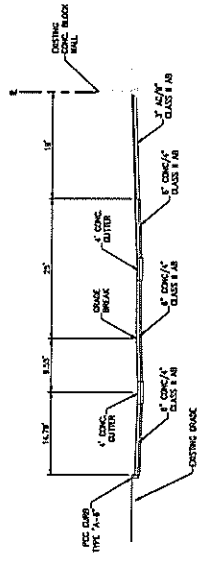
Cinemas Management, Inc.  
 315 Peck Street, Playa Del Rey, CA 90295  
 T 310-702-5190 Dan Akaradon@cinemas.com

NO.	DESCRIPTION	DATE	CHK.

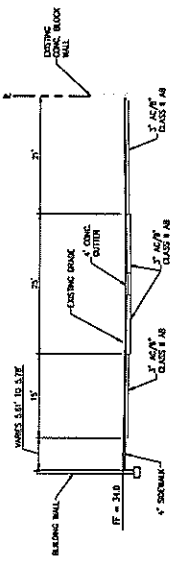
**TAIT**  
 CIVIL ENGINEERING  
 12111 VALLEY VIEW RE-DEVELOPMENT  
 12111 VALLEY VIEW RE-DEVELOPMENT  
 12111 VALLEY VIEW RE-DEVELOPMENT

**CINEMA MANAGEMENT, INC.**  
 12111 VALLEY VIEW RE-DEVELOPMENT  
 CIVIL ENGINEERING DRAWING - GRADING SECTIONS  
 DATE: 1/2/2018  
 DRAWN BY: J. B. BROWN  
 CHECKED BY: J. B. BROWN  
 PROJECT NO: 12111 VALLEY VIEW RE-DEVELOPMENT

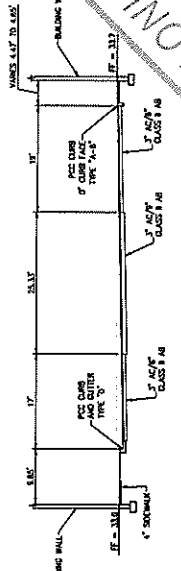
**ARCHITECTS:ORANGE**  
 www.architectsorange.com  
 1/22/2018



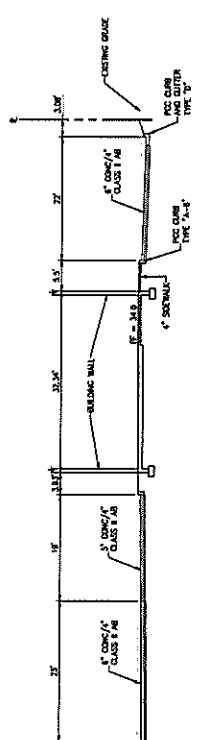
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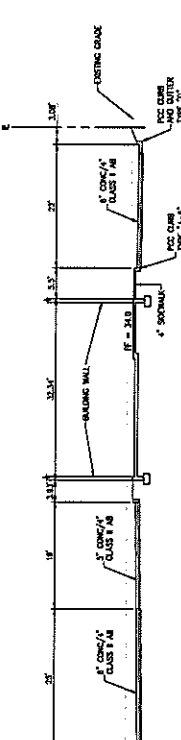
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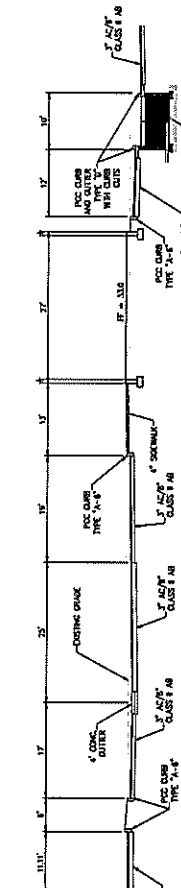
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SECTION A-A  
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SECTION B-B  
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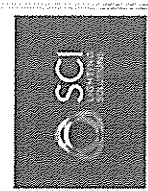
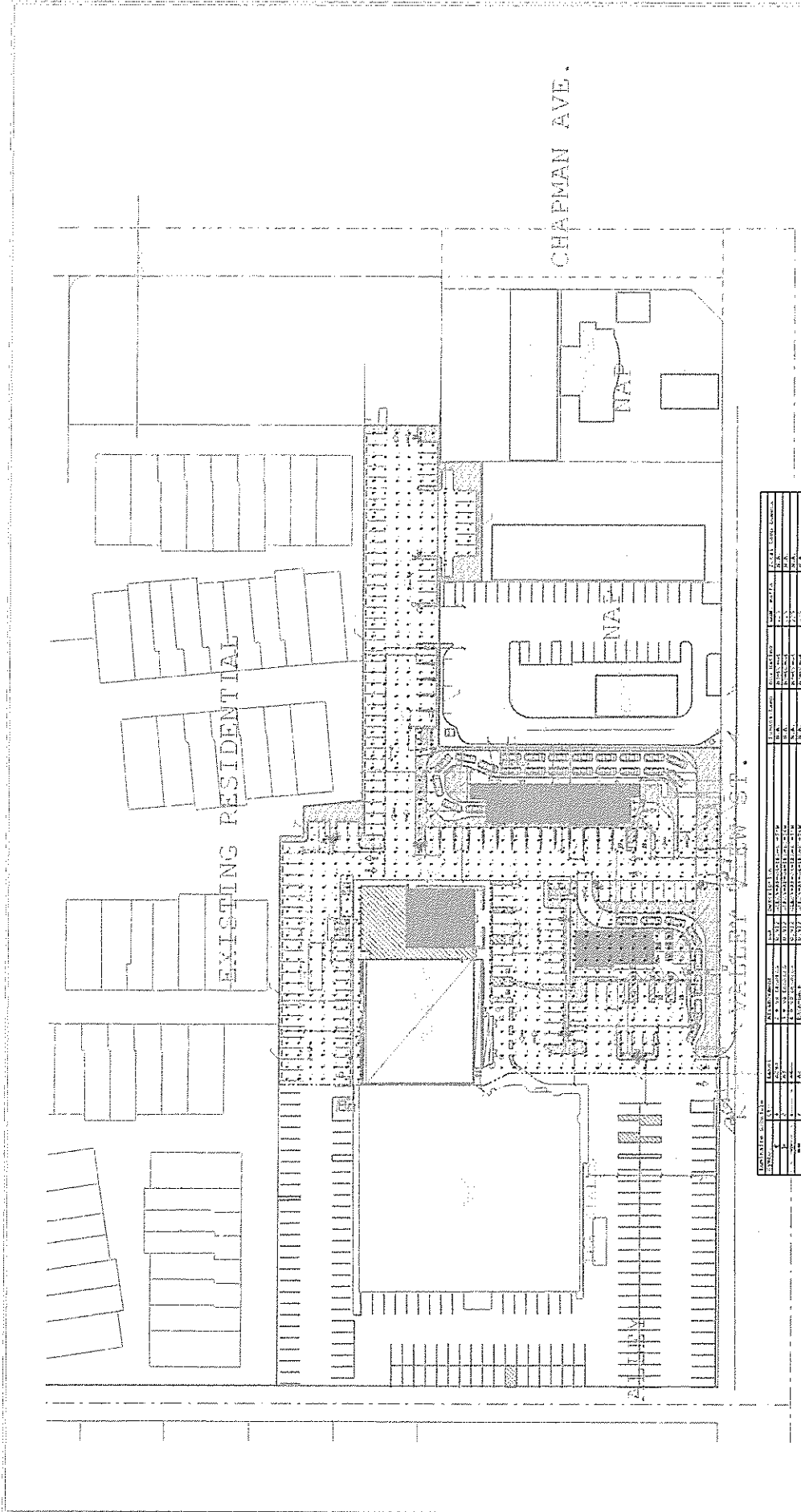


SECTION C-C  
 1/12

FOR REVIEW ONLY  
 NOT FOR CONSTRUCTION

Cinema Management, Inc.  
 315 Peas Street, Playa Del Rey, CA 90293  
 T 310-702-5190 Dan\_Akarakhan@cinemaman.com

**Starlight Cinema Center - Garden Grove, CA**



Project Name: Starlight Cinema Center  
 Location:  
 Company: Arch Orange  
 Date: 10/14/14  
 Scale: 1/8" = 1'-0"  
 Page: 10 of 10

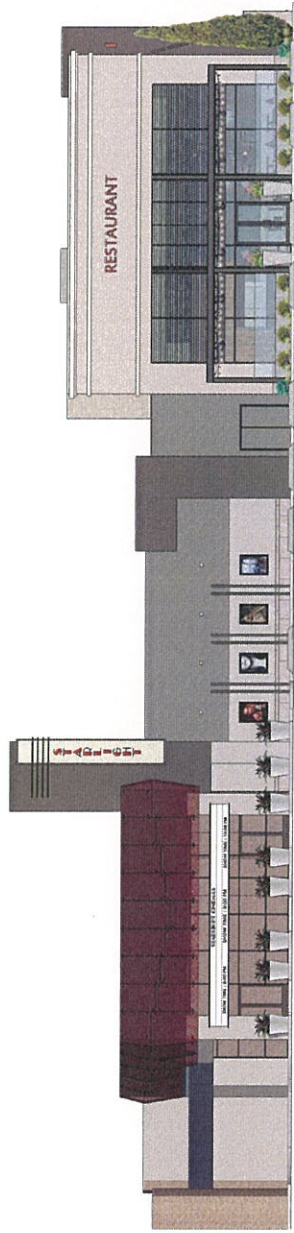
Calculations are provided using quality lighting software and are provided for informational purposes only. It is the responsibility of the user to verify that the provided data is consistent with the actual lighting conditions. The user is responsible for any errors in the data. The user is responsible for any errors in the data. The user is responsible for any errors in the data.

Room	Area (sq ft)	Footcandle	Fixture Type	Quantity	Notes
Room 1	1000	10	Recessed	10	
Room 2	2000	20	Recessed	20	
Room 3	3000	30	Recessed	30	
Room 4	4000	40	Recessed	40	
Room 5	5000	50	Recessed	50	
Room 6	6000	60	Recessed	60	
Room 7	7000	70	Recessed	70	
Room 8	8000	80	Recessed	80	
Room 9	9000	90	Recessed	90	
Room 10	10000	100	Recessed	100	



Cinemas Management, Inc.  
 315 Rees Street, Playa Del Rey, CA 90293  
 T 310-702-5190 Dan Akaraki@cinemas.com

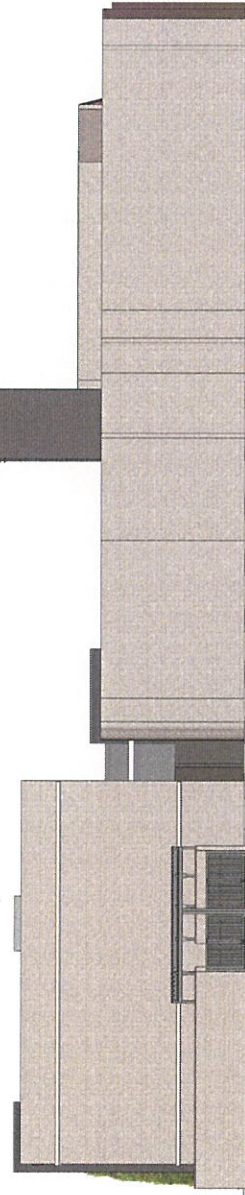
Starlight Cinema Center - Garden Grove, CA SITE PLAN



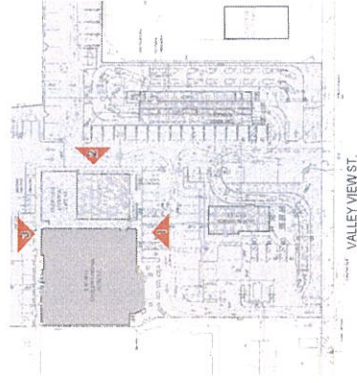
1 FRONT ENTRY ELEVATION  
SCALE 1/8" = 1'-0"



2 SIDE ELEVATION  
SCALE 1/8" = 1'-0"



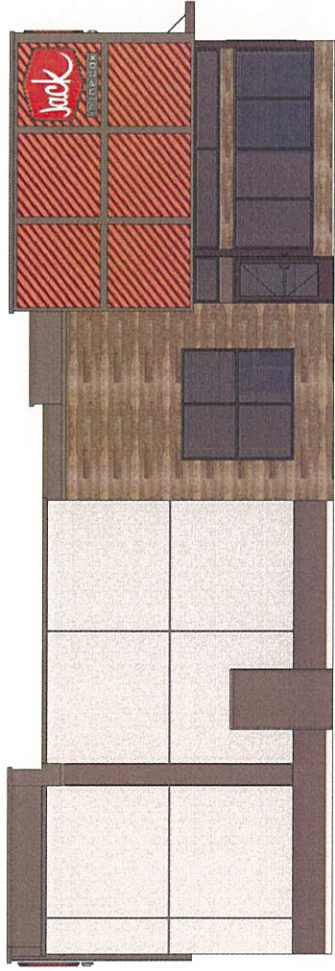
3 BACK ELEVATION  
SCALE 1/8" = 1'-0"



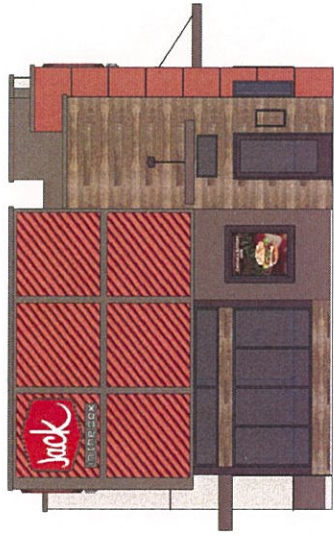
Cinemas Management, Inc.  
315 Rees Street, Playa Del Rey, CA 90293  
T 310-702-5190 Dan.Akarakian@cinemas.com

Starlight Cinema Center - Garden Grove, CA

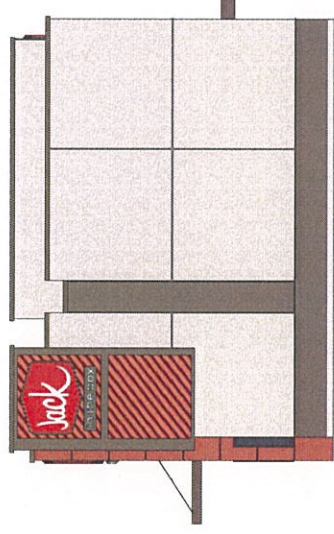
THEATER - COLORED ELEVATIONS



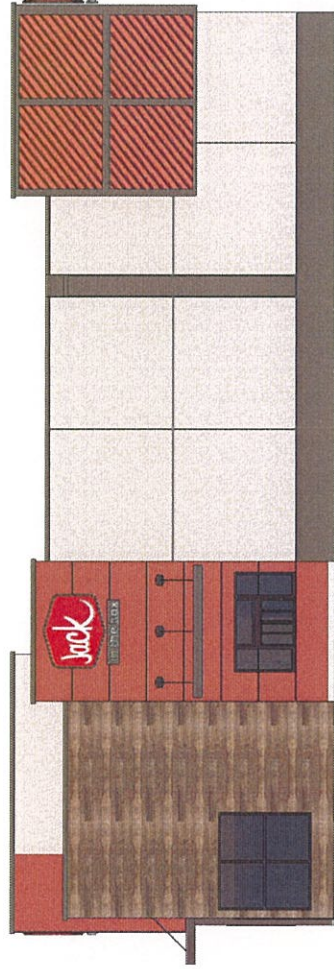
1 MAIN ENTRY ELEVATION  
SCALE 1/4" = 1'-0"



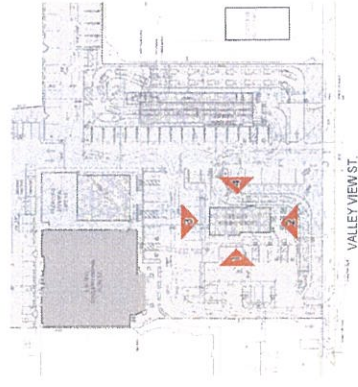
2 FRONT ELEVATION  
SCALE 1/4" = 1'-0"



3 BACK ELEVATION  
SCALE 1/4" = 1'-0"



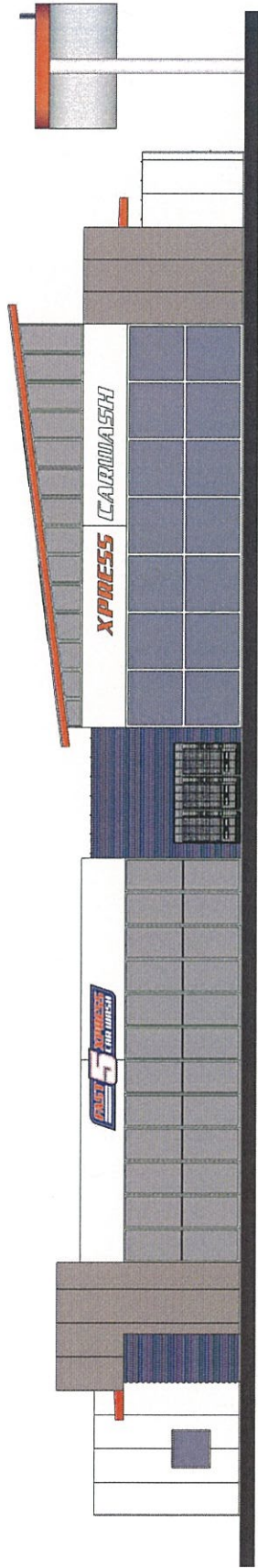
4 DRIVE-THRU ELEVATION  
SCALE 1/4" = 1'-0"



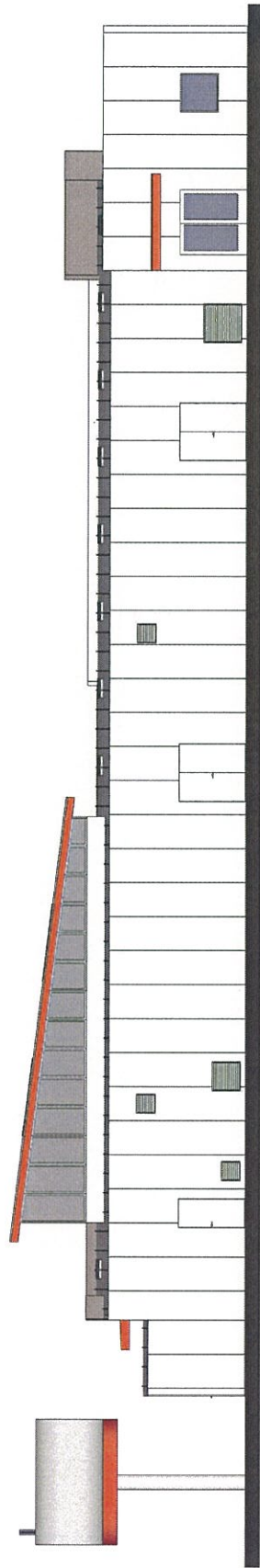
Cinemas Management, Inc.  
3115 Rees Street, Playa Del Rey, CA 90293  
T 310-702-5190 Dan.Akarakian@cinemas.com

Starlight Cinema Center - Garden Grove, CA JIB - COLORED ELEVATIONS

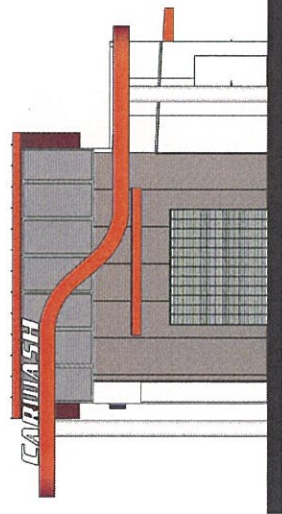




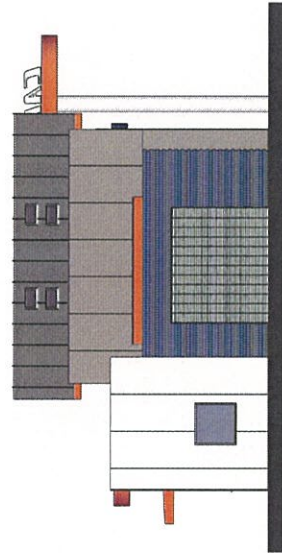
1 EAST ELEVATION  
SCALE 1/4" = 1'-0"



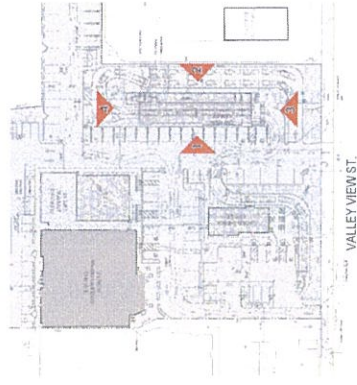
2 WEST ELEVATION  
SCALE 1/4" = 1'-0"



3 SOUTH ELEVATION  
SCALE 1/4" = 1'-0"



4 NORTH ELEVATION  
SCALE 1/4" = 1'-0"



VALLEY VIEW ST.

Cinemas Management, Inc.  
315 Rees Street, Playa Del Rey, CA 90293  
T 310-702-5190 Dan Akarakan dakarakan@yahoo.com

Starlight Cinema Center - Garden Grove, CA

CAR WASH - COLORED ELEVATIONS

ARCHITECTS ORANGE  
www.architectsorange.com  
144 N ORANGE ST. ORANGE, CA 92660 (714) 862-9880

04



BENJAMIN MOORE 2015-10  
"ELECTRIC ORANGE"



STANDING SEAM METAL ROOF



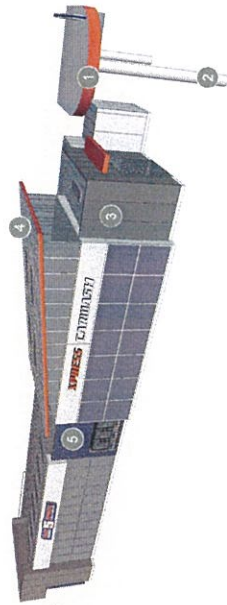
REGAL GRAY



7.2 RIB HORIZONTAL PANELS -  
REGAL BLUE



SLATE GRAY



### FAST 5 XPRESS CAR WASH



SHERWIN-WILLIAMS - SW7020  
"BLACK FOX"



SHERWIN-WILLIAMS - SW6321  
"RED BAY"



SHERWIN-WILLIAMS - SW7016  
"WHISPERING GRAY"



STOREFRONT "DARK BRONZE"



STOREFRONT "CLEAR"



CROSSVILLE SREAKEASY AV283  
"SWEET GEORGIA BROWN" W/  
SAND BEIGE H148 GROUT



SHERWIN-WILLIAMS - SW7655  
"STAMPED CONCRETE"



SHERWIN-WILLIAMS - SW7068  
"ORTIZLE GRAY"



SHERWIN-WILLIAMS - SW7069  
"IRON ORE"



SHERWIN-WILLIAMS - SW7015  
"REFUSE GRAY"



SHERWIN-WILLIAMS - SW7017  
"DORIAN GRAY"



ARCADIA INC. DARK BRONZE



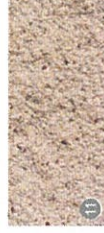
VALORI PRECAST  
GRIS, SANDWASH FINISH



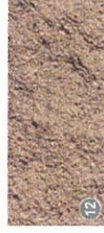
POWDER COAT, TIGER DRILAC  
PAL3005-47/31900 RED



SYSTEMLUX  
LIFT



ANGELUS BLOCK  
COLOR: CANYON BLUFF



ANGELUS BLOCK  
COLOR: PLACER CREEK



### STARLIGHT CINEMA

### JACK IN THE BOX

Cinemas Management, Inc.  
315 Reed Street, Playa Del Rey, CA 90293  
T 310-702-5190 Dan\_Akarakian@cinemas.com

Starlight Cinema Center - Garden Grove, CA

MATERIAL / COLOR BOARD

RESOLUTION NO. 5931-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE RECOMMENDING THE CITY COUNCIL APPROVE PLANNED UNIT DEVELOPMENT NO. PUD-104-73 (REV. 2018), AN AMENDMENT TO THE PUD-104-73 (PLANNED UNIT DEVELOPMENT) ZONE TO ALLOW AN AUTOMATIC CAR WASH, A DRIVE-THRU PAD RESTAURANT, AND A SIT-DOWN RESTAURANT, AND TO AMEND THE SIGN REQUIREMENTS OF THE PUD.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on October 18, 2018, does hereby recommend approval of Planned Unit Development No. PUD-104-73 (Rev. 2018), to amend the PUD-104-73 (Planned Unit Development) zone to allow redevelopment of the two lots located at 12101 and 12111 Valley Street, Assessor's Parcel Nos. 224-202-15 and 224-202-16, with an automatic car wash, an 1,870 square foot drive-thru pad restaurant, and a 2,700 square foot sit-down restaurant, and to modify the sign requirements of the PUD, including: to allow for a multiple-tenant sign cabinet on the existing pole sign, to allow a vertical sign on a new tower building element of the movie theater, and to allow non-LED/non-digital movie poster board graphics to be displayed on the exterior marquee and wall display boards of the movie theater.

BE IT FURTHER RESOLVED that the Planning Commission recommends that the City Council determine that the proposed Project is categorically exempt from the environmental review under the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), pursuant to Section 15303 (New Construction and Conversion of Small Structures) and Section 15301 (Existing Facilities) of the of the CEQA Guidelines (14 Cal. Code Regs., Sections 15301 and 15303).

BE IT FURTHER RESOLVED in the matter of Planned Unit Development No. PUD-104-73 (Rev. 2018), the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Dan Akarakian for Cinemas Management, Inc., with the authorization of Valley View Cinema Center, LLC, owner of the two commercial lots located at 12101 and 12111 Valley View Street containing the existing movie theater and large restaurant.
2. The applicant is requesting approval of an amendment to the standards and conditions of Planned Unit Development No. PUD-104-73 to facilitate the redevelopment of these two lots with the demolition of the existing large restaurant, expansion of the existing movie theatre, and the addition of an automatic car wash, a 1,870 square foot drive-thru pad restaurant, and a 2,700 square foot sit-down restaurant, and to modify the sign requirements of the PUD, including: to allow for a multiple-tenant sign cabinet on an existing pole sign, to allow a vertical sign on a new tower building element of

the movie theater, and to allow non-LED/non-digital movie poster board graphics to be displayed on the exterior marquee and wall display boards of the movie theater.

3. The property has a General Plan Land Use designation of Residential/Commercial Mixed Use 2 and is zoned Planned Unit Development No. PUD-104-73. The subject site is comprised of two (2) parcels, with a total land area of 2.71-acres, that are improved with the Starlight 4 Star Cinema and a vacant 6,040 square foot restaurant. The applicant proposes to redevelop the site with an automatic car wash, a pad drive-thru restaurant, a sit-down restaurant, and the expansion of the existing movie theater through land use entitlements for Planned Unit Development No. PUD-104-73 (Rev. 2018), Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and Conditional Use Permit No. CUP-140-2018 (collectively, the "Project"). The existing vacant restaurant will be demolished to accommodate the proposed development.
4. The proposed Project is categorically exempt from CEQA pursuant to Section 15303 (New Construction and Conversion of Small Structures) and Section 15301 (Existing Facilities) of the of the CEQA Guidelines.
5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on October 18, 2018, and all interested persons were given an opportunity to be heard.
8. Concurrently with the adoption of this Resolution, the Planning Commission adopted (a) Resolution No. 5932-18 approving Lot Line Adjustment No. LLA-019-2018 to modify existing lot lines to consolidate the two (2) subject parcels into one (1) and Site Plan No. SP-057-2018 authorizing the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive thru pad restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, and related site improvements; and (b) Resolution No. 5933-18 approving Conditional Use Permit No. CUP-140-2018 permitting operation of the proposed automatic car wash. The facts and findings set forth in Planning Commission Resolution Nos. 5932-18 and 5933-18 are hereby incorporated into this Resolution by reference.
9. The Planning Commission gave due and careful consideration to the matter during its meeting of October 18, 2018, and considered all oral and written testimony presented regarding the project.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Sections 9.16.030.20, are as follows:

FACTS:

The subject properties are located on the west side of Valley View Street, south of Chapman Avenue. The properties have a General Plan Land Use designation of Residential/Commercial Mixed Use 2, and are zoned Planned Unit Development (PUD) No. PUD-104-73. PUD-104-73 was adopted in 1973 to allow the construction of a 126-unit residential condominium (currently known as Stonegate), a 32-lane bowling alley (12141 Valley View Street), a 900 seat movie theater (12111 Valley View Street), a 7,500 square foot restaurant (12101 Valley View Street), a 3,600 square foot drive-thru restaurant (12051 Valley View Street), and a 41,850 square foot senior facility for 120 people (5900 Chapman Avenue).

The commercial portion of PUD-104-73 includes a total five (5) commercial properties: a bowling alley, formerly AMF Bowling Alley (12141 Valley View Street), the Starlight 4 Star Cinema (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The applicant is the property owner of the movie theater and the vacant restaurant properties. The property owner intends to redevelop the movie theater and the vacant restaurant properties in an effort to revitalize the commercial center. The proposed project includes the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements, and a lot line adjustment to modify existing lot lines to consolidate the two (2) subject parcels into one (1). In order to facilitate the request and the proposed uses, an amendment to the PUD is required to amend the uses to allow the automatic car wash, the drive-thru restaurant, and the sit-down restaurant, along with an amendment to the sign requirements of the PUD.

In conjunction with the proposed amendment to the PUD-104-73 zone, the applicant is requesting approval of Site Plan No. SP-057-2018 to allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, and the expansion of the existing movie theater by 2,846 square feet, along with related site improvements; Lot Line Adjustment No. LLA-019-2018 to modify existing lot lines to consolidate the two (2) subject parcels into one (1); and Conditional Use Permit No. CUP-140-2018 to allow the operation of the automatic car wash on the subject properties, 12101 and 12111 Valley View Street.

FINDINGS AND REASONS:Planned Unit Development:

1. The location, design and proposed uses are compatible with the character of existing development in the vicinity and will be well integrated into its setting.

The proposed PUD amendment permits an automatic car wash and two smaller restaurants in place of an existing vacant large restaurant on two lots within the commercial portion of the existing PUD, as well as making changes to the signage requirements of the PUD associated with the planned redevelopment. Pursuant to the amendment, all new buildings are subject to Site Plan approval, and the automatic car wash is subject to Conditional Use Permit approval. This will ensure that the proposed new uses and the location and design of the buildings and related site improvements are compatible with the character of the existing development in the vicinity and will be well integrated into the existing setting.

The proposed Project will include the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, and related site improvements that will provide for the center's revitalization, as well as introduce new commercial uses to serve local residents. The proposed construction and site improvements will be compatible and be integrated with the existing commercial center, which can only be facilitated through the PUD amendment. The findings of the Planning Commission set forth in Resolution No. 5931-18 approving Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 and Resolution No. 5933-18 approving Conditional Use Permit No. CUP-140-2018 are hereby incorporated herein by reference.

2. The plan will produce a stable and desirable environment and will not cause undue traffic congestion on surrounding streets or access streets.

The redevelopment facilitated by the PUD amendment will revitalize an older and under-utilized commercial shopping center located along the Valley View Corridor. A Traffic Impact Study prepared for the Project concluded that the traffic associated with the new and expanded uses will not significantly impact adjacent intersections during peak AM and PM traffic times. The Traffic Impact Study concluded that the adjacent traffic intersections would operate at the same level of service with the incorporation of the proposed uses; therefore, the project would have no significant impact to the surrounding streets based on the criteria established by the City of Garden Grove. The traffic study also included a review of the Project's site access and circulation, including the queuing for the drive-thru restaurant and the automatic car wash, and

determined that the site design is adequate, and that the vehicle queuing will be contained within the proposed drive-thru lanes. The City's Engineering Division has reviewed the plan and all appropriate conditions of approval have been incorporated to minimize any adverse impacts on surrounding streets.

In addition, the project will provide sufficient on-site parking to accommodate the proposed uses and the movie theater expansion. The project will provide a total of 179 parking spaces (159 parking stalls and 20 vehicle queuing spaces along the drive-thru lane of the drive-thru restaurant and the car wash), which complies with the parking requirements of the Municipal Code. Changes to the on-site circulation will occur, and the design of the drive aisles and the parking lot comply with the City's requirement for vehicular and emergency access.

Furthermore, the project will continue to maintain two (2) access points to the site located on Valley View Street, as well as maintain the shared driveway access to the adjacent properties.

3. Provision is made for both public and private open spaces.

The Project has been designed to include new on-site landscaping. The Project will provide new landscaping along Valley View Street and within the parking area. The overall landscaping for the site will increase from 1,647 square feet (1.4% of the site) to 13,268 square feet (14% of the site). The project has been designed in accordance with the City's provisions for providing an adequate amount of landscaping as required by the Planned Unit Development standards. The Community and Economic Development Department, Planning Services Division will review and approve the type and number of plants.

4. Provision is made for the protection and maintenance of private areas reserved for common use.

Through the conditions of approval for the project, all necessary agreements for the protection and maintenance of landscaped setbacks and open spaces will be required to be adhered to for the life of the project.

5. The quality of the project, achieved through the proposed Planned Unit Development zoning, is greater than could be achieved through traditional zoning.

The property is currently zoned Planned Unit Development No. PUD-104-73. PUD-104-73 was adopted in 1973 to allow the construction of a 126-unit residential condominium, a 32-lane bowling alley, a 900 seat movie theater, a 7,500 square foot restaurant, a 3,600 square foot drive-thru restaurant, and a 41,850 square foot aged facility. The project will continue to maintain the PUD zoning designation, but the PUD permitted uses will be amended to allow an

automatic car wash, a drive-thru restaurant, and a sit-down restaurant on the subject properties, 12101 and 12111 Valley View Street, as well as amend the sign criteria of the PUD. The proposed amendment will facilitate the redevelopment of the site in order to introduce new uses and necessary site improvements that will revitalize the center to fulfill the goals of the General Plan.

Furthermore, concurrently with the proposed PUD amendment, a Site Plan is proposed that will allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements that will assist with the redevelopment and revitalization of the project site and commercial center. The proposed amendment to the PUD will allow for a project with a superior design and use diversity than the original PUD approved in 1973.

6. The amendment to the PUD is internally consistent with the goals, objectives, and elements of the General Plan.

The subject site, located within Planned Unit Development No. PUD-104-73, has a General Plan Land Use Designation of Residential/Commercial Mixed Use 2. The Residential/ Commercial Mixed Use 2 Land Use Designation is intended to provide a mix of residential and commercial uses mostly around older underutilized, multi-tenant commercial developments. PUD-104-73 was adopted in 1973 and allowed for the construction of a 126-unit residential condominium, bowling alley, a movie theater, a sit-down restaurant, a drive-thru restaurant, and an aged facility. Currently, the commercial portion of PUD-104-73 is improved with a bowling alley, a movie theater, a vacant restaurant building, a McDonald's restaurant, and a senior living facility. The proposed amendment to Planned Unit Development No. PUD-104-73 will modify the uses permitted on the subject site only to allow an automatic car wash and two smaller restaurants in place of the existing larger restaurant, as well as amending the sign criteria of the PUD. The proposed uses will be compatible with the Residential/ Commercial Mixed Use 2 land use designation, and existing uses.

The General Plan describes a Planned Unit Development as a precise plan that provide the means for the regulations of buildings, structures, and uses of land to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code. The proposal complies with the spirit and intent of the General Plan that establishes that a PUD is intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan



and design, while ensuring compliance with the provisions of the Municipal Code.

In addition, the proposed amendment will also assist with the revitalization and redevelopment of the commercial center, which is consistent with the General Plan. Goal LU-6.1 of the General Plan encourages the revitalization of aging, underused or deteriorated commercial centers; Policy LU-6.2 encourages a mix of retail shops and services to better meet the needs of the area's present and potential clientele; Policy LU-6.4 encourages the City to work with property owners to revitalize deteriorated centers; Policy LU-6.6 encourages appropriate signage in commercial centers; and LU-IMP-6C encourages façade renovations, enhanced parking area landscaping, and improved lighting. The proposed amendment will allow new uses within the PUD and update the sign requirements that will assist with revitalizing the properties and the commercial center, which is consistent with goals and policies, and elements of the General Plan.

The proposed Project will include the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements that will provide for the center's revitalization as well as introduce new commercial uses to serve local residents. The proposed construction and site improvements will be compatible and be integrated with the existing commercial center, which can only be facilitated through the PUD amendment.

7. The amendment to the PUD will promote the public interest, health, and welfare.

An automatic car wash, a drive thru-pad restaurant, and a sit-down restaurant would be appropriate and compatible uses in the PUD-104-73 zone. The automatic car wash will be subject a Conditional Use Permit (CUP). The CUP process is a discretionary action that allows the City to review each proposal individually and place conditions on a proposed use to ensure it is compatible with the surrounding neighborhood. Introduction of new restaurants will provide new dining opportunities to serve the surrounding residential neighborhood, and will assist with the revitalization of the center. Adherence to the conditions of approval will ensure the public interest, health, safety, and welfare.

INCORPORATION OF FACTS AND REASONS SET FORTH IN STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. Planned Unit Development No. PUD-104-73 (Rev. 2018) possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.16.030.020.F. (Planned Unit Development) and 9.32.030.D (Land Use Action Procedures).
2. The Planning Commission recommends that the City Council approve Planned Unit Development No. PUD-104-73 (Rev. 2018) and adopt the draft Ordinance attached hereto as Exhibit "A".

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE APPROVING PLANNED UNIT DEVELOPMENT NO. PUD-104-73 (REV. 2018) AMENDING THE USES PERMITTED ON A PORTION OF PLANNED UNIT DEVELOPMENT NO. PUD-104-73 TO FACILITATE DEVELOPMENT OF AN AUTOMATIC CAR WASH, A DRIVE-THRU PAD RESTAURANT, AND A SIT-DOWN RESTAURANT ON THE PARCELS LOCATED AT 12101 AND 12111 VALLEY VIEW STREET, AND AMENDING THE SIGN REQUIREMENTS OF THE PUD

**City Attorney Summary**

***This Ordinance approves an amendment to Planned Unit Development No. PUD-104-73 to modify the uses permitted on the properties located on the west side of Valley View Street, south of Chapman Avenue, at 12101 and 12111 Valley View Street, to allow an automatic car wash, a drive-thru pad restaurant, and a sit-down restaurant, and to amend the sign requirements of the PUD, including: to allow multi-tenant signage within the cabinet display area of an existing pole sign, and to allow non-LED/non-digital movie poster board graphic signage on the exterior wall marquee and exterior wall display boards, and to allow a vertical sign on the new building tower element of the movie theater.***

THE CITY COUNCIL OF THE CITY OF GARDEN GROVE FINDS AND DETERMINES AS FOLLOWS:

WHEREAS, on August 21, 1973, the Garden Grove City Council adopted Resolution No. 4472-73, approving Planned Unit Development No. PUD-104-73 and rezoning an approximately 17.67-acre parcel located at the southwest corner of Chapman Avenue and Valley View Street to PUD-104-73, subject to all of the conditions and provisions as set forth in Planning Commission Resolution No. 2673; and

WHEREAS, the 17.67-acre site is currently comprised of one (1) residential lot and five (5) commercial lots; and

WHEREAS, the uses and activities currently permitted on the six (6) lots within PUD-104-73, respectively, include a 126-unit townhouse condominium development, a bowling alley, a movie theater, a 7,500 square foot restaurant, a McDonald's restaurant, and an aged care facility; and

WHEREAS, the signage permitted within PUD-104-73 is set forth in condition of approval D. of Planning Commission Resolution No. 2673; and

WHEREAS, Dan Akarakian for Cinemas Management, Inc., on behalf of Valley View Cinema Center, LLC, owner of the two commercial lots located at 12101 and 12111 Valley View Street containing the movie theater and large restaurant, has requested approval of an amendment to Planned Unit Development No. PUD-104-73 to facilitate the redevelopment of these two lots with the demolition of the existing large restaurant, an expansion of the existing movie theatre, and the

addition of an automatic car wash, a 1,870 square foot drive-thru pad restaurant, and a 2,700 square foot sit-down restaurant, and to modify the sign requirements of the PUD, including to allow for multi-tenant signage within the cabinet display area of an existing pole sign, to allow a vertical sign on a new tower building element of the movie theater, and to allow non-LED/ non-digital movie poster board graphics to be displayed on the exterior wall marquee and wall display boards of the movie theater; and

WHEREAS, the proposed amendment to Planned Unit Development No. PUD-104-73 is being processed in conjunction with (a) Site Plan No. SP-057-2018 to allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru pad restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, and related site improvements on the properties located at 12101 and 12111 Valley View Street, (a) Lot Line Adjustment No. LLA-019-2018 to modify existing lot lines to consolidate the two (2) subject parcels into one (1); and (c) Conditional Use Permit No. CUP-140-2018 to allow the operation of the proposed automatic car wash; and

WHEREAS, the uses, activities, and improvements contemplated by the proposed PUD amendment, Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and Conditional Use Permit No. CUP-140-2018 are collectively referred to as the "Project"; and

WHEREAS, following a public hearing held on October 18, 2018, the Planning Commission adopted Resolution No. 5931-18 recommending City Council approval of Planned Unit Development No. PUD-104-73 (Rev. 2018);

WHEREAS, on October 18, 2018, the Planning Commission also adopted Resolution No. 5932-18 approving Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 and Resolution No. 5933-18 approving Conditional Use Permit No. CUP-140-2018, each subject to the City Council's approval of Planned Unit Development No. PUD-104-73 (Rev. 2018);

WHEREAS, pursuant to a legal notice, a Public Hearing was held by the City Council on November \_\_, 2018, and all interested persons were given an opportunity to be heard; and

WHEREAS, the City Council gave due and careful consideration to the matter; and

WHEREAS, the City Council hereby determines that the proposed Project is categorically exempt from the California Environmental Quality Act ("CEQA") (Public Resources Code Section 21000 et. seq.) pursuant to Section 15303 (New Construction or Conversion of Small Structures) and Section 15301 (Existing Facilities) of the CEQA Guidelines (14 Cal. Code Regs., Sections 15301 and 15303); and

WHEREAS, the City Council hereby incorporates by reference the findings and reasons set forth in Planning Commission Resolution Nos. 5931-18, 5932-18, and

5933-18 and makes the following findings regarding Planned Unit Development No. PUD-104-73 (Rev. 2018):

A. The location of the buildings, architectural design, and uses proposed pursuant to the PUD amendment are compatible with the character of existing development in the vicinity and will be well integrated into its setting.

B. The amended plan will produce a stable and desirable environment and will not cause undue traffic congestion on surrounding streets.

C. Provision is made for both public and private open spaces.

D. Provision is made for the protection and maintenance of private areas reserved for common use.

E. The quality of the Project achieved through the proposed amendment to the existing planned unit development zoning is greater than could be achieved through traditional zoning.

F. The amendment to the PUD is internally consistent with the goals, objectives, and elements of the General Plan.

G. The amendment to the PUD will promote the public interest, health, and welfare.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDEN GROVE DOES ORDAIN AS FOLLOWS:

SECTION 1: The above recitals are true and correct.

SECTION 2: Planned Unit Development No. PUD-104-73 (Rev. 2018) is hereby approved pursuant to the findings set forth herein and the facts and reasons stated in Planning Commission Resolution No. 5931-18, a copy of which is on file in the Office of the City Clerk, and which is incorporated herein by reference with the same force and effect as if set forth in full.

SECTION 3: Planned Unit Development No. PUD-104-73 is hereby amended to modify the uses and activities permitted on the 12101 and 12111 Valley View Street parcels in PUD-104-73, as set forth in Planning Commission Resolution No. 2673, by adding new Condition of Approval "X" to read as follows

"X. Only the following uses shall be permitted on the 12101 and 12111 Valley View Street parcel(s):

A movie theatre, subject to Site Plan approval

An automatic car wash, subject to Site Plan and Conditional Use Permit approval

An 1,870 square foot drive-thru pad restaurant, subject to Site Plan approval

A 2,700 square foot sit-down restaurant, subject to Site Plan approval”

The 7,500 square foot restaurant described in Planning Commission Resolution No. 2673, located at 12101 Valley View Street, is being demolished and shall no longer be a permitted use within Planned Unit Development No. PUD-104-73. The uses and activities permitted on the other parcels within Planned Unit Development No. PUD-104-73 shall remain the same.

**SECTION 4:** Planned Unit Development No. PUD-104-73 is hereby amended to modify the sign requirements, as set forth in Planning Commission Resolution 2673, as follows (additions shown in ***bold/italics***; deletions shown in ~~strikethrough~~):

D. **Signing Signage** in the residential portion shall be in accordance with the provisions of the R-2, Limited Multiple Residential zone. **Signing Signage** in the commercial area shall be as follows and shall be subject to be the square footage permitted in the C-1, Limited **Neighborhood Commercial** zone.

