ATTACHMENT 5

TECHNICAL MEMORANDUM

DATE: April 14, 2025
TO: Johanna Crooker, MLC Holdings, Inc.
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 15843-05 FTA Memo

SUBJECT: TENTATIVE TRACT MAP NO. 19334 FOCUSED TRAFFIC ASSESSMENT

Urban