- 1) One pole sign shall be permitted for each of the four **primary commercial uses (the bowling alley, the movie theater, the automatic car wash, and McDonald’s)** provided that they shall be located a minimum of 200 feet apart, and that they shall not exceed 35 feet in height. **The pole sign cabinet for the automatic car wash may be designed to allow for a multi-tenant display area to accommodate signage for the drive-thru restaurant and the sit-down restaurant located on-site. The proposed display area of any new pole sign cabinet shall comply with the total sign area requirements of the C-1 zone.**
- 2) ~~One wall sign, not extending above the top of any wall, for the large restaurant, the theater, and the bowling alley. Two wall signs for McDonald’s as approved under PUD 107-71 (1<sup>st</sup> Revised);~~ **Wall signs shall not extend above the top of any wall, and no roof signs are permitted. Proposed wall signs for each use shall comply with the total allowable sign area requirements of the C-1 zone.**
- 3) **Permitted signage for the movie theater may also include a vertical sign on the new building tower element, and non-LED/non-digital movie poster board graphics on the exterior wall marquee and/or on the exterior wall movie poster display boards.**

**SECTION 5. Severability.** If any section, subsection, subdivision, sentence, clause, phrase, word, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this

Ordinance and each section, subsection, subdivision, sentence, clause, phrase, word, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, words or portions thereof be declared invalid or unconstitutional.

SECTION 6. The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same, or the summary thereof, to be published and posted pursuant to the provisions of law and this Ordinance shall take effect thirty (30) days after adoption.

RESOLUTION NO. 5932-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-057-2018 AND LOT LINE ADJUSTMENT NO. LLA-019-2018 FOR PROPERTIES LOCATED AT 12101 AND 12111 VALLEY VIEW STREET, ASSESSOR'S PARCEL NOS. 224-202-15 AND 224-202-16.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in a regular session assembled on October 18, 2018, hereby approves Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 for properties located on the west side of Valley View Street, south of Chapman Avenue, at 12101 and 12111 Valley View Street, Assessor's Parcel Nos. 224-202-15 and 224-202-16, respectively.

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Dan Akarakian for Cinemas Management, Inc.
2. The applicant is requesting Site Plan approval to allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements, and approval of a Lot Line Adjustment to modify existing lot lines to consolidate the two (2) subject parcels into one (1). This request is being processed in conjunction with a request for approval of Conditional Use Permit No. CUP-140-2018 to allow the operation of the proposed automatic car wash and a request for approval of Planned Unit Development No. PUD 104-73 (Rev. 2018) to amend the existing standards and conditions for Planned Unit Development No. PUD 104-73 to facilitate the proposed redevelopment project. The uses, activities, and improvements contemplated by the proposed PUD amendment, Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and Conditional Use Permit No. CUP-140-2018 are collectively referred to as the "Project".
3. The proposed Project is categorically exempt from review under the California Environmental Quality Act ("CEQA") pursuant to Section 15301 (Existing Facilities) and 15303 (New Construction or Conversion of Small Structures) of the CEQA Guidelines.
4. The property has a General Plan Land Use designation of Residential/Commercial Mixed Use 2 and is zoned Planned Unit Development No. PUD-104-73. The subject site is comprised of two parcels, with a total land area of 2.71-acres, and is currently improved with the Starlight 4 Star Cinema and vacant 6,040 square foot restaurant.



5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
6. Report submitted by the City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on October 18, 2018, and all interested persons were given an opportunity to be heard.
8. Concurrently with the adoption of this Resolution, the Planning Commission adopted (a) Resolution No. 5931-18 recommending that the City Council determine that the Project is categorically exempt from CEQA and approve Planned Unit Development No. PUD-104-73 (Rev. 2018) to amend PUD-104-73 to facilitate the proposed Project; and (b) Resolution No. 5933-18 approving Conditional Use Permit No. CUP-140-2018 permitting operation of the proposed automatic car wash.
9. The Planning Commission gave due and careful consideration to the matter during its meeting on October 18, 2018.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Sections 9.32.030 are as follows:

FACTS:

The subject properties are located on the west side of Valley View Street, south of Chapman Avenue. The properties have a General Plan Land Use designation of Residential/Commercial Mixed Use 2, and are zoned Planned Unit Development (PUD) No. PUD-104-73. PUD-104-73 was adopted in 1973 to allow the construction of a 126-unit residential condominium (currently known as Stonegate), a 32-lane bowling alley (12141 Valley View Street), a 900 seat movie theater (12111 Valley View Street), a 7,500 square foot restaurant (12101 Valley View Street), a 3,600 square foot drive-thru restaurant (12051 Valley View Street), and a 41,850 square foot senior facility for 120 people (5900 Chapman Avenue).

The commercial portion of PUD-104-73 includes a total five (5) commercial properties: a bowling alley, formerly occupied by the AMF Bowling Alley (12141 Valley View Street), the Starlight 4 Star Cinema (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The applicant is the property owner of the movie theater and the vacant restaurant building properties. The property owner intends to redevelop the movie theater and the vacant restaurant properties in an effort to revitalize the commercial center. The proposed project includes the construction of a 4,241 square foot automatic car

wash, an 1,870 square foot drive-thru pad restaurant, a 2,700 square foot sit-down, in-line restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements, and a Lot Line Adjustment to modify existing lot lines to consolidate the two (2) subject parcels into one (1).

In conjunction with the proposed Site Plan and Lot Line Adjustment, the applicant is also requesting an amendment to PUD-104-73 to modify the permitted uses for the subject site to facilitate the Project, and Conditional Use Permit No. CUP-140-2018 to allow the operation of an automatic car wash on the subject properties, 12101 and 12111 Valley View Street.

#### FINDINGS AND REASONS:

##### **SITE PLAN:**

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

The properties have a General Plan land use designation of Residential/Commercial Mixed Use 2 and are zoned Planned Unit Development No. PUD-104-73. The Residential/ Commercial Mixed Use 2 is intended to provide a mix of residential and commercial uses mostly around older underutilized, multi-tenant commercial developments. PUD-104-73 was adopted in 1973 and allowed for the construction of a 126-unit residential condominium, a bowling alley, a movie theater, a sit-down restaurant, a drive-thru restaurant, and a aged facility. Currently, the commercial portion of PUD-104-73 is improved with a bowling alley (12141 Valley View Street), the Starlight 4 Star Cinema movie theater (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The proposed project includes the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, and related site improvements on a 2.71-acre site. The existing restaurant building will be demolished to accommodate the request. The proposed project will assist with revitalizing the commercial center as well as introduce new commercial uses that will serve the surrounding neighborhood. The proposed construction and site improvements will be compatible and integrated with the existing commercial center.

In addition, General Plan describes a Planned Unit Development as a precise plan that provides the means for the regulations of buildings, structures, and uses of land to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses,

relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code. The proposal complies with the spirit and intent of the General Plan that establishes that a PUD is intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code.

The proposed project will assist with the revitalization and redevelopment of the commercial center, which is consistent with the General Plan. Goal LU-6.1 of the General Plan encourages the revitalization of aging, underused or deteriorated commercial centers; Policy LU-6.2 encourages a mix of retail shops and services to better meet the needs of the area's present and potential clientele; Policy LU-6.4 encourages the City to work with property owners to revitalize deteriorated centers; Policy LU-6.6 encourages appropriate signage in commercial centers; and LU-IMP-6C encourages façade renovations, enhanced parking area landscaping, and improved lighting.

The project is designed to comply with the development standards of the PUD zone, and complies with the required parking, setbacks, and landscaping, as well as the intent and goals of the General Plan.

Approval of this Site Plan is contingent upon City Council approval of Planned Unit Development No. PUD-104-73 (Rev. 2018). Provided the City Council approves Planned Unit Development No. PUD-104-73 (Rev. 2018), the Site Plan will comply with the PUD provisions.

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

The site will continue to be accessed from two (2) drive approaches located on Valley View Street. The most northerly driveway on Valley View Street will be relocated and reconstructed to accommodate the new circulation pattern and building placement of the proposed project. The site will also continue to maintain the shared reciprocal access with the adjacent properties located at 12141 Valley View Street (bowling alley), 12051 Valley View Street (McDonald's), and 5900 Chapman Avenue (senior living facility). The project includes redesigning and reconfiguring existing on-site drive aisles and the parking areas to improve the site's circulation and to accommodate parking for the proposed uses. The code requires a total of 179 parking spaces for the proposed project. A total of 179 parking spaces will be provided in the form of 159 parking stalls and 20 combined queuing spaces along the drive-thru lane of the proposed automatic car wash and drive-thru restaurant. All the required parking for the project will be provided completely on the project site. The existing parking spaces located on the adjacent bowling alley property will not change as a result of this proposed

project. A Traffic Study was also prepared that reviewed the project's site access and circulation, including the queuing for the drive-thru restaurant and the automatic car wash, and determined that the site design circulation is adequate, and that vehicle queuing will be contained within the respective drive-thru lane of the automatic car wash and the drive-thru restaurant.

The City's Traffic Engineering Division has reviewed the proposed project, and all appropriate conditions of approval have been incorporated to minimize any adverse impacts to surrounding streets.

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

The utilities, drainage channels, and streets in the area are existing and adequate to accommodate the development, and all appropriate conditions of approval will minimize any adverse impacts to surrounding streets. The proposed development will provide landscaping and proper grading of the site, thereby, providing adequate on-site drainage.

A Traffic Impact Study prepared for the Project concluded that the traffic associated with the new and expanded uses will not significantly impact adjacent intersections during peak AM and PM traffic times. The Traffic Impact Study concluded that the adjacent traffic intersections would operate at the same level of service with the incorporation of the proposed uses; therefore, the project would have no significant impact to the surrounding streets based on the criteria established by the City of Garden Grove.

The City's Public Works Department has reviewed the proposed project, and all appropriate conditions of approval have been incorporated to minimize any adverse impacts to surrounding streets.

4. The proposed project will not adversely impact the Public Works Department ability to perform its required function.

The proposed project will not adversely impact the Public Works Department ability to perform its required function. The City's Public Works Department has reviewed the project, and has incorporated all the appropriate conditions of approval to minimize any adverse impacts.

5. The development does have a reasonable degree of physical, functional, and visual compatibility with neighboring uses and desirable neighborhood characteristics.

The project has been designed in accordance with the development standards of PUD-104-73, provided the City Council approves the proposed amendment to PUD-104-73 to allow for the proposed automatic car wash,

the drive-thru pad restaurant, and the sit-down restaurant, and the proposed sign amendment. The project is located in an older commercial shopping center located along the Valley View Corridor that is in need of revitalization. The commercial portion of the PUD that fronts onto Valley View Street includes properties improved with a bowling alley, a movie theater, a vacant restaurant, and a McDonald's drive-thru restaurant that were approved in 1973. The McDonald's restaurant was rebuilt in 2015, which was a first step to revitalizing the commercial center.

The proposed project includes the expansion of the existing movie theater, construction of an automatic car wash, a drive-thru pad restaurant, and a sit-down restaurant. The vacant restaurant building will be demolished in order to accommodate the proposed development.

The proposed development will enhance the overall site's appearance and facilitate the site's revitalization. The proposed project will compliment other improvements in the immediate vicinity, and will assist with implementation of the General Plan that encourages the revitalization of aging, underused or deteriorated commercial centers. The project will include new landscape areas and treatment along Valley View Street and the interior of the lot that will be consistent provisions of the PUD and applicable provisions of Title 9 of the Municipal Code. The project has been designed in accordance with the provisions of the PUD, and complies with the required setbacks, parking, and landscaping.

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

The project will include new landscape planters along Valley View Street, within the setbacks, and within the interior of the project site that complies with the landscaping requirements of Title 9 of the Municipal Code. This includes providing trees, ground cover, and shrubs, along with providing additional landscaping within the parking lot and with the landscaped setback areas to comply with the code.

#### INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Site Plan possesses characteristics that would justify the request in accordance with Municipal Code Section No. 9.32.030.D.3 (Site Plan) and Section 9.40.190 (Lot Line Adjustment).

2. In order to fulfill the purpose and intent of the Municipal Code and thereby promote the health, safety, and general welfare, the attached Conditions of Approval (Exhibit "A") shall apply to Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018.
3. The project is exempt from CEQA pursuant to the Class 1 and Class 3 categorical exemptions.
4. This approval of Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 shall be contingent upon the adoption and effectiveness of an Ordinance approving Planned Unit Development No. PUD-104-73 (Rev. 2018) by the Garden Grove City Council.

## **EXHIBIT "A"**

### **Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018**

12101 and 12111 Valley View Street

### **CONDITIONS OF APPROVAL**

#### **GENERAL CONDITIONS**

1. Each owner of the property shall execute, and the applicant shall record against the property, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval" as prepared by the City Attorney's Office. Proof of such recordation is required prior to issuance of building permits.
2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to each of the following: the project applicant, Dan Akarakian for Cinemas Management, Inc., the developer of the project, the owner(s) and tenants(s) of the property, and each of their respective successors and assigns. All conditions of approval are required to be adhered to for the life of the project, regardless of property ownership. Any changes to the Conditions of Approval require approval by the Planning Commission, except as otherwise provided herein.
3. The Site Plan and Lot Line Adjustment only authorize the construction of a 4,241 square foot automatic car wash, a 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down, in-line tenant restaurant, and a 2,846 square foot expansion of the existing movie theater. Approval of this Site Plan and Lot Line Adjustment shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.
4. Minor modifications to the Site Plan, Lot Line Adjustment and/or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community and Economic Development Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

**Public Works Engineering Division**

6. The applicant shall be subject to Traffic Mitigation Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
7. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks and basement and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit in a manner meeting the approval of the City Engineer in concert with the Orange County Health Department. The report shall make recommendations for pavement design the interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and implementations, including potential infiltration alternatives, soil compaction, saturation, permeability and groundwater levels.
8. Grading/street improvement plans prepared by a registered Civil Engineer are required. The grading plan shall be based on a current survey of the site, including a boundary survey, topography on adjacent properties up to 30' outside the boundary, and designed to preclude cross-lot drainage. Minimum grades shall be 0.50% for concrete flow lines and 1.25% for asphalt. The grading plan shall also include water and sewer improvements. The grading plan shall include a coordinated utility plan. Street improvement plan shall conform to all format and design requirements of the City Standard Drawings & Specifications.
9. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
10. The grading plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition.
11. A separate street permit is required for work performed within the public right-of-way. The City of Garden Grove completed a street rehabilitation project on Valley View Street in 2014. Valley View Street is currently under a street moratorium. Any utility trench backfilling fronting the project on Valley View Street is subject to 15 feet of asphalt resurfacing (up to 2-inches of asphalt grind and cap) from the center line of proposed utility (water, gas,



- sewer, communication cables) in both directions and may extend the full width of the street as determined by the City Engineer.
12. All vehicular access drives to the site shall be provided in locations approved by the City Traffic Engineer.
  13. The new drive approaches to the site shall be constructed in accordance with Garden Grove Standard B-120.
  14. The grading/horizontal control plan shall provide an approximately 80 feet or four vehicles lengths between the service window and order board and additional 80 feet or four vehicle lengths of queuing distance behind the order board for the drive-thru restaurant in conformance with the queuing requirements of City of Garden Grove Standard Plan B-312.
  15. All parking spaces that abut to sidewalks that are not elevated with a curb face to the stall, if any, shall have wheel stops.
  16. No parallel curb parking shall be permitted anywhere on the site.
  17. A recorded agreement that provides for reciprocal access between the subject site and the adjacent properties to the north and south of the subject site containing the McDonald's restaurant and the bowling alley, in a form acceptable to the City Engineer, shall be required prior to issuance of a grading permit. The applicant shall provide the City with a copy of any existing reciprocal access agreement(s) for review and approval. Should no agreement exist, or if the existing agreement(s) is(are) not acceptable to the City Engineer, the applicant shall enter into a new or amended agreement with the adjacent property owners that is acceptable to the City Engineer and record said agreement prior to the issuance of a grading permit.
  18. Prior to issuance of a grading permit, the applicant shall design overhead street lighting within the development in a manner meeting the approval of the City Engineer. Location of lighting poles shall be shown on the precise grading plans.
  19. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters on-site during construction unless an Encroachment Permit is obtained for placement in street.
  20. Prior to the issuance of any grading or building permits or prior to recordation upon subdivision of land if determined applicable by the City Building Official, the applicant shall submit to the City for review and approval a Water Quality Management Plan that:

- a. Addresses Site Design BMPs based upon the geotechnical report recommendations and findings such as infiltration minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
  - b. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP.
  - c. Incorporates structural and Treatment Control BMPs as defined in the DAMP.
  - d. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
  - e. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
  - f. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
21. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
- a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
  - b. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
  - c. Demonstrate that an adequate number of copies of the approved Project WQMP are available on-site.
  - d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.
22. All trash container areas shall meet the following requirements per City of Garden Grove Standard B-502 and state mandated commercial organic recycling law-AB 1826:
- a. Paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, screened or walled to prevent off-site transport of trash.

- b. Provide solid roof or awning to prevent direct precipitation.
  - c. Connection of trash area drains to the municipal storm drain system is prohibited.
  - d. Potential conflicts with fire code and garbage hauling activities should be considered in implementing this source control.
  - e. See CASQA Storm Water Handbook Section 3.2.9 and BMP Fact Sheet SD-32 for additional information.
  - f. The trash shall be located to allow pick-up and maneuvering, including turnarounds, in the area of enclosures.
  - g. Pursuant to state mandated commercial organic recycling law-AB 1826, the applicant is required to coordinate storage and removal of the organics waste with local recycling/trash company.
23. The applicant and his contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the above require removal; relocation or resetting, the Contractor shall, prior to any construction work, and under the supervision of a California licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange County Surveyor Standards after construction. Applicant and his contractor shall also re-set the tie monuments where curb or curb ramps are removed and replaced or new ramps are installed. The Applicant and his contractor shall be liable for, at his expense, any resurvey required due to his negligence in protecting existing ties, monuments, benchmarks or any such horizontal and vertical controls.
24. Prior to issuance of a grading permit, the applicant shall submit to planning division an updated title report along with copies of the recorded instruments listed in the title report, reference maps used to prepare legal description and the plat for review and approval of the lot line adjustment application.
25. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one acre or more of land, the applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Stormwater

Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for City review on request.

26. Any new or required block walls and/or retaining walls shall be shown on the grading plans. Cross sections shall show vertical and horizontal relations of improvements and property line. Block walls shall be designed in accordance to City standards or designed by a professional registered engineer. In addition, the following shall apply:

The color and material of all proposed block walls, columns, and wrought iron fencing shall be approved by the Planning Services Division Prior to installation.

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

Valley View Street

- a. The existing northerly substandard driveway approach and landscape fronting the property along Valley View Street shall be removed and curb & gutter, sidewalk shall be constructed in accordance with City Standard;

- b. New 8-inch curb and gutter shall be constructed replacing the existing northerly driveway at 50-feet from the center line of Valley View Street according to City of Garden Grove Standard Plan B-114 (Type C-8 Modified).
- c. Construct a 12-foot sidewalk adjacent to the new 8-inch curb and gutter, replacing the existing northerly driveway apron in accordance to standard B-106.
- d. The new northerly driveway approach to the site on Valley View Street shall be constructed in accordance with City of Garden Grove Standard Plan B-120 (Options #2 & #3 only). Standard Plan B-120 calls for a minimum width of 30-feet for commercial and multi-residential projects, with any deviation from the standard requiring approval by the City Traffic Engineer and be detailed on the street improvement plan showing all modifications.
- e. Remove all planter boxes and trees next to curb/gutter (Total Four) fronting the project on Valley View Street and replace the lifted sidewalk panels in accordance to City of Garden Grove Standard B-106.
- f. Remove and replace the southerly drive approach (curbs and apron section only) per City Standard Plan B-120 (Option #3).
- g. The applicant shall furnish and install a fully functioning video detection system at the project's main entrance traffic signal on Valley View to the Satisfaction of City Traffic Engineer.
- h. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk area on Valley View Street with Planning Division and Water Division.
- i. Any proposed new landscaping in public right of way shall be approved by Planning Division and maintained by the owner.

**Public Work's Environmental Services**

- 34. The applicant shall contract with Republic Waste Services for demolition and debris hauling.

**Public Works Water Services Division**

- 35. The City of Garden Grove conducted a sewer lateral dye test for the existing restaurant and determined that the sewer drains to a manhole on the 8" sewer located on the east/west alley, and the City is assuming that the bowling alley and movie theater also tie into this sewer lateral. The new in-line tenant restaurant located adjacent to the movie theater can tie into this

- sewer lateral as it will be smaller than the existing restaurant that will be demolished. The new car wash and the drive-thru restaurant (Jack in the Box) shall tie into a sewer main on Valley View Street.
36. New water service installations 2" and smaller, shall be installed by the City of Garden Grove at owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted. Fire services and larger water services 3" and larger, shall be installed by developer/owner's contractor per City Standards.
  37. Water meters shall be located within the City right-of-way or within a dedicated waterline easement. Fire services and large water services 3" and larger shall be installed by contractor with Class A or C-34 license, per City water standards, and inspected by approved Public Works inspector.
  38. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have RPPD device. Any carbonation dispensing equipment shall have a RPPD device. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross connection inspector shall be notified for inspection after the installation is completed. Owner shall have RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.
  39. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.
  40. City shall determine if existing water services(s) is/are usable and meets current City Standards. Any existing meter and service located within new driveway(s) shall be relocated at owner's expense.
  41. Fire service shall have above ground backflow device with a double check valve assembly. Device shall be tested immediately after installation and once a year thereafter by a certified backflow device tester and the results to be submitted to Public Works, Water Services Division. Device shall be on private property and is the responsibility of the property owner. The above ground assembly shall be screened from public view as required by the Planning Division.
  42. Location and number of fire hydrants shall be as required by Water Services Division and the Fire Department.
  43. The owner shall install new sewer laterals with clean-outs at right-of-way line for the proposed carwash and drive-thru restaurant. The carwash is to use a

water recycling system to minimize the amount of discharge to the City's sewer system. The laterals in public right-of-way shall be 6" min. dia., extra strength VCP with wedgelock joints.

44. Commercial food use of any type shall require the installation of an approved grease interceptor prior to obtaining a business license.
45. A properly sized grease interceptor shall be installed on the sewer lateral and maintained by the property owner. There shall be a separate sanitary waste line that will connect to the sewer lateral downstream of the grease interceptor. All other waste lines shall be drained through the grease interceptor. Grease interceptor shall be located outside of the building and accessible for routine maintenance. Owner shall maintain comprehensive grease interceptor maintenance records and shall make them available to the City of Garden Grove upon demand.
46. Food grinders (garbage disposal devices) are prohibited per Ordinance 6 of the Garden Grove Sanitary District Code of Regulations. Existing units are to be removed.
47. Contractor shall abandon any existing unused sewer lateral(s) at street right-of-way on the property owner's side. The sewer pipe shall be capped with an expansion sewer plug and encased in concrete.

#### **Fire Department**

48. All on-site drive aisles and turning radius shall comply with the Fire Department turning radius standards. The applicant shall provide an AutoCAD turning radius to verify access for both fire engines and fire truck access.
49. The project shall comply with all applicable requirements of the California Fire Code.

#### **Building and Safety Division**

50. The project shall comply with the requirements of the California Building Code, the California Green Building Code, and all California Model Codes, including, but not limited to, providing parking for electric and clean air vehicles, accessible routes to all buildings and trash enclosures, and solar ready commercial buildings.

#### **Community and Economic Development Department**

51. The applicant shall submit detailed plans, showing the proposed location of utilities and mechanical equipment, to the Community and Economic

Development Department for review and approval prior to submitting plans into the Building and Safety Division Plan Check process. The project shall also be subject to the following:

- a. All on-site and off-site utilities pertaining to the improvements proposed under this Site Plan shall be installed or relocated underground.
  - b. All above-ground utility equipment (e.g., electrical, gas, telephone, cable TV, water meters, electrical transformer) shall not be located in the street setback and shall be screened to the satisfaction of the Community and Economic Development Director.
  - c. No roof-mounted mechanical equipment shall be permitted unless a method of screening complementary to the architecture of the building is approved by the Community and Economic Development Department prior to the issuance of building permits. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.
  - d. All ground or wall-mounted mechanical equipment shall be screened from view from any place on or off the site.
  - e. No exterior piping, plumbing, or mechanical ductwork shall be permitted on any exterior façade and/or be visible from any public right-of-way or adjoining property. All roof access ladders shall be accessed from inside the building.
52. Hours and days of construction and grading shall be as follows as set forth in the City of Garden Grove's Municipal Code Title Sections 8.47.040 to 8.47.060 referred to as the Noise Control Ordinance as adopted:
- a. Monday through Saturday - not before 7 a.m. and not after 8 p.m. (of the same day).
  - b. Sunday and Federal Holidays – may work the same hours, but be subject to the restrictions as stipulated in Sections 8.47.040 to 8.47.060 of the Municipal Code.
53. The property owner(s) and all tenants shall comply with the adopted City Noise Ordinance.
54. All landscaping shall be consistent with the landscape requirements of Title 9 of the Municipal Code. The developer shall submit a complete landscape plan governing the entire development. The landscape irrigation plans shall include type, size, location and quantity of all plant material. The landscape plan shall include irrigation plans and staking and planting specifications. All



landscape irrigation shall comply with the City's Landscape Ordinance and associated Water Efficiency Guidelines. The landscape plan is also subject to the following:

- a. A complete, permanent, automatic remote control irrigation system shall be provided for all landscaping areas shown on the plan. The sprinklers shall be of drip or microspray system sprinkler heads for water conservation.
  - b. The plan shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. These trees shall be incorporated into the landscaped frontages of all streets. Where clinging vines are considered for covering walls, drought tolerant vines shall be used.
  - c. Trees planted within ten feet (10') of any public right-of-way shall be planted in a root barrier shield. All landscaping along street frontages adjacent to driveways shall be of the low height variety to ensure safe sight clearance.
  - c. The landscaping treatment along the Valley View Street frontage, including the area designated as public right-of-way and parking areas, shall incorporate a mixture of groundcover, flowerbeds, shrubs, and trees to enhance the appearance of the property. The Community and Economic Development Department shall review the type and location of all proposed trees and plant materials. Said landscape area shall be the responsibility of the applicant to maintain.
  - d. The landscape plan shall incorporate and maintain for the life of the project those means and methods to address water run-off also identified as Low Impact Development provisions, which address water run-off. This is to also to be inclusive of any application of Water Quality Management Plans (WQMP), Drainage Area Management Plans (DAMP) and any other water conservation measures applicable to this type of development.
  - e. At the time of irrigation installation, the irrigation system shall comply with all applicable provisions of the City's Water Conservation Ordinance, the City's Municipal Code landscape provisions, and all applicable state regulations.
52. Litter shall be removed daily from the project site, including adjacent public sidewalks and all parking areas under the control of the applicant. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.

53. The applicant shall abate all graffiti vandalism within the premises. The applicant shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.
54. There shall be no deliveries from or to the premises before 7:00 a.m. and after 10:00 p.m., seven days a week.
55. All signs shall comply with the sign requirements of PUD-104-73 (Rev. 2018). All signs shall require a separate permit and shall be installed in accordance with the provisions of the sign ordinance. A sign program governing the entire site, including height, size, color, and location of all signs, shall be approved by the Community and Economic Development Department, Planning Division prior to installation. All signage shall be limited to individual channel letters. No roof signs shall be permitted.
56. Permits from the City of Garden Grove shall be obtained prior to displaying any temporary advertising (i.e., banners).
57. Signs shall comply with the City of Garden Grove sign requirements. No more than 15% of the total window area and clear doors shall bear advertising or signs of any sort.
58. Any expansion to the floor area of the movie theater beyond the square footage approved by this Site Plan shall require review and approval by the appropriate hearing body as specified in Condition of Approval No. 4.
59. All lighting structures shall be placed so as to confine direct rays to the subject property. All exterior lights shall be reviewed and approved by the City's Planning Services Division. Lighting adjacent to residential properties shall be restricted to low decorative type wall-mounted lights, or a ground lighting system. Any new lighting that is provided within the parking lot area shall maintain a minimum of two foot-candles of light on the parking areas during business hours. Lighting in the parking areas shall be directed, positioned, or shielded in such manner so as not to unreasonably illuminate the windows of adjacent properties.
60. The applicant shall submit a light plan (photometric plan) to Planning Services Division for review. All lighting shall be provided throughout the parking areas at a minimum of two-foot candle of light during the hours of

darkness when the businesses are open, and a one-foot candle of light during all other hours of darkness.

61. New perimeter walls, if proposed, shall be developed to City Standards or designed by a Registered Engineer, and shall be measured from the on-site finished grade, and shall be shown on the grading plan.
62. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, the use of electricity from power poles rather than diesel or gasoline powered generators, the use of methanol, natural gas, propane or butane vehicles instead of gasoline or diesel powered equipment, where feasible, the use of solar or low-emission water heaters, and the use of low-sodium parking lot lights, to ensure compliance with Title 24.
63. Any satellite dish antennas installed on the premises shall be screened, subject to approval by the Community and Economic Development Department, Planning Division. No advertising material shall be placed thereon.
64. During construction, if paleontological or archeological resources are found, all attempts will be made to preserve in place or leave in an undisturbed state in compliance with applicable law.
65. The driveways from Valley View Street shall be treated with decorative stamped concrete or interlocking pavers or other enhanced treatment, excluding scored and/or colored concrete, that is similar and consistent with the pattern and color used for the McDonald's restaurant (12051 Valley View Street). The color, pattern and material shall be approved by the Community and Economic Development Department, Planning Services Division, and shall be shown on the final site plan and the grading plan.
66. The car wash vacuum parking spaces shall be available for use by patrons of the movie theater and restaurants during non-operating hours.
67. All on-site curbs, not associated with a parking space, shall be painted red.
68. The proposed trash enclosure shall be designed to comply with the City's B-502 trash enclosure standard, or with an alternative design approved by the Public Works Engineering Division.
69. The trash enclosures shall have unifying color and exterior finish that matches, and are integrated, with the proposed development. The proposed roof design of the trash enclosure shall be architecturally compatible with the design of the development. The Planning Services Division shall review and approve the design of the proposed roof and the material(s). The proposed roof and materials shall also comply with the building code requirements.

70. The trash bins shall be kept inside the trash enclosures, and gates closed at all times, except during disposal and pick-up. The property owner shall provide sufficient trash bins and pick-up to accommodate the site.
71. As part of the finalized working drawings for Planning Division, Engineering Division, and Building Plan Check, the applicant shall submit a detailed and dimensioned plot plan, floor plans, exterior elevations and landscape plans that reflect the above conditions of approval. The plans shall indicate landscape materials, wall materials, and building materials proposed for the project.
72. Any and all corrections notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant and all agents thereof.
73. The design and operation of the drive-thru speaker system, including automatic timer, volume control, and message board, is subject to Planning Services Division review and approval. In the event that complaints are received from adjacent uses concerning noise created by the new food ordering speaker system, the applicant shall provide a plan to address the issues to the satisfaction of the Community and Economic Development Department.
74. The drive-thru menu/order board shall be designed to match the building, shall incorporate the same color and materials.
75. The applicant/property owner shall submit signed letters acknowledging receipt of the decision approving Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018, and his/her agreement with all conditions of approval.
76. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the uses and development authorized by this approval of Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 shall become null and void if the subject use or construction necessary and incidental thereto is not commenced within one (1) year of the expiration of the appeal period and thereafter diligently advanced until completion of the project.
77. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action

concerning Planned Unit Development No. PUD-104-73 (Rev. 2018), Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and/or Conditional Use Permit No. CUP-140-2018. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City including but not limited to any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.

RESOLUTION NO. 5933-2018

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING CONDITIONAL USE PERMIT NO. CUP-140-2018 FOR PROPERTIES LOCATED AT 12101 AND 12111 VALLEY VIEW STREET, ASSESSOR'S PARCEL NOS. 224-202-15 AND 224-202-16.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in a regular session assembled on October 18, 2018, hereby approves Conditional Use Permit No. CUP-140-2018 for properties located on the west side of Valley View Street, south of Chapman Avenue at 12101 and 12111 Valley View Street, Assessor's Parcel Nos. 224-202-15 and 224-202-16, respectively.

BE IT FURTHER RESOLVED in the matter of Conditional Use Permit No. CUP-140-2018, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Dan Akarakian for Cinemas Management, LLC.
2. The applicant is requesting Conditional Use Permit approval to allow the operation of a 4,241 square foot automatic car wash that will be constructed in conjunction with Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018, and subject to approval of Planned Unit Development No. PUD-104-73 (Rev. 2018). The uses, activities, and improvements contemplated by the proposed PUD amendment, Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and Conditional Use Permit No. CUP-140-2018 are collectively referred to as the "Project".
3. The proposed Project is categorically exempt from review under the California Environmental Quality Act ("CEQA") pursuant to Section 15301 (Existing Facilities) and Section 15303 (New Construction or Conversion of Small Structures) of the CEQA Guidelines.
4. The properties have a General Plan Land Use designation of Residential/ Commercial Mixed Use 2 and are zoned Planned Unit Development No. PUD-104-73. The subject site is comprised of two parcels, with a total land area of 2.71 acres, and is currently improved with the Starlight 4 Star Cinema movie theater and a vacant 6,040 square foot restaurant. This request is being processed in conjunction with a request for approval of Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 to allow for the demolition of the existing restaurant and the construction of an automatic car wash, a drive-thru restaurant, a sit-down restaurant, and an expansion to the existing movie theater and a request for approval of Planned Unit Development No. PUD 104-73 (Rev. 2018) to amend the existing standards and conditions for Planned Unit Development No. PUD 104-73 to

facilitate the proposed redevelopment project. A Conditional Use Permit is required for the operation of the proposed automatic car wash.

5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
6. Report submitted by the City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on October 18, 2018, and all interested persons were given an opportunity to be heard.
8. Concurrently with the adoption of this Resolution, the Planning Commission adopted (a) Resolution No. 5931-18 recommending that the City Council determine that the Project is categorically exempt from CEQA and approve Planned Unit Development No. PUD-104-73 (Rev. 2018) to amend PUD-104-73 to facilitate the proposed Project; and (b) Resolution No. 5932-18 approving Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018.
9. The Planning Commission gave due and careful consideration to the matter during its meeting on October 18, 2018; and

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Sections 9.32.030 are as follows:

FACTS:

The subject properties are located on the west side of Valley View Street, south of Chapman Avenue. The properties have a General Plan Land Use designation of Residential/Commercial Mixed Use 2, and are zoned Planned Unit Development (PUD) No. PUD-104-73. PUD-104-73 was adopted in 1973 to allow the construction of a 126-unit residential condominium (currently known as Stonegate), a 32-lane bowling alley (12141 Valley View Street), a 900 seat movie theater (12111 Valley View Street), a 7,500 square foot restaurant (12101 Valley View Street), a 3,600 square foot drive-thru restaurant (12051 Valley View Street), and a 41,850 square foot aged facility for 120 people (5900 Chapman Avenue).

The commercial portion of PUD-104-73 includes a total five (5) commercial properties: a bowling alley, formerly occupied by the AMF Bowling Alley (12141 Valley View Street), the Starlight 4 Star Cinema (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The applicant is the property owner of the movie theater and the vacant restaurant building properties. The property owner intends to redevelop the movie theater and the vacant restaurant properties in an effort to revitalize the commercial center. The proposed project includes the construction of a 4,241 square foot automatic car wash, a 1,870 square foot drive-thru pad restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements, and a lot line adjustment to modify existing lot lines to consolidate the two subject parcels into one.

In conjunction with the Conditional Use Permit request, the applicant is also requesting an amendment to PUD-104-73 to modify the permitted uses for the subject properties to facilitate the Project, and approval of Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 to allow the construction of the proposed buildings and movie theater expansion, and to consolidate the subject properties into one.

The proposed amendment to PUD-104-73 will allow the proposed car wash subject to approval of a Conditional Use Permit. The applicant is requesting a Conditional Use Permit to allow the operation of the proposed automatic car wash.

The applicant has indicated that the proposed car wash will be operated by Fast 5 Xpress Car Wash. Fast 5 Xpress has existing car wash facilities located in the countries of Los Angeles, Orange, and San Bernardino. The automatic car wash is 4,241 square foot in size, and will consist of twenty (20) vacuum stations. The proposed automatic car wash will operate from 7:00 a.m. to 8:00 p.m., seven days a week.

#### FINDINGS AND REASONS:

1. That the proposed use will be consistent with the City's adopted General Plan and redevelopment plan.

The properties have a land use designation of Residential/Commercial Mixed Use 2 and are zoned Planned Unit Development No. PUD-104-73. The Residential/ Commercial Mixed Use 2 is intended to provide a mix of residential and commercial uses mostly around older underutilized, multi-tenant commercial developments. PUD-104-73 was adopted in 1973 to allow for the construction of a 126-unit residential condominium, bowling alley, a movie theater, a sit-down restaurant, a drive-thru restaurant, and an aged facility. Currently, the commercial portion of PUD-104-72 is improved with a bowling alley (12141 Valley View Street), the Starlight 4 Star Cinema movie theater (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).



The General Plan describes a Planned Unit Development as a precise plan that provide the means for the regulations of buildings, structures, and uses of land to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code. The proposal complies with the spirit and intent of the General Plan that establishes that a PUD is intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code.

Goal LU-6.1 of the General Plan encourages the revitalization of aging, underused or deteriorated commercial centers; Policy LU-6.2 encourages a mix of retail shops and services to better meet the needs of the area's present and potential clientele; Policy LU-6.4 encourages the City to work with property owners to revitalize deteriorated centers; Policy LU-6.6 encourages appropriate signage in commercial centers; and LU-IMP-6C encourages façade renovations, enhanced parking area landscaping, and improved lighting.

The proposed amendment to PUD-104-73, which is being processed with this request, will allow the proposed automatic car wash, subject to approval of a Conditional Use Permit. The proposed project will assist with revitalizing the commercial center and as well as introduce new commercial uses that will serve the surrounding neighborhood. The proposed construction and site improvements will be compatible and integrated with the existing commercial center.

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

The proposed automatic car wash use will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. The car wash will provide a service to local residents, and will be consistent with other car washes located in the immediate area. Currently, there are two (2) smaller car wash facilities at two (2) existing service stations located to the north of the project site, at the intersections of Valley View Street and Chapman Avenue. The proposed automatic car wash is a larger facility with vacuum stations that can serve a larger number of customers.

The operator of the proposed automatic car wash prepared a Noise Study to evaluate the car wash's potential noise levels in order to determine if the

noise levels were consistent with the City's Noise Ordinance. The study monitored noise levels as similar express car washes, including evaluating the noise from idling car wash vehicles, and noise from the car wash's compressed air nozzles, the dryer system, and the vacuum equipment. The study determined that the noise levels of the proposed car wash would not exceed the City's adopted noise levels. The study also evaluated the noise levels to the adjacent residential condominium development and to the McDonald's restaurant drive-thru order intercom system. The study determined that the hours of operation for the car wash, 7:00 a.m. to 8:00 p.m., seven days a week, would assist with maintaining the noise level below the City's adopted level and thereby not affect the adjacent residential condominium development, and the noise from the car wash would not interfere with the drive-thru intercom system.

Provided the conditions of approval are adhered to for the life of the project, the automatic car wash use will be harmonious with the persons who work and live in the area.

The automatic car wash use will not unreasonably interfere with the use, enjoyment or valuation of the property of other persons located within the vicinity of the site, provided the conditions of approval are adhered to for the life of the project. The use will not unreasonably interfere with the use, enjoyment or valuation of the property of other persons located within the vicinity of the site. The proposed development will be similar to the existing uses in the PUD, and also existing commercial uses in the vicinity, include two (2) existing car washes located just north of the site at two (2) existing service stations. The project has been designed to comply with the development standards for the zone. Provided that the project adheres to the conditions of approval the project will not unreasonably interfere with the use, enjoyment or valuation of the property of other persons located within the vicinity of the site.

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

The overall project site is 2.71-acres and is sufficient in size to accommodate the proposed car wash and site improvements. The car wash will have adequate vehicle queuing within the drive-thru lane, and will provide a total of twenty (20) vacuum stations. Other site improvements to accommodate the proposed project include new landscaping planters, reconfiguration of existing drive aisles and parking spaces.

4. That the proposed site is adequately served: by highways or streets or sufficient width and improved as necessary to carry the kind and quantity of

traffic such as to be generated, and by other public or private service facilities as required.

The site is adequately served by existing public streets. The site is also adequately served by the public service facilities required such as public utilities: gas, electric, water, and sewer facilities.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

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

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The proposed Conditional Use Permit does possess characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.24.030 (Conditional Use Permits).
2. In order to fulfill the purpose and intent of the Municipal Code and thereby promote the health, safety, and general welfare, the following Conditions of Approval, attached as Exhibit "A", shall apply to Conditional Use Permit No. CUP-140-2018.
3. The car wash shall also be subject to the conditions of approval as adopted by Planning Commission Resolution No. 5932-18 for Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018.
4. This approval of Conditional Use Permit No. CUP-140-2018, shall be contingent upon the adoption and effectiveness of an Ordinance approving Planned Unit Development No. PUD-104-73 (Rev. 2018) by the Garden Grove City Council.

## **EXHIBIT "A"**

### **Conditional Use Permit No. CUP-140-2018**

12101 and 12111 Valley View Street

#### **CONDITIONS OF APPROVAL**

##### **General Conditions**

1. Each owner of the property shall execute, and the applicant shall record against the property, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval" as prepared by the City Attorney's Office. Proof of such recordation is required prior to issuance of building permits.
2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to the project applicant, Dan Akarakian for Cinemas Management, Inc., the owner(s) and tenant(s) of the property, and each of their respective successors and assigns, including all subsequent purchasers and/or tenants. The applicant and subsequent owner/operators of such business shall adhere to the conditions of approval for the life of the project, regardless of property ownership. Any changes of the conditions of approval require approval by the appropriate hearing body, except as otherwise provided herein.
3. This Conditional Use Permit only authorizes the operation of 4,241 square foot automatic car wash. Approval of this Conditional Use Permit shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.
4. Minor modifications to the site plan, floor plan, and/or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community and Economic Development Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.
6. The project shall comply with all applicable conditions of approval as specified in Exhibit "A" of Planning Commission Resolution No. 5932-18 for Site Plan No. SP-057-2018 and Lot Line Adjustment No. 019-2018.

**Public Works Water Services Division**

7. The car wash shall operate on a water recycling system.

**Community and Economic Development Department**

8. The approved site plan and floor plan are an integral part of the decision approving this Conditional Use Permit. There shall be no additional changes in the design of the site plan or floor plan without the approval of the Community and Economic Development Department, Planning Division. Any additional changes in the approved floor plan, which have the effect of expanding or intensifying the present use, shall require obtaining the proper entitlement (s).
9. No outside display of merchandise shall be permitted at any time.
10. A prominent, permanent sign, stating "NO LOITERING IS ALLOWED ON OR IN FRONT OF THE PREMISES," shall be posted in a place that is clearly visible to patrons of the licensee. The sign lettering shall be four (4) to six (6) inches high with black letters on a white background. The sign shall be displayed near or at the store's entrance, and shall also be visible to the public.
11. There shall be no deliveries to or from the premises between the hours of 10:00 p.m. and 7:00 a.m., seven days a week.
12. Litter shall be removed daily from the premises, including adjacent public sidewalks, and from all parking areas under the control of the applicant. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
13. The applicant shall abate all graffiti vandalism within the premises. The applicant shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.
14. Any satellite dish antennas installed on the premises shall be screened, subject to approval by the Community and Economic Development Department, Planning Division. No advertising material shall be placed thereon.

15. Permits from the City of Garden Grove shall be obtained prior to displaying any temporary advertising (i.e., banners).
16. Signs shall comply with the City of Garden Grove sign requirements. No more than 15% of the total window area and clear doors shall bear advertising or signs of any sort.
17. All signage shall comply with the requirements of PUD-104-73 (Rev. 2018). No roof signs shall be permitted on the building or on the freestanding metal canopy structure. Any modifications to existing signs or the installation of new signs shall require approval by the Community and Economic Development Department, Planning Services Division prior to issuance of a building permit.
18. The applicant shall comply with the adopted City Noise Ordinance.
19. All lighting structures shall be placed so as to confine direct rays to the subject property. All exterior lights shall be reviewed and approved by the Planning Services Division. Lighting adjacent to residential properties shall be restricted to low, decorative type, wall-mounted lights, or ground lighting system. Lighting in the common and parking areas shall be directed, positioned or shielded in such manner so as not to unreasonably illuminate the window area of nearby residences. Parking area lighting shall be provided during the hours of darkness the establishment is open at a minimum of two-foot candles of light, and one-foot candle of light during all other hours of darkness. No pole mounted lights shall be allowed along the north and east property lines in order to minimize impacts to the abutting residential uses.
20. The proposed development shall comply with all applicable provisions of the Garden Grove Local Implementation Plan (LIP), including but not limited to, providing a Water Quality Management Plan (WQMP) and Section 7 addressing reducing water run-off from the site (e.g., direct roof rain gutter's downspouts to permeable areas such as landscape planters).
21. The hours of operation of the car wash shall be limited from 7:00 a.m. to 8:00 p.m., seven days a week. The applicant shall install an automatic, electric arm gate, or other device as approved by the Planning Services Division, at the entrance of the car wash drive-thru lane to prevent vehicles from accessing the car wash queuing lane during the non-operating hours. However, in the event problems arise where the hours of operation need to be reduced in order to minimize noise, the operator shall change the hours of operation as prescribed by the City.
22. During non-operating hours, the car wash vacuum station parking spaces shall be available for use by the movie theater and restaurant patrons.

23. The dryer unit on the car wash shall be fitted with a noise reduction package to reduce any potential noise problems.
24. There shall be no auto detailing or auto prep work conducted on the site at any time.
25. This Conditional Use Permit may be called for review by City Staff, the City Council, or the Planning Commission for any reason, including if noise or other complaints are filed and verified as valid by the Code Enforcement office or other city department concerning the violation of approved conditions, the Garden Grove Municipal Code, or any other applicable provisions of law.
26. A copy of the decision approving Conditional Use Permit No. CUP-140-2018 shall be kept on the premises at all times.
27. The permittee shall submit a signed letter acknowledging receipt of the decision approving Conditional Use Permit No. CUP-140-2018, and his/her agreement with all conditions of the approval.
28. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the use authorized by this approval of Conditional Use Permit No. CUP-140-2018 shall become null and void if the subject use or construction necessary and incidental thereto is not commenced within one (1) year of the expiration of the appeal period and thereafter diligently advanced until completion of the project.
29. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning Planned Unit Development No. PUD-104-73 (Rev. 2018), Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and/or CUP-140-2018. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City, including, but not limited to, any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.

**OPERATIONS NOISE STUDY  
FOR A PROPOSED FAST5XPRESS CAR WASH  
IN THE CITY OF GARDEN GROVE**

**Revision 5**

**September 14, 2018**

PREPARED FOR:

**FAST5XPRESS**  
567 San Nicolas, Suite 390  
Newport Beach, CA 92660

PREPARED BY:

**ADVANCED ENGINEERING ACOUSTICS**  
663 Bristol Avenue  
Simi Valley, CA 93065  
805-583-8207



## 1. Introduction

At the request of Mr. Don Vogel (Fast5Xpress), and in compliance with requirements of the city of Garden Grove (City), a noise study has been conducted by Advanced Engineering Acoustics (AEA). Fast5Xpress has plans to construct an express car wash at 12101 Valley View Street in Garden Grove, CA (see Figure 1). In order to document the level of potential noise from the new express car wash operations for this new commercial business, AEA has conducted noise monitoring at several existing express car washes, idling car wash patron vehicles, compressed air nozzle car wash noise, and obtained noise measurements of the proposed operating dryer system and vacuum equipment for the proposed car wash facility. This report gives the existing ambient noise and predicted express car wash operations noise at the nearest sensitive receivers.



Figure 1. Revised Project Site Vicinity Aerial View

## 2. Sound Fundamentals

Physically, sound pressure magnitude is measured and quantified in terms of the decibel (dB), which is associated with a logarithmic scale based on the ratio of a measured sound pressure to the reference sound pressure of 20 micropascal ( $20 \mu\text{Pa} = 20 \times 10^{-6} \text{ N/m}^2$ ). However, the decibel system can be very confusing. For example, doubling or halving the number of sources of equal noise output (a 2-fold change in acoustic *energy*) changes the noise level at the receptor by only 3 dB, which is a barely perceptible sound change for humans. While doubling or halving the sound *loudness* at the receptor results in a 10 dB change and also represents a 10-fold change in the acoustic *energy*.

The human hearing system is not equally sensitive to sound at all frequencies. Because of this variability, a frequency-dependent adjustment called “A-weighting” has been devised so that

sound may be measured in a manner similar to the way the human hearing system responds. The A-weighted sound level is abbreviated "dBA". Figure 2 gives typical A-weighted sound levels for various noise sources and the typical responses of people to these levels.

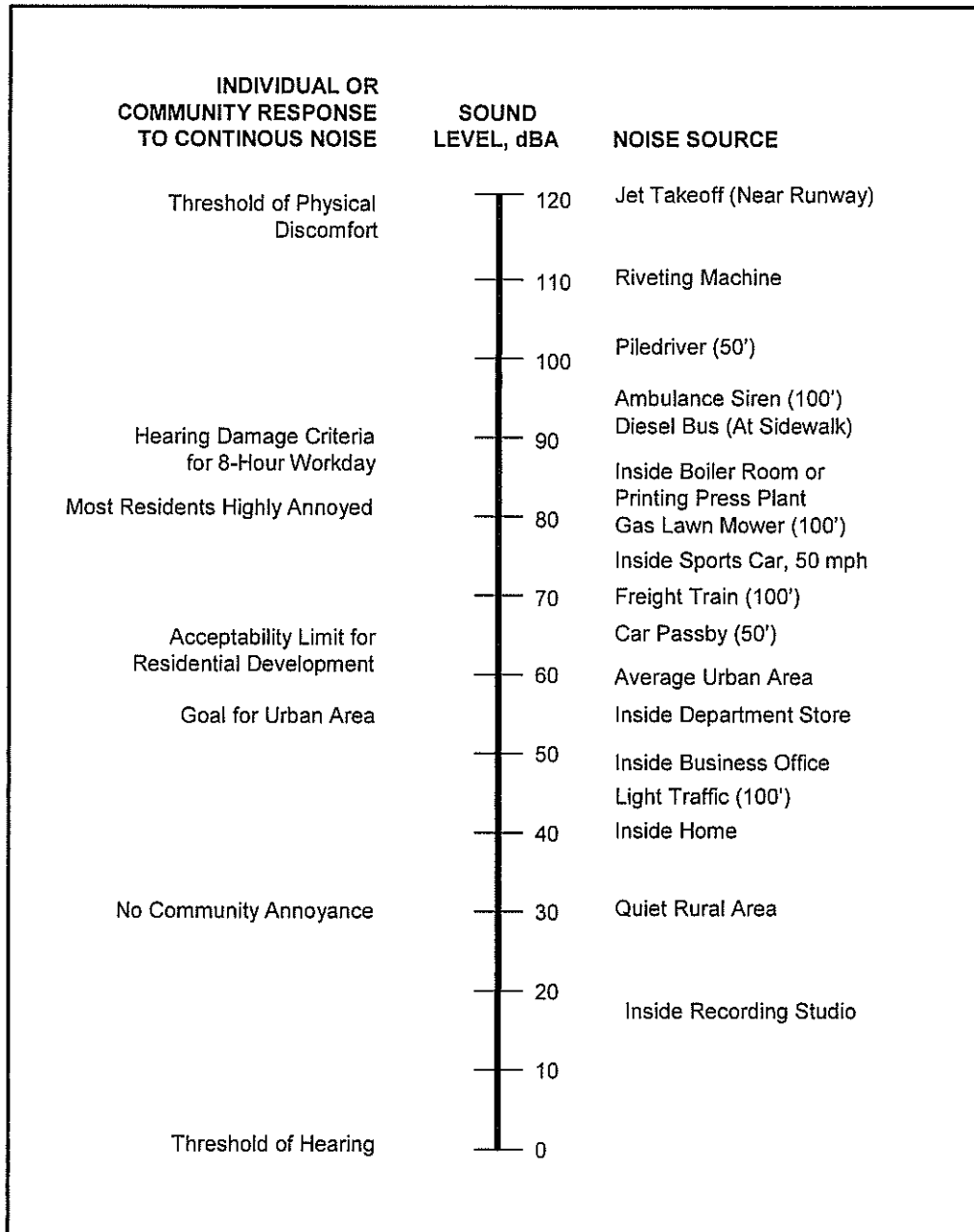


Figure 2 - Typical Sound Levels and their Effect on People

Normally, ambient sounds change with the daily cycle of human activities. To account for these changes, the time-weighted statistical sound levels have been adopted and these sound descriptors are used by the City and in this report. The time-weighted sound level limits are

defined as the continuous A-weighted sound level that is not exceeded, in the specified contiguous periods of time (1 minute, 5 minutes, 15 minutes, 30 minutes or the maximum sound level in any hour).

**3. City Noise Standards**

The city of Garden Grove has established stationary source noise limits to ensure that all segments of the community will be protected from excessive noise intrusion. The applicable noise standards are contained within *Chapter 8.47* of the City of Garden Grove municipal code, as follows.

**8.47.040 Ambient Base Noise Levels**

*The ambient base noise levels contained in the following chart shall be utilized as the basis for determining noise levels in excess of those allowed by this chapter unless the actual measured ambient noise level occurring at the same time as the noise under review is being investigated exceeds the ambient base noise level contained in the chart. When the actual measured ambient noise level exceeds the ambient base noise level, the actual measured ambient noise level shall be utilized as the basis for determining whether or not the subject noise exceeds the level allowed by this section. In situations where two adjoining properties exist within two different use designations, the most restrictive ambient base noise level will apply. This section permits any noise level that does not exceed either the ambient base noise level or the actual measured ambient noise level by 5 dB(A), as measured at the property line of the noise generation property.*

USE CATEGORIES	USE DESIGNATIONS	AMBIENT BASE NOISE LEVELS	TIME OF DAY
Sensitive	Residential Use	55 dB(A)	7:00 a.m.—10:00 p.m.
		50 dB(A)	10:00 p.m.—7:00 a.m.
Conditionally Sensitive	Institutional Use	65 dB(A)	Any Time
	Office-Professional Use	65 dB(A)	Any Time
	Hotels & Motels	65 dB(A)	Any Time
Non-Sensitive	Commercial Uses	70 dB(A)	Any Time
	Commercial/ Industrial Uses within 150 feet of Residential	65 dB(A)	7:00 a.m.—10:00 p.m.
		50 dB(A)	10:00 p.m.—7:00 a.m.
	Industrial Use	70 dB(A)	Any Time

(2802 § 1, 2011; 2660 § 2, 2005)

**8.47.050 General Noise Regulation**

A. *NOISE DISTURBANCE CRITERIA. It shall be unlawful for any person to willfully make, continue, or cause to be made or continued, any loud, unnecessary, or unusual noise that disturbs the peace or quiet of any neighborhood, or that causes discomfort or annoyance to any person of normal sensitiveness.*

B. *The criteria that shall be utilized in determining whether a violation of the provisions of this section exists shall include, but not be limited to, the following:*

1. *The level of the noise.*

2. *The frequency of occurrence of the noise.*
3. *Whether the nature of the noise is usual or unusual.*
4. *The level and intensity of the background noise, if any.*
5. *The proximity of the noise to residential sleeping facilities.*
6. *The nature and zoning of the area within which the noise emanates.*
7. *The density of the inhabitation of the area within which the noise is received.*
8. *The time of day or night the noise occurs.*
9. *The duration of the noise.*

C. *DURATION OF NOISE. The following criteria shall be used whenever the noise level exceeds:*

1. *The noise standard for a cumulative period of more than 30 minutes in any hour;*
2. *The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour;*
3. *The noise standard plus 10 dB(A) for a cumulative period of more than five minutes in any hour;*
4. *The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour;*  
*or*
5. *The noise standard plus 20 dB(A) for any period of time.*

D. *In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. (2802 § 1, 2011; 2660 § 2, 2005)*

#### **8.47.060 Special Noise Sources**

...

C. *MACHINERY, EQUIPMENT, FANS, AND AIR CONDITIONING. It shall be unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise that would cause the noise level at the property line of any property to exceed either the ambient base noise level or the actual measured ambient noise level by more than five decibels.*

D. *CONSTRUCTION OF BUILDINGS AND PROJECTS. It shall be unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day in such a manner that a person of normal sensitiveness, as determined utilizing the criteria established in Section 8.47.050(B), is caused discomfort or annoyance unless such operations are of an emergency nature.*

The most restrictive case of the City noise ordinance would therefore be when the actual ambient noise at any location would be equal to or less than the ambient base noise levels given in Section 8.47.040 of the noise ordinance. In this case the most restrictive maximum project noise limit would be the designated ambient base noise level plus 5 dB(A).

#### 4. Unabated Project Noise Modeling Results

The planned hours of operation of the proposed car wash are from 7 a.m. to 8 p.m. in summer (March to October) and 7 a.m. to 7 p.m. in winter (November to February), seven (7) days a week. The revised layout of the planned car wash project is shown in Figure 3.

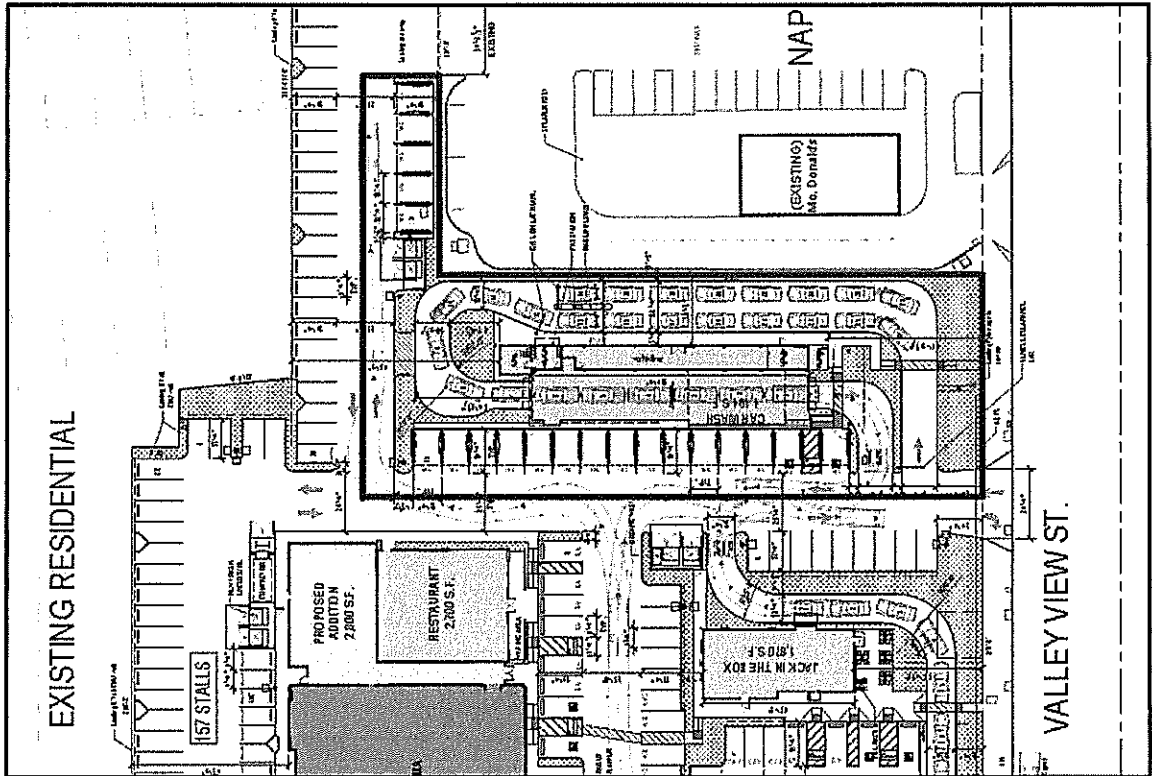


Figure 3. Revised Noise Model Layout with Noise Sources and Nearby Receivers

The project layout noise model has the most idling patron vehicles queued up to pay for a car wash at a time as sixteen (16). In addition, there are twenty (20) vacuum stations and twenty (20) air nozzles. An equipment room contains small pumps and the central vacuum tank. Computer modeling was conducted of the interior car wash equipment noise (transmitted through the car wash tunnel exit opening, entrance opening, the tunnel walls and tunnel roof) and the external vacuums and air nozzles. On-site patron vehicles have been modeled assuming a worst-case scenario of 16 queued idling vehicles, 6 vehicles in the tunnel and 19 low speed vehicle movements approaching (6) and departing (13) the tunnel. Also, it is assumed there are 20 vehicles being vacuumed and 20 air nozzles operating simultaneously. Figure 4 shows the noise model layout. Modeling was conducted using the SoundPLAN™, Version 7.4, community noise modeling software. Table 1 shows the predicted as-designed project noise near the three modeled car wash residential sites and commercial locations. It is very unlikely that the worst-case conditions would actually occur, but the results of such an occurrence are given in Table 1 and Figure 4, which shows the worst-case scenario noise contours for the car wash operations. Ambient noise is not factored into the noise model, but is included in the overall noise results. The unabated express car wash equipment noise modeling shows that all nearby receivers would be in compliance with the respective zone use noise limits.

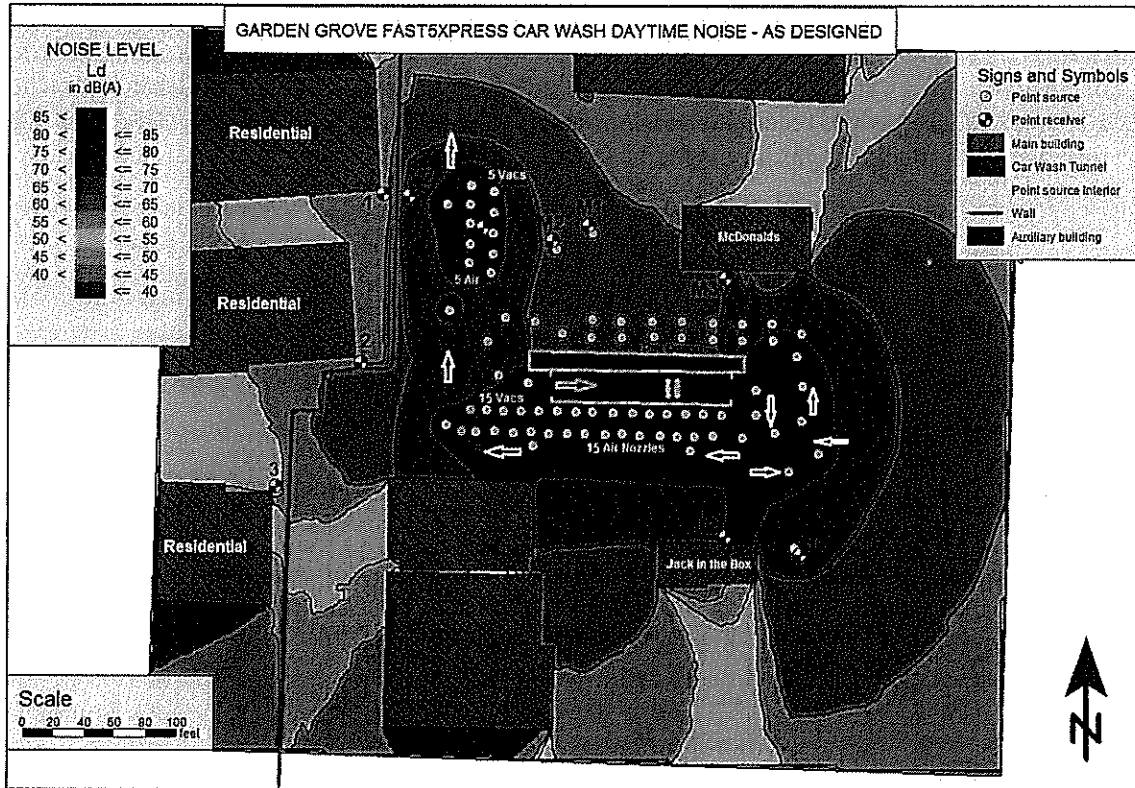


Figure 4. As-Designed Wash Worst-Case Noise Contours with Receptor Locations

Table 1. As-Designed Worst-Case Car Wash Noise\* at Model Receptors

Site	L(max)	L(1min/hr)	L(5min/hr)	L(15min/hr)	L(30min/hr)
<b>Res. Base Noise Limit &gt;</b>	<b>80</b>	<b>75</b>	<b>70</b>	<b>65</b>	<b>60</b>
Site 1	75.4	70.4	65.4	60.4	55.4
Site 2	77.2	72.2	67.2	62.2	57.1
Site 3	71.2	66.2	61.2	56.2	51.2
<b>Comm. Base Noise Limit &gt;</b>	<b>95</b>	<b>90</b>	<b>85</b>	<b>80</b>	<b>75</b>
Site 4	81.2	76.2	71.2	66.2	61.2
Site 5	71.9	66.9	61.9	56.9	51.9
<b>Order Box M1 Level &gt; **</b>	<b>83</b>	--	--	--	<b>63.0</b>
Vacuum site test at 3 feet	82	--	--	--	--
Vacuum site test at M1	62	--	--	--	--
<b>Order Box M2 Level &gt; **</b>	<b>80</b>	--	--	--	<b>64.7</b>
Vacuum site test at 3 feet	82	--	--	--	--
Vacuum site test at M2	63	--	--	--	--
<b>Take-Out Window M3</b>	--	--	--	--	<b>64.3</b>

\*Neither ambient base noise nor actual ambient noise are included in the projected car wash noise.

\*\* Order Box Level noise is actual measured noise 3 feet from speaker M1 and M2. Vacuum site test noise was measured 3 feet from the special test noise source (loud shaker box and multiple car door slams).

### 5. Project Vacuum Site Test Noise Measurements at Drive-Thru Order Boxes

A vacuum site noise test was conducted the evening of August 2, 2018 at the two nearby Garden Grove McDonalds restaurant drive-thru order stations, we call M1 and M2. Figures 5 and 6 show the test noise at the nearest vacuum locations and at order boxes M1 and M2. The modeled as-designed car wash noise plot of Figure 4 shows noise from all vacuums and air nozzles totaling about 63-64 dBA at the ordering boxes. That is about the same noise level as our special test produced at those sites (see Figure 4 data between 20:44 and 20:48 and Figure

5 between 20:52 and 20:53 and between 20:54 and 20:55) when there was no order speaker noises. The much higher noise levels at the order boxes are caused by the box PA speakers themselves. This validates our tests and confirms the non-interference for order takers (who all wear headsets) while receiving and confirming customer drive-thru orders. No order takers raised any complaints regarding test interference with their work.

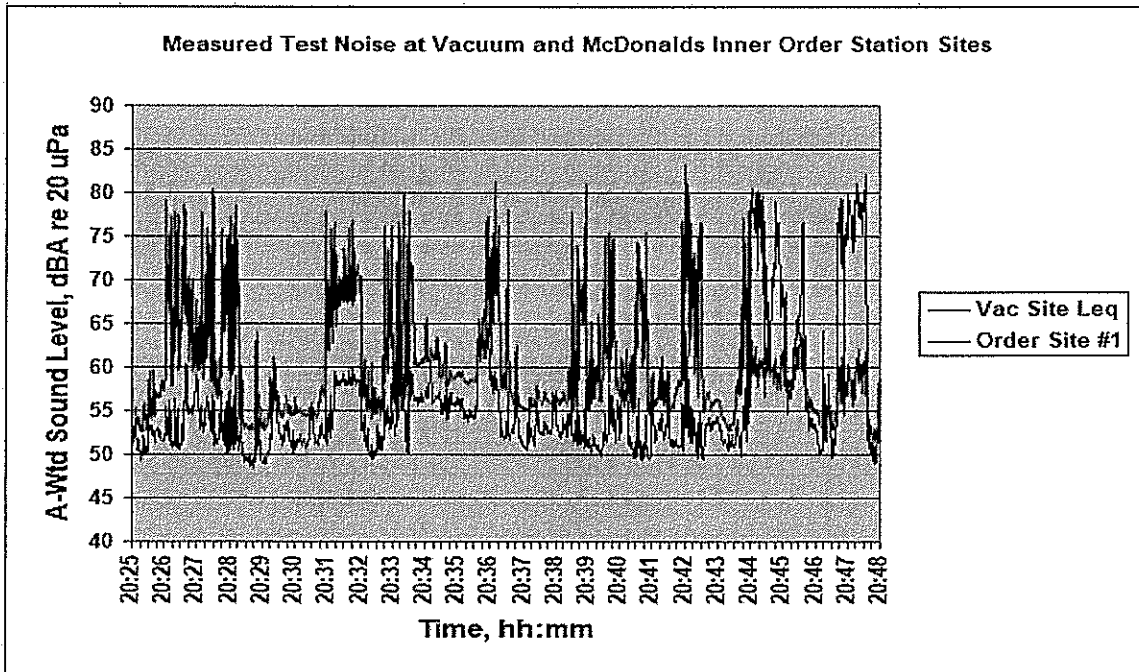


Figure 5. Test Noise at Vacuum Site and Order Site M1

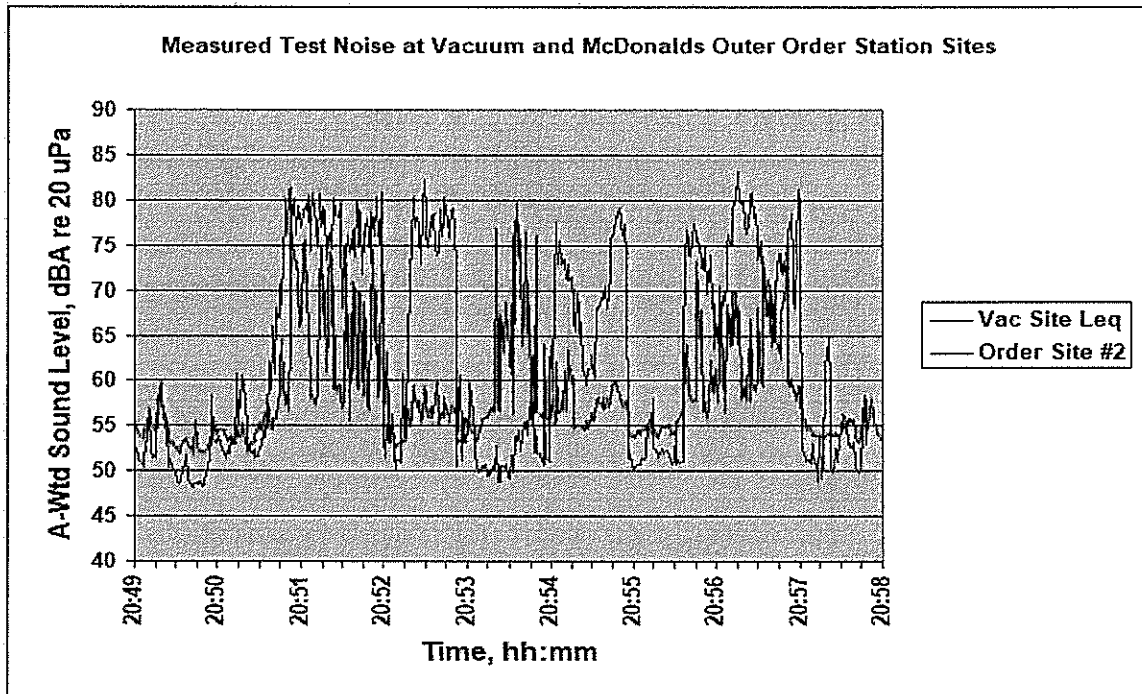


Figure 6. Test Noise at Vacuum Site and Order Site M2

### 6. Project Site Area Ambient Noise Measurements

Ambient noise measurements were conducted the day of September 4, 2018 at two locations west of the alley behind the McDonalds restaurant. Figure 7 shows the ambient noise for the residential side (Site 1) and alley wall side location west of the drive-thru order boxes M1 and M2. The residential site noise measurement began at 12:36 p.m. and ended at 1:22 p.m. The alley wall gave an order box speaker and distant noise sources (e.g., traffic noise) noise reduction of approximately 5.1 dB. The maximum, average, and minimum measured ambient noise at Site 1 was 58.1, 49.9 and 46.1 dBA, respectively, all below the Base Noise Limits.

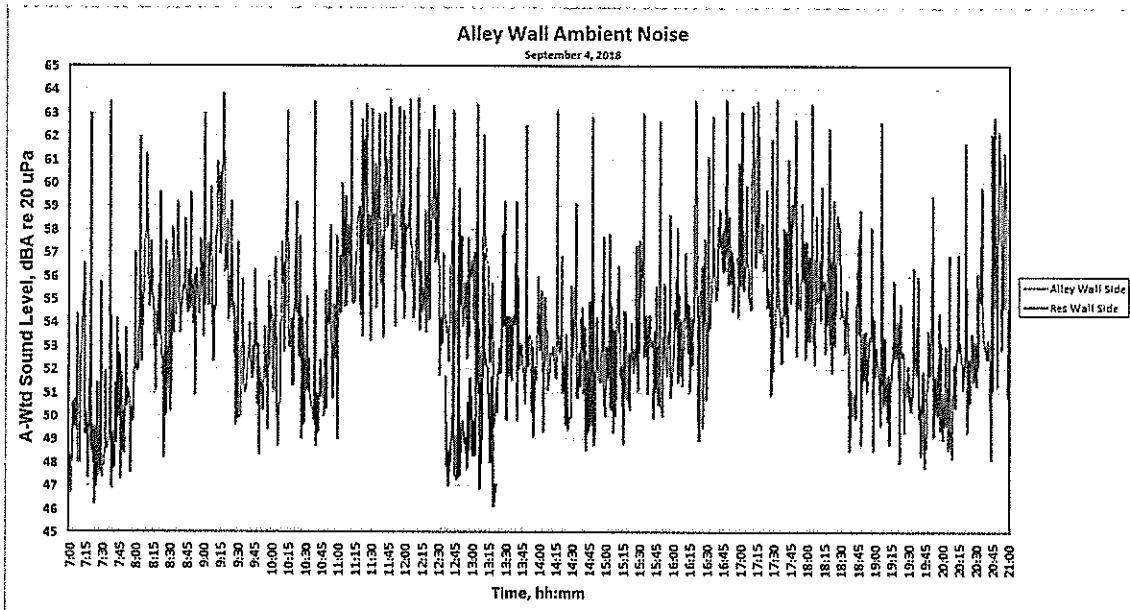


Figure 7. Area Ambient Noise

### 7. Project Conclusions and Recommendation

Based on our noise modeling experience and measurements at similar car washes, we have shown that the proposed car express wash revised layout will be less noisy than the daytime limits of the City noise code. Primarily this conclusion is based on the fact that the proposed car wash tunnel noise has been shown to generate less noise operating at full capacity throughout the entire daytime period. Since the proposed project is not planning to operate after 10 p.m., the proposed express car wash operations would not cause the nighttime residential noise limits to be exceeded. In addition, there would be no nearby vacuum and air nozzle noise interference for McDonalds drive-thru order takers while receiving and confirming customer drive-thru orders. Thus, the project noise study finds that no additional car wash noise abatement would be necessary. However, AEA does recommend the following noise nuisance abatement measure: (1) that patron car radios be turned off while at the car wash vacuuming stations. The only exception would be to allow Bluetooth-enabled headsets while patrons are vacuuming and using the compressed air nozzles to strip off excess water. Signage should state these conditions and request patron cooperation as a consideration for the neighbors to assure that the car wash would not introduce any intrusive nuisance noise at the adjacent residences and McDonalds restaurant.



**Traffic Impact Study**  
*for the proposed*  
**Starlight Cinema Plaza Expansion**  
*on*  
**Valley View Street**

*Submitted to*



*September 2018*

*Submitted by*

**ALBERT  
GROVER &  
ASSOCIATES**

TRANSPORTATION CONSULTING ENGINEERS



September 10, 2018

Mr. Dai Vu  
Associate Engineer, Traffic Division  
City of Garden Grove  
11222 Acacia Parkway  
Garden Grove, California 92842

**RE: Traffic Impact Study for the proposed expansion of the Starlight Cinema Plaza on Valley View Street**

Dear Mr. Vu:

Albert Grover & Associates (AGA) is pleased to present to the City of Garden Grove this Traffic Impact Study (TIS) for the proposed expansion of the Starlight Cinema Plaza located within the 12000 block of Valley View Street in the City of Garden Grove. The project proposes to expand the existing cinema by one screen as well as construct a new 2,700 square-foot (sf) casual restaurant, 1,870 sf Jack in the Box restaurant with drive-through window, and 4,194 sf Fast Express Car Wash.

This TIS has been prepared in accordance with industry-standard traffic engineering practices, including ongoing collaboration with City staff and our professional evaluations of traffic factors pertinent to the study area. This study provides an assessment of the most probable traffic and transportation outcomes should the proposed project be approved, constructed, and fully occupied. In addition to traffic operations analysis, a queuing analysis has also been conducted for the proposed drive-throughs.

We trust that these analyses will be of assistance to you, the City, and others. Should you have any questions regarding this study or its conclusions, please do not hesitate to contact me or Ms. Kawai Mang at our office.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES

A handwritten signature in black ink, appearing to read 'David A. Roseman', is written over a horizontal line.

David A. Roseman, TE  
*Principal Transportation Engineer*

1782-0091Report\Cover Letter.docx

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TRANSPORTATION CONSULTING ENGINEERS

211 Imperial Highway, Suite 208 | Fullerton, CA 92835  
(714) 992-2990 | F (714) 992-2883 | aga@albertgrover.com



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- B Existing Traffic Volume Data (2018)
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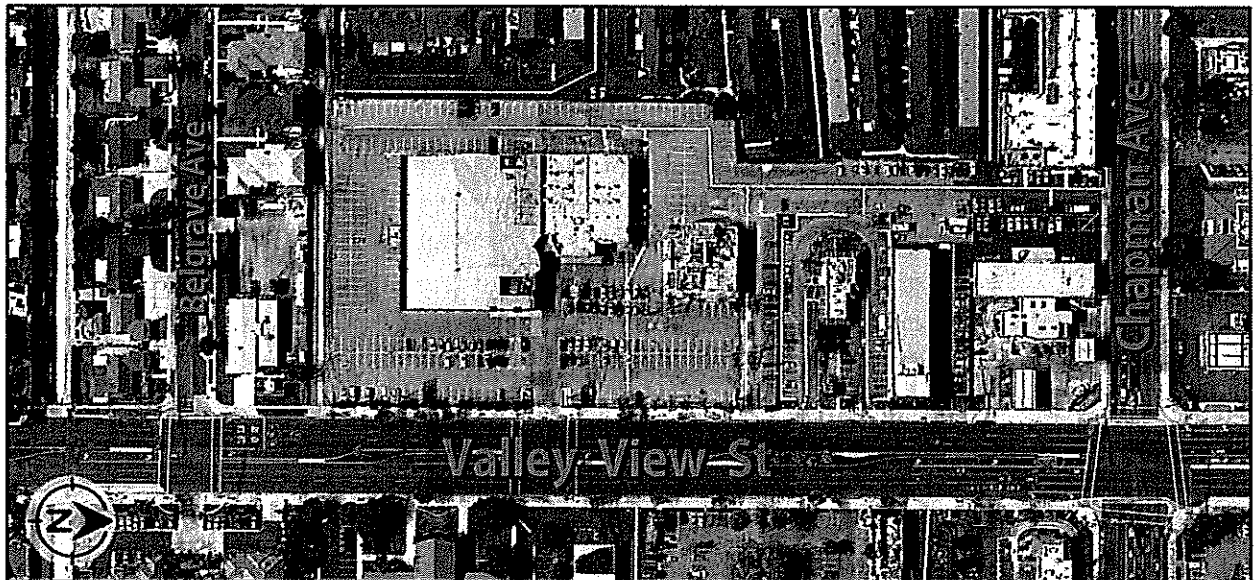
## I. INTRODUCTION

### Purpose

The purpose of this traffic impact study (TIS) is to evaluate potential traffic impacts of a proposed project at the Starlight Cinemas plaza on Valley View Street in the City of Garden Grove, and to provide decision makers with a complete assessment of the most probable traffic and transportation outcomes should the proposed project be approved, constructed, and fully occupied. This study has been prepared in accordance with standard traffic engineering practices and is based on recent traffic data, information provided by the applicant and/or their representatives, discussions with City staff, field review of the study area, and pertinent reference materials.

### Project Description

A project to expand the theatre facility and construct several new businesses is proposed within the Starlight Cinemas plaza on Valley View Street between Chapman Avenue and Belgrave Avenue in the City of Garden Grove (**Figure 1**). The proposed project site comprises approximately 2.7 acres located on the southwest corner of the intersection of Valley View Street and Chapman Avenue and currently includes Starlight Cinemas, an existing five-screen theatre, as well as a vacant building of approximately 6,000 square feet (sf) and their associated parking spaces. The proposed project would demolish the existing vacant building and construct a 2,800 sf one-screen addition to the movie theatre as well as a 2,700 sf restaurant, 1,870 sf Jack in the Box fast-food restaurant with drive-through service, and 4,194 sf drive-through Fast Express Car Wash. It is expected to be completed and open for business in 2020.



**Figure 1: Study Area and Proposed Project Location**

The project site is flanked by AMF Valley View Lanes, a bowling alley, to the south and a McDonald's restaurant with drive-through service to the north. The site is accessible from adjacent parking lots via



several existing driveways serving the cinema and adjacent businesses. The proposed project site plan (Figure 2, details in Appendix A) would maintain these driveways and the adjacent parking lots in their existing configuration. This study considers the two driveways along the project frontage on Valley View Street to be the primary project access points.

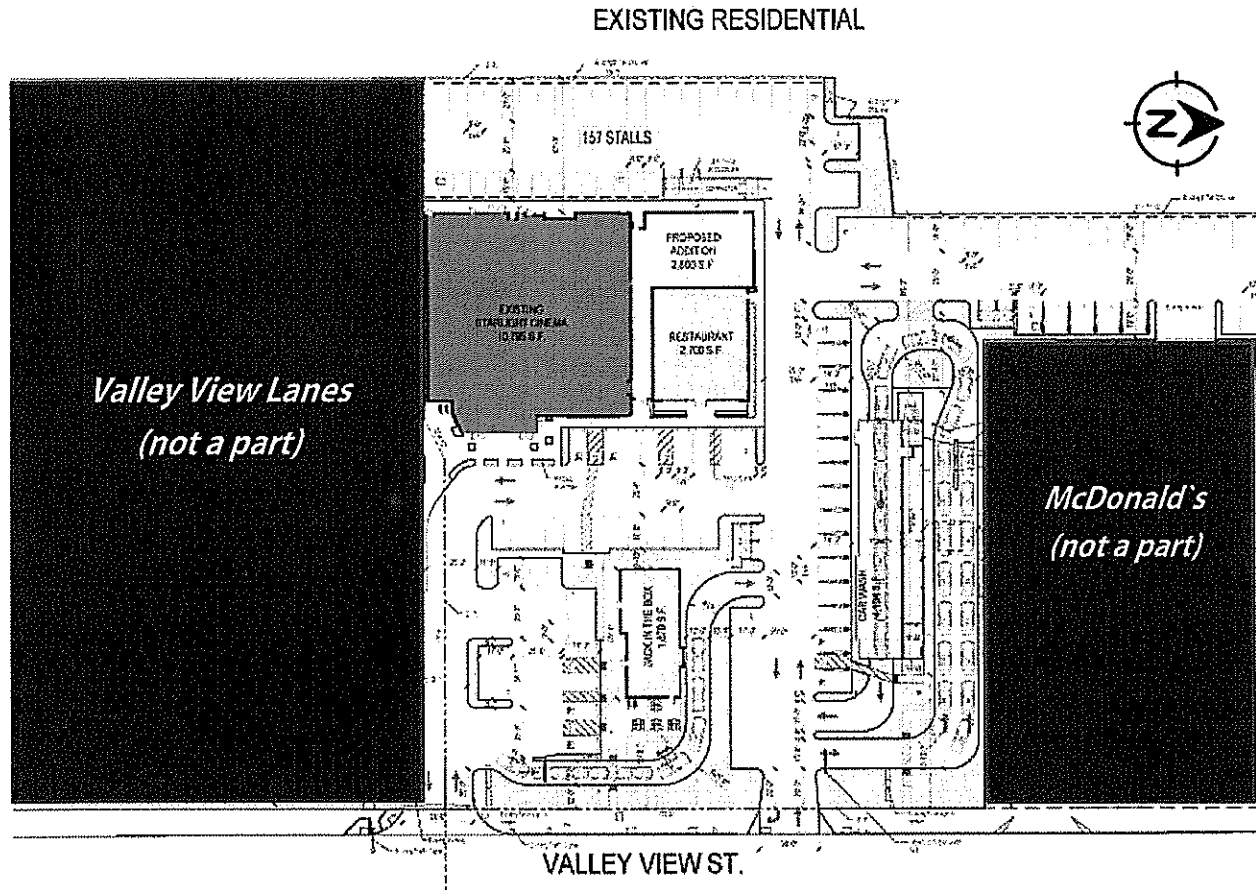


Figure 2: Proposed Project Site Plan

The drive-through for the proposed Jack in the Box restaurant provides storage for eight vehicles, which is generally considered adequate for typical drive-through fast-food restaurants. The drive-through for the proposed Fast Express Car Wash provides storage for up to 28 vehicles, with two storage lanes available for vehicle queues of up to 17 vehicles before the wash tunnel. It is expected that the peak drive-through queues for both the Jack-in-the-Box and the Fast Express Car Wash would be contained on-site, without impeding any driveways.

Per the applicable City of Garden Grove parking codes, the proposed project would require 179 on-site parking spaces. The proposed site plan would provide 159 parking spaces within the on-site parking lots, including 6 ADA-compliant parking spaces and 10 electric-vehicle charging spaces. Combined with the storage capacity of the drive-through lanes, the proposed project site plan provides for on-site storage of 179 vehicles without impacting driveway access or adjacent roadways.



## Study Intersections

Based on a review of the proposed project, street network, and anticipated project traffic generation, the following driveways and intersections (**Figure 3**) were selected for analysis and approved by City staff:

<u>Intersection</u>	<u>Traffic Control</u>
1. Valley View Street @ Chapman Avenue	Traffic Signal
2. Valley View Street @ Cinema Driveway	Traffic Signal
3. Valley View Street @ Belgrave Avenue	Traffic Signal
4. Valley View Street @ Lampson Avenue	Traffic Signal
5. Valley View Street @ Cerulean Avenue	Traffic Signal
6. Project driveway @ Valley View Street	One-Way Stop Control

The following turn restrictions currently exist at the study intersections:

- ◆ (No. 1) Valley View St @ Chapman Ave: U-turns prohibited on Chapman Avenue.
- ◆ (No. 6) project dwy @ Valley View St: right-turn-only ingress and egress.

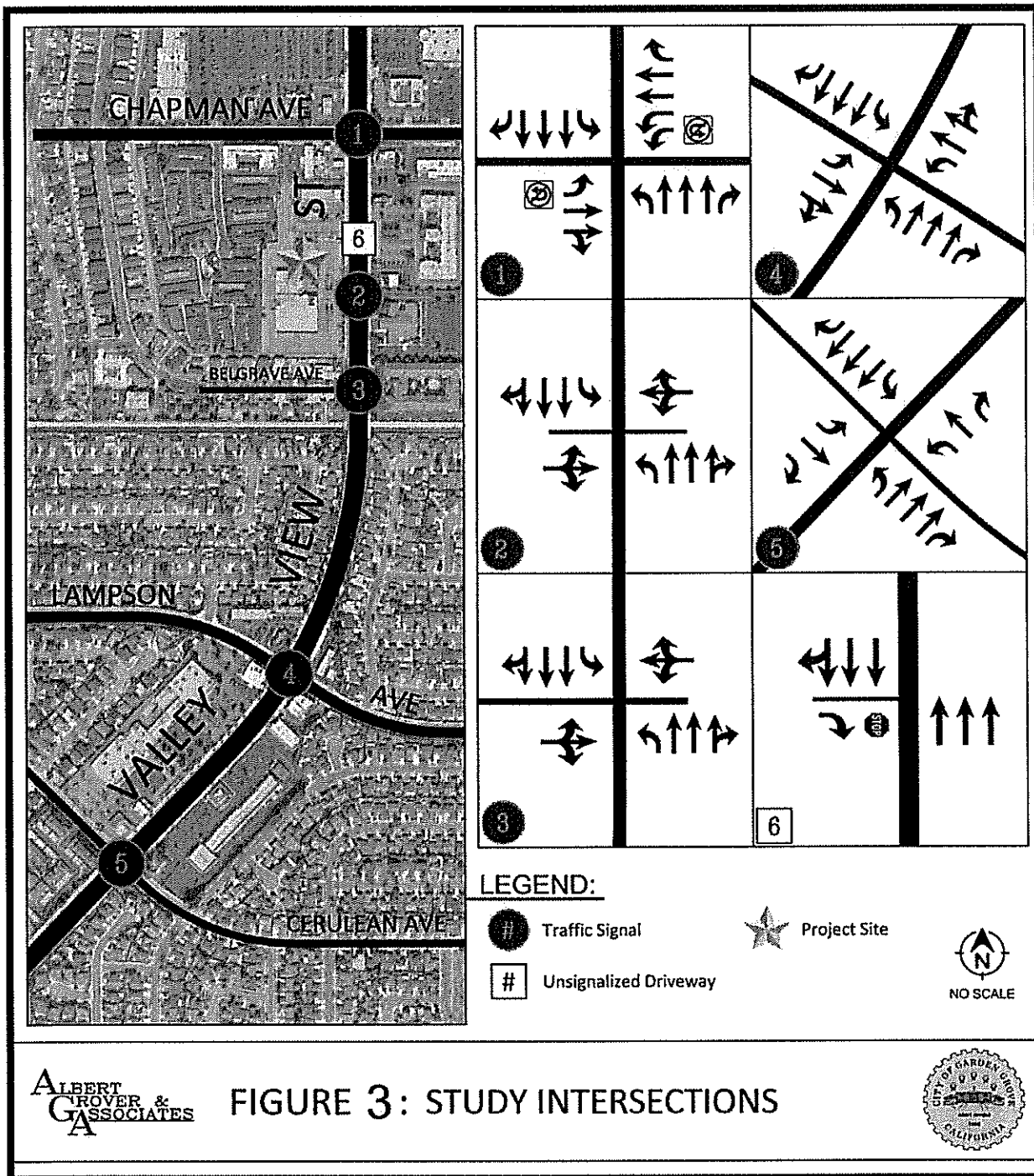
**Figure 3** shows the existing lane geometrics, intersection traffic control types, and turning-movement restrictions within the study area.

## Intersection Analysis Methodology

This traffic study performs intersection Level-Of-Service (LOS) analyses via Synchro software for the following scenarios for both the weekday morning (AM) and afternoon (PM) peak hours:

- ◆ Existing conditions (year 2018)
  - Without project scenario
  - With project scenario
- ◆ Opening day conditions (year 2020)
  - Without project scenario
  - With project scenario

To evaluate traffic operations at the signalized study intersections, this study employs the *Intersection Capacity Utilization* (ICU) methodology, which uses lane geometrics, traffic signal timing, and traffic volumes to determine the ratios of peak-hour intersection traffic volumes to the corresponding lane capacities, known as volume-to-capacity (*v/c*) ratios. These *v/c* ratios are then used to assign intersection LOS rankings ranging from LOS A (optimal operations) to LOS F (congested conditions), in a similar fashion to educational grading systems (**Table 1**). Intersection operations from LOS A through LOS D are generally considered to be acceptable operational conditions, while LOS E and LOS F are typically defined as over-capacity conditions.







**Table 1: Level of Service**  
*Intersection Capacity Utilization (ICU) Method*  
 Signalized Intersections

Volume/Capacity Ratio (V/C)	LOS	Description
0% - 60%	A	The intersection has no congestion.
60% - 70%	B	The intersection has very little congestion.
70% - 80%	C	The intersection has no major congestion.
80% - 90%	D	The intersection normally has no congestion.
90% - 100%	E	The intersection is on the verge of congested conditions.
100% +	F	The intersection is over capacity.

The Synchro LOS analysis for the single unsignalized, stop-controlled study intersection assesses traffic operations by determining average vehicle delay for the stopped approach based on traffic volumes traveling through the intersection (Table 2). Typically, traffic operations at unsignalized intersections are evaluated largely to determine the potential need and feasibility of a new traffic signal installation.

**Table 2: Level of Service**  
*Highway Capacity Manual (HCM) Method*  
 Stop-Controlled Intersections

Average Delay per Vehicle (s)	LOS	Description
0 - 10	A	Usually no conflicting traffic
10 - 15	B	Occasionally some delay
15 - 25	C	Delay noticeable, but not inconveniencing
25 - 35	D	Delay noticeable and irritating
35 - 50	E	Delay approaches tolerance level
50 +	F	Delay exceeds tolerance level



## Significant Impact Criteria

In June 1990, the passage of California Proposition 111 instituted a requirement that each urbanized area in the state with a population of 50,000 or greater adopt a Congestion Management Program (CMP). In accordance with State legislation, the 2015 Orange County CMP has established a minimum LOS of LOS E for intersections along Valley View Street within the City of Garden Grove. Therefore, this study uses a minimum acceptable LOS of E for all study intersections.

For this study, the project is considered to have a significant traffic impact under the following scenarios:

- At signalized intersections with a **pre-project LOS of E or better**, the addition of the proposed project traffic results in an LOS of F.
- At signalized intersections with a **pre-project LOS of F**, the addition of the proposed project traffic increases the v/c ratio by 0.01 or more.
- At **unsignalized intersections**, the addition of the proposed project traffic to the opening day scenario is expected to result in the need for a new traffic signal installation. Further engineering analysis may be required to determine the feasibility of the new traffic signal installation.



## II. PROPOSED PROJECT TRAFFIC PROJECTIONS

### Project Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* – 10th Edition (2017) uses thousands of studies across the nation to determine common trip generation characteristics by land use. Using the *Manual*, the anticipated project trip generation was determined using parameters given by the appropriate ITE land use codes (Table 3). It is also common to determine the trip generation for the existing land use(s) at the project site and deduct those trips from the project trips to determine the net new trips generated. In this case, however, the project is proposing all new construction to replace a parking lot area and vacant building. Therefore, the existing traffic volumes do not include activity at existing facilities and thus the analysis applies no trip reductions for the prior activity at the site. Per the ITE trip generation rates, 110 vehicle trips and 211 vehicle trips are expected to access the project in the AM and PM peak hours, respectively.

Typically, a portion of trips accessing new commercial developments may be vehicles already present on the roadway system. Such trips are referred to as “pass-by” trips; i.e., vehicles already on the roadway that will make an intermediate stop at the development before continuing on their original routes. Pass-by trip percentages can range from a few percent for some specialized retail uses to as high as 80% for fast-food and/or coffee shops with drive-through lanes. Per the ITE *Trip Generation Handbook*, generalized traffic study data for land uses similar to those within the proposed project provided average pass-by trip rates of about 50% for the restaurant uses. Per discussions with City staff, a 20% pass-by trip reduction rate is also applied to the calculated car wash trip generation, while no pass-by trip reductions are applied to the cinema trips in order to provide a conservative “worst-case” analysis. However, per standard traffic engineering practices and typical project traffic characteristics, no pass-by trip reductions are applied at the project driveways.

Additionally, businesses located within commercial centers typically experience what is referred to as “internal trip capture,” where some trips are made to more than one business at the site (e.g., a pharmacy and a laundromat, or a restaurant and a cinema, etc.). In some cases, the internal trip capture can result in a total trip reduction of as much as 15-20%. The proposed project site is located within an existing commercial area, where it is likely that patrons of the proposed project would enter the adjacent parking lots once and patronize several businesses in one trip. For this study, no internal trip capture rate is applied to provide a conservative “worst-case” analysis.

After determining the appropriate project trip generation and pass-by trip reductions, it is expected that the proposed project will generate approximately **71 net new trips in the AM peak hour and 153 net new trips in the PM peak hour**, with approximately equal proportions of inbound and outbound trips.

Table 3 gives the ITE land use codes and project trip generation, and trip reduction credits applied to this project for the typical weekday 24-hour, AM peak hour, and PM peak hour periods.



**Table 3: Proposed Project Trip Generation**

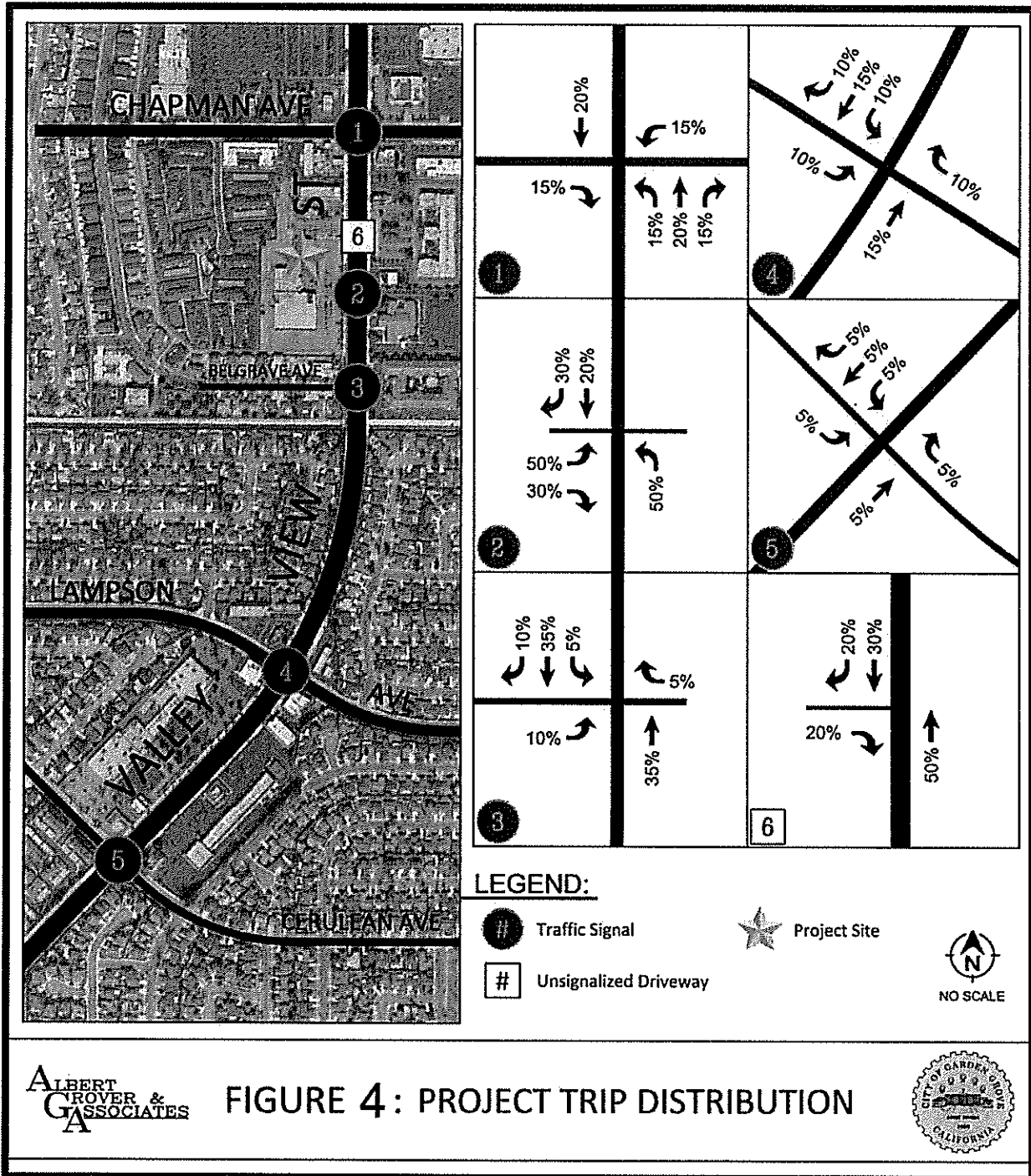
Project Trip Generation									
Project Portion	ITE Land Use Code *	Gross Floor Area (sq. ft.)	Daily	AM Peak Hour (one hour 7-9am)			PM Peak Hour (one hour 4-6pm)		
				In	Out	Total	In	Out	Total
Starlight Cinema Expansion	444 : Movie Theater	2,800	220	0	0	0	25	21	46
Restaurant	932 : High-Turnover (Sit-Down) Restaurant	2,700	303	15	12	27	16	10	26
Jack in the Box (drive-through)	934 : Fast-Food Restaurant w. Drive-Through Window	1,870	881	38	37	75	32	29	61
Fast Express Car Wash	948 : Automated Car Wash	4,194	156	5	3	8	39	39	78
<b>Total Project Trip Generation</b>		<b>11,564</b>	<b>1,560</b>	<b>58</b>	<b>52</b>	<b>110</b>	<b>112</b>	<b>99</b>	<b>211</b>

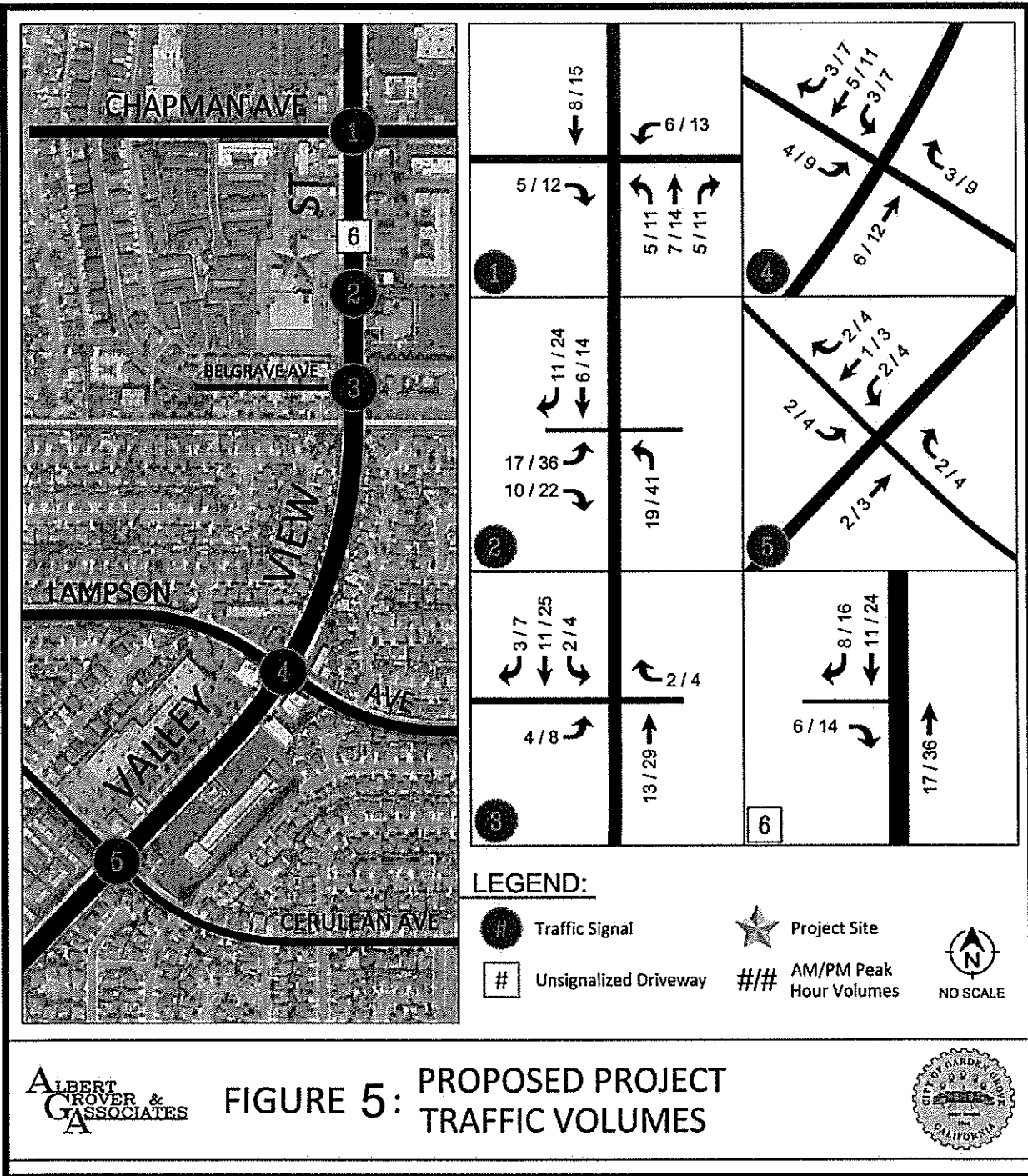
Project Trip Generation with Pass-By Trip Credits											
Project Portion	ITE Pass-By Trip Rates *			Gross Floor Area (sq. ft.)	Daily	AM Peak Hour (one hour 7-9am)			PM Peak Hour (one hour 4-6pm)		
	Daily	AM	PM			In	Out	Total	In	Out	Total
Starlight Cinema Expansion	-			2,800	0	0	0	0	0	0	0
Restaurant	43%	-	43%	2,700	130	0	0	0	7	4	11
Jack in the Box (drive-through)	50%	49%	50%	1,870	436	19	18	37	16	15	31
Fast Express Car Wash	20%			4,194	31	1	1	2	8	8	16
<b>Total Pass-By Trip Credits</b>					<b>597</b>	<b>20</b>	<b>19</b>	<b>39</b>	<b>31</b>	<b>27</b>	<b>58</b>
<b>Net New Project Trips</b>					<b>963</b>	<b>38</b>	<b>33</b>	<b>71</b>	<b>81</b>	<b>72</b>	<b>153</b>

\* Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Ed. (2017)

**Project Trip Distribution and Assignment**

Once it is determined how many trips the proposed project is anticipated to generate, those vehicle trips are distributed over the nearby roadway network. Per the prevailing area traffic patterns and discussions with City staff, the project trips are assigned to the various movements at the study intersections in roughly similar proportions to the north and south of the project site. A graphical summary of the project trip distribution is given by percentage (Figure 4) as well as trip volumes (Figure 5).







### III. EXISTING (YEAR 2018) LEVEL OF SERVICE ANALYSIS

#### Existing Conditions

The proposed project site is located within the existing commercial plaza on the southwest corner of the intersection of Valley View Street and Chapman Avenue. All study intersections (Figure 3) are signalized locations along Valley View Street, except the northerly project driveway (intersection no. 6) which is stop-controlled.

In the vicinity of the proposed project, Valley View Street is a six-lane, north-south roadway divided by a raised, landscaped median and designated by the City of Garden Grove General Plan as a major arterial. It provides access to the Interstate 405 (I-405) and State Route 22 (SR-22) freeways to the south of the study area. Chapman Avenue is a four-lane, east-west roadway designated as a primary arterial with a raised, landscaped median west of Valley View Street and a two-way left-turn median lane east of Valley View Street. Lampson Avenue is a four-lane, east-west roadway designated as a secondary arterial with a two-way left-turn median lane west of Valley View Street and a raised median east of Valley View Street. Both Belgrave Avenue and Cerulean Avenue are two-lane, undivided, east-west roadways providing access to residential areas and featuring on-street parking.

To establish a baseline analysis for existing conditions (year 2018), 24-hour roadway traffic counts and intersection turning movement counts—including pedestrian and bicyclist counts—were conducted within the study area (Appendix B). 24-hour roadway traffic volumes were collected on Tuesday, July 10, 2018, on Valley View Street both north and south of the proposed project site as well as on Chapman Avenue east of Valley View Street (Table 4). In the vicinity of the proposed project, Valley View Street carries approximately 50,000 vehicles daily in both directions as a major regional roadway. Chapman Avenue, also an arterial roadway, carries relatively low traffic volumes of about 12,000 daily vehicles.

**Table 4: 24-hour Roadway Traffic Volumes**

Roadway	Location	Orientation	24-hour Volumes		
			NB/EB	SB/WB	Total
Valley View Street	north of Chapman Avenue	North-South	29,256	23,956	53,212
	south of Chapman Avenue		24,699	25,374	50,073
	south of Lampson Avenue		24,826	23,724	48,550
Chapman Avenue	east of Valley View Street	East-West	6,044	6,342	12,386



As indicated by the 24-hour roadway volume data, traffic patterns within the study area reflect the most activity along Valley View Street. Turning movement data also collected on Tuesday, July 10, 2018, at the study intersections show that a significant proportion of traffic along Valley View Street within the study area accesses the I-405 and SR-22 freeways to the south of the project site. Currently, both project driveways on Valley View Street have relatively light traffic, with less than 30 inbound and outbound vehicles at either driveway in the AM and PM peak hours.

As a precaution, since the study data was collected during the summertime, when schools are out of session, the volumes at the major intersection of Valley View Street and Chapman Avenue were also compared to previous data from older studies within the project vicinity. Based on the comparison between 2018 data and traffic volumes collected in May and December of 2014, no consistent, significant deviations were observed in prevailing traffic patterns for either the AM or PM peak hours. That is, nearby schools and regional colleges being out of session did not provide a measurable seasonal increase or decrease in traffic volumes within the study area. Therefore, no seasonal traffic factor was applied to the traffic volume data.

Figure 6 shows the existing traffic volumes during the AM and PM peak hours. The existing intersection LOS is summarized in Table 5, with detailed analysis worksheets provided in Appendix C. Under existing conditions, all study intersections operate at LOS D or better during both AM and PM peak hours.

**Table 5: Existing Conditions Analysis (2018)**

Intersection		AM Peak Hr		PM Peak Hr	
Name	Control Type	V/C*	LOS	V/C*	LOS
1 Valley View St @ Chapman Ave	Traffic Signal	0.700	B	0.733	C
2 Valley View St @ Cinema dwy		0.646	B	0.607	B
3 Valley View St @ Belgrave Ave		0.583	A	0.672	B
4 Valley View St @ Lampson Ave		0.740	C	0.843	D
5 Valley View St @ Cerulean Ave		0.635	B	0.670	B

\* V/C: volume-to-capacity ratio



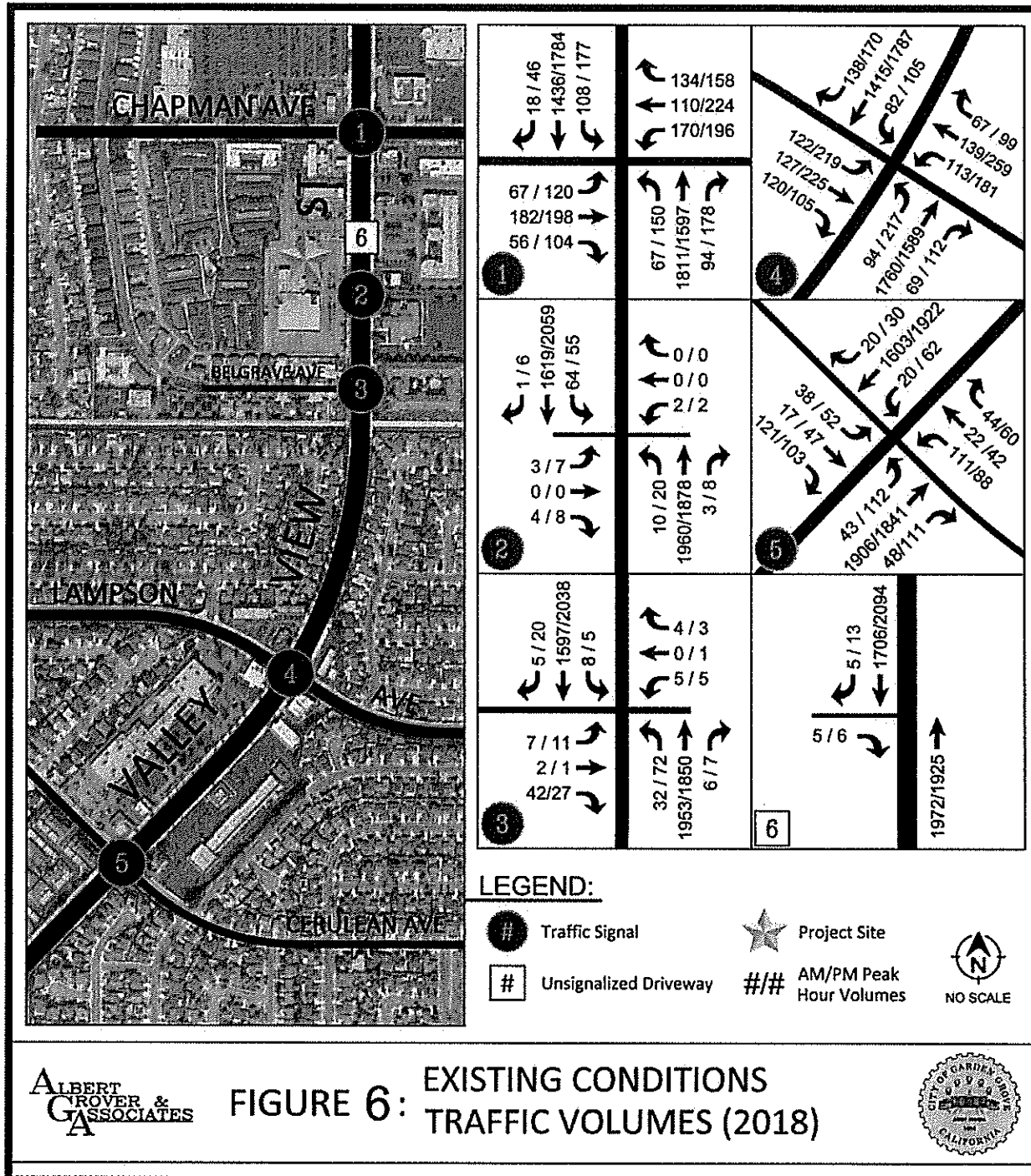


FIGURE 6: EXISTING CONDITIONS TRAFFIC VOLUMES (2018)





### Existing Conditions + Project Traffic

To analyze the "existing conditions + project traffic" scenario, the expected project trips are added to the existing traffic volumes at the study intersections according to the anticipated project trip distribution, while the pass-by project trips are added back into the traffic volumes only at the project driveways. The resulting traffic volumes are shown in Figure 7.

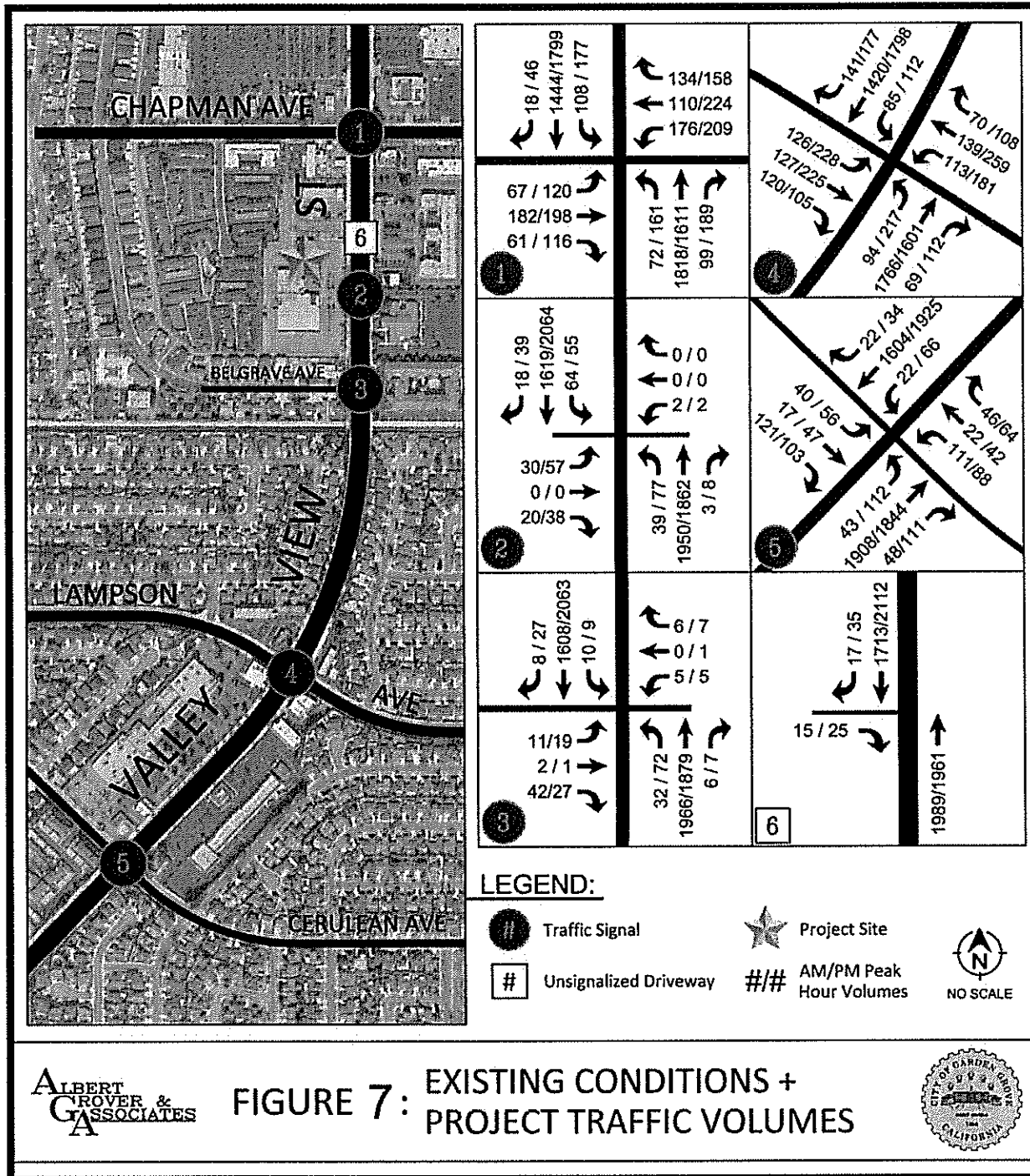


FIGURE 7: EXISTING CONDITIONS + PROJECT TRAFFIC VOLUMES



The “existing conditions + project traffic” LOS analysis is summarized in **Table 6**, with detailed analysis worksheets provided in **Appendix C**.

Intersection		AM Peak Hr		PM Peak Hr	
Name	Control Type	V/C*	LOS	V/C*	LOS
1 Valley View St @ Chapman Ave	Traffic Signal	0.705	C	0.745	C
2 Valley View St @ Cinema dwy		0.644	B	0.674	B
3 Valley View St @ Belgrave Ave		0.586	A	0.678	B
4 Valley View St @ Lampson Ave		0.741	C	0.853	D
5 Valley View St @ Cerulean Ave		0.635	B	0.671	B

\* V/C: volume-to-capacity ratio

When adding the anticipated project trips to existing traffic flows, all study intersections are expected to continue operating at LOS D or better during both the AM and PM peak hours. The addition of the anticipated project trips is expected to have a minimal effect on traffic operations within the study area.



## IV. PROJECT OPENING DAY (YEAR 2019) LEVEL OF SERVICE ANALYSIS

### Ambient Area Growth

Should the City approve the proposed project, it is expected to open for business (i.e., construction would be completed and the project fully occupied) in 2020. To assess the future anticipated traffic conditions, the baseline opening day traffic conditions consider additional traffic volumes attributable to ambient area growth. Per discussions with City staff, near-term traffic growth rates in the study area are expected to be approximately one percent per year. Therefore, existing traffic volumes were increased by two percent to reflect the anticipated regional ambient growth from 2018 to 2020.

### Related Projects Analysis

Typically, additional traffic from planned and approved projects ("related projects") within the vicinity of the proposed project site that could be completed by the project opening year are also added to the opening day traffic volumes. A list detailing planned and approved projects—including land use type, project size, and expected trip generation—obtained from City staff revealed that no development projects are planned to be completed by the project opening year within a one-half-mile radius of the proposed project site. Therefore, no additional vehicle trips are added to the opening day analysis for related projects.

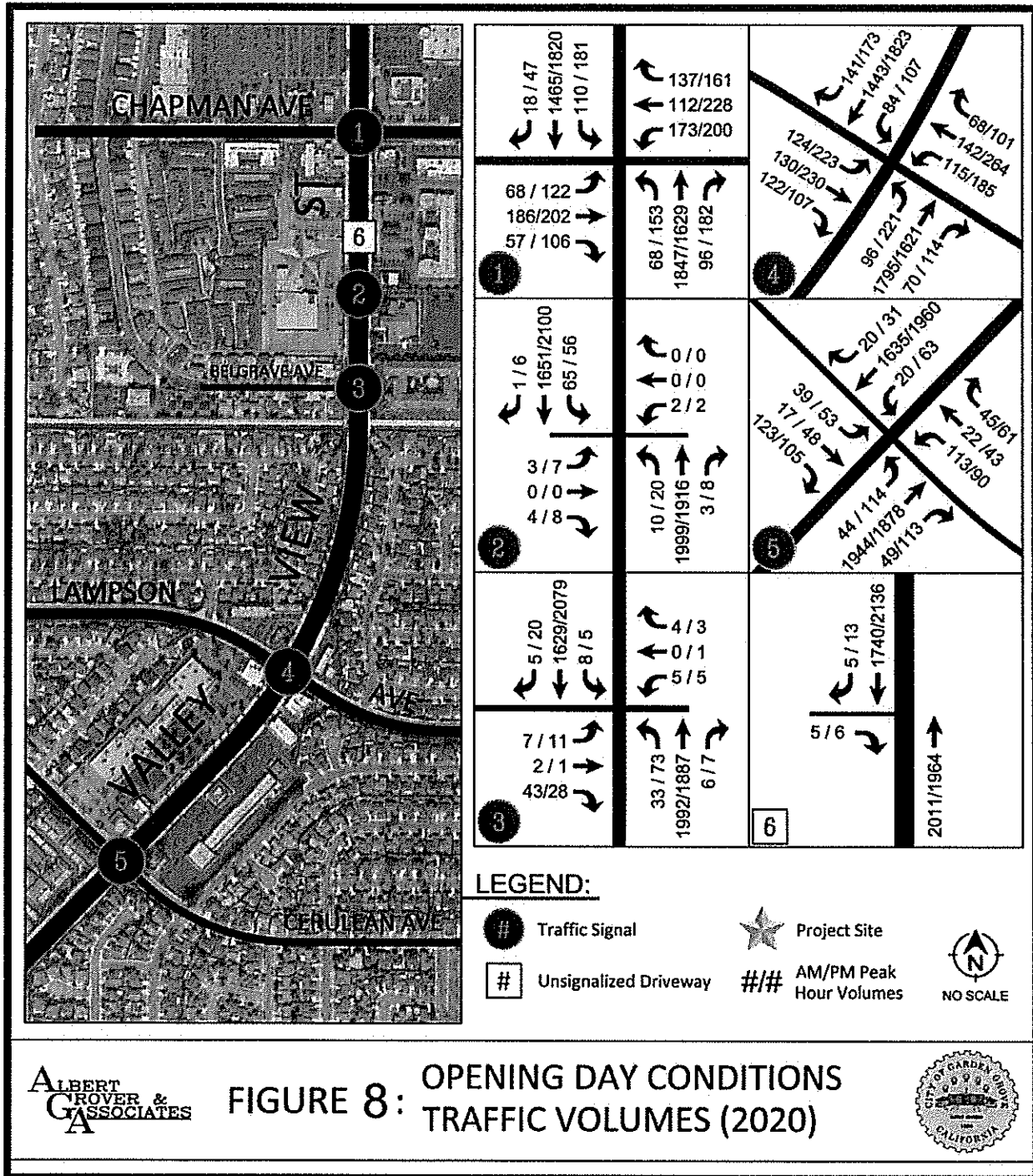
### Opening Day Conditions (without Project)

With the anticipated traffic from the ambient area growth added to the existing traffic volumes (Figure 8), all study intersections are still expected to operate at LOS D or better during both the AM and PM peak hours (Table 7).

**Table 7: Opening Day Conditions Analysis (2020)**

Intersection		AM Peak Hr		PM Peak Hr	
Name	Control Type	V/C*	LOS	V/C*	LOS
1 Valley View St @ Chapman Ave	Traffic Signal	0.709	C	0.743	C
2 Valley View St @ Cinema dwy		0.654	B	0.615	B
3 Valley View St @ Belgrave Ave		0.589	A	0.679	B
4 Valley View St @ Lampson Ave		0.747	C	0.856	D
5 Valley View St @ Cerulean Ave		0.642	B	0.679	B

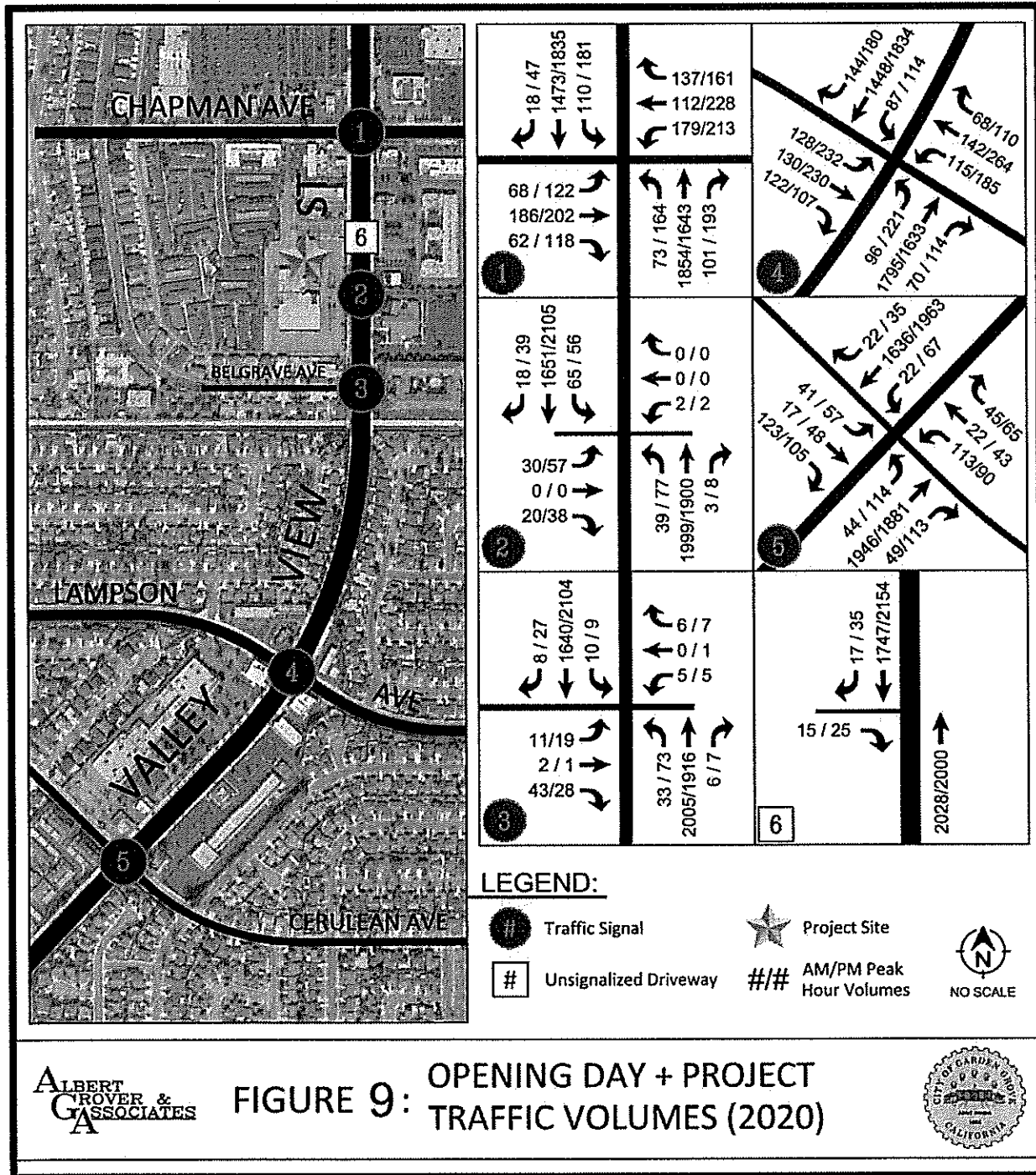
\* V/C: volume-to-capacity ratio





### Opening Day Conditions + Project Traffic

To assess the anticipated impacts of the proposed project on its opening day (year 2020), the anticipated project trips (Figure 5) are added to the "opening day without project" analysis, which includes expected traffic volumes from ambient area growth and related regional projects (Figure 9).





The intersection LOS analysis for the “opening day + project traffic” scenario is summarized in **Table 8**, with detailed analysis worksheets provided in **Appendix C**.

Intersection		AM Peak Hr		PM Peak Hr	
Name	Control Type	V/C*	LOS	V/C*	LOS
1 Valley View St @ Chapman Ave	Traffic Signal	0.714	C	0.756	C
2 Valley View St @ Cinema dwy		0.654	B	0.682	B
3 Valley View St @ Belgrave Ave		0.592	A	0.686	B
4 Valley View St @ Lampson Ave		0.748	C	0.866	D
5 Valley View St @ Cerulean Ave		0.643	B	0.679	B

\* V/C: volume-to-capacity ratio

With the anticipated traffic from the proposed project and ambient area growth added to the existing traffic volumes, all study intersections are expected to continue operating at LOS D or better during both the AM and PM peak hours. The addition of the anticipated project trips is expected to have a minimal effect on opening day traffic operations within the study area, with at most a 0.013 increase in v/c ratio at any study location.



## V. DRIVE-THROUGH QUEUING ANALYSIS

Due to the proximity of the proposed Jack in the Box and Fast Express Car Wash drive-through entrances to the project site driveways, an analysis of anticipated drive-through queues was also conducted.

### Proposed Jack in the Box Drive-Through

The proposed project site plan includes a fast-food restaurant drive-through service with one approach lane, providing storage capacity for up to eight vehicles from the pickup window to the back of the queue lane. In order to determine anticipated drive-through queues for the proposed Jack in the Box, a queuing analysis was conducted at the existing Jack in the Box restaurant with drive-through service located at 8971 Garden Grove Boulevard on the northwest corner of the intersection of Garden Grove Boulevard and Magnolia Street.

The Jack in the Box location on Garden Grove Boulevard was chosen as a similar site to study due to its location on an arterial roadway with freeway access: like Valley View Street, Magnolia Street provides north-south access to regional destinations as well as the SR-22 freeway. Queue lengths were observed and noted at five-minute intervals over the two-hour peak lunch period from 11:00am to 1:00pm on Wednesday, August 29, 2018, and Saturday, September 8, 2018, as well as during the two-hour evening peak period from 4:00pm to 6:00pm on the Wednesday only. The data collected shows a maximum queue length of five vehicles on the typical weekday and six vehicles on the typical Saturday. These peak queues are expected to be accommodated by the proposed eight-car storage lane; therefore, it is not anticipated that queues in the Jack in the Box drive-through would exceed the proposed storage capacity to back up into either the on-site parking lot or the project driveway(s).

### Proposed Fast Express Car Wash Drive-Through

The proposed project site plan also includes a drive-through car wash service with two approach lanes, providing storage capacity for up to seventeen vehicles from the pay station to the back of the queue lanes. In order to determine anticipated drive-through queues for the proposed Fast Express Car Wash, queuing data was obtained from a study conducted at the existing Fast Express locations in Norwalk and Pico Rivera in February 2018. Queue lengths for both approach lanes were observed and noted at five-minute intervals from 11:00am to 6:00pm on Thursday, February 1, 2018, and Saturday, February 3, 2018.

Across the study, the Saturday midday period was the busiest, while the Pico Rivera site had larger queues than the Norwalk site. The data collected shows a maximum queue length of six vehicles on the typical weekday, occurring in the evening around 4:15pm and sixteen vehicles on the typical Saturday, occurring around 11:50am. These peak queues are expected to be accommodated by the proposed seventeen-car storage capacity; therefore, it is not anticipated that queues in the Fast Express drive-through would exceed the proposed storage capacity to back up into either the on-site parking lot or the project driveway(s).





**Table 9: Queuing Study Data**  
*Jack in the Box | 8971 Garden Grove Blvd*

Wednesday, Aug 29, 2018			Saturday, Sep 08, 2018		
Time	Max Queue (veh)	Average Queue	Time	Max Queue (veh)	Average Queue
Midday (Lunch)	11:15 AM	2	Midday (Lunch)	11:00 AM	5
	11:20 AM	4		11:05 AM	6 *
	11:25 AM	4		11:10 AM	6 *
	11:30 AM	3		11:15 AM	4
	11:35 AM	2		11:20 AM	1
	11:40 AM	2		11:25 AM	0
	11:45 AM	2		11:30 AM	1
	11:50 AM	1		11:35 AM	1
	11:55 AM	0		11:40 AM	3
	12:00 PM	2		11:45 AM	3
	12:05 PM	3		11:50 AM	1
	12:10 PM	5 *			11:55 AM
Evening (Dinner)	4:00 PM	0	Midday (Lunch)	12:00 PM	2
	4:05 PM	1		12:05 PM	2
	4:10 PM	3		12:10 PM	2
	4:15 PM	3		12:15 PM	2
	4:20 PM	2		12:20 PM	5
	4:25 PM	2		12:25 PM	4
	4:30 PM	2		12:30 PM	3
	4:35 PM	5 *		12:35 PM	4
	4:40 PM	4		12:40 PM	6 *
	4:45 PM	3		12:45 PM	5
	4:50 PM	2		12:50 PM	2
	4:55 PM	3		12:55 PM	2

\* Maximum queue size on this day



**Table 10: Queuing Study Data**  
*Fast Express Car Wash | Saturday, February 3, 2018*

Norwalk			Pico Rivera		
Time	Max Queue (veh)	Average Hourly Queue	Time	Max Queue (veh)	Average Hourly Queue
11:00 AM	3	9	1:00 PM	4	8
11:05 AM	4		1:05 PM	6	
11:10 AM	7		1:10 PM	4	
11:15 AM	8		1:15 PM	6	
11:20 AM	9		1:20 PM	5	
11:25 AM	9		1:25 PM	7	
11:30 AM	11		1:30 PM	7	
11:35 AM	10		1:35 PM	7	
11:40 AM	8		1:40 PM	8	
11:45 AM	13 *		1:45 PM	15	
11:50 AM	9		1:50 PM	16 *	
11:55 AM	11	1:55 PM	15		
12:00 PM	13 *	10	2:00 PM	7	7
12:05 PM	13 *		2:05 PM	6	
12:10 PM	11		2:10 PM	4	
12:15 PM	12		2:15 PM	7	
12:20 PM	11		2:20 PM	7	
12:25 PM	10		2:25 PM	10	
12:30 PM	7		2:30 PM	4	
12:35 PM	12		2:35 PM	5	
12:40 PM	10		2:40 PM	9	
12:45 PM	9		2:45 PM	10	
12:50 PM	6		2:50 PM	11	
12:55 PM	6	2:55 PM	7		

\* Maximum queue size at this location



## VI. SUMMARY AND CONCLUSIONS

A project is proposed to construct a cinema expansion, two restaurants, and a car wash within the Starlight Cinemas plaza on the west side of Valley View Street south of Chapman Avenue in the City of Garden Grove. Anticipated project trip generation and distribution are based on the ITE *Trip Generation Manual* as well as discussion with City staff and include trip credits for pass-by vehicle trips but no internal capture reductions. This results in an expected 71 net new trips in the AM peak hour and 153 net new trips in the PM peak hour on the City's roadway network.

Although Valley View Street is included in the Orange County Congestion Monitoring Program (CMP) network, this project is not expected to result in significant impact to any intersections along Valley View Street, nor to the nearest mainline freeways, Interstate 405 (I-405) and State Route 22 (SR-22). This study also includes a review of project site access and circulation, including drive-through queuing and parking. Overall, the proposed project site plan is expected to provide adequate traffic operations.

The study considers four analysis scenarios at six study intersections as outlined below:

### Analysis Scenarios:

- Existing conditions (year 2018)
- Existing conditions + project traffic
- Opening day conditions (year 2020)
- Opening day conditions + project traffic

### Study Intersections:

1. Valley View Street @ Chapman Avenue
2. Valley View Street @ Cinema Driveway
3. Valley View Street @ Belgrave Avenue
4. Valley View Street @ Lampson Avenue
5. Valley View Street @ Cerulean Avenue
6. Project driveway @ Valley View Street

Traffic operations analyses for the existing conditions are based on traffic volume data collected in July 2018. For the opening day scenarios, the analysis also considers expected ambient area growth. To qualify the analysis results, Synchro traffic analysis software is used to rank traffic operations at the signalized study intersections from LOS A to F based on volume-to-capacity (v/c) ratios. The analysis results for all scenarios are summarized in **Tables 11 and 12** for the AM and PM peak hours, respectively.

Under existing conditions, the study intersections operate at LOS D or better during both the AM and PM peak hours. Under the future conditions before project opening, the study intersections are expected to continue operating at LOS D or better during both the AM and PM peak hours.

Per the analysis, the project is expected to produce no significant traffic impacts at the study intersections during the peak hours. With the addition of the anticipated project traffic, all study intersections are expected to operate at acceptable LOS of D or better during both the AM and PM peak hours, with no more than a 1.3% increase in v/c ratios in the project opening day scenario. Therefore, no traffic mitigation measures are recommended for the proposed project.



**Table 11: Intersection LOS Analysis Summary**  
*AM Peak Hour*

Intersection	Existing Conditions (2018)		Existing Conditions + Project Traffic			Opening Day Conditions (2020)		Opening Day Conditions + Project Traffic		
	V/C*	LOS	V/C*	LOS	Significant Impact	V/C*	LOS	V/C*	LOS	Significant Impact
1 Valley View St @ Chapman Ave	0.700	B	0.705	C	NO	0.709	C	0.714	C	NO
2 Valley View St @ Cinema dwy	0.646	B	0.644	B	NO	0.654	B	0.654	B	NO
3 Valley View St @ Belgrave Ave	0.583	A	0.586	A	NO	0.589	A	0.592	A	NO
4 Valley View St @ Lampson Ave	0.740	C	0.741	C	NO	0.747	C	0.748	C	NO
5 Valley View St @ Cerulean Ave	0.635	B	0.635	B	NO	0.642	B	0.643	B	NO

**Table 12: Intersection LOS Analysis Summary**  
*PM Peak Hour*

Intersection	Existing Conditions (2018)		Existing Conditions + Project Traffic			Opening Day Conditions (2020)		Opening Day Conditions + Project Traffic		
	V/C*	LOS	V/C*	LOS	Significant Impact	V/C*	LOS	V/C*	LOS	Significant Impact
1 Valley View St @ Chapman Ave	0.733	C	0.745	C	NO	0.743	C	0.756	C	NO
2 Valley View St @ Cinema dwy	0.607	B	0.674	B	NO	0.615	B	0.682	B	NO
3 Valley View St @ Belgrave Ave	0.672	B	0.678	B	NO	0.679	B	0.686	B	NO
4 Valley View St @ Lampson Ave	0.843	D	0.853	D	NO	0.856	D	0.866	D	NO
5 Valley View St @ Cerulean Ave	0.670	B	0.671	B	NO	0.679	B	0.679	B	NO

\* V/C: volume-to-capacity ratio

# **APPENDIX A**

Proposed Project Site Plan

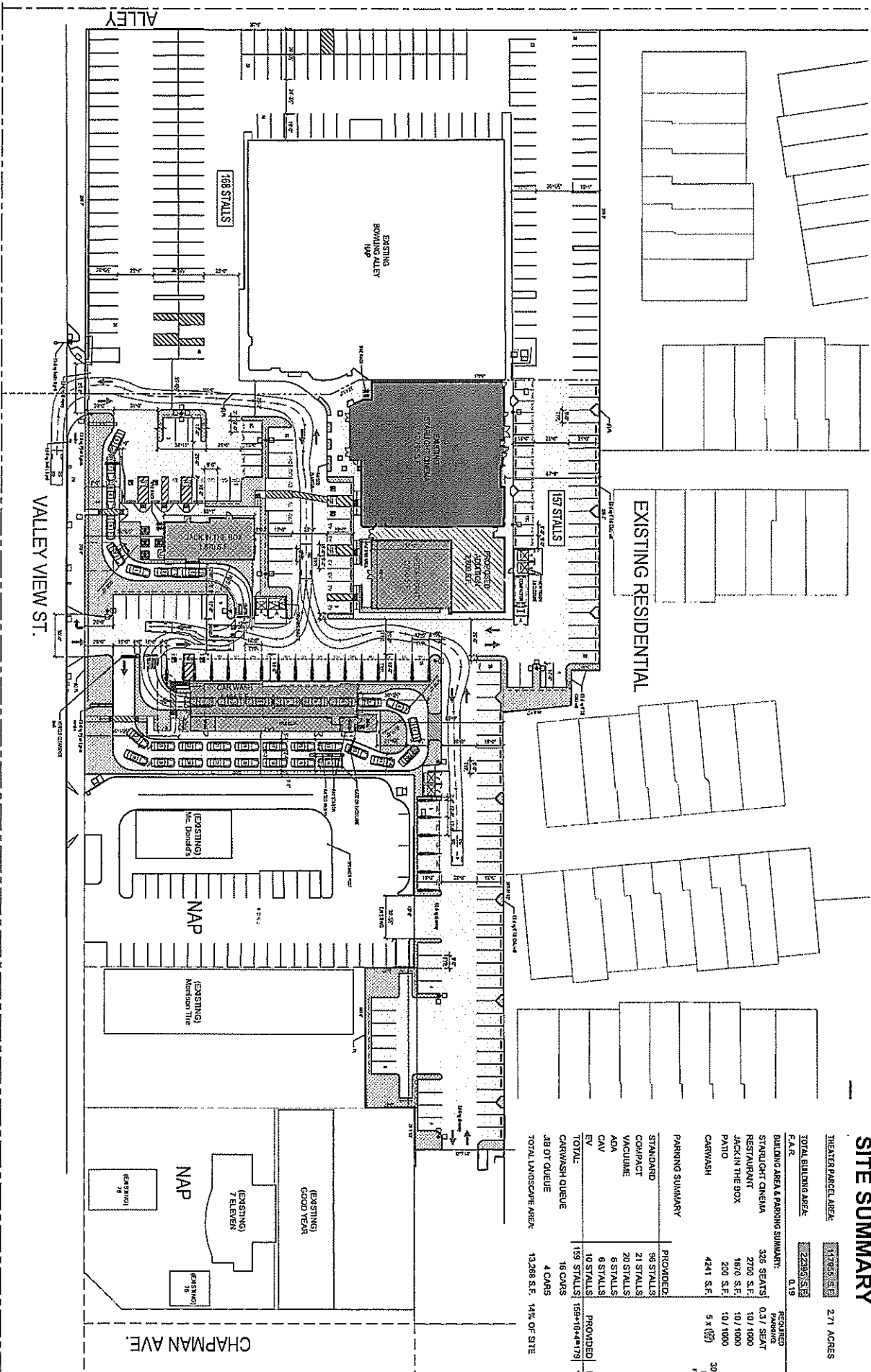
# SITE SUMMARY

THEATER PARCEL AREA: 11,925 S.F. 2.71 ACRES

TOTAL BUILDING AREA: 222,925 S.F.  
 F.A.R. 0.19

BUILDING AREA & PARKING SUMMARY:		REQUIRED PARKING	
STRAUHLIGHT CINEMA	328 SEATS	0.37 SEAT	98 STALLS
RESTAURANT	2700 S.F.	10/1000	27 STALLS
JACK IN THE BOX	1670 S.F.	10/1000	19 STALLS
PATIO	200 S.F.	10/1000	2 STALLS
CARWASH	4241 S.F.	5 x (2)	30 SPACES, 3 EMPLOYEE FOR STRAHLIGHT CINEMA

PARKING SUMMARY	
STANDARD	PROVIDED: 98 STALLS
COMPACT	21 STALLS
VACUUM	20 STALLS
ADA	6 STALLS
CAV	6 STALLS
EV	10 STALLS
TOTAL:	159 STALLS (159+164=179)
CARWASH QUEUE	16 CARS
AB OT QUEUE	4 CARS
TOTAL LANDSCAPE AREA	13,268 S.F. 14% OF SITE

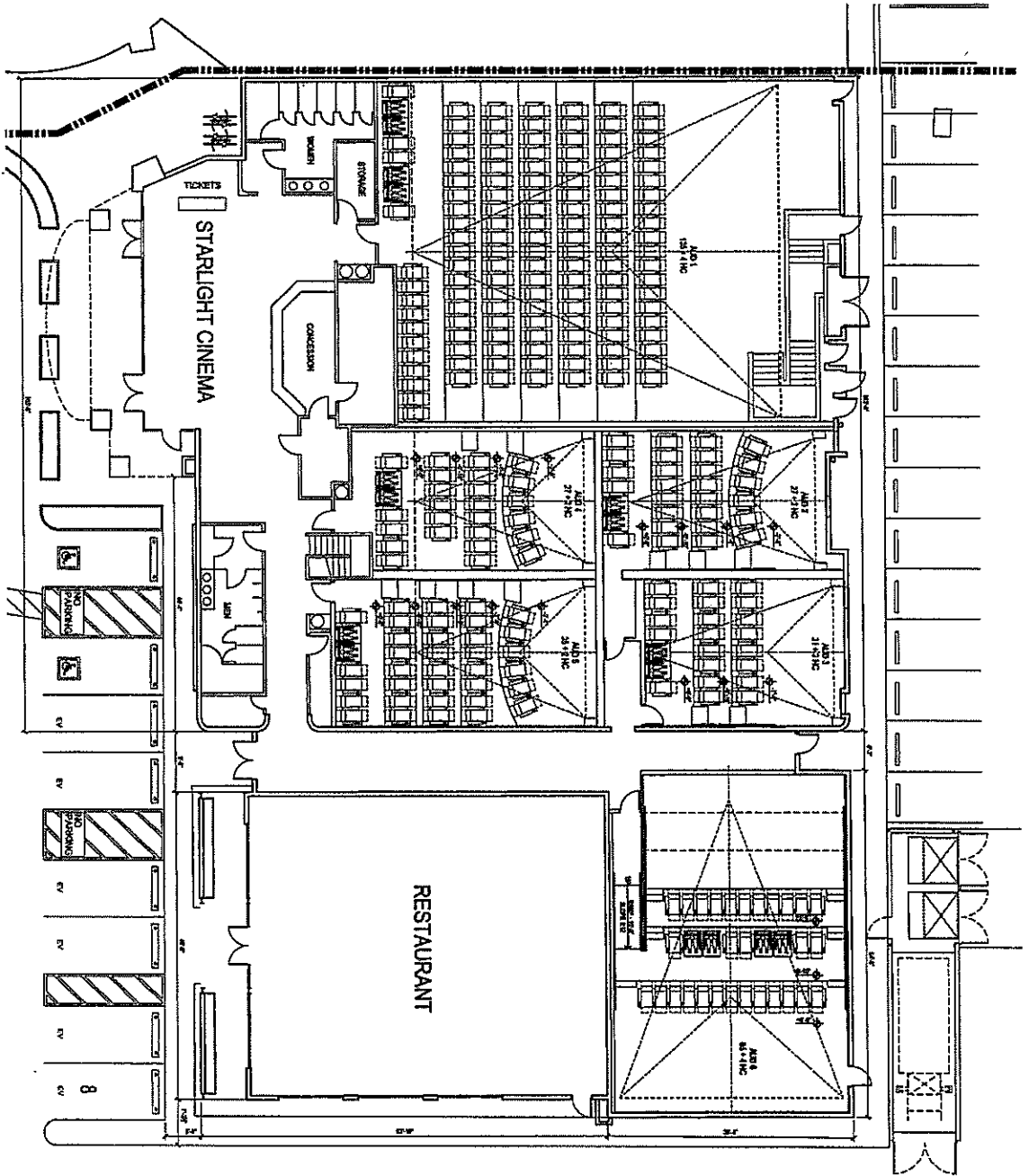


CINEMAS MANAGEMENT, INC.  
 315 REES STREET, PLAZA DEL REY, CA 90293  
 T 310-702-5190 DAN AKARAKIAN@YAHOO.COM

Starlight Cinema Center Valley View, Garden Grove CA.

Proposed Site Plan

SCALE: 1" = 30'-0" @ 24" x 36"  
 ARCHITECTS ORANGE  
 WWW.ARCHITECTSORANGE.COM  
 144 N ORANGE ST. ORANGE CA 92866 (714) 659-98



### BUILDING SUMMARY

EXISTING BUILDING	10,776 S.F.
ADDITION	7,246 S.F.
TOTAL BUILDING AREA:	18,022 S.F.
AUDITORIUM 1	138 * 44 ADA SEATS
AUDITORIUM 2	27 * 2 ADA SEATS
AUDITORIUM 3	21 * 2 ADA SEATS
AUDITORIUM 4	27 * 2 ADA SEATS
AUDITORIUM 5	55 * 2 ADA SEATS
AUDITORIUM 6	65 * 4 ADA SEATS
<b>TOTAL NUMBER OF SEATS</b>	<b>318 * 16 ADA SEATS</b>

Chasmos Management, Inc.  
 315 East Street, Playa Del Rey, CA 90293  
 T 310-793-5199 Dan Alexander dalexander@chacos.com

### THEATER FLOOR PLAN

124 N ORANGE ST. ORANGE CA 92666 (714) 939 9860





# **APPENDIX B**

Existing Traffic Volume Data  
*July 2018*

# VOLUME

Valley View St S/O Lampson Ave

Day: Tuesday  
Date: 7/10/2018

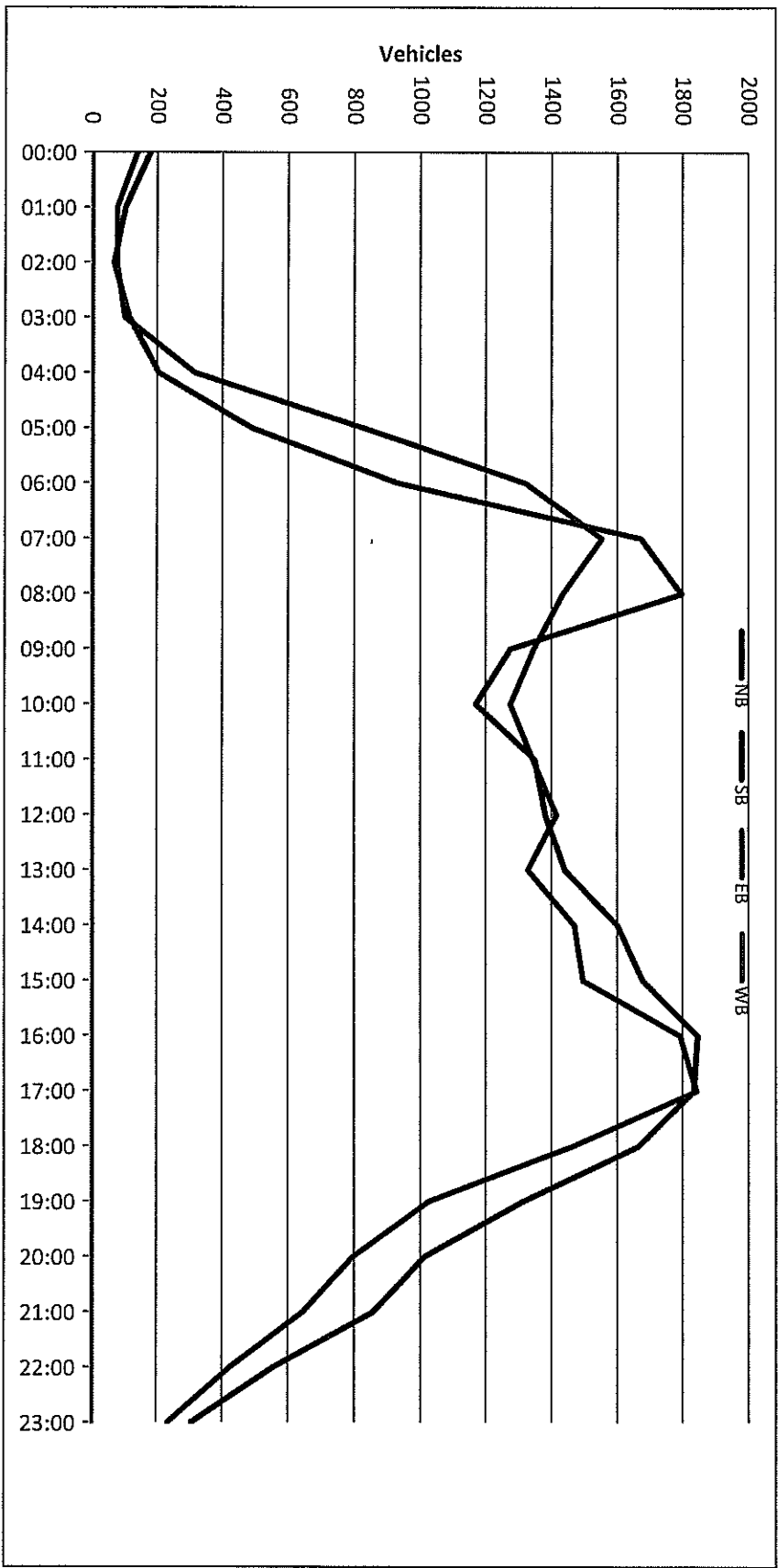
City: Garden Grove  
Project #: CA18\_1139\_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					24,826	23,724	0	0	48,550		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	53	49			102	12:00	313	333			646
00:15	58	25			83	12:15	362	382			744
00:30	36	41			77	12:30	354	327			681
00:45	30	177	23	138	53	12:45	352	1381	372	1414	724
01:00	30	21			51	13:00	305	315			620
01:15	21	24			45	13:15	350	320			670
01:30	19	18			37	13:30	363	356			719
01:45	32	102	14	77	46	13:45	422	1440	337	1328	759
02:00	15	9			24	14:00	374	352			726
02:15	17	15			32	14:15	383	385			768
02:30	17	30			47	14:30	382	369			751
02:45	18	67	22	76	40	14:45	461	1600	362	1468	823
03:00	25	18			43	15:00	393	362			755
03:15	21	23			44	15:15	430	336			766
03:30	26	25			51	15:30	385	404			789
03:45	42	114	34	100	76	15:45	470	1678	393	1495	863
04:00	22	41			63	16:00	431	423			854
04:15	32	62			94	16:15	459	452			911
04:30	66	89			155	16:30	451	448			899
04:45	83	203	122	314	205	16:45	504	1845	468	1791	972
05:00	73	119			192	17:00	446	523			969
05:15	109	194			303	17:15	535	452			987
05:30	154	260			414	17:30	446	461			907
05:45	153	489	254	827	407	17:45	406	1833	405	1841	811
06:00	167	271			438	18:00	454	406			860
06:15	195	342			537	18:15	444	431			875
06:30	252	339			591	18:30	404	325			729
06:45	316	930	368	1320	684	18:45	362	1664	301	1463	663
07:00	357	360			717	19:00	379	277			656
07:15	374	401			775	19:15	339	275			614
07:30	408	394			802	19:30	326	236			562
07:45	533	1672	397	1552	930	19:45	268	1312	236	1024	504
08:00	418	359			777	20:00	254	214			468
08:15	500	374			874	20:15	255	197			452
08:30	400	352			752	20:30	221	208			429
08:45	479	1797	348	1433	827	20:45	282	1012	177	796	459
09:00	332	345			677	21:00	235	176			411
09:15	337	318			655	21:15	241	154			395
09:30	306	324			630	21:30	187	161			348
09:45	300	1275	359	1346	659	21:45	193	856	155	646	348
10:00	292	301			593	22:00	165	127			292
10:15	291	357			648	22:15	123	106			229
10:30	269	315			584	22:30	152	84			236
10:45	317	1169	301	1274	618	22:45	115	555	107	424	222
11:00	324	308			632	23:00	87	61			148
11:15	360	348			708	23:15	76	67			143
11:30	300	336			636	23:30	92	51			143
11:45	365	1349	351	1343	716	23:45	51	306	55	234	106
TOTALS	9344	9800			19144	TOTALS	15482	13924			29406
SPLIT %	48.8%	51.2%			39.4%	SPLIT %	52.6%	47.4%			60.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					24,826	23,724	0	0	48,550
AM Peak Hour	07:30	07:00			07:30	PM Peak Hour	16:30	16:45	16:45
AM Pk Volume	1859	1552			3383	PM Pk Volume	1936	1904	3835
Pk Hr Factor	0.872	0.968			0.909	Pk Hr Factor	0.905	0.910	0.971
7 - 9 Volume	3469	2985	0	0	6454	4 - 6 Volume	3678	3632	0
7 - 9 Peak Hour	07:30	07:00				4 - 6 Peak Hour	16:30	16:45	16:45
7 - 9 Pk Volume	1859	1552	0	0	3383	4 - 6 Pk Volume	1936	1904	0
Pk Hr Factor	0.872	0.968	0.000	0.000	0.909	Pk Hr Factor	0.905	0.910	0.000

Project #: CA18\_1139\_003  
Location: Valley View St S/O Lampson Ave

Prepared by: NDS/ATD  
City: Garden Grove  
Date: 7/10/2018



### VOLUME

Valley View St Bet. Chapman Ave & Belgrave Ave

Day: Tuesday  
Date: 7/10/2018

City: Garden Grove  
Project #: CA18\_1139\_002

DAILY TOTALS						NB	SB	EB	WB	Total	
						24,699	25,374	0	0	50,073	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	60	49			109	12:00	332	376			708
00:15	55	39			94	12:15	338	419			757
00:30	35	47			82	12:30	415	328			743
00:45	35	185	24	159	59	12:45	351	1436	402	1525	753
01:00	25	22			47	13:00	334	348			682
01:15	20	32			52	13:15	406	381			787
01:30	25	14			39	13:30	362	384			746
01:45	33	103	18	86	51	13:45	359	1461	374	1487	733
02:00	17	15			32	14:00	365	383			748
02:15	18	11			29	14:15	333	398			731
02:30	20	18			38	14:30	408	376			784
02:45	14	69	21	65	35	14:45	420	1526	430	1587	850
03:00	14	13			27	15:00	410	395			805
03:15	24	26			50	15:15	372	407			779
03:30	26	30			56	15:30	389	463			852
03:45	33	97	33	102	66	15:45	390	1561	437	1702	827
04:00	22	26			48	16:00	439	413			852
04:15	36	58			94	16:15	443	482			925
04:30	66	90			156	16:30	440	480			920
04:45	70	194	86	260	156	16:45	454	1776	500	1875	954
05:00	78	121			199	17:00	478	523			1001
05:15	92	148			240	17:15	470	497			967
05:30	132	256			388	17:30	443	466			909
05:45	171	473	240	765	411	17:45	470	1861	482	1968	952
06:00	154	280			434	18:00	453	476			929
06:15	177	331			508	18:15	468	449			917
06:30	224	375			599	18:30	388	360			748
06:45	362	917	313	1299	675	18:45	328	1637	363	1648	691
07:00	297	390			687	19:00	349	364			713
07:15	364	400			764	19:15	327	311			638
07:30	473	436			909	19:30	279	268			547
07:45	502	1636	386	1612	888	19:45	282	1237	250	1193	532
08:00	458	394			852	20:00	280	238			518
08:15	448	413			861	20:15	272	239			511
08:30	464	365			829	20:30	225	198			423
08:45	443	1813	363	1535	806	20:45	212	989	208	883	420
09:00	401	325			726	21:00	230	205			435
09:15	315	376			691	21:15	200	182			382
09:30	371	308			679	21:30	205	155			360
09:45	311	1398	295	1304	606	21:45	170	805	142	684	312
10:00	288	359			647	22:00	151	157			308
10:15	317	334			651	22:15	148	131			279
10:30	308	373			681	22:30	136	100			236
10:45	342	1255	362	1428	704	22:45	103	538	84	472	187
11:00	319	311			630	23:00	100	79			179
11:15	332	397			729	23:15	88	60			148
11:30	342	369			711	23:30	83	76			159
11:45	397	1390	397	1474	794	23:45	71	342	46	261	117
TOTALS	9530	10089			19619	TOTALS	15169	15285			30454
SPLIT %	48.6%	51.4%			39.2%	SPLIT %	49.8%	50.2%			60.8%

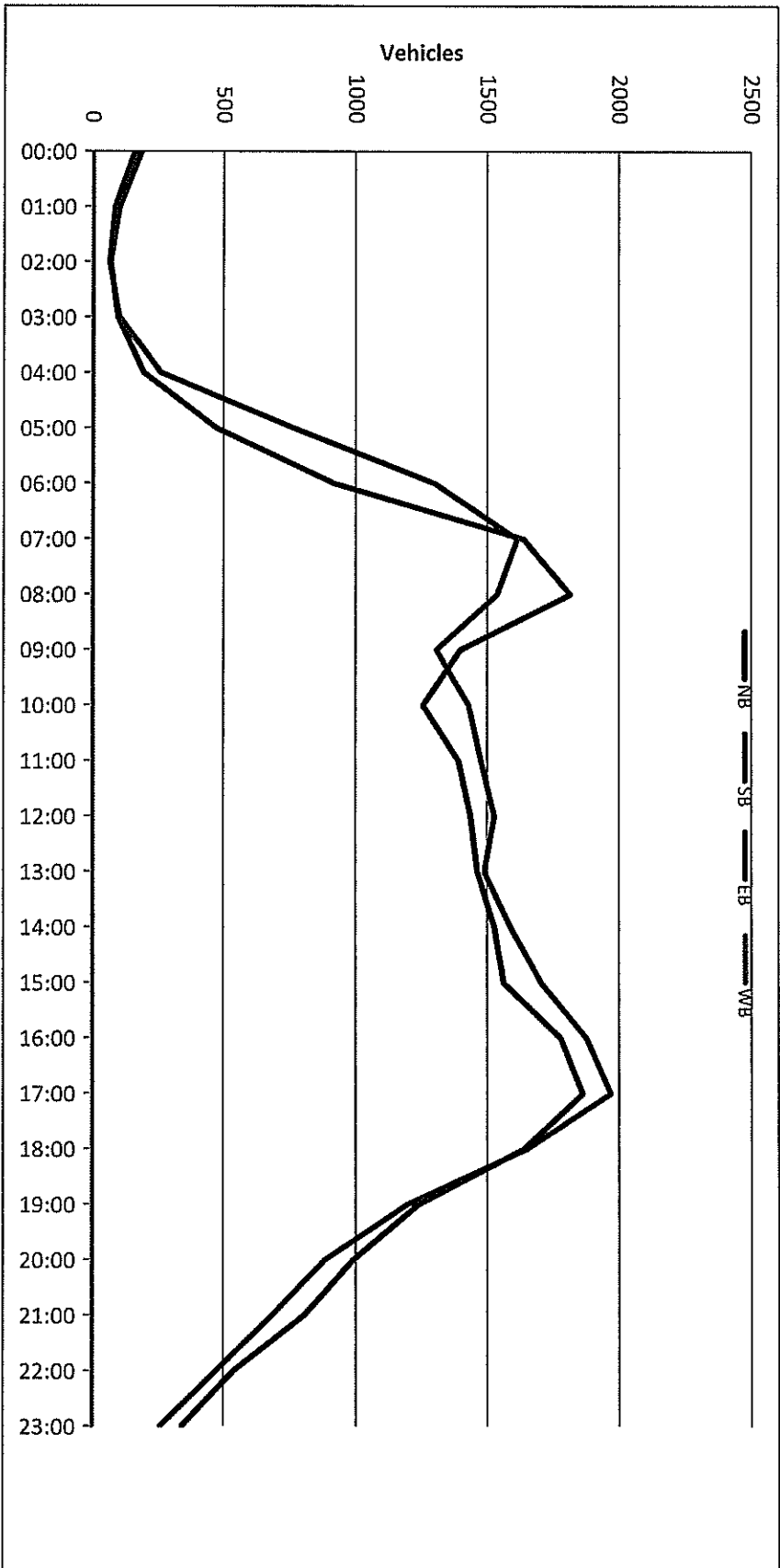
DAILY TOTALS						NB	SB	EB	WB	Total
						24,699	25,374	0	0	50,073
AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	17:00	16:30		16:30
AM Pk Volume	1881	1629			3510	PM Pk Volume	1861	2000		3842
Pk Hr Factor	0.937	0.934			0.965	Pk Hr Factor	0.973	0.956		0.960
7 - 9 Volume	3449	3147	0	0	6596	4 - 6 Volume	3637	3843	0	0
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	17:00	16:30		16:30
7 - 9 Pk Volume	1881	1629	0	0	3510	4 - 6 Pk Volume	1861	2000	0	0
Pk Hr Factor	0.937	0.934	0.000	0.000	0.965	Pk Hr Factor	0.973	0.956	0.000	0.000

Project #: CA18\_1139\_002

City: Garden Grove

Location: Valley View St Bet. Chapman Ave & Belgrave

Date: 7/10/2018



**VOLUME**

Valley View St N/O Chapman Ave

Day: Tuesday  
Date: 7/10/2018

City: Garden Grove  
Project #: CA18\_1139\_001

DAILY TOTALS											NB	SB	EB	WB	Total
											29,256	23,956	0	0	53,212
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	62	38			100	12:00	414	356			770				
00:15	65	38			103	12:15	435	389			824				
00:30	49	49			98	12:30	479	346			825				
00:45	39	215	23	148	62	12:45	465	1793	355	1446	820	3239			
01:00	31	26			57	13:00	432	365			797				
01:15	21	29			50	13:15	477	345			822				
01:30	28	24			52	13:30	431	369			800				
01:45	32	112	16	95	48	13:45	468	1808	337	1416	805	3224			
02:00	13	16			29	14:00	403	380			783				
02:15	20	12			32	14:15	432	379			811				
02:30	23	19			42	14:30	503	384			887				
02:45	18	74	24	71	42	14:45	540	1878	388	1531	928	3409			
03:00	13	11			24	15:00	447	377			824				
03:15	27	19			46	15:15	457	374			831				
03:30	29	29			58	15:30	466	468			934				
03:45	36	105	30	89	66	15:45	491	1861	390	1609	881	3470			
04:00	17	24			41	16:00	503	425			928				
04:15	40	50			90	16:15	519	456			975				
04:30	69	76			145	16:30	527	463			990				
04:45	89	215	76	226	165	16:45	496	2045	491	1835	987	3880			
05:00	98	107			205	17:00	573	477			1050				
05:15	94	139			233	17:15	530	484			1014				
05:30	151	236			387	17:30	530	435			965				
05:45	190	533	222	704	412	17:45	545	2178	444	1840	989	4018			
06:00	160	268			428	18:00	523	457			980				
06:15	227	309			536	18:15	548	424			972				
06:30	269	333			602	18:30	437	344			781				
06:45	396	1052	285	1195	681	18:45	412	1920	323	1548	735	3468			
07:00	396	362			758	19:00	415	331			746				
07:15	410	381			791	19:15	370	302			672				
07:30	560	404			964	19:30	302	261			563				
07:45	588	1954	353	1500	941	19:45	303	1390	230	1124	533	2514			
08:00	561	365			926	20:00	306	301			607				
08:15	531	344			875	20:15	312	214			526				
08:30	538	341			879	20:30	226	218			444				
08:45	540	2170	325	1375	865	20:45	234	1078	189	922	423	2000			
09:00	472	305			777	21:00	263	190			453				
09:15	393	332			725	21:15	221	179			400				
09:30	461	307			768	21:30	225	155			380				
09:45	422	1748	273	1217	695	21:45	182	891	146	670	328	1561			
10:00	355	344			699	22:00	159	140			299				
10:15	405	311			716	22:15	158	126			284				
10:30	405	345			750	22:30	153	98			251				
10:45	398	1563	314	1314	712	22:45	102	572	80	444	182	1016			
11:00	404	309			713	23:00	95	71			166				
11:15	426	392			818	23:15	91	50			141				
11:30	424	330			754	23:30	89	72			161				
11:45	497	1751	369	1400	866	23:45	75	350	44	237	119	587			
TOTALS	11492	9334			20826	TOTALS	17764	14622			32386				
SPLIT %	55.2%	44.8%			39.1%	SPLIT %	54.9%	45.1%			60.9%				

DAILY TOTALS											NB	SB	EB	WB	Total
											29,256	23,956	0	0	53,212

AM Peak Hour	07:30	07:15			07:30	PM Peak Hour	17:00	16:30			16:30				
AM Pk Volume	2240	1503			3706	PM Pk Volume	2178	1915			4041				
Pk Hr Factor	0.952	0.930			0.961	Pk Hr Factor	0.950	0.975			0.962				
7 - 9 Volume	4124	2875	0	0	6999	4 - 6 Volume	4223	3675	0	0	7898				
7 - 9 Peak Hour	07:30	07:15				4 - 6 Peak Hour	17:00	16:30			16:30				
7 - 9 Pk Volume	2240	1503	0	0	3706	4 - 6 Pk Volume	2178	1915	0	0	4041				
Pk Hr Factor	0.952	0.930	0.000	0.000	0.961	Pk Hr Factor	0.950	0.975	0.000	0.000	0.962				

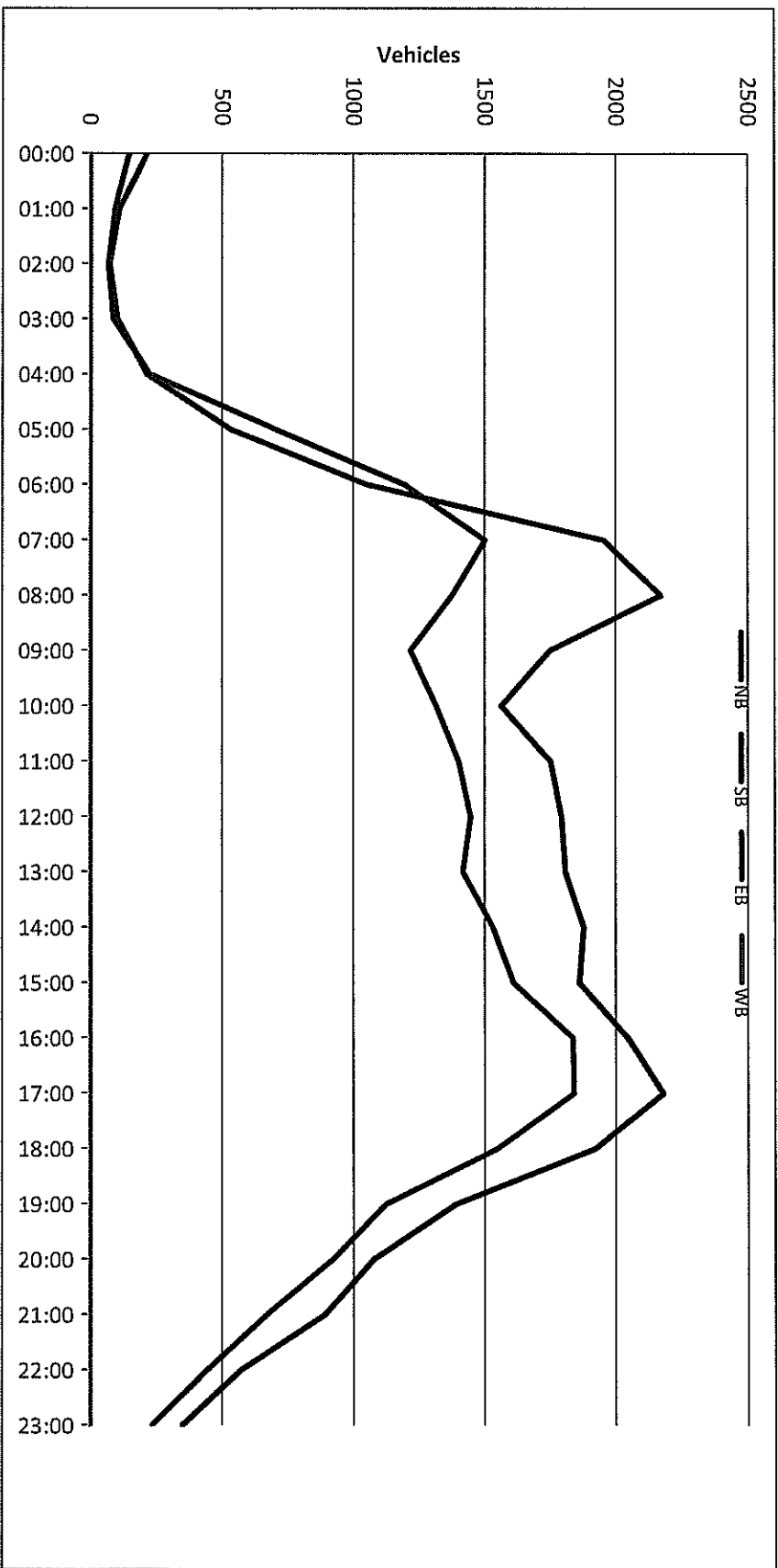
Project #: CA18\_1139\_001

Prepared by: NDS/ATD

City: Garden Grove

Location: Valley View St N/O Chapman Ave

Date: 7/10/2018



**VOLUME**

Chapman Ave E/O Valley View St

Day: Tuesday  
Date: 7/10/2018

City: Garden Grove  
Project #: CA18\_1139\_004

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	6,044	6,342	12,386				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			15	15	30	12:00			107	92	199			
00:15			13	4	17	12:15			102	86	188			
00:30			8	12	20	12:30			107	112	219			
00:45			10	46	14	45	12:45		101	417	90	380	191	797
01:00			11	11	22	13:00			93	109	202			
01:15			7	9	16	13:15			102	102	204			
01:30			4	4	8	13:30			110	97	207			
01:45			7	29	2	26	13:45		100	405	100	408	200	813
02:00			3	2	5	14:00			113	90	203			
02:15			2	5	7	14:15			78	92	170			
02:30			2	3	5	14:30			106	118	224			
02:45			3	10	1	11	14:45		106	403	113	413	219	816
03:00			3	7	10	15:00			106	93	199			
03:15			3	3	6	15:15			111	92	203			
03:30			6	7	13	15:30			100	97	197			
03:45			7	19	8	25	15:45		121	438	116	398	237	836
04:00			4	6	10	16:00			110	121	231			
04:15			15	23	38	16:15			99	136	235			
04:30			6	16	22	16:30			128	135	263			
04:45			5	30	22	67	16:45		136	473	130	522	266	995
05:00			8	24	32	17:00			153	138	291			
05:15			11	24	35	17:15			126	129	255			
05:30			21	31	52	17:30			119	114	233			
05:45			21	61	38	117	17:45		137	535	183	564	320	1099
06:00			25	25	50	18:00			122	124	246			
06:15			27	48	75	18:15			96	116	212			
06:30			27	61	88	18:30			112	127	239			
06:45			53	132	66	200	18:45		120	450	98	465	218	915
07:00			42	71	113	19:00			109	101	210			
07:15			72	69	141	19:15			89	89	178			
07:30			85	89	174	19:30			79	70	149			
07:45			65	264	86	315	19:45		79	356	74	334	153	690
08:00			61	90	151	20:00			107	67	174			
08:15			67	81	148	20:15			76	51	127			
08:30			61	102	163	20:30			72	51	123			
08:45			70	259	108	381	20:45		59	314	59	228	118	542
09:00			71	100	171	21:00			59	53	112			
09:15			73	79	152	21:15			58	46	104			
09:30			71	81	152	21:30			56	54	110			
09:45			55	270	81	341	21:45		52	225	40	193	92	418
10:00			74	90	164	22:00			45	31	76			
10:15			82	68	150	22:15			41	31	72			
10:30			87	92	179	22:30			31	30	61			
10:45			68	311	82	332	22:45		31	148	29	121	60	269
11:00			82	97	179	23:00			28	20	48			
11:15			99	78	177	23:15			23	16	39			
11:30			86	111	197	23:30			22	18	40			
11:45			94	361	98	384	23:45		15	88	18	72	33	160
TOTALS			1792	2244	4036	TOTALS			4252	4098	8350			
SPLIT %			44.4%	55.6%	32.6%	SPLIT %			50.9%	49.1%	67.4%			

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	6,044	6,342	12,386

AM Peak Hour			11:45	08:15	11:45	PM Peak Hour			16:30	17:00	17:00
AM Pk Volume			410	391	798	PM Pk Volume			543	564	1099
Pk Hr Factor			0.958	0.905	0.911	Pk Hr Factor			0.887	0.770	0.859
7 - 9 Volume	0	0	523	696	1219	4 - 6 Volume	0	0	1008	1086	2094
7 - 9 Peak Hour			07:15	08:00	08:00	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	283	381	640	4 - 6 Pk Volume	0	0	543	564	1099
Pk Hr Factor	0.000	0.000	0.832	0.882	0.899	Pk Hr Factor	0.000	0.000	0.887	0.770	0.859



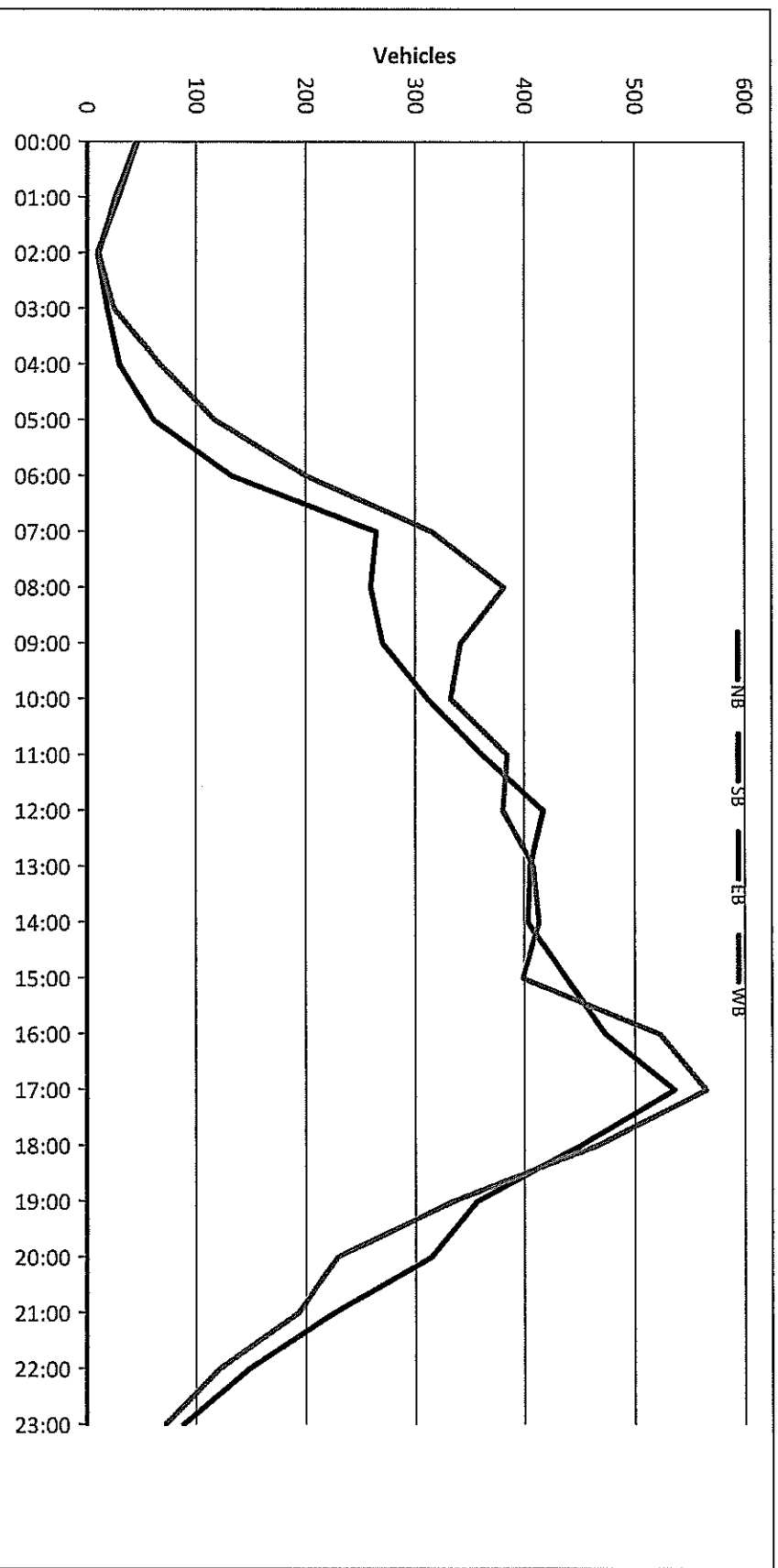
Project #: CA18\_1139\_004

Location: Chapman Ave E/O Valley View St

Date: 7/10/2018

City: Garden Grove

Prepared by NDS/ATD

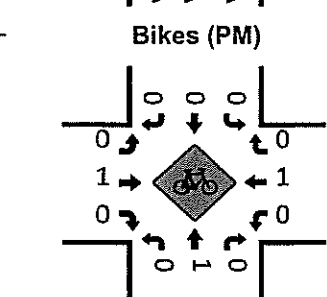
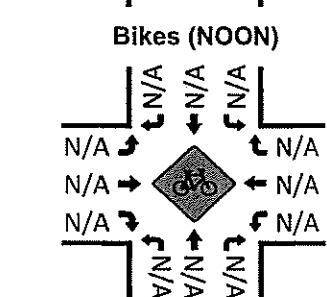
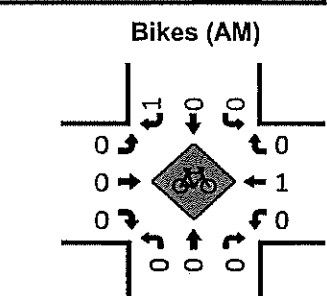
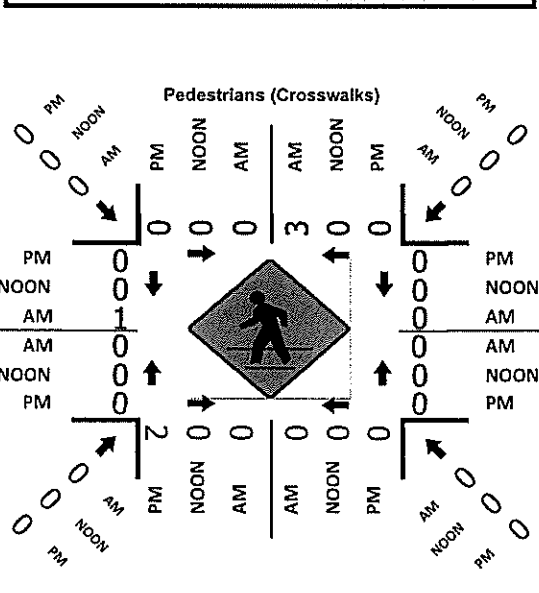
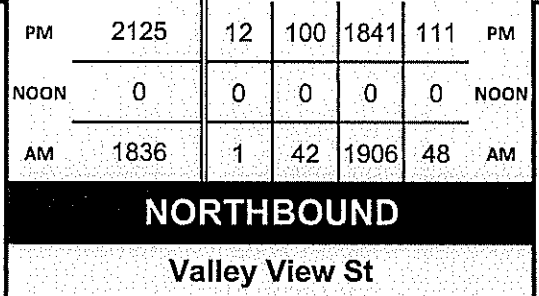
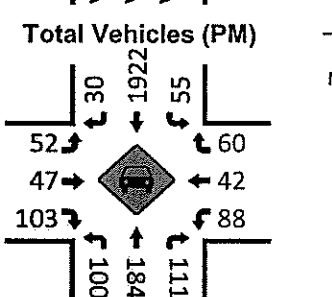
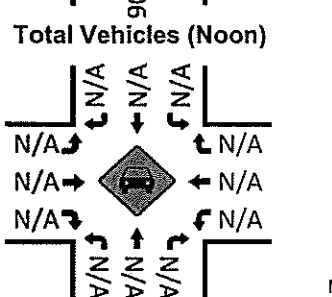
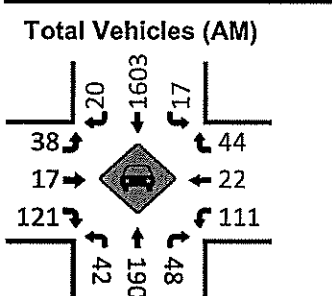
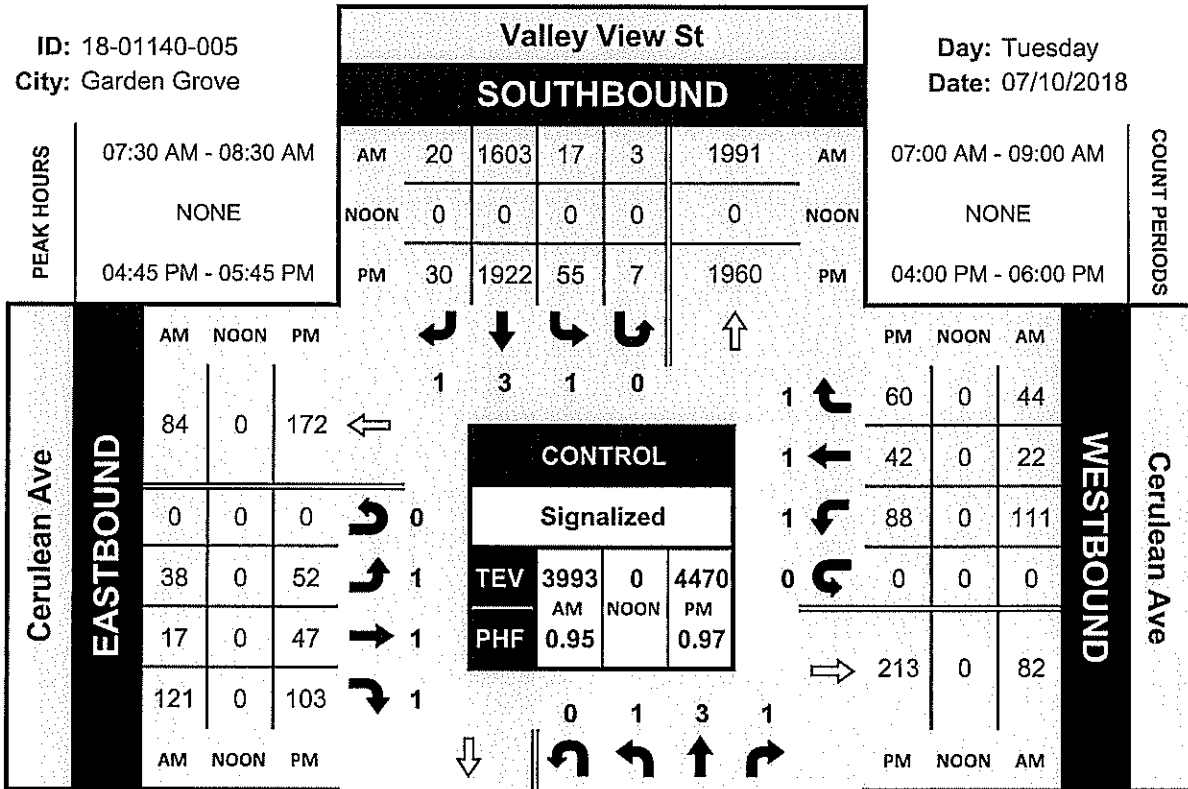


# Valley View St & Cerulean Ave

## Peak Hour Turning Movement Count

ID: 18-01140-005  
City: Garden Grove

Day: Tuesday  
Date: 07/10/2018





# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Valley View St & Cerulean Ave  
 City: Garden Grove  
 Control: Signalized

Project ID: 18-01140-005  
 Date: 7/10/2018

### Bikes

NS/EW Streets:	Valley View St					Cerulean Ave					Cerulean Ave					TOTAL
	NORTHBOUND		SOUTHBOUND			EASTBOUND		WESTBOUND			EASTBOUND		WESTBOUND			
<b>AM</b>	1	3	1	0	1	3	1	0	1	1	1	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
<b>APPROACH %'s :</b>	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000
	<b>07:30 AM - 08:30 AM</b>															TOTAL
	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000
																TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000

NS/EW Streets:	Valley View St					Cerulean Ave					Cerulean Ave					TOTAL	
	NORTHBOUND		SOUTHBOUND			EASTBOUND		WESTBOUND			EASTBOUND		WESTBOUND				
<b>PM</b>	1	3	1	0	1	3	1	0	1	1	1	0	1	1	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
<b>APPROACH %'s :</b>	0	3	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
<b>PEAK HR VOL :</b>	0	3	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
<b>PEAK HR FACTOR :</b>	0.000	100.000%	0.000%	0.000%	0.000%	100.000%	0.000%	0.000%	0.000%	100.000%	0.000%	0.000%	0.000%	100.000%	0.000%	0.000%	
	<b>04:45 PM - 05:45 PM</b>															TOTAL	
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	

# National Data & Surveying Services

Location: Valley View St & Cerulean Ave  
**Intersection Turning Movement Count**  
Project ID: 18-01140-005  
**Pedestrians (Crosswalks)**

NS/EW Streets:	Valley View St		Valley View St		Cerulean Ave		Cerulean Ave		TOTAL	
	NORTH LEG	WB	SOUTH LEG	WB	EAST LEG	SB	WEST LEG	SB		
<b>AM</b>	7:00 AM	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	1	0	1	
	7:30 AM	0	0	0	0	0	0	0	0	
	7:45 AM	0	1	0	0	0	0	1	2	
	8:00 AM	0	0	0	0	0	0	0	0	
	8:15 AM	0	2	0	0	0	0	0	2	
	8:30 AM	1	1	1	0	0	0	0	3	
	8:45 AM	0	0	0	1	0	1	1	3	
<b>TOTAL VOLUMES :</b>		EB 1	WB 4	EB 1	WB 1	NB 0	SB 0	NB 2	SB 2	<b>TOTAL 11</b>
<b>APPROACH %'s :</b>		20.00%	80.00%	50.00%	50.00%			50.00%	50.00%	
<b>PEAK HR :</b>		07:30 AM - 08:30 AM		0		0		0		<b>TOTAL 4</b>
<b>PEAK HR VOL :</b>		3		0		0		1		
<b>PEAK HR FACTOR :</b>		0.375		0.375		0.250		0.250		<b>0.500</b>

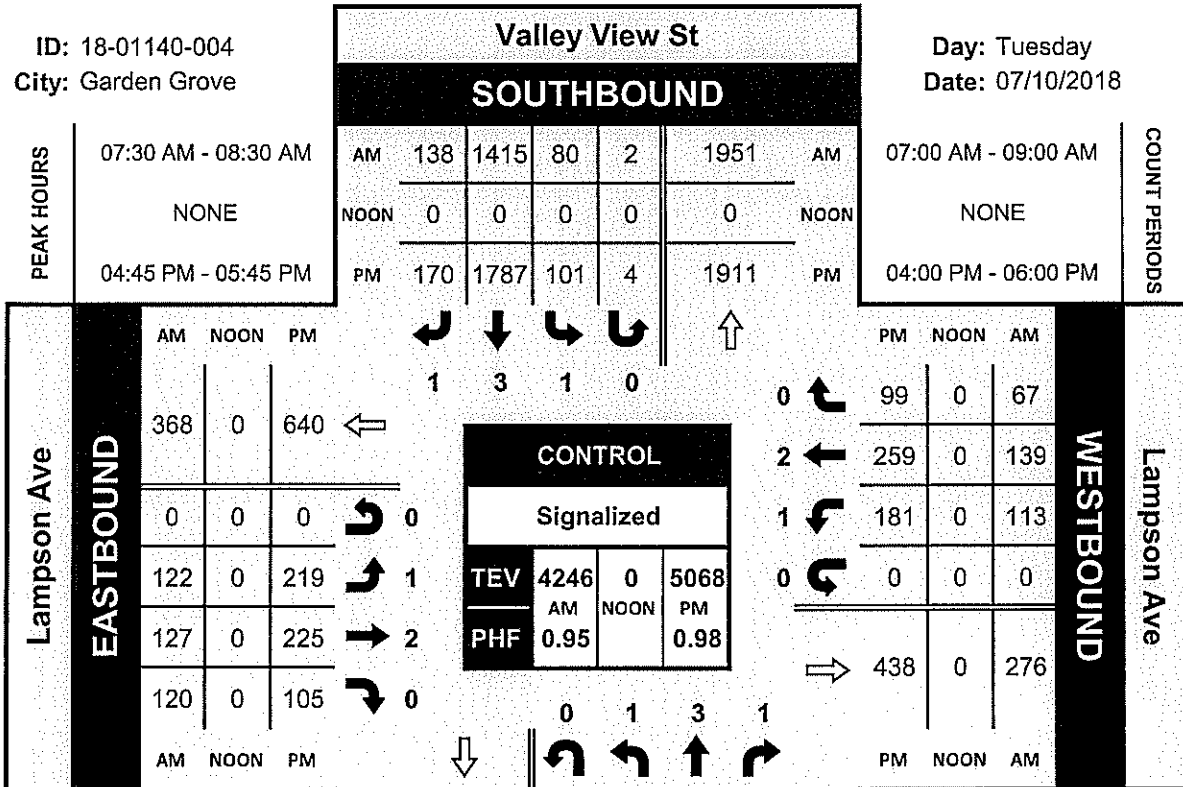
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB		
<b>PM</b>	4:00 PM	0	0	0	0	0	0	0	0	
	4:15 PM	1	0	0	0	0	0	0	1	
	4:30 PM	0	1	0	0	0	0	0	1	
	4:45 PM	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	2	0	0	0	0	2	
	5:45 PM	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES :</b>		EB 1	WB 1	EB 2	WB 0	NB 0	SB 0	NB 0	SB 0	<b>TOTAL 4</b>
<b>APPROACH %'s :</b>		50.00%	50.00%	100.00%	0.00%					
<b>PEAK HR :</b>		04:45 PM - 05:45 PM		2		0		0		<b>TOTAL 2</b>
<b>PEAK HR VOL :</b>		0		0.250		0		0		
<b>PEAK HR FACTOR :</b>		0		0.250		0.250		0.250		<b>0.250</b>

# Valley View St & Lampson Ave

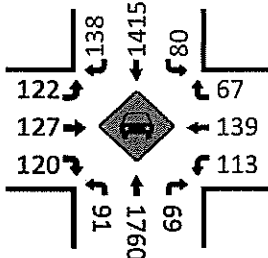
## Peak Hour Turning Movement Count

ID: 18-01140-004  
City: Garden Grove

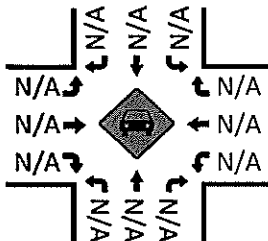
Day: Tuesday  
Date: 07/10/2018



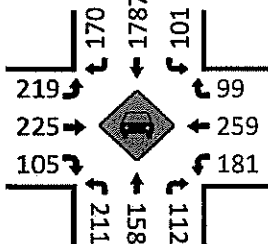
Total Vehicles (AM)



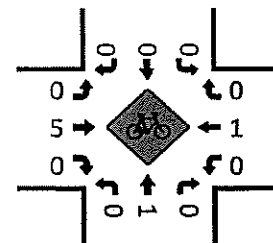
Total Vehicles (Noon)



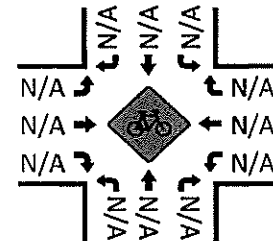
Total Vehicles (PM)



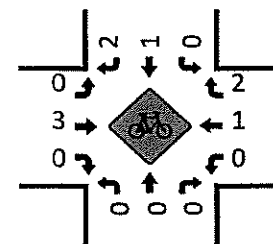
Bikes (AM)



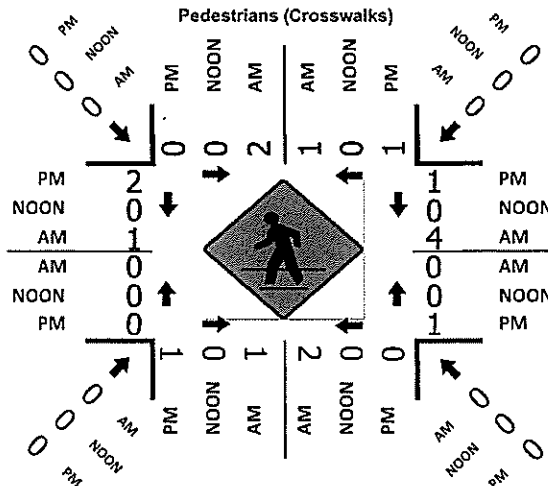
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Valley View St & Lampson Ave  
 City: Garden Grove  
 Control: Signalized

Project ID: 18-01140-004  
 Date: 7/10/2018

**Total**

NS/EW Streets:	Valley View St						Valley View St						Lampson Ave						Lampson Ave																
	NORTHBOUND			SOUTHBOUND			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND													
<b>AM</b>	1	3	1	0	1	3	1	1	0	0	1	2	0	0	1	2	0	0	1	2	0	0													
7:00 AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	15	282	10	0	20	349	26	0	21	14	16	0	26	30	14	0	823	
7:15 AM	13	358	13	0	17	395	30	0	1	1	28	27	0	22	22	18	0	972	17	450	17	0	18	381	37	0	36	31	22	0	33	32	12	0	1084
7:30 AM	25	486	19	1	27	347	31	1	28	34	30	0	26	44	18	0	1117	25	486	19	1	27	347	31	1	28	34	30	0	26	44	18	0	1117	
8:00 AM	28	415	15	0	18	311	37	1	29	32	26	0	32	32	17	0	993	28	415	15	0	18	311	37	1	29	32	26	0	32	32	17	0	993	
8:15 AM	21	409	20	2	17	376	33	0	29	30	42	0	22	31	20	0	1052	21	409	20	2	17	376	33	0	29	30	42	0	22	31	20	0	1052	
8:30 AM	15	404	12	2	16	321	32	0	49	31	36	0	32	29	26	0	1005	15	404	12	2	16	321	32	0	49	31	36	0	32	29	26	0	1005	
8:45 AM	27	407	24	0	18	314	25	3	32	38	30	0	33	43	18	0	1012	27	407	24	0	18	314	25	3	32	38	30	0	33	43	18	0	1012	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	161	3211	128	5	151	2794	251	6	252	238	229	0	226	263	143	0	8058	
<b>APPROACH %s :</b>	4.59%	91.61%	3.65%	0.14%	4.72%	87.26%	7.84%	0.19%	35.05%	33.10%	31.85%	0.00%	35.76%	41.61%	22.63%	0.00%	<b>TOTAL</b>	161	3211	128	5	151	2794	251	6	252	238	229	0	226	263	143	0	8058	
<b>PEAK HR VOL :</b>	91	1760	69	3	80	1415	138	2	122	127	120	0	113	139	67	0	4246	91	1760	69	3	80	1415	138	2	122	127	120	0	113	139	67	0	4246	
<b>PEAK HR FACTOR :</b>	0.813	0.905	0.863	0.375	0.741	0.928	0.932	0.500	0.847	0.934	0.714	0.000	0.856	0.790	0.838	0.000	0.950	0.813	0.905	0.863	0.375	0.741	0.928	0.932	0.500	0.847	0.934	0.714	0.000	0.856	0.790	0.838	0.000	0.950	

NS/EW Streets:	Valley View St						Valley View St						Lampson Ave						Lampson Ave															
	NORTHBOUND			SOUTHBOUND			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND												
<b>PM</b>	1	3	1	0	1	3	1	0	1	2	0	0	1	2	0	0	1	2	0	0														
4:00 PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	53	385	19	0	21	359	44	0	45	51	42	0	44	50	17	0	1131
4:15 PM	54	389	25	1	29	410	58	1	39	39	31	0	34	49	27	0	1198	54	389	25	1	29	410	58	1	39	39	31	0	34	49	27	0	1198
4:30 PM	56	395	25	1	30	401	37	2	48	46	18	0	30	62	21	0	1172	56	395	25	1	30	401	37	2	48	46	18	0	30	62	21	0	1172
4:45 PM	42	401	26	2	30	439	34	2	47	56	19	0	46	67	18	0	1229	42	401	26	2	30	439	34	2	47	56	19	0	46	67	18	0	1229
5:00 PM	48	406	35	2	17	477	39	1	52	53	26	0	41	53	36	0	1286	48	406	35	2	17	477	39	1	52	53	26	0	41	53	36	0	1286
5:15 PM	59	394	22	2	25	465	38	1	66	63	26	0	42	63	25	0	1291	59	394	22	2	25	465	38	1	66	63	26	0	42	63	25	0	1291
5:30 PM	62	388	29	0	29	406	59	0	54	53	34	0	52	76	20	0	1262	62	388	29	0	29	406	59	0	54	53	34	0	52	76	20	0	1262
5:45 PM	53	386	27	0	29	412	49	0	44	58	27	0	40	66	23	0	1214	53	386	27	0	29	412	49	0	44	58	27	0	40	66	23	0	1214
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	427	3144	208	8	210	3369	358	7	395	432	223	0	329	486	187	0	9783
<b>APPROACH %s :</b>	11.28%	83.02%	5.49%	0.21%	5.32%	85.42%	9.08%	0.18%	37.62%	41.14%	21.24%	0.00%	32.83%	48.50%	18.66%	0.00%	<b>TOTAL</b>	427	3144	208	8	210	3369	358	7	395	432	223	0	329	486	187	0	9783
<b>PEAK HR VOL :</b>	211	1589	112	6	101	1787	170	4	219	225	105	0	181	259	99	0	5068	211	1589	112	6	101	1787	170	4	219	225	105	0	181	259	99	0	5068
<b>PEAK HR FACTOR :</b>	0.851	0.978	0.800	0.750	0.842	0.937	0.720	0.500	0.830	0.893	0.772	0.000	0.870	0.852	0.688	0.000	0.981	0.851	0.978	0.800	0.750	0.842	0.937	0.720	0.500	0.830	0.893	0.772	0.000	0.870	0.852	0.688	0.000	0.981





# National Data & Surveying Services

## Location: **Intersection at 14-00** City: Garden Grove **Pedestrians (Crosswalks)** Date: 7/10/2018

NS/EW Streets:

	Valley View St	Valley View St	Lampson Ave	Lampson Ave	TOTAL				
<b>AM</b>	NORTH LEG		SOUTH LEG						
	EB	WB	EB	WB					
	0	0	1	0	1				
	7:00 AM	0	0	0	2				
	7:15 AM	0	0	1	1				
	7:30 AM	0	0	0	0				
	7:45 AM	0	0	0	0				
	8:00 AM	0	1	0	1				
	8:15 AM	2	0	0	2				
	8:30 AM	0	0	2	2				
8:45 AM	2	1	1	1					
					10				
TOTAL VOLUMES :		EB 4	WB 5	NB 3	SB 7	NB 2	SB 4	TOTAL 30	
APPROACH %'s :		80.00%	20.00%	44.44%	55.56%	30.00%	70.00%	33.33%	66.67%
PEAK HR. :		07:50 AM - 08:30 AM		0		4		0	
PEAK HR VOL. :		2	1	1	2	0	4	0	1
PEAK HR FACTOR :		0.250	0.250	0.250	0.500	0.250	0.250	0.250	0.250
		0.375		0.375		0.250		0.250	
								TOTAL 11	
								0.458	

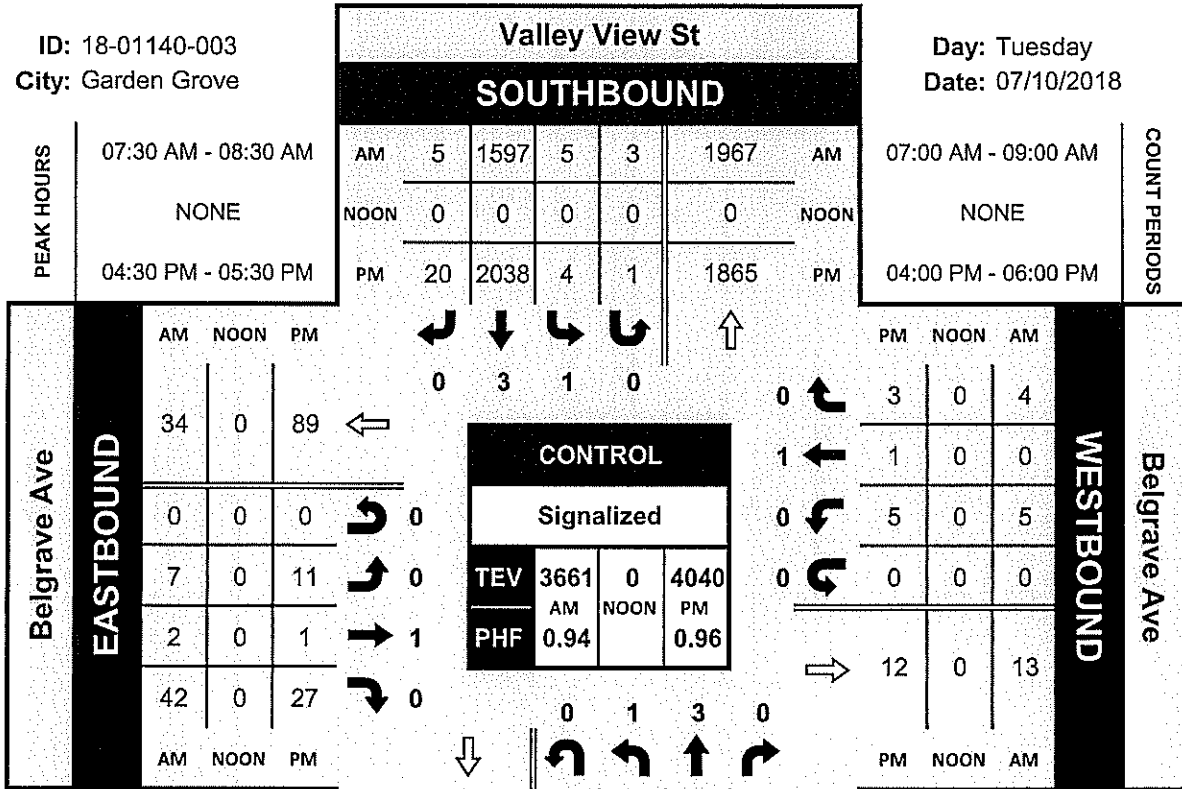
	Valley View St	Valley View St	Lampson Ave	Lampson Ave	TOTAL					
<b>PM</b>	NORTH LEG		SOUTH LEG							
	EB	WB	EB	WB						
	0	0	2	0	2					
	4:00 PM	0	0	0	0					
	4:15 PM	0	0	0	0					
	4:30 PM	0	0	0	0					
	4:45 PM	0	0	0	0					
	5:00 PM	0	0	0	0					
	5:15 PM	0	1	1	0	2				
	5:30 PM	0	0	0	0	0				
5:45 PM	0	0	1	0	1					
					2					
TOTAL VOLUMES :		EB 0	WB 1	EB 4	WB 0	NB 3	SB 2	NB 1	SB 4	TOTAL 15
APPROACH %'s :		0.00%	100.00%	100.00%	0.00%	60.00%	40.00%	20.00%	80.00%	
PEAK HR. :		04:45 PM - 05:45 PM		1		1		0		
PEAK HR VOL. :		0	1	1	0	1	1	0	2	
PEAK HR FACTOR :		0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	
		0.250		0.250		0.250		0.250		
								TOTAL 6		
								0.375		

# Valley View St & Belgrave Ave

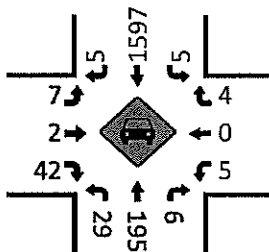
## Peak Hour Turning Movement Count

ID: 18-01140-003  
City: Garden Grove

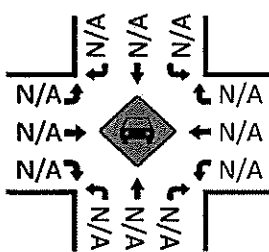
Day: Tuesday  
Date: 07/10/2018



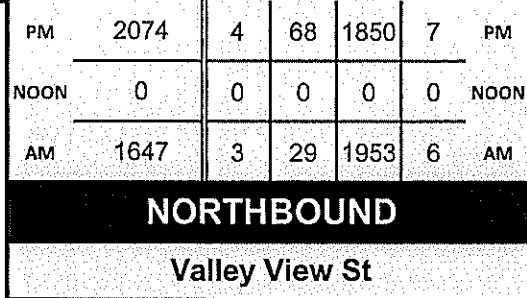
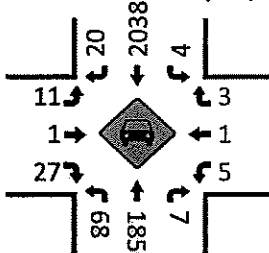
Total Vehicles (AM)



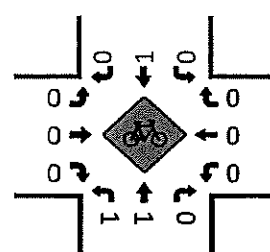
Total Vehicles (Noon)



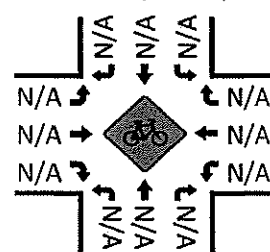
Total Vehicles (PM)



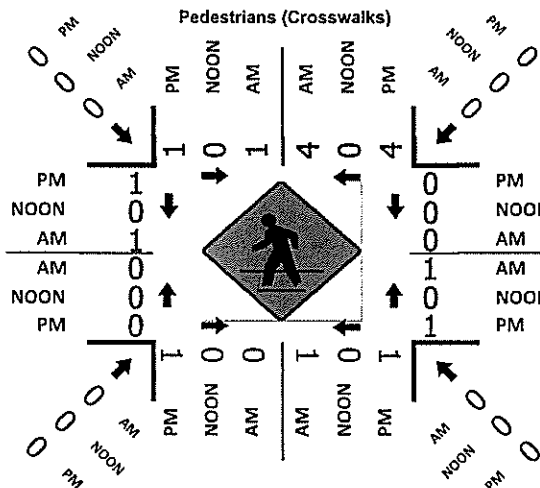
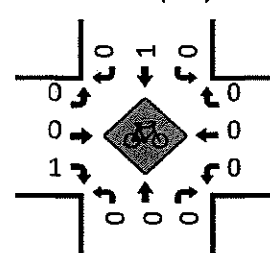
Bikes (AM)



Bikes (Noon)



Bikes (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

Location: Valley View St & Belgrave Ave  
 City: Garden Grove  
 Control: Signalized

Project ID: 18-01140-003  
 Date: 7/10/2018

**Total**

NS/EW Streets:	Valley View St					Valley View St					Belgrave Ave					Belgrave Ave					TOTAL
	NORTHBOUND		SOUTHBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL						
AM	1	3	0	0		0	1	3	0		0	0	0	1		0	0	0	0		
7:00 AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	708				
7:15 AM	8	302	1	1	0	380	3	0	0	0	11	0	2	0	1	0	841				
7:30 AM	6	396	0	0	2	420	0	0	1	0	13	0	0	0	1	0	969				
7:45 AM	4	504	0	0	2	445	0	2	1	0	9	0	2	0	0	0	940				
8:00 AM	9	542	3	1	0	374	0	0	1	1	11	0	2	0	1	0	853				
8:15 AM	10	456	3	1	1	363	3	0	1	1	12	0	2	0	2	0	899				
8:30 AM	9	451	0	1	0	415	2	1	4	0	10	0	1	0	2	0	843				
8:45 AM	21	446	2	1	1	363	4	0	5	1	7	0	2	1	2	0	863				
		459	0	0	1	347	11	0	5	0	18	0	1	0	0	0					
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>				
<b>APPROACH %'s:</b>	74	3556	9	5	7	3107	23	3	17	3	91	0	12	1	8	0	<b>6916</b>				
	2.03%	97.59%	0.25%	0.14%	0.22%	98.95%	0.73%	0.10%	15.32%	2.70%	81.98%	0.00%	57.14%	4.76%	38.10%	0.00%					
<b>PEAK HR VOL:</b>	29	1953	6	3	5	1597	5	3	7	2	42	0	5	0	4	0	<b>TOTAL</b>				
<b>PEAK HR FACTOR:</b>	0.725	0.901	0.500	0.750	0.625	0.897	0.417	0.375	0.438	0.500	0.875	0.000	0.625	0.000	0.500	0.000	<b>3661</b>				
		0.905				0.896				0.911				0.750			<b>0.945</b>				
	<b>07:30 AM - 08:30 AM</b>																				
	<b>PM</b>																				
	<b>NORTHBOUND</b>					<b>SOUTHBOUND</b>					<b>EASTBOUND</b>					<b>WESTBOUND</b>					
4:00 PM	1	3	0	0	1	3	0	0	0	1	0	0	0	1	0	0	<b>TOTAL</b>				
4:15 PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>908</b>				
4:30 PM	18	432	2	1	1	434	5	0	2	0	11	0	2	0	0	0	<b>957</b>				
4:45 PM	11	442	2	1	1	483	4	0	2	1	10	0	0	0	0	0	<b>957</b>				
	14	447	4	0	0	484	4	1	2	1	5	0	1	1	0	0	<b>964</b>				
	18	438	0	1	2	510	6	0	3	0	10	0	1	0	0	0	<b>989</b>				
5:00 PM	18	481	1	0	1	530	8	0	1	0	9	0	3	0	2	0	<b>1054</b>				
5:15 PM	18	484	2	3	1	514	2	0	5	0	3	0	0	0	1	0	<b>1033</b>				
5:30 PM	23	445	2	1	2	465	6	0	3	0	11	0	0	0	1	0	<b>959</b>				
5:45 PM	14	443	0	1	2	472	2	0	3	0	9	0	0	0	0	0	<b>946</b>				
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>				
<b>APPROACH %'s:</b>	134	3612	13	8	10	3892	37	1	21	2	68	0	7	1	4	0	<b>7810</b>				
	3.56%	95.89%	0.35%	0.21%	0.25%	98.78%	0.94%	0.03%	23.08%	2.20%	74.73%	0.00%	58.33%	8.33%	33.33%	0.00%					
<b>PEAK HR VOL:</b>	68	1850	7	4	4	2038	20	1	11	1	27	0	5	1	3	0	<b>4040</b>				
<b>PEAK HR FACTOR:</b>	0.944	0.956	0.438	0.333	0.500	0.961	0.625	0.250	0.550	0.250	0.675	0.000	0.417	0.250	0.375	0.000	<b>0.958</b>				
		0.951				0.957				0.750				0.450							

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Valley View St & Belgrave Ave  
 City: Garden Grove  
 Control: Signalized

Project ID: 18-01140-003  
 Date: 7/10/2018

### Bikes

NS/EW Streets:	Valley View St					Valley View St					Belgrave Ave					Belgrave Ave				
	NORTHBOUND		SOUTHBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL					
AM	1	3	0	0		0	1	0	0		0	0	1	0		0	0			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1					
7:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2					
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0					
<b>APPROACH %'s:</b>	1	1	0	0	0.00%	0	1	0	0	0.00%	0	0	0	0	0.00%					
<b>PEAK HR VOL.:</b>	1	1	0	0	0.250	1	1	0	0	0.000	0	0	0	0	0.000					
<b>PEAK HR FACTOR:</b>	0.250	0.250	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375					

NS/EW Streets:	Valley View St					Valley View St					Belgrave Ave					Belgrave Ave				
	NORTHBOUND		SOUTHBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL					
PM	1	3	0	0		0	1	0	0		0	0	1	0		0	0			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1					
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1					
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2					
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1					
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0					
<b>APPROACH %'s:</b>	0	0	0	0	0.00%	0	4	0	0	0.00%	0	0	1	0	0.00%					
<b>PEAK HR VOL.:</b>	0	0	0	0	0.000	1	1	0	0	0.000	0	0	1	0	0.000					
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500					







National Data & Surveying Services

Intersection Turning Movement Count

Location: Valley View St & Cinema dwy  
 City: Garden Grove  
 Control: Signalized

Project ID: 18-01140-002  
 Date: 7/10/2018

Bikes

NS/EW Streets:	Valley View St					Valley View St					Cinema dwy					Cinema dwy					TOTAL
	NORTHBOUND		SOUTHBOUND		TOTAL	NORTHBOUND		SOUTHBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	
AM	1	3	0	0		0	1	3	0		0	0	0	1		0	0	0	0		1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU		
APPROACH %'s :	0	1	0	0		0	1	0	0		0	0	0	0		0	0	0	0		
PEAK HR. VOL. :	0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0		
PEAK HR. FACTOR :	0.00	0.000	0.000	0.000		0.000	0.500	0.000	0.000		0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000		
PEAK HR. FACTOR :	0.000	0.250	0.000	0.000		0.000	0.250	0.000	0.000		0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000		
TOTAL	0.500																				

NS/EW Streets:	Valley View St					Valley View St					Cinema dwy					Cinema dwy					TOTAL
	NORTHBOUND		SOUTHBOUND		TOTAL	NORTHBOUND		SOUTHBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	
PM	1	3	0	0		0	1	3	0		0	0	0	1		0	0	0	0		1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU		
APPROACH %'s :	0	1	0	0		0	5	0	0		0	0	0	0		0	0	0	0		
PEAK HR. VOL. :	0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0		
PEAK HR. FACTOR :	0.00	0.000	0.000	0.000		0.000	0.500	0.000	0.000		0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000		
PEAK HR. FACTOR :	0.000	0.250	0.000	0.000		0.000	0.250	0.000	0.000		0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000		
TOTAL	2																				



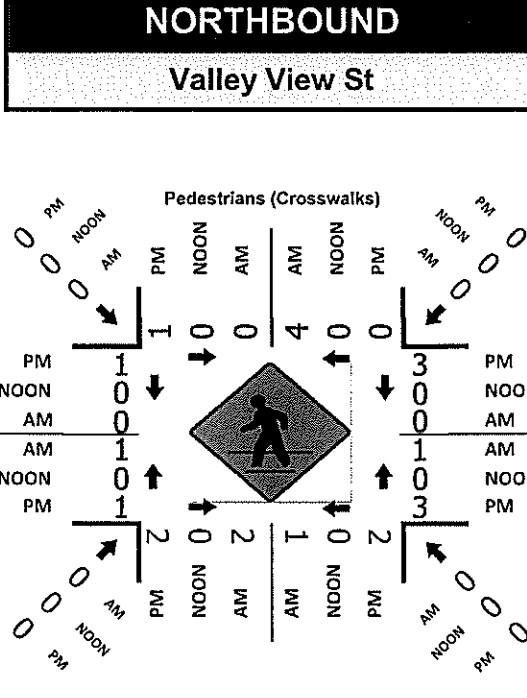
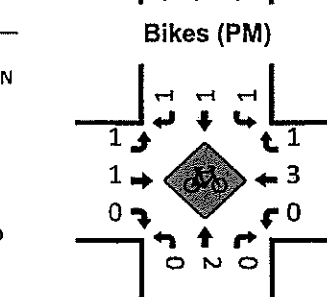
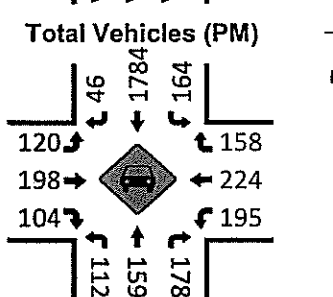
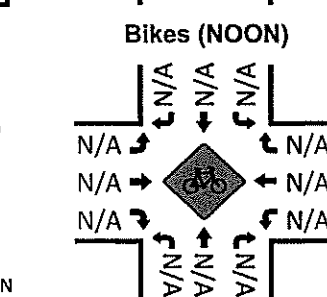
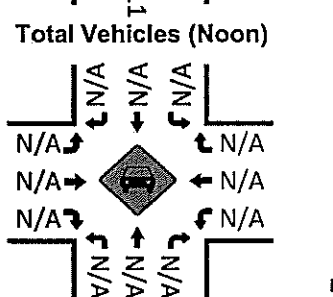
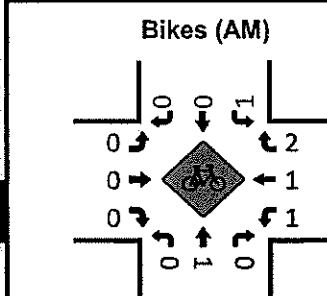
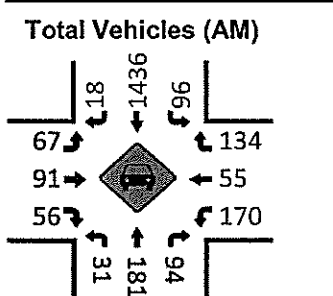
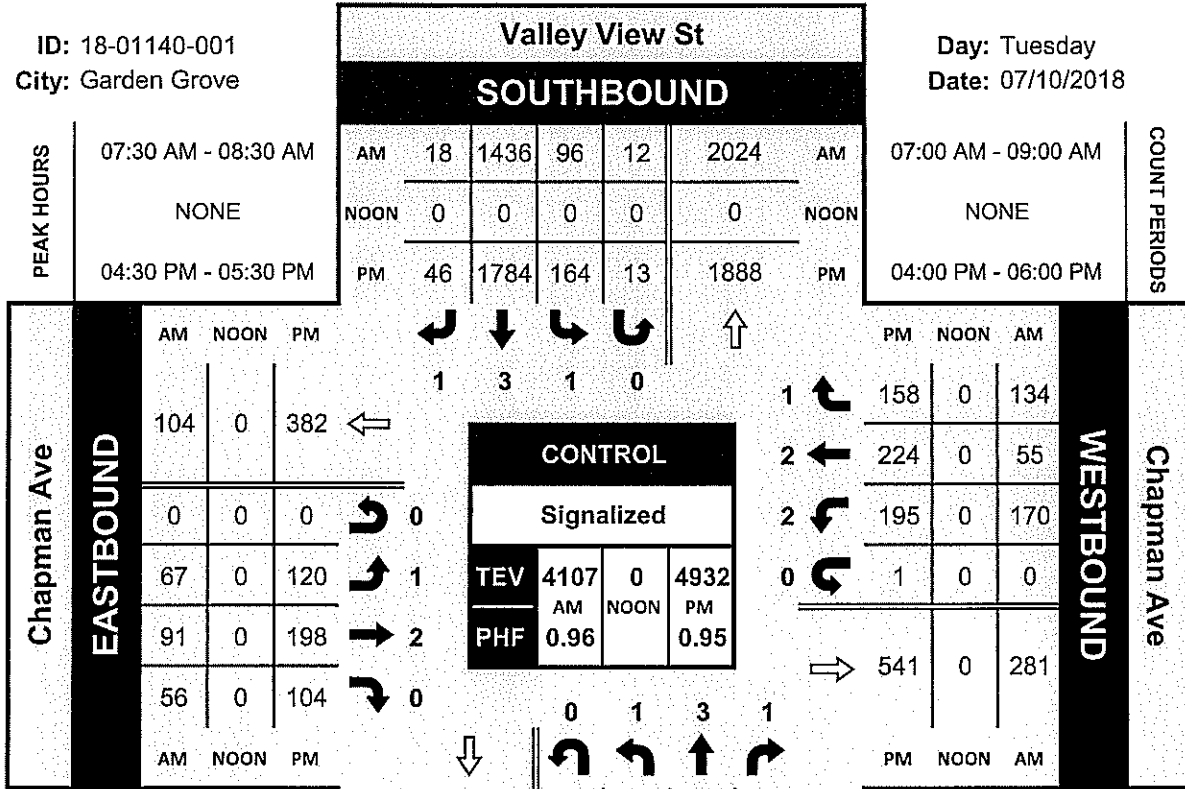


# Valley View St & Chapman Ave

## Peak Hour Turning Movement Count

ID: 18-01140-001  
City: Garden Grove

Day: Tuesday  
Date: 07/10/2018





# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Valley View St & Chapman Ave  
 City: Garden Grove  
 Control: Signalized

Project ID: 18-01140-001  
 Date: 7/10/2018

### Bikes

NS/EW Streets:	Valley View St					Valley View St					Chapman Ave					Chapman Ave				
	NORTHBOUND		SOUTHBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL					
AM	1	3	1	0		1	3	1	0		1	2	0	0		2	2	1	0	
7:00 AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	1			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1			
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>			
<b>APPROACH %'s:</b>	0	1	0	0	2	0	0	0	0	0	0	0	1	2	2	0	<b>8</b>			
<b>PEAK HR. VOL.:</b>	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	40.00%	40.00%	0.00%	<b>6</b>			
<b>PEAK HR FACTOR:</b>	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	<b>0.500</b>			

NS/EW Streets:	Valley View St					Valley View St					Chapman Ave					Chapman Ave				
	NORTHBOUND		SOUTHBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL					
PM	1	3	1	0		1	3	1	0		1	2	0	0		2	2	1	0	
4:00 PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	2			
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1			
4:45 PM	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2			
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2			
5:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3			
5:45 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3			
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>			
<b>APPROACH %'s:</b>	14.29%	85.71%	0.00%	0.00%	33.33%	50.00%	16.67%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	<b>20</b>			
<b>PEAK HR. VOL.:</b>	0	2	0	0	1	1	1	0	1	1	0	0	0	3	1	0	<b>11</b>			
<b>PEAK HR FACTOR:</b>	0.000	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.375	0.250	0.000	<b>0.688</b>			

# National Data & Surveying Services

Location: **Intersection** **Turning Movement** **Count**  
 City: Garden Grove  
 Date: 7/10/2018

**Pedestrians (Crosswalks)**

NS/EW Streets:

	Valley View St	Valley View St	Chapman Ave	Chapman Ave	TOTAL
	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	
<b>AM</b>	EB	EB	NB	NB	TOTAL
7:00 AM	0	1	3	0	5
7:15 AM	0	0	0	0	1
7:30 AM	0	1	1	0	4
7:45 AM	0	1	0	0	4
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	1	0	0	3
8:45 AM	0	0	2	0	4
<b>TOTAL VOLUMES :</b>	EB 0	EB 4	NB 6	NB 1	TOTAL 22
<b>APPROACH %'s :</b>	0.00%	50.00%	100.00%	50.00%	
<b>PEAK HR :</b>	07:30 AM - 08:30 AM				TOTAL 9
<b>PEAK HR VOL :</b>	0	2	1	1	0.250
<b>PEAK HR FACTOR :</b>	0.500	0.375	0.250	0.250	0.563

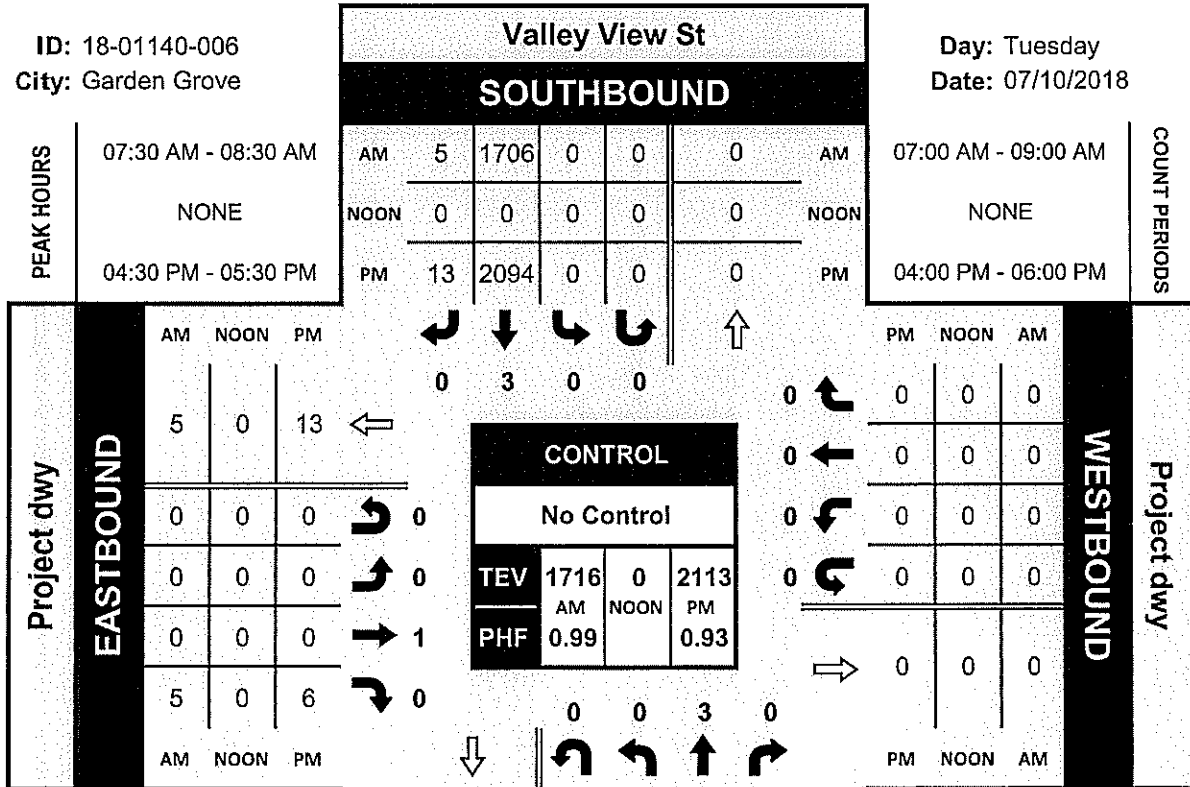
	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
<b>PM</b>	EB	EB	NB	NB	TOTAL
4:00 PM	0	2	2	0	10
4:15 PM	0	0	0	2	6
4:30 PM	0	1	2	0	4
4:45 PM	0	1	1	0	4
5:00 PM	1	0	0	0	2
5:15 PM	0	0	0	1	3
5:30 PM	1	0	0	1	7
5:45 PM	0	0	0	1	2
<b>TOTAL VOLUMES :</b>	EB 2	EB 4	NB 5	NB 3	TOTAL 38
<b>APPROACH %'s :</b>	22.22%	66.67%	41.67%	27.27%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM				TOTAL 13
<b>PEAK HR VOL :</b>	1	2	3	1	0.250
<b>PEAK HR FACTOR :</b>	0.250	0.333	0.375	0.250	0.813

# Valley View St & Project dwy

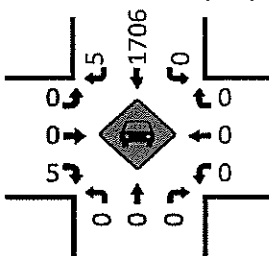
## Peak Hour Turning Movement Count

ID: 18-01140-006  
City: Garden Grove

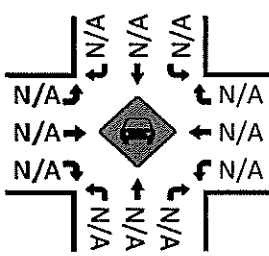
Day: Tuesday  
Date: 07/10/2018



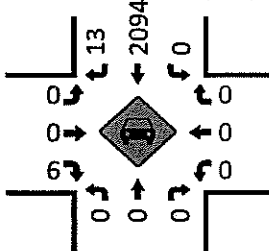
Total Vehicles (AM)



Total Vehicles (Noon)



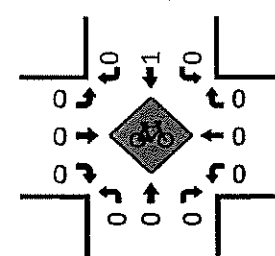
Total Vehicles (PM)



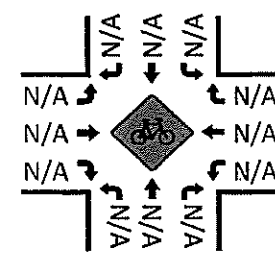
### NORTHBOUND

Valley View St					
PM	2100	0	0	0	PM
NOON	0	0	0	0	NOON
AM	1711	0	0	0	AM

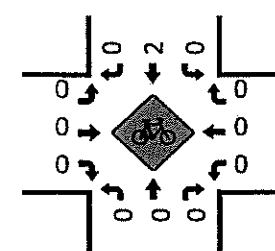
Bikes (AM)



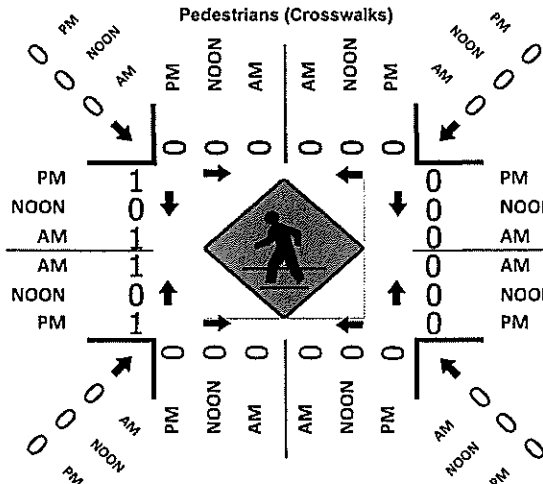
Bikes (NOON)



Bikes (PM)



### Pedestrians (Crosswalks)





National Data & Surveying Services

# Intersection Turning Movement Count

Location: Valley View St & Project dwy  
 City: Garden Grove  
 Control: No Control

Project ID: 18-01140-006  
 Date: 7/10/2018

**Bikes**

NS/EW Streets:	Valley View St					Valley View St					Project dwy					Project dwy				
	NORTHBOUND		SOUTHBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL					
AM	NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU	
7:00 AM	0	3	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WR	WU		
<b>APPROACH %'s :</b>						0.00%	100.00%	0.00%	0.00%	0.00%	0	0	0	0	0	0	0	0		
<b>PEAK HR. VOL. :</b>	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
<b>PEAK HR. FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
<b>07:30 AM - 08:30 AM</b>																				
<b>PEAK HR. VOL. :</b>	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
<b>PEAK HR. FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
<b>TOTAL</b>																				
1																				
0.250																				

NS/EW Streets:	Valley View St					Valley View St					Project dwy					Project dwy				
	NORTHBOUND		SOUTHBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL	EASTBOUND		WESTBOUND		TOTAL					
PM	NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU	
4:00 PM	0	3	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1			
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2			
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2			
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WR	WU		
<b>APPROACH %'s :</b>						0.00%	83.33%	16.67%	0.00%	0.00%	0	0	0	0	0	0	0			
<b>PEAK HR. VOL. :</b>	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0		
<b>PEAK HR. FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
<b>04:30 PM - 05:30 PM</b>																				
<b>PEAK HR. VOL. :</b>	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0		
<b>PEAK HR. FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
<b>TOTAL</b>																				
2																				
0.500																				



# National Data & Surveying Services

## Location: **Intersection of Intersecting Street** City: **Garden Grove** **Pedestrians (Crosswalks)** Date: **7/10/2018**

Report 14-006

NS/EW Streets:	Valley View St		Valley View St		Project dwy		Project dwy		TOTAL
	NORTH LEG	WB	SOUTH LEG	WB	NB	SB	NB	SB	
<b>AM</b>									
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	1	2
7:30 AM	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	2	2
8:45 AM	0	0	0	0	0	0	1	4	5
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	<b>TOTAL</b>
	0	0	0	0	0	0	3	8	11
<b>APPROACH %/s :</b>									
<b>PEAK HR :</b>	<b>07:30 AM - 08:30 AM</b>								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0		0		0		1		2
<b>PEAK HR FACTOR :</b>	0		0		0		0.250		0.500

	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>PM</b>									
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	<b>TOTAL</b>
<b>APPROACH %/s :</b>	0	0	0	0	0	0	1	2	3
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0		0		0		1		2
<b>PEAK HR FACTOR :</b>	0		0		0		0.250		0.500

# **APPENDIX C**

Intersection Analysis Worksheets

*Existing Conditions*  
*2018*

Starlight Cinema Expansion  
1: Valley View St & Chapman Ave

Existing Conditions  
AM Peak Hour

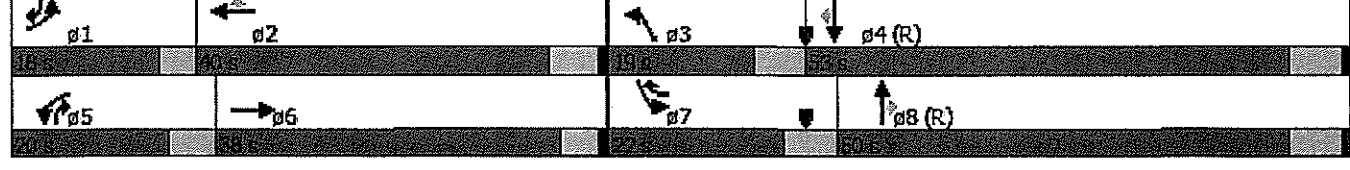


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	182	56	170	110	134	67	1811	94	108	1436	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3188	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3188	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				121			67			67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			481			417	
Travel Time (s)		14.4			14.5			8.2			7.1	
Lane Group Flow (vph)	67	238	0	170	110	134	67	1811	94	108	1436	18
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.38	0.28		0.40	0.12	0.18	0.32	0.95	0.12	0.43	0.71	0.02
Control Delay	60.7	34.4		55.6	35.8	5.2	57.3	52.5	6.4	57.1	36.7	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	34.4		55.6	35.8	5.2	57.3	52.5	6.4	57.1	36.7	0.1
LOS	E	C		E	D	A	E	D	A	E	D	A
Approach Delay		40.2			34.0			50.5			37.7	
Approach LOS		D			C			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 43.4  
 Intersection LOS: D  
 Intersection Capacity Utilization 70.0%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 Description: Chapman Ave.  
 \* User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



Starlight Cinema Expansion  
1: Valley View St & Chapman Ave

Existing Conditions  
PM Peak Hour

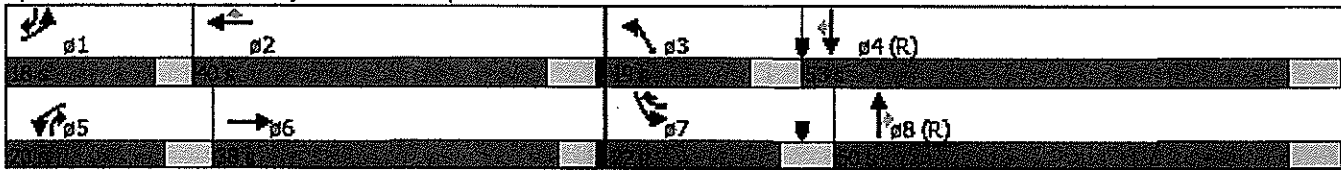


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations												
Volume (vph)	120	198	104	196	224	158	150	1597	178	177	1784	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3131	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3131	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71				64			68			67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			485			417	
Travel Time (s)		14.4			14.5			8.3			7.1	
Lane Group Flow (vph)	120	302	0	196	224	158	150	1597	178	177	1784	46
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.68	0.35		0.46	0.25	0.23	0.71	0.84	0.23	0.70	0.88	0.06
Control Delay	75.4	30.9		56.7	37.5	13.8	74.6	43.4	11.5	69.1	43.7	1.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	30.9		56.7	37.5	13.8	74.6	43.4	11.5	69.1	43.7	1.8
LOS	E	C		E	D	B	E	D	B	E	D	A
Approach Delay		43.5			37.6			42.8			45.0	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 43.1 Intersection LOS: D  
 Intersection Capacity Utilization 73.3% ICU Level of Service D  
 Analysis Period (min) 15  
 Description: Chapman Ave.  
 \* User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



Starlight Cinema Expansion  
2: Valley View St & Cinema dwy/US Bank dwy

Existing Conditions  
AM Peak Hour

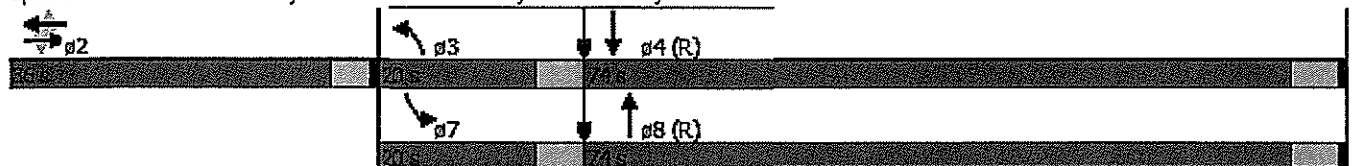


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↖	↑↑↑		↖	↑↑↑	
Volume (vph)	3	0	4	2	0	0	10	1960	3	64	1619	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1571	0	0	1652	0	1652	4746	0	1652	4746	0
Flt Permitted		0.954			0.753		0.950			0.950		
Satd. Flow (perm)	0	1531	0	0	1309	0	1652	4746	0	1652	4746	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62										
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		221			105			422			227	
Travel Time (s)		5.0			2.4			7.2			3.9	
Lane Group Flow (vph)	0	7	0	0	2	0	10	1963	0	64	1620	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.0			32.0		16.0	70.0		16.0	70.0	
Actuated g/C Ratio		0.25			0.25		0.12	0.54		0.12	0.54	
v/c Ratio		0.02			0.01		0.05	0.77		0.32	0.63	
Control Delay		0.1			37.0		74.4	3.3		66.6	10.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		0.1			37.0		74.4	3.3		66.6	10.1	
LOS		A			D		E	A		E	B	
Approach Delay		0.1			37.0			3.7			12.2	
Approach LOS		A			D			A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 7.6  
 Intersection LOS: A  
 Intersection Capacity Utilization 64.6%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy/US Bank dwy



Starlight Cinema Expansion  
2: Valley View St & Cinema dwy

Existing Conditions  
PM Peak Hour

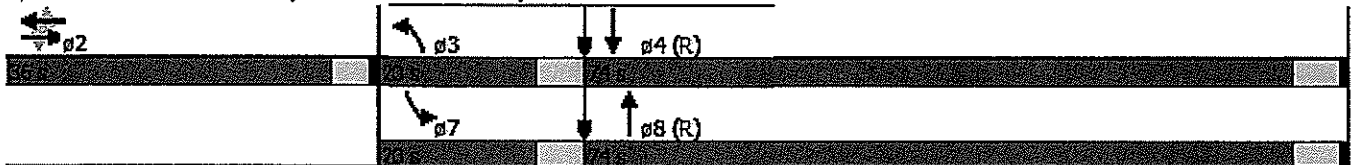


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SEB
Lane Configurations		↕			↕		↗	↗↗↗		↗	↗↗↗	
Volume (vph)	7	0	8	2	0	0	20	1878	8	55	2059	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1576	0	0	1652	0	1652	4742	0	1652	4746	0
Flt Permitted		0.934			0.748		0.950			0.950		
Satd. Flow (perm)	0	1507	0	0	1300	0	1652	4742	0	1652	4746	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62						1				
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		254			133			422			223	
Travel Time (s)		5.8			3.0			7.2			3.8	
Lane Group Flow (vph)	0	15	0	0	2	0	20	1886	0	55	2065	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.0			32.0		16.0	70.0		16.0	70.0	
Actuated g/C Ratio		0.25			0.25		0.12	0.54		0.12	0.54	
v/c Ratio		0.04			0.01		0.10	0.74		0.27	0.81	
Control Delay		0.1			37.0		73.0	2.2		63.9	14.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		0.1			37.0		73.0	2.2		63.9	14.0	
LOS		A			D		E	A		E	B	
Approach Delay		0.1			37.0			3.0			15.3	
Approach LOS		A			D			A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 26 (20%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 9.5 Intersection LOS: A  
 Intersection Capacity Utilization 60.7% ICU Level of Service B  
 Analysis Period (min) 15  
 Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy



Starlight Cinema Expansion  
3: Valley View St & Belgrave Ave/Merietta Ave

Existing Conditions  
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↑↑↑		↗	↑↑↑	
Volume (vph)	7	2	42	5	0	4	32	1953	6	8	1597	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1674	1478	0	1590	0	1652	4746	0	1652	4746	0
Flt Permitted		0.895			0.929		0.099			0.055		
Satd. Flow (perm)	0	1556	1478	0	1518	0	172	4746	0	96	4746	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62		62			1				1
Link Speed (mph)		30			30			40				40
Link Distance (ft)		575			159			1322				422
Travel Time (s)		13.1			3.6			22.5				7.2
Lane Group Flow (vph)	0	9	42	0	9	0	32	1959	0	8	1602	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio		0.02	0.10		0.02		0.14	0.73		0.04	0.59	
Control Delay		37.1	4.7		0.1		10.1	34.8		0.4	0.9	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		37.1	4.7		0.1		10.1	34.8		0.4	0.9	
LOS		D	A		A		B	C		A	A	
Approach Delay		10.4			0.1			34.4				0.9
Approach LOS		B			A			C				A

**Intersection Summary**

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

Control Type: Pretimed

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 19.2

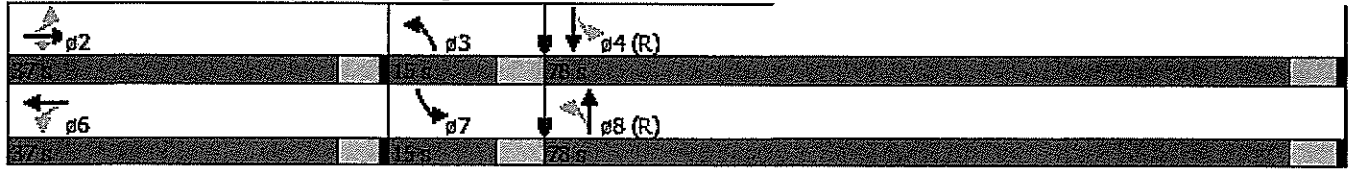
Intersection LOS: B

Intersection Capacity Utilization 58.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave





Starlight Cinema Expansion  
 3: Valley View St & Belgrave Ave/Merietta Ave

Existing Conditions  
 PM Peak Hour

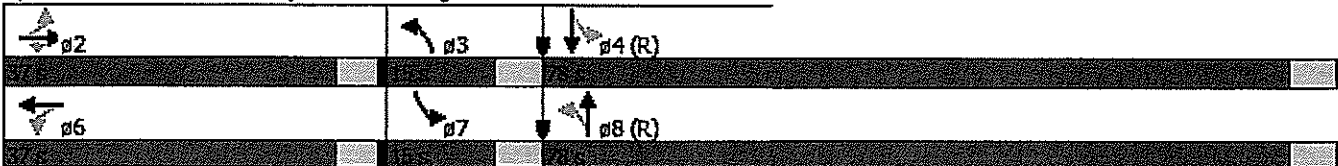


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↑↑↑		↖	↑↑↑	
Volume (vph)	11	1	27	5	1	3	72	1850	7	5	2038	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1662	1478	0	1615	0	1652	4742	0	1652	4742	0
Flt Permitted		0.861			0.928		0.055			0.065		
Satd. Flow (perm)	0	1497	1478	0	1541	0	96	4742	0	113	4742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62		3			1				2
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		574			188			1322			422	
Travel Time (s)		13.0			4.3			22.5			7.2	
Lane Group Flow (vph)	0	12	27	0	9	0	72	1857	0	5	2058	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio		0.03	0.06		0.02		0.37	0.69		0.02	0.76	
Control Delay		37.2	0.3		30.4		15.1	29.8		0.2	1.2	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.1	
Total Delay		37.2	0.3		30.4		15.1	29.8		0.2	1.3	
LOS		D	A		C		B	C		A	A	
Approach Delay		11.7			30.4			29.2			1.3	
Approach LOS		B			C			C			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 14.8  
 Intersection Capacity Utilization 67.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



Starlight Cinema Expansion  
4: Valley View St & Lampson Ave

Existing Conditions  
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↖	↖	↕	↖
Volume (vph)	122	127	120	113	139	67	94	1760	69	82	1415	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3062	0	1652	3141	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.471			0.385			0.950			0.950		
Satd. Flow (perm)	819	3062	0	669	3141	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120			62				114			119
Link Speed (mph)		30			30			40				40
Link Distance (ft)		1137			350			1122				1322
Travel Time (s)		25.8			8.0			19.1				22.5
Lane Group Flow (vph)	122	247	0	113	206	0	94	1760	69	82	1415	138
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2					8			4
Total Split (s)	16.0	39.0		16.0	39.0		20.0	55.0	55.0	20.0	55.0	55.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	24.9	13.6		24.7	13.5		15.2	74.1	74.1	13.1	71.7	71.7
Actuated g/C Ratio	0.19	0.10		0.19	0.10		0.12	0.57	0.57	0.10	0.55	0.55
v/c Ratio	0.53	0.58		0.53	0.54		0.49	0.65	0.08	0.50	0.54	0.16
Control Delay	50.7	33.5		51.1	43.5		45.3	18.9	3.0	87.6	2.7	1.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	33.5		51.1	43.5		45.3	18.9	3.0	87.6	2.7	1.1
LOS	D	C		D	D		D	B	A	F	A	A
Approach Delay		39.2			46.2			19.6				6.8
Approach LOS		D			D			B				A

**Intersection Summary**

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

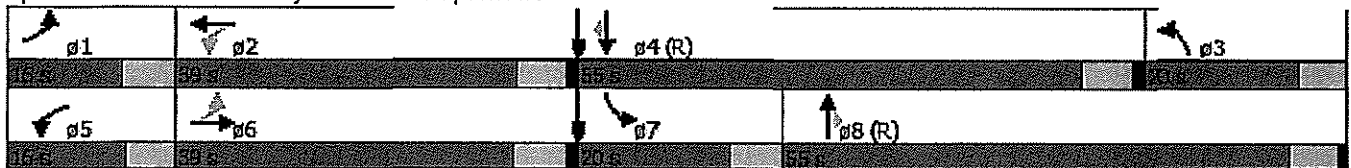
Intersection Signal Delay: 18.4      Intersection LOS: B

Intersection Capacity Utilization 74.0%      ICU Level of Service D

Analysis Period (min) 15

Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave



Starlight Cinema Expansion  
4: Valley View St & Lampson Ave

Existing Conditions  
PM Peak Hour

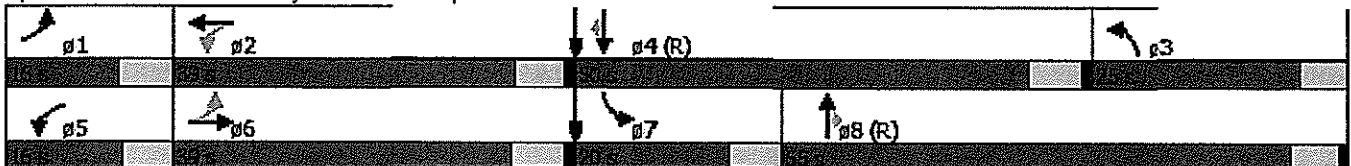


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↖	↖	↕	↖
Volume (vph)	219	225	105	181	259	99	217	1589	112	105	1787	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3168	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.300			0.340			0.950			0.950		
Satd. Flow (perm)	522	3145	0	591	3168	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			42				114			119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137			350			1122			1322	
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	219	330	0	181	358	0	217	1589	112	105	1787	170
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2					8			4
Total Split (s)	16.0	39.0		16.0	39.0		25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.4	19.9		31.4	19.9		20.2	50.5	50.5	30.1	60.1	60.1
Actuated g/C Ratio	0.24	0.15		0.24	0.15		0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	0.97	0.62		0.77	0.69		0.85	0.86	0.17	0.27	0.82	0.23
Control Delay	94.6	47.2		60.1	52.5		65.3	29.0	1.5	42.6	8.0	2.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.6	47.2		60.1	52.5		65.3	29.0	1.5	42.6	8.0	2.2
LOS	F	D		E	D		E	C	A	D	A	A
Approach Delay		66.1			55.0			31.5			9.3	
Approach LOS		E			E			C			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 28.7  
 Intersection Capacity Utilization 84.3%  
 Analysis Period (min) 15  
 Description: Lampson Ave  
 Intersection LOS: C  
 ICU Level of Service E

Splits and Phases: 4: Valley View St & Lampson Ave



Starlight Cinema Expansion  
5: Valley View St & Cerulean Ave

Existing Conditions  
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Volume (vph)	38	17	121	111	22	44	43	1906	48	20	1603	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.743			0.746			0.950			0.950		
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			86			80			80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	38	17	121	111	22	44	43	1906	48	20	1603	20
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0.35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.08	0.04	0.25	0.23	0.05	0.10	0.21	1.00	0.08	0.10	0.84	0.03
Control Delay	25.9	35.5	7.5	27.9	35.7	0.9	54.3	60.6	1.7	72.0	22.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	35.5	7.5	27.9	35.7	0.9	54.3	60.6	1.7	72.0	22.7	0.3
LOS	C	D	A	C	D	A	D	E	A	E	C	A
Approach Delay		14.2			22.2			59.0			23.0	
Approach LOS		B			C			E			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 40.6  
 Intersection LOS: D  
 Intersection Capacity Utilization 63.5%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave

↖ ø1	↖↗ ø2	↘ ø3	↓ ø4 (R)
↘ ø5	↖↗ ø6	↘ ø7	↓ ø8 (R)

Starlight Cinema Expansion  
5: Valley View St & Cerulean Ave

Existing Conditions  
PM Peak Hour

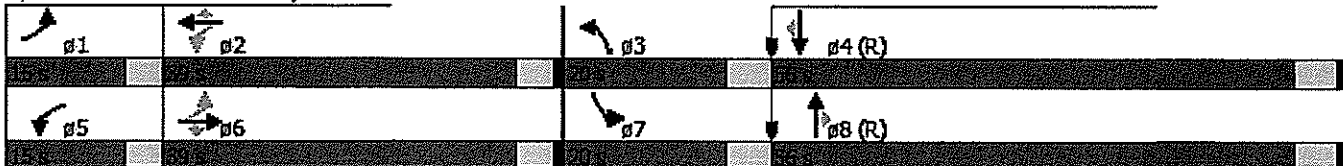


Lane Group	EBL	EBT	EBP	WBL	WBT	WBR	NBL	NBT	NBR	SHL	SHT	SHR
Lane Configurations												
Volume (vph)	52	47	103	88	42	60	112	1841	111	62	1922	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.730			0.591			0.950			0.950		
Satd. Flow (perm)	1269	1739	1478	1027	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			86			80			80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	52	47	103	88	42	60	112	1841	111	62	1922	30
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.0	11.1	11.1	22.9	14.4	14.4	14.6	83.7	83.7	11.6	77.8	77.8
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.22	0.32	0.47	0.38	0.22	0.25	0.61	0.60	0.11	0.42	0.68	0.03
Control Delay	45.5	61.7	17.3	49.2	58.0	7.2	68.1	15.5	4.1	74.8	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	61.7	17.3	49.2	58.0	7.2	68.1	15.5	4.1	74.8	3.2	0.0
LOS	D	E	B	D	E	A	E	B	A	E	A	A
Approach Delay		34.9			37.8			17.8			5.4	
Approach LOS		C			D			B			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 13.8  
 Intersection Capacity Utilization 67.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 5: Valley View St & Cerulean Ave



Starlight Cinema Expansion  
6: Valley View St

Opening Day Conditions  
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↘
Volume (veh/h)	0	5	0	2002	1740	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	5	0	2002	1740	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				227	481	
pX, platoon unblocked	0.78	0.77	0.77			
vC, conflicting volume	2410	582	1745			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	901			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	798	830	574			

Direction Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	5	667	667	667	696	696	353
Volume Left	0	0	0	0	0	0	0
Volume Right	5	0	0	0	0	0	5
cSH	830	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.39	0.39	0.39	0.41	0.41	0.21
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.4	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

Starlight Cinema Expansion  
6: Valley View St & N proj dwy

Existing Conditions  
PM Peak Hour



Movement	FBI	FSR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↘
Volume (veh/h)	0	6	0	1885	2094	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	6	0	1885	2094	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				223	485	
pX, platoon unblocked	0.84	0.69	0.69			
VC, conflicting volume	2729	704	2107			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	1017			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	858	745	466			

Direction Lane #	FBI	NBT	NBT	NBT	SBT	SBT	SBT
Volume Total	6	628	628	628	838	838	432
Volume Left	0	0	0	0	0	0	0
Volume Right	6	0	0	0	0	0	13
cSH	745	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.37	0.37	0.37	0.49	0.49	0.25
Queue Length 95th (ft)	1	0	0	0	0	0	0
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.9	0.0			0.0		
Approach LOS	A						

Interaction Summary			
Average Delay		0.0	
Intersection Capacity Utilization		50.7%	ICU Level of Service A
Analysis Period (min)		15	

*Existing Conditions + Project Traffic  
2018*



Starlight Cinema Expansion  
1: Valley View St & Chapman Ave

Existing Conditions + Project Traffic  
AM Peak Hour

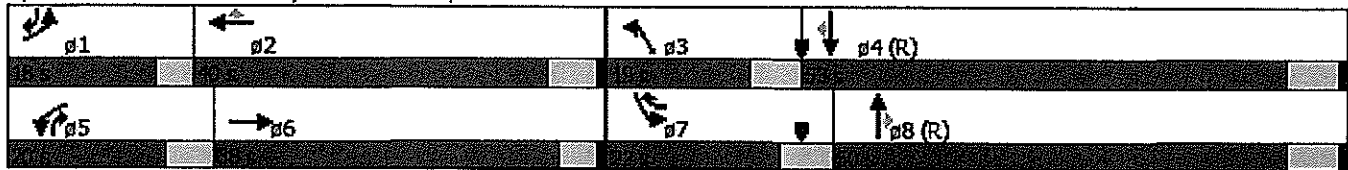


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SEB
Lane Configurations												
Volume (vph)	67	182	61	176	110	134	72	1818	99	108	1444	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3178	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3178	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				121			67			67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			481			417	
Travel Time (s)		14.4			14.5			8.2			7.1	
Lane Group Flow (vph)	67	243	0	176	110	134	72	1818	99	108	1444	18
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.38	0.29		0.41	0.12	0.18	0.34	0.95	0.13	0.43	0.71	0.02
Control Delay	60.7	33.9		55.8	35.8	5.2	57.8	53.0	6.9	57.1	36.8	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	33.9		55.8	35.8	5.2	57.8	53.0	6.9	57.1	36.8	0.1
LOS	E	C		E	D	A	E	D	A	E	D	A
Approach Delay		39.7			34.4			50.9			37.8	
Approach LOS		D			C			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 43.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 70.5%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 Description: Chapman Ave.  
 \* User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



Starlight Cinema Expansion  
1: Valley View St & Chapman Ave

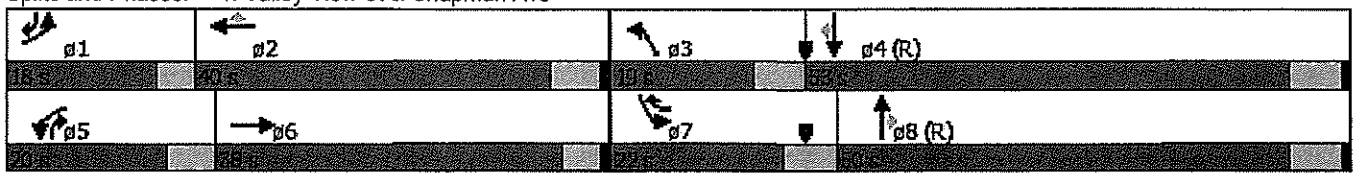
Existing Conditions + Project Traffic  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	198	116	209	224	158	161	1611	189	177	1799	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3122	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3122	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		89				64			72			67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			485			417	
Travel Time (s)		14.4			14.5			8.3			7.1	
Lane Group Flow (vph)	120	314	0	209	224	158	161	1611	189	177	1799	46
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.68	0.36		0.49	0.25	0.23	0.77	0.84	0.24	0.70	0.88	0.06
Control Delay	75.4	29.0		57.4	37.5	13.8	79.2	43.7	11.7	69.1	44.2	1.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	29.0		57.4	37.5	13.8	79.2	43.7	11.7	69.1	44.2	1.8
LOS	E	C		E	D	B	E	D	B	E	D	A
Approach Delay		41.8			38.2			43.6			45.4	
Approach LOS		D			D			D			D	

Intersection Summary

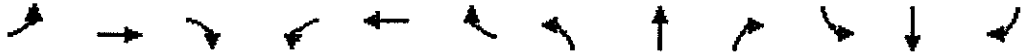
Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 43.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 74.5%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 Description: Chapman Ave.  
 \* User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



Starlight Cinema Expansion  
 2: Valley View St & Cinema dwy/US Bank dwy

Existing Conditions + Project Traffic  
 AM Peak Hour

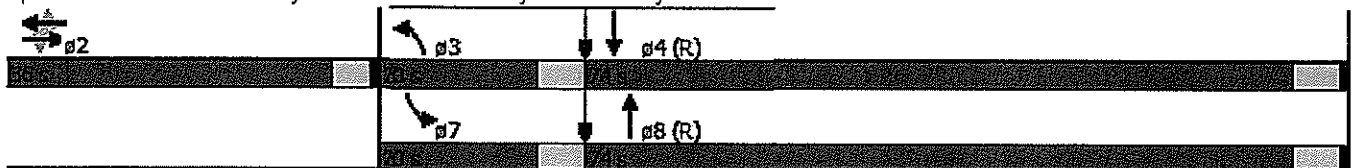


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations	↔			↔			↖	↑↑↑		↖	↑↑↑	
Volume (vph)	30	0	20	2	0	0	39	1950	3	64	1619	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1597	0	0	1652	0	1652	4746	0	1652	4737	0
Flt Permitted		0.865			0.744		0.950			0.950		
Satd. Flow (perm)	0	1423	0	0	1293	0	1652	4746	0	1652	4737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62										2
Link Speed (mph)		30			30			40				40
Link Distance (ft)		221			105			422				227
Travel Time (s)		5.0			2.4			7.2				3.9
Lane Group Flow (vph)	0	50	0	0	2	0	39	1953	0	64	1637	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.0			32.0		16.0	70.0		16.0	70.0	
Actuated g/C Ratio		0.25			0.25		0.12	0.54		0.12	0.54	
v/c Ratio		0.13			0.01		0.19	0.76		0.32	0.64	
Control Delay		7.3			37.0		75.1	3.4		66.4	10.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		7.3			37.0		75.1	3.4		66.4	10.3	
LOS		A			D		E	A		E	B	
Approach Delay		7.3			37.0			4.8			12.4	
Approach LOS		A			D			A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 8.3  
 Intersection Capacity Utilization 64.4%  
 Analysis Period (min) 15  
 Description: 4 Stars Cinema Driveway  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 2: Valley View St & Cinema dwy/US Bank dwy



Starlight Cinema Expansion  
2: Valley View St & Cinema dwy

Existing Conditions + Project Traffic  
PM Peak Hour

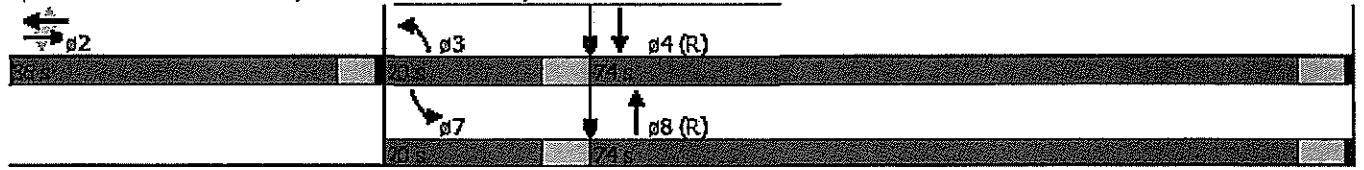


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↗	↑↑↑		↖	↑↑↑	
Volume (vph)	57	0	38	2	0	0	77	1862	8	55	2064	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1597	0	0	1652	0	1652	4742	0	1652	4732	0
Flt Permitted		0.839			0.689		0.950			0.950		
Satd. Flow (perm)	0	1380	0	0	1198	0	1652	4742	0	1652	4732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62						1				3
Link Speed (mph)		30			30			40				40
Link Distance (ft)		254			133			422				223
Travel Time (s)		5.8			3.0			7.2				3.8
Lane Group Flow (vph)	0	95	0	0	2	0	77	1870	0	55	2103	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.0			32.0		16.0	70.0		16.0	70.0	
Actuated g/C Ratio		0.25			0.25		0.12	0.54		0.12	0.54	
v/c Ratio		0.25			0.01		0.38	0.73		0.27	0.83	
Control Delay		17.8			37.0		77.9	2.5		63.4	14.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		17.8			37.0		77.9	2.5		63.4	14.8	
LOS		B			D		E	A		E	B	
Approach Delay		17.8			37.0			5.5			16.1	
Approach LOS		B			D			A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 26 (20%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 11.2  
 Intersection LOS: B  
 Intersection Capacity Utilization: 67.4%  
 ICU Level of Service: C  
 Analysis Period (min): 15  
 Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy



Starlight Cinema Expansion  
 3: Valley View St & Belgrave Ave/Merietta Ave

Existing Conditions + Project Traffic  
 AM Peak Hour

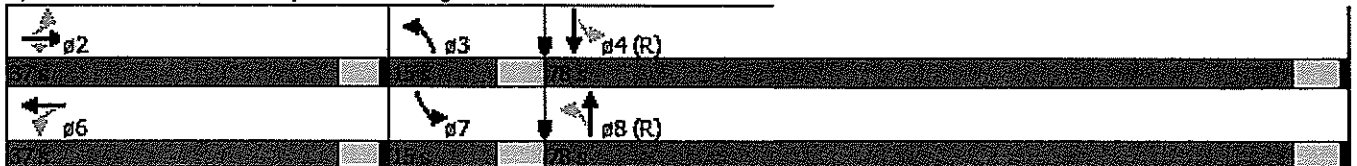


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations		↖	↗		↕		↖	↑↑↑		↖	↑↑↑	
Volume (vph)	11	2	42	5	0	6	32	1966	6	10	1608	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1667	1478	0	1574	0	1652	4746	0	1652	4742	0
Flt Permitted		0.869			0.939		0.097			0.055		
Satd. Flow (perm)	0	1511	1478	0	1512	0	169	4746	0	96	4742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62		62			1			1	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		575			159			1322			422	
Travel Time (s)		13.1			3.6			22.5			7.2	
Lane Group Flow (vph)	0	13	42	0	11	0	32	1972	0	10	1616	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio		0.03	0.10		0.03		0.14	0.73		0.05	0.60	
Control Delay		37.3	4.7		0.1		10.1	34.9		0.5	1.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		37.3	4.7		0.1		10.1	34.9		0.5	1.1	
LOS		D	A		A		B	C		A	A	
Approach Delay		12.4			0.1			34.5			1.1	
Approach LOS		B			A			C			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 19.4  
 Intersection Capacity Utilization 58.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



Starlight Cinema Expansion  
3: Valley View St & Belgrave Ave/Merietta Ave

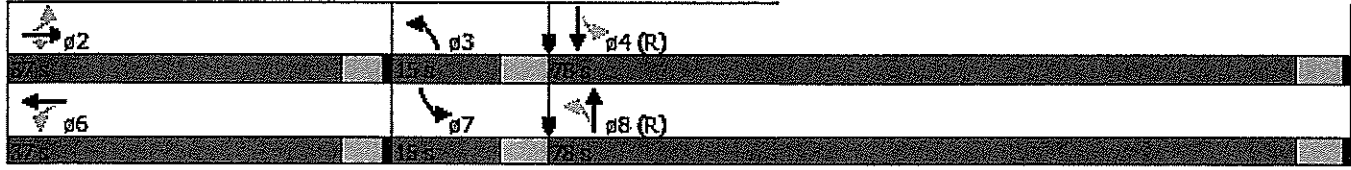
Existing Conditions + Project Traffic  
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↔		↖	↑↑↑		↖	↑↑↑	
Volume (vph)	19	1	27	5	1	7	72	1879	7	9	2063	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1660	1478	0	1581	0	1652	4742	0	1652	4737	0
Flt Permitted		0.826			0.946		0.055			0.062		
Satd. Flow (perm)	0	1436	1478	0	1525	0	96	4742	0	108	4737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62		7			1				2
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		574			188			1322			422	
Travel Time (s)		13.0			4.3			22.5			7.2	
Lane Group Flow (vph)	0	20	27	0	13	0	72	1886	0	9	2090	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio		0.06	0.06		0.03		0.37	0.70		0.04	0.77	
Control Delay		37.7	0.3		25.5		15.1	29.8		0.7	1.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.2	
Total Delay		37.7	0.3		25.5		15.1	29.8		0.7	1.9	
LOS		D	A		C		B	C		A	A	
Approach Delay		16.2			25.5			29.3			1.9	
Approach LOS		B			C			C			A	

**Intersection Summary:**  
 Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 15.1      Intersection LOS: B  
 Intersection Capacity Utilization 67.8%      ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



Starlight Cinema Expansion  
4: Valley View St & Lampson Ave

Existing Conditions + Project Traffic  
AM Peak Hour

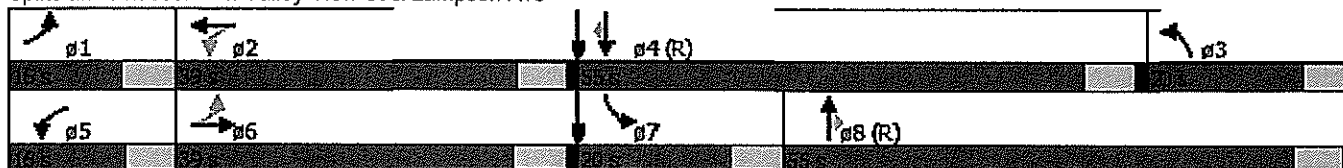


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEH	SEB
Lane Configurations												
Volume (vph)	126	127	120	113	139	70	94	1766	69	85	1420	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3062	0	1652	3138	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.464			0.385			0.950			0.950		
Satd. Flow (perm)	807	3062	0	669	3138	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120			66				114			119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137			350			1122			1322	
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	126	247	0	113	209	0	94	1766	69	85	1420	141
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2					8			4
Total Split (s)	16.0	39.0		16.0	39.0		20.0	55.0	55.0	20.0	55.0	55.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	24.9	13.6		24.7	13.5		15.2	73.9	73.9	13.2	71.7	71.7
Actuated g/C Ratio	0.19	0.10		0.19	0.10		0.12	0.57	0.57	0.10	0.55	0.55
v/c Ratio	0.55	0.58		0.53	0.54		0.49	0.65	0.08	0.51	0.54	0.16
Control Delay	51.7	33.5		51.1	42.7		45.5	19.0	3.0	87.0	2.8	1.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	33.5		51.1	42.7		45.5	19.0	3.0	87.0	2.8	1.2
LOS	D	C		D	D		D	B	A	F	A	A
Approach Delay		39.6			45.6			19.7			7.0	
Approach LOS		D			D			B			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 90 (69%), Referenced to phase 4: SBT and 8: NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 18.5      Intersection LOS: B  
 Intersection Capacity Utilization 74.1%      ICU Level of Service D  
 Analysis Period (min) 15  
 Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave



Starlight Cinema Expansion  
4: Valley View St & Lampson Ave

Existing Conditions + Project Traffic  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	225	105	181	259	108	217	1601	112	112	1798	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3158	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.290			0.343			0.950			0.950		
Satd. Flow (perm)	504	3145	0	596	3158	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			48				114			119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137			350			1122			1322	
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	228	330	0	181	367	0	217	1601	112	112	1798	177
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2					8			4
Total Split (s)	16.0	39.0		16.0	39.0		25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	31.6	20.1		31.6	20.1		20.2	50.5	50.5	29.9	59.9	59.9
Actuated g/C Ratio	0.24	0.15		0.24	0.15		0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	1.02	0.62		0.76	0.69		0.85	0.87	0.17	0.30	0.82	0.24
Control Delay	106.8	46.8		59.4	51.7		65.1	29.3	1.5	42.2	8.9	2.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.8	46.8		59.4	51.7		65.1	29.3	1.5	42.2	8.9	2.4
LOS	F	D		E	D		E	C	A	D	A	A
Approach Delay		71.3			54.3			31.7			10.1	
Approach LOS		E			D			C			B	

**Intersection Summary**

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 29.6

Intersection LOS: C

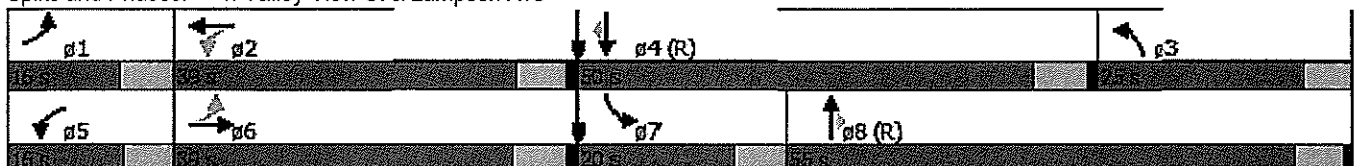
Intersection Capacity Utilization 85.3%

ICU Level of Service E

Analysis Period (min) 15

Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave





Starlight Cinema Expansion  
5: Valley View St & Cerulean Ave

Existing Conditions + Project Traffic  
AM Peak Hour

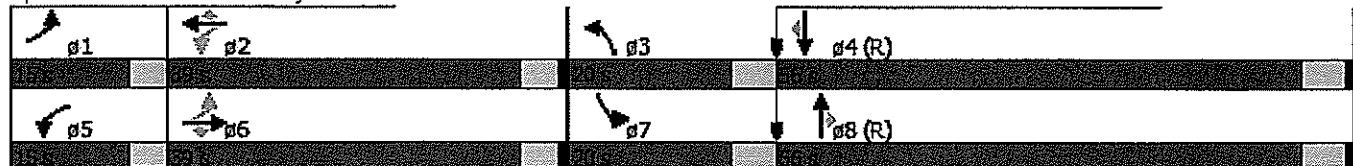


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations												
Volume (vph)	40	17	121	111	22	46	43	1908	48	22	1604	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.743			0.746			0.950			0.950		
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			86			80			80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	40	17	121	111	22	46	43	1908	48	22	1604	22
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0.35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.08	0.04	0.25	0.23	0.05	0.10	0.21	1.01	0.08	0.11	0.85	0.03
Control Delay	25.9	35.5	7.5	27.9	35.7	1.3	54.3	60.8	1.7	70.6	22.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	35.5	7.5	27.9	35.7	1.3	54.3	60.8	1.7	70.6	22.8	0.4
LOS	C	D	A	C	D	A	D	E	A	E	C	A
Approach Delay		14.3			22.0			59.3			23.1	
Approach LOS		B			C			E			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.01  
 Intersection Signal Delay: 40.7 Intersection LOS: D  
 Intersection Capacity Utilization 63.5% ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



Starlight Cinema Expansion  
5: Valley View St & Cerulean Ave

Existing Conditions + Project Traffic  
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	47	103	88	42	64	112	1844	111	66	1925	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.730			0.595			0.950			0.950		
Satd. Flow (perm)	1269	1739	1478	1034	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			86			80			80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	56	47	103	88	42	64	112	1844	111	66	1925	34
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.1	11.1	11.1	22.8	14.3	14.3	14.6	83.5	83.5	11.8	77.8	77.8
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.24	0.32	0.47	0.38	0.22	0.27	0.61	0.60	0.11	0.44	0.68	0.04
Control Delay	45.8	61.7	17.3	49.2	58.1	8.1	68.1	15.7	4.2	74.8	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	61.7	17.3	49.2	58.1	8.1	68.1	15.7	4.2	74.8	3.2	0.0
LOS	D	E	B	D	E	A	E	B	A	E	A	A
Approach Delay		35.2			37.6			17.9			5.4	
Approach LOS		D			D			B			A	

**Intersection Summary**

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 13.9

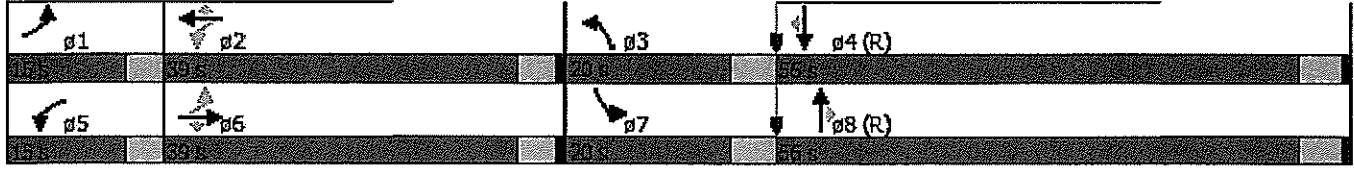
Intersection LOS: B

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave





Movement	EB1	EBR	NB1	NBT	SB1	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↘
Volume (veh/h)	0	15	0	2019	1747	17
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	15	0	2019	1747	17
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			227		481	
pX, platoon unblocked	0.78	0.76	0.76			
vC, conflicting volume	2428	591	1764			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	917			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	802	828	565			

Direction Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	15	673	673	673	699	699	366
Volume Left	0	0	0	0	0	0	0
Volume Right	15	0	0	0	0	0	17
cSH	828	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.02	0.40	0.40	0.40	0.41	0.41	0.22
Queue Length 95th (ft)	1	0	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.4	0.0	0.0				
Approach LOS	A						

<b>Intersection Summary</b>			
Average Delay	0.0		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Volume (veh/h)	0	25	0	1919	2112	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	25	0	1919	2112	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume						
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol						
tC, single (s)						
tC, 2 stage (s)						
tF (s)						
p0 queue free %						
cM capacity (veh/h)						

Direction/Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	25	640	640	640	845	845	457
Volume Left	0	0	0	0	0	0	0
Volume Right	25	0	0	0	0	0	35
cSH	741	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.38	0.38	0.38	0.50	0.50	0.27
Queue Length 95th (ft)	3	0	0	0	0	0	0
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	10.0	0.0			0.0		
Approach LOS	B						

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

*Opening Day Conditions  
2020*

Starlight Cinema Expansion  
1: Valley View St & Chapman Ave

Opening Day Conditions  
AM Peak Hour

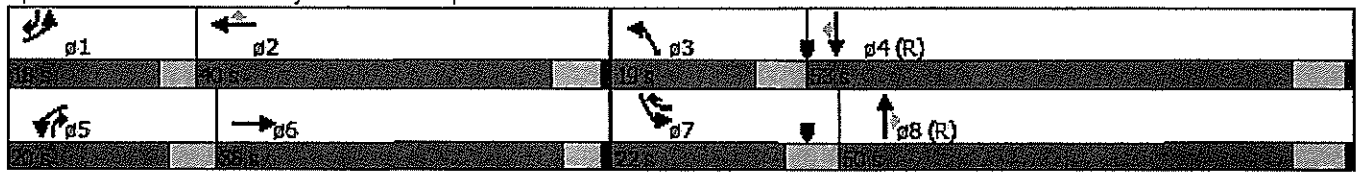


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	186	57	173	112	137	68	1847	96	110	1465	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3188	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3188	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				119			67			67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			481			417	
Travel Time (s)		14.4			14.5			8.2			7.1	
Lane Group Flow (vph)	68	243	0	173	112	137	68	1847	96	110	1465	18
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effect Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.38	0.29		0.40	0.12	0.19	0.32	0.97	0.12	0.44	0.72	0.02
Control Delay	60.9	34.6		55.7	35.8	5.7	57.4	55.5	6.6	57.3	37.1	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	34.6		55.7	35.8	5.7	57.4	55.5	6.6	57.3	37.1	0.1
LOS	E	C		E	D	A	E	E	A	E	D	A
Approach Delay		40.3			34.2			53.2			38.1	
Approach LOS		D			C			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 43 (33%) Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 44.9 Intersection LOS: D  
 Intersection Capacity Utilization 70.9% ICU Level of Service C  
 Analysis Period (min) 15  
 Description: Chapman Ave.  
 \* User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



Starlight Cinema Expansion  
1: Valley View St & Chapman Ave

Opening Day Conditions  
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	122	202	106	200	228	161	153	1629	182	181	1820	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3131	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3131	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71				62			69			67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			485			417	
Travel Time (s)		14.4			14.5			8.3			7.1	
Lane Group Flow (vph)	122	308	0	200	228	161	153	1629	182	181	1820	47
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.69	0.36		0.47	0.25	0.23	0.73	0.85	0.23	0.72	0.89	0.06
Control Delay	76.3	31.1		56.9	37.6	14.3	75.7	44.2	11.6	70.2	44.9	1.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	31.1		56.9	37.6	14.3	75.7	44.2	11.6	70.2	44.9	1.9
LOS	E	C		E	D	B	E	D	B	E	D	A
Approach Delay		43.9			37.8			43.7			46.2	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 44.0 Intersection LOS: D  
 Intersection Capacity Utilization 74.3% ICU Level of Service D  
 Analysis Period (min) 15  
 Description: Chapman Ave.  
 \* User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



Starlight Cinema Expansion  
2: Valley View St & Cinema dwy/US Bank dwy

Opening Day Conditions  
AM Peak Hour

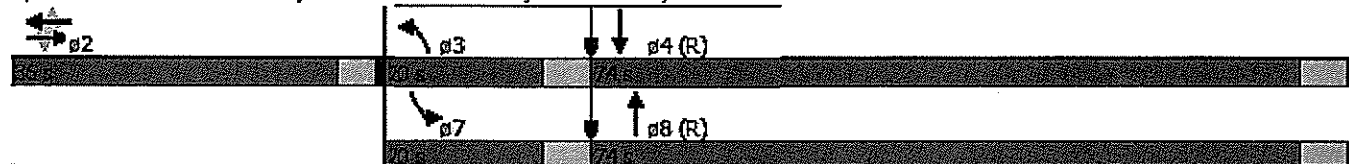


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↖	↑↑↑		↖	↑↑↑	
Volume (vph)	3	0	4	2	0	0	10	1999	3	65	1651	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1571	0	0	1652	0	1652	4746	0	1652	4746	0
Flt Permitted		0.954			0.753		0.950			0.950		
Satd. Flow (perm)	0	1531	0	0	1309	0	1652	4746	0	1652	4746	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62										
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		221			105			422			227	
Travel Time (s)		5.0			2.4			7.2			3.9	
Lane Group Flow (vph)	0	7	0	0	2	0	10	2002	0	65	1652	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.0			32.0		16.0	70.0		16.0	70.0	
Actuated g/C Ratio		0.25			0.25		0.12	0.54		0.12	0.54	
v/c Ratio		0.02			0.01		0.05	0.78		0.32	0.65	
Control Delay		0.1			37.0		72.9	3.6		66.3	10.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		0.1			37.0		72.9	3.6		66.3	10.2	
LOS		A			D		E	A		E	B	
Approach Delay		0.1			37.0			4.0			12.3	
Approach LOS		A			D			A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 7.8  
 Intersection LOS: A  
 Intersection Capacity Utilization 65.4%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy/US Bank dwy





Starlight Cinema Expansion  
2: Valley View St & Cinema dwy

Opening Day Conditions  
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↑	↑↑↑		↑	↑↑↑	
Volume (vph)	7	0	8	2	0	0	20	1916	8	56	2100	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1576	0	0	1652	0	1652	4742	0	1652	4746	0
Flt Permitted		0.934			0.748		0.950			0.950		
Satd. Flow (perm)	0	1507	0	0	1300	0	1652	4742	0	1652	4746	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62						1				
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		254			133			422			223	
Travel Time (s)		5.8			3.0			7.2			3.8	
Lane Group Flow (vph)	0	15	0	0	2	0	20	1924	0	56	2106	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.0			32.0		16.0	70.0		16.0	70.0	
Actuated g/C Ratio		0.25			0.25		0.12	0.54		0.12	0.54	
v/c Ratio		0.04			0.01		0.10	0.75		0.28	0.82	
Control Delay		0.1			37.0		72.3	2.6		63.7	15.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		0.1			37.0		72.3	2.6		63.7	15.0	
LOS		A			D		E	A		E	B	
Approach Delay		0.1			37.0			3.3			16.2	
Approach LOS		A			D			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 26 (20%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Pretimed

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 10.1

Intersection LOS: B

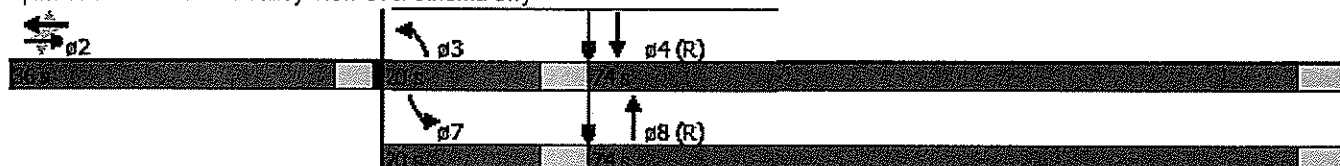
Intersection Capacity Utilization 61.5%

ICU Level of Service B

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy



Starlight Cinema Expansion  
3: Valley View St & Belgrave Ave/Merietta Ave

Opening Day Conditions  
AM Peak Hour

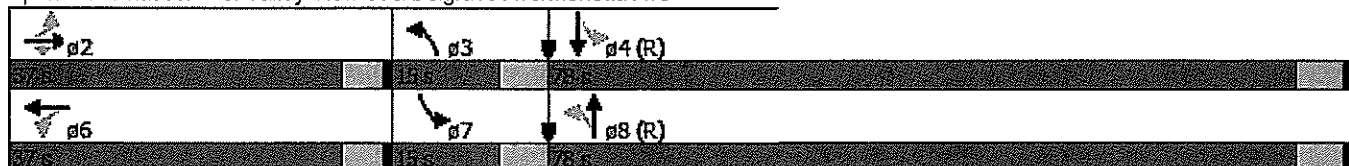


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↔		↖	↑↑↑		↖	↑↑↑	
Volume (vph)	7	2	43	5	0	4	33	1992	6	8	1629	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1674	1478	0	1590	0	1652	4746	0	1652	4746	0
Flt Permitted		0.895			0.929		0.095			0.055		
Satd. Flow (perm)	0	1556	1478	0	1518	0	165	4746	0	96	4746	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62		62			1				1
Link Speed (mph)		30			30			40				40
Link Distance (ft)		575			159			1322				422
Travel Time (s)		13.1			3.6			22.5				7.2
Lane Group Flow (vph)	0	9	43	0	9	0	33	1998	0	8	1634	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio		0.02	0.10		0.02		0.14	0.74		0.04	0.60	
Control Delay		37.1	4.8		0.1		10.2	35.5		0.4	0.9	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		37.1	4.8		0.1		10.2	35.5		0.4	0.9	
LOS		D	A		A		B	D		A	A	
Approach Delay		10.4			0.1			35.1			0.9	
Approach LOS		B			A			D			A	

Interaction Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 19.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 58.9%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



Starlight Cinema Expansion  
 3: Valley View St & Belgrave Ave/Merietta Ave

Opening Day Conditions  
 PM Peak Hour

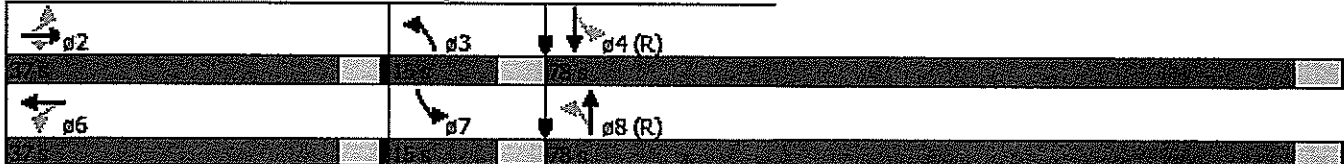


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↑↑↑		↖	↑↑↑	
Volume (vph)	11	1	28	5	1	3	73	1887	7	5	2079	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1662	1478	0	1615	0	1652	4742	0	1652	4742	0
Flt. Permitted		0.861			0.928		0.055			0.061		
Satd. Flow (perm)	0	1497	1478	0	1541	0	96	4742	0	106	4742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62		3			1			2	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		574			188			1322			422	
Travel Time (s)		13.0			4.3			22.5			7.2	
Lane Group Flow (vph)	0	12	28	0	9	0	73	1894	0	5	2099	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio		0.03	0.07		0.02		0.38	0.70		0.03	0.78	
Control Delay		37.2	0.8		30.4		15.5	30.1		0.2	1.3	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.1	
Total Delay		37.2	0.8		30.4		15.5	30.1		0.2	1.4	
LOS		D	A		C		B	C		A	A	
Approach Delay		11.8			30.4			29.5			1.4	
Approach LOS		B			C			C			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 15.0 Intersection LOS: B  
 Intersection Capacity Utilization 67.9% ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



Starlight Cinema Expansion  
4: Valley View St & Lampson Ave

Opening Day Conditions  
AM Peak Hour

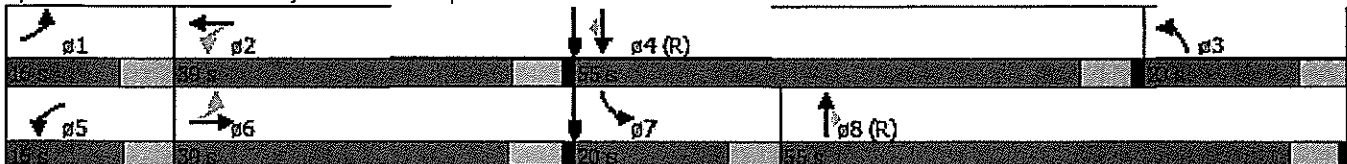


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations	↙	↑		↙	↑		↙	↑↑↑	↙	↙	↑↑↑	↙
Volume (vph)	124	130	122	115	142	68	96	1795	70	84	1443	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3062	0	1652	3141	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.463			0.376			0.950			0.950		
Satd. Flow (perm)	805	3062	0	654	3141	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		122			60				114			119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137			350			1122			1322	
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	124	252	0	115	210	0	96	1795	70	84	1443	141
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2					8			4
Total Split (s)	16.0	39.0		16.0	39.0		20.0	55.0	55.0	20.0	55.0	55.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	25.1	13.7		24.8	13.6		15.2	73.9	73.9	13.2	71.6	71.6
Actuated g/C Ratio	0.19	0.11		0.19	0.10		0.12	0.57	0.57	0.10	0.55	0.55
v/c Ratio	0.54	0.58		0.55	0.55		0.50	0.67	0.08	0.50	0.55	0.16
Control Delay	51.0	33.6		51.5	44.5		45.4	19.5	3.0	87.5	2.7	1.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	33.6		51.5	44.5		45.4	19.5	3.0	87.5	2.7	1.2
LOS	D	C		D	D		D	B	A	F	A	A
Approach Delay		39.3			47.0			20.2			6.8	
Approach LOS		D			D			C			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 18.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 74.7%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave



Starlight Cinema Expansion  
4: Valley View St & Lampson Ave

Opening Day Conditions  
PM Peak Hour

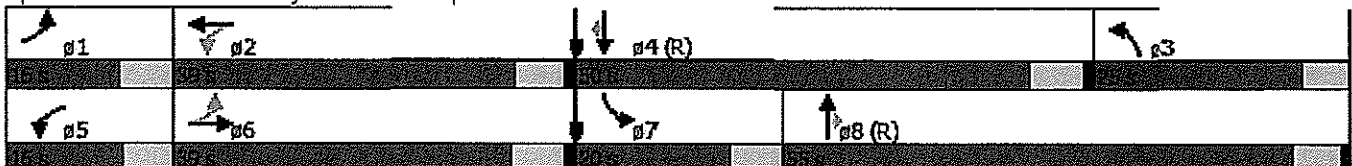


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations												
Volume (vph)	223	230	107	185	264	101	221	1621	114	107	1823	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prof)	1652	3145	0	1652	3165	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.294			0.334			0.950			0.950		
Satd. Flow (perm)	511	3145	0	581	3165	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			42				114			119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137			350			1122			1322	
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	223	337	0	185	365	0	221	1621	114	107	1823	173
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2					8			4
Total Split (s)	16.0	39.0		16.0	39.0		25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.7	20.2		31.7	20.2		20.2	50.5	50.5	29.8	59.8	59.8
Actuated g/C Ratio	0.24	0.16		0.24	0.16		0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	0.99	0.63		0.78	0.69		0.86	0.88	0.18	0.28	0.84	0.23
Control Delay	99.6	47.0		61.8	52.5		66.8	29.6	1.5	42.6	9.0	2.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.6	47.0		61.8	52.5		66.8	29.6	1.5	42.6	9.0	2.3
LOS	F	D		E	D		E	C	A	D	A	A
Approach Delay		68.0			55.6			32.2			10.1	
Approach LOS		E			E			C			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay: 29.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 85.6%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave



Starlight Cinema Expansion  
5: Valley View St & Cerulean Ave

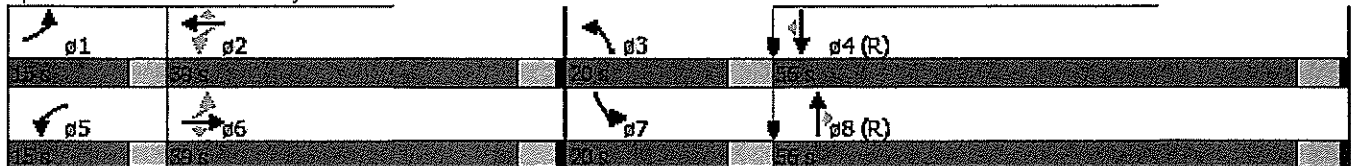
Opening Day Conditions  
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Volume (vph)	39	17	123	113	22	45	44	1944	49	20	1635	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.743			0.746			0.950			0.950		
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			86			80			80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	39	17	123	113	22	45	44	1944	49	20	1635	20
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0.35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.08	0.04	0.25	0.23	0.05	0.10	0.22	1.02	0.08	0.10	0.86	0.03
Control Delay	25.9	35.5	7.5	28.0	35.7	1.0	54.5	65.6	1.8	71.3	23.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	35.5	7.5	28.0	35.7	1.0	54.5	65.6	1.8	71.3	23.4	0.3
LOS	C	D	A	C	D	A	D	E	A	E	C	A
Approach Delay		14.2			22.2			63.8			23.7	
Approach LOS		B			C			E			C	

**Intersection Summary**  
 Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 43.3      Intersection LOS: D  
 Intersection Capacity Utilization 64.2%      ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



Starlight Cinema Expansion  
5: Valley View St & Cerulean Ave

Opening Day Conditions  
PM Peak Hour

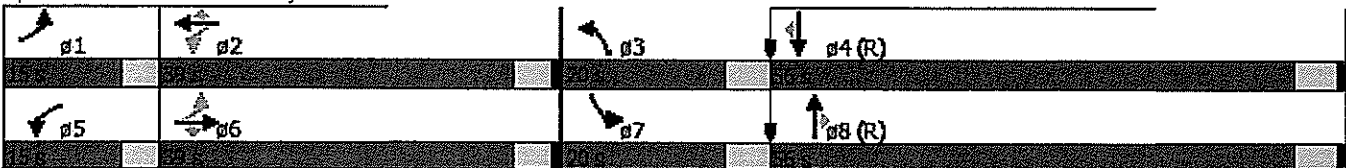


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	48	105	90	43	61	114	1878	113	63	1960	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.729			0.590			0.950			0.950		
Satd. Flow (perm)	1267	1739	1478	1026	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105			86			80			80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	53	48	105	90	43	61	114	1878	113	63	1960	31
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.1	11.2	11.2	22.9	14.4	14.4	14.8	83.6	83.6	11.7	77.6	77.6
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.23	0.32	0.47	0.39	0.22	0.25	0.61	0.62	0.12	0.43	0.69	0.03
Control Delay	45.5	61.7	17.3	49.3	58.0	7.5	68.1	15.9	4.3	74.3	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	61.7	17.3	49.3	58.0	7.5	68.1	15.9	4.3	74.3	3.2	0.0
LOS	D	E	B	D	E	A	E	B	A	E	A	A
Approach Delay		34.9			38.1			18.1			5.4	
Approach LOS		C			D			B			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 14.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



Starlight Cinema Expansion  
6: Valley View St

Opening Day Conditions  
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Volume (veh/h)	0	5	0	2002	1740	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	5	0	2002	1740	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				227	481	
pX, platoon unblocked	0.78	0.77	0.77			
vC, conflicting volume	2410	582	1745			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	901			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	798	830	574			

Direction Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	5	667	667	667	696	696	353
Volume Left	0	0	0	0	0	0	0
Volume Right	5	0	0	0	0	0	5
cSH	830	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.39	0.39	0.39	0.41	0.41	0.21
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.4	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		43.7%	ICU Level of Service A
Analysis Period (min)		15	



Starlight Cinema Expansion  
6: Valley View St & N proj dwy

Opening Day Conditions  
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SEH	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Volume (veh/h)	0	6	0	1923	2136	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	6	0	1923	2136	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				223	485	
pX, platoon unblocked	0.83	0.68	0.68			
vC, conflicting volume	2784	718	2149			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	1028			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	853	734	454			

Direction Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	6	641	641	641	854	854	440
Volume Left	0	0	0	0	0	0	0
Volume Right	6	0	0	0	0	0	13
cSH	734	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.38	0.38	0.38	0.50	0.50	0.26
Queue Length 95th (ft)	1	0	0	0	0	0	0
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.9	0.0			0.0		
Approach LOS	A						

Interaction Summary			
Average Delay		0.0	
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

*Opening Day Conditions + Project Traffic  
2020*

Starlight Cinema Expansion  
1: Valley View St & Chapman Ave

Opening Day Conditions + Project Traffic  
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations												
Volume (vph)	68	186	62	179	112	137	73	1854	101	110	1473	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3178	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt. Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3178	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				119			67			67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			481			417	
Travel Time (s)		14.4			14.5			8.2			7.1	
Lane Group Flow (vph)	68	248	0	179	112	137	73	1854	101	110	1473	18
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.38	0.29		0.42	0.12	0.19	0.35	0.97	0.13	0.44	0.72	0.02
Control Delay	60.9	34.1		56.0	35.8	5.7	58.0	56.1	7.1	57.3	37.2	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	34.1		56.0	35.8	5.7	58.0	56.1	7.1	57.3	37.2	0.1
LOS	E	C		E	D	A	E	E	A	E	D	A
Approach Delay		39.9			34.6			53.8			38.2	
Approach LOS		D			C			D			D	

Intersection Summary:

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 45.2

Intersection LOS: D

Intersection Capacity Utilization 71.4%

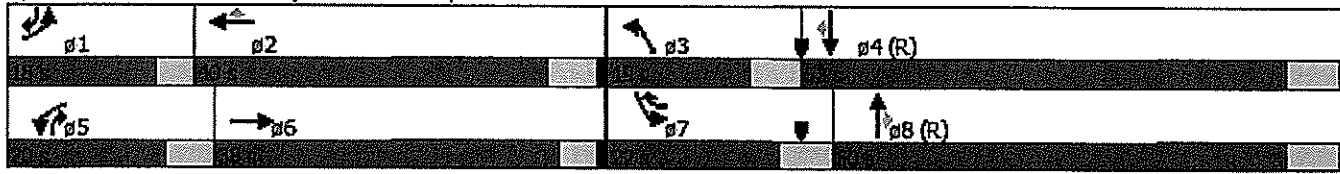
ICU Level of Service C

Analysis Period (min) 15

Description: Chapman Ave.

\* User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



Starlight Cinema Expansion  
1: Valley View St & Chapman Ave

Opening Day Conditions + Project Traffic  
PM Peak Hour

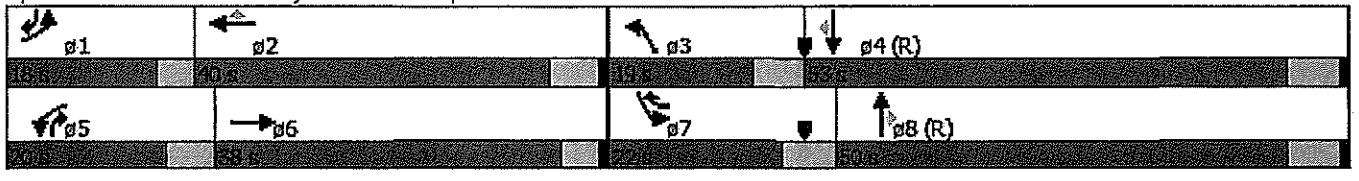


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←→		←	←→	←	←	←→	←	←	←→	←
Volume (vph)	122	202	118	213	228	161	164	1643	193	181	1835	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3122	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3122	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88				62			72			67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			485			417	
Travel Time (s)		14.4			14.5			8.3			7.1	
Lane Group Flow (vph)	122	320	0	213	228	161	164	1643	193	181	1835	47
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.69	0.37		0.50	0.25	0.23	0.78	0.86	0.25	0.72	0.90	0.06
Control Delay	76.3	29.4		57.6	37.6	14.3	80.7	44.6	11.9	70.2	45.5	1.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	29.4		57.6	37.6	14.3	80.7	44.6	11.9	70.2	45.5	1.9
LOS	E	C		E	D	B	F	D	B	E	D	A
Approach Delay		42.4			38.4			44.4			46.7	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 44.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 75.6%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 Description: Chapman Ave  
 \* User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



Starlight Cinema Expansion  
2: Valley View St & Cinema dwy/US Bank dwy

Opening Day Conditions + Project Traffic  
AM Peak Hour

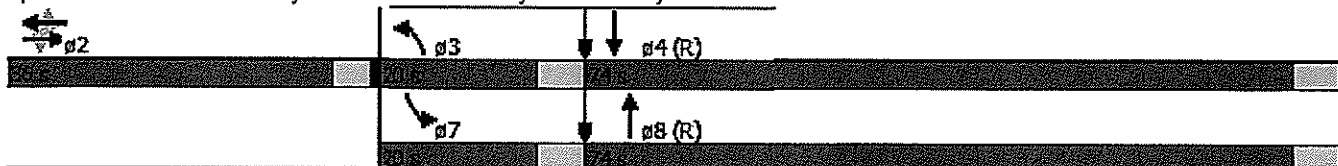


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SEB
Lane Configurations	↔			↔			↕ ↑↑↑		↕ ↑↑↑		↕ ↑↑↑	
Volume (vph)	30	0	20	2	0	0	39	1999	3	65	1651	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1597	0	0	1652	0	1652	4746	0	1652	4737	0
Flt Permitted		0.865			0.744		0.950			0.950		
Satd. Flow (perm)	0	1423	0	0	1293	0	1652	4746	0	1652	4737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62										2
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		221			105			422			227	
Travel Time (s)		5.0			2.4			7.2			3.9	
Lane Group Flow (vph)	0	50	0	0	2	0	39	2002	0	65	1669	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.0			32.0		16.0	70.0		16.0	70.0	
Actuated g/C Ratio		0.25			0.25		0.12	0.54		0.12	0.54	
v/c Ratio		0.13			0.01		0.19	0.78		0.32	0.65	
Control Delay		7.3			37.0		74.2	3.8		66.1	10.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		7.3			37.0		74.2	3.8		66.1	10.4	
LOS		A			D		E	A		E	B	
Approach Delay		7.3			37.0			5.2			12.5	
Approach LOS		A			D			A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 30 (23%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 8.5 Intersection LOS: A  
 Intersection Capacity Utilization 65.4% ICU Level of Service C  
 Analysis Period (min) 15  
 Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy/US Bank dwy



Starlight Cinema Expansion  
2: Valley View St & Cinema dwy

Opening Day Conditions + Project Traffic  
PM Peak Hour

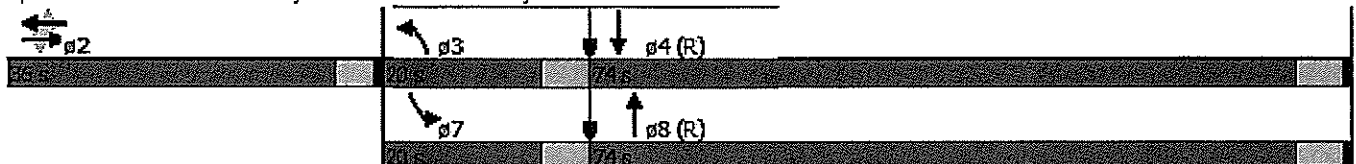


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↗	↑↑↑		↖	↑↑↑	
Volume (vph)	57	0	38	2	0	0	77	1900	8	56	2105	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1597	0	0	1652	0	1652	4742	0	1652	4732	0
Flt Permitted		0.839			0.689		0.950			0.950		
Satd. Flow (perm)	0	1380	0	0	1198	0	1652	4742	0	1652	4732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62						1				3
Link Speed (mph)		30			30			40				40
Link Distance (ft)		254			133			422				223
Travel Time (s)		5.8			3.0			7.2				3.8
Lane Group Flow (vph)	0	95	0	0	2	0	77	1908	0	56	2144	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			2		3	8		7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.0			32.0		16.0	70.0		16.0	70.0	
Actuated g/C Ratio		0.25			0.25		0.12	0.54		0.12	0.54	
v/c Ratio		0.25			0.01		0.38	0.75		0.28	0.84	
Control Delay		17.8			37.0		77.2	2.8		63.0	15.8	
Queue Delay		0.0			0.0		0.0	0.1		0.0	0.0	
Total Delay		17.8			37.0		77.2	2.8		63.0	15.8	
LOS		B			D		E	A		E	B	
Approach Delay		17.8			37.0			5.7			17.0	
Approach LOS		B			D			A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 26 (20%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 11.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 68.2%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy



Starlight Cinema Expansion  
 3: Valley View St & Belgrave Ave/Merietta Ave

Opening Day Conditions + Project Traffic  
 AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕		↖	↕	↗
Volume (vph)	11	2	43	5	0	6	33	2005	6	10	1640	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1667	1478	0	1574	0	1652	4746	0	1652	4742	0
Flt Permitted		0.869			0.939		0.092			0.055		
Satd. Flow (perm)	0	1511	1478	0	1512	0	160	4746	0	96	4742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62		62			1			1	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		575			159			1322			422	
Travel Time (s)		13.1			3.6			22.5			7.2	
Lane Group Flow (vph)	0	13	43	0	11	0	33	2011	0	10	1648	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio		0.03	0.10		0.03		0.14	0.74		0.05	0.61	
Control Delay		37.3	4.8		0.1		10.2	35.7		0.5	1.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		37.3	4.8		0.1		10.2	35.7		0.5	1.1	
LOS		D	A		A		B	D		A	A	
Approach Delay		12.3			0.1			35.2			1.1	
Approach LOS		B			A			D			A	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

Control Type: Pretimed

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 19.8

Intersection LOS: B

Intersection Capacity Utilization 59.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave

↕ #2	↖ #3	↕ #4 (R)
↖ #6	↖ #7	↕ #8 (R)

Starlight Cinema Expansion  
 3: Valley View St & Belgrave Ave/Merietta Ave

Opening Day Conditions + Project Traffic  
 PM Peak Hour

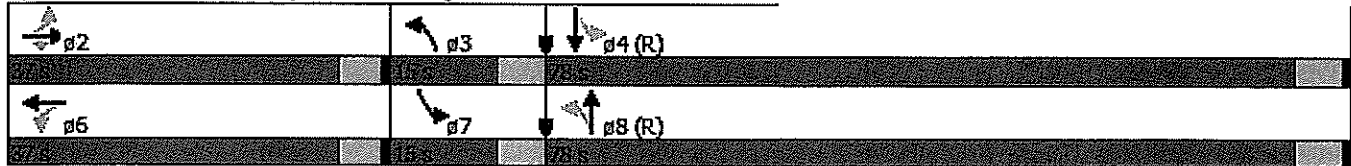


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕		↖	↕	↗
Volume (vph)	19	1	28	5	1	7	73	1916	7	9	2104	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1660	1478	0	1581	0	1652	4742	0	1652	4737	0
Flt Permitted		0.826			0.946		0.055			0.058		
Satd. Flow (perm)	0	1436	1478	0	1525	0	96	4742	0	101	4737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62		7			1			2	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		574			188			1322			422	
Travel Time (s)		13.0			4.3			22.5			7.2	
Lane Group Flow (vph)	0	20	28	0	13	0	73	1923	0	9	2131	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio		0.06	0.07		0.03		0.38	0.71		0.05	0.79	
Control Delay		37.7	0.8		25.5		15.5	30.1		0.6	1.8	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.2	
Total Delay		37.7	0.8		25.5		15.5	30.1		0.6	1.9	
LOS		D	A		C		B	C		A	A	
Approach Delay		16.2			25.5			29.6			1.9	
Approach LOS		B			C			C			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 15.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 68.6%  
 ICU Level of Service C  
 Analysis Period (min) 15

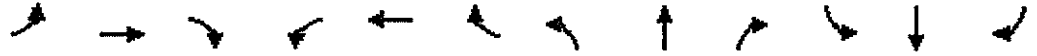
Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave





Starlight Cinema Expansion  
4: Valley View St & Lampson Ave

Opening Day Conditions + Project Traffic  
AM Peak Hour

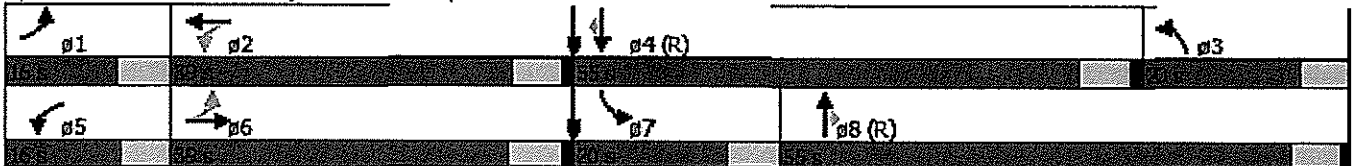


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations												
Volume (vph)	128	130	122	115	142	71	96	1801	70	87	1448	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3062	0	1652	3138	0	1652	4746	1478	1652	4746	1478
Flt. Permitted	0.456			0.376			0.950			0.950		
Satd. Flow (perm)	793	3062	0	654	3138	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		122			65				114			119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137			350			1122			1322	
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	128	252	0	115	213	0	96	1801	70	87	1448	144
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2					8			4
Total Split (s)	16.0	39.0		16.0	39.0		20.0	55.0	55.0	20.0	55.0	55.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	25.0	13.7		24.8	13.6		15.2	73.7	73.7	13.4	71.6	71.6
Actuated g/C Ratio	0.19	0.11		0.19	0.10		0.12	0.57	0.57	0.10	0.55	0.55
v/c Ratio	0.56	0.58		0.55	0.55		0.50	0.67	0.08	0.51	0.55	0.17
Control Delay	52.0	33.6		51.5	43.4		45.6	19.6	3.1	86.4	2.8	1.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	33.6		51.5	43.4		45.6	19.6	3.1	86.4	2.8	1.2
LOS	D	C		D	D		D	B	A	F	A	A
Approach Delay		39.8			46.3			20.3			7.0	
Approach LOS		D			D			C			A	

Intersection Summary

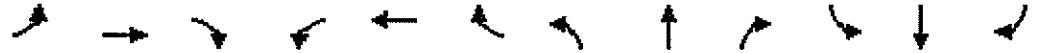
Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 18.8  
 Intersection Capacity Utilization 74.8%  
 Analysis Period (min) 15  
 Description: Lampson Ave.  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 4: Valley View St & Lampson Ave



Starlight Cinema Expansion  
4: Valley View St & Lampson Ave

Opening Day Conditions + Project Traffic  
PM Peak Hour

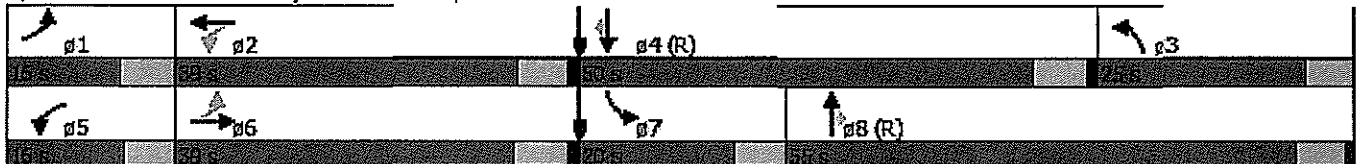


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑		↙	↑		↙	↑↑↑	↑	↙	↑↑↑	↑
Volume (vph)	232	230	107	185	264	110	221	1633	114	114	1834	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3158	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.285			0.337			0.950			0.950		
Satd. Flow (perm)	495	3145	0	586	3158	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			48				114			119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137			350			1122			1322	
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	232	337	0	185	374	0	221	1633	114	114	1834	180
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2					8			4
Total Split (s)	16.0	39.0		16.0	39.0		25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.9	20.4		31.9	20.4		20.2	50.5	50.5	29.6	59.6	59.6
Actuated g/C Ratio	0.25	0.16		0.25	0.16		0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	1.04	0.62		0.78	0.70		0.86	0.89	0.18	0.30	0.84	0.24
Control Delay	111.3	46.7		61.0	51.8		66.7	30.1	1.5	42.1	9.9	2.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	46.7		61.0	51.8		66.7	30.1	1.5	42.1	9.9	2.5
LOS	F	D		E	D		E	C	A	D	A	A
Approach Delay		73.0			54.8			32.5			11.0	
Approach LOS		E			D			C			B	

Interaction Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay: 30.5      Intersection LOS: C  
 Intersection Capacity Utilization 86.6%      ICU Level of Service E  
 Analysis Period (min) 15  
 Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave



Starlight Cinema Expansion  
5: Valley View St & Cerulean Ave

Opening Day Conditions + Project Traffic  
AM Peak Hour

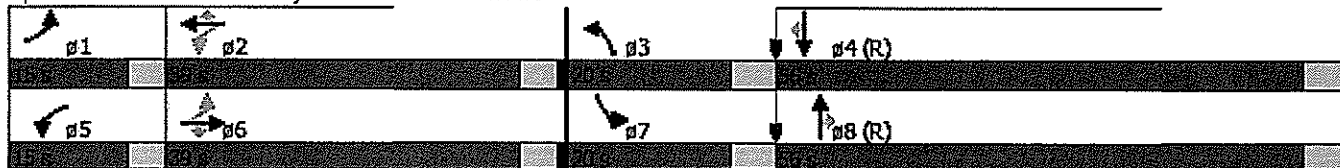


Lane Group	PBL	PBT	PBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (vph)	41	17	123	113	22	47	44	1946	49	22	1636	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.743			0.746			0.950			0.950		
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			86			80			80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	41	17	123	113	22	47	44	1946	49	22	1636	22
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0.35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.08	0.04	0.25	0.23	0.05	0.10	0.22	1.03	0.08	0.11	0.86	0.03
Control Delay	26.0	35.5	7.5	28.0	35.7	1.5	54.5	65.9	1.8	70.7	23.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	35.5	7.5	28.0	35.7	1.5	54.5	65.9	1.8	70.7	23.6	0.4
LOS	C	D	A	C	D	A	D	E	A	E	C	A
Approach Delay		14.3			22.1			64.1			23.9	
Approach LOS		B			C			E			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.03  
 Intersection Signal Delay: 43.5  
 Intersection Capacity Utilization 64.3%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service C

Splits and Phases: 5: Valley View St & Cerulean Ave



Starlight Cinema Expansion  
5: Valley View St & Cerulean Ave

Opening Day Conditions + Project Traffic  
PM Peak Hour

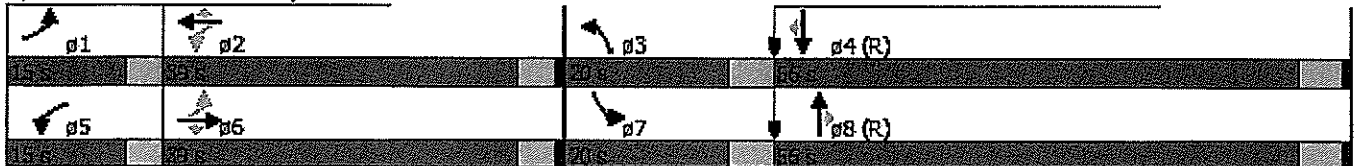


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Volume (vph)	57	48	105	90	43	65	114	1881	113	67	1963	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.729			0.595			0.950			0.950		
Satd. Flow (perm)	1267	1739	1478	1034	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105			86			80			80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	57	48	105	90	43	65	114	1881	113	67	1963	35
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.2	11.2	11.2	22.9	14.3	14.3	14.8	83.4	83.4	11.9	77.6	77.6
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.24	0.32	0.47	0.39	0.23	0.27	0.61	0.62	0.12	0.45	0.69	0.04
Control Delay	45.8	61.7	17.3	49.3	58.0	8.4	68.1	16.1	4.3	74.6	3.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	61.7	17.3	49.3	58.0	8.4	68.1	16.1	4.3	74.6	3.2	0.1
LOS	D	E	B	D	E	A	E	B	A	E	A	A
Approach Delay		35.2			37.8			18.2			5.5	
Approach LOS		D			D			B			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 14.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↘
Volume (veh/h)	0	15	0	2019	1747	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	15	0	2019	1747	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				227	481	
pX, platoon unblocked	0.78	0.76	0.76			
vC, conflicting volume	2428	591	1764			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	917			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	802	828	565			

Direction Lane #	EBL	EBR	NB1	NB2	NB3	SB1	SB2	SB3
Volume Total	15	673	673	673	673	699	699	366
Volume Left	0	0	0	0	0	0	0	0
Volume Right	15	0	0	0	0	0	0	17
cSH	828	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.02	0.40	0.40	0.40	0.40	0.41	0.41	0.22
Queue Length 95th (ft)	1	0	0	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	9.4	0.0				0.0		
Approach LOS	A							

Interaction Summary			
Average Delay		0.0	
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

Starlight Cinema Expansion  
6: Valley View St & N proj dwy

Opening Day Conditions + Project Traffic  
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBL	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↘
Volume (veh/h)	0	25	0	1957	2154	35
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	25	0	1957	2154	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)			223		485	
pX, platoon unblocked	0.83	0.67	0.67			
vC, conflicting volume	2824	736	2189			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	1067			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	847	730	437			

Direction Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	25	652	652	652	862	862	466
Volume Left	0	0	0	0	0	0	0
Volume Right	25	0	0	0	0	0	35
cSH	730	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.38	0.38	0.38	0.51	0.51	0.27
Queue Length 95th (ft)	3	0	0	0	0	0	0
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	10.1	0.0					0.0
Approach LOS	B						

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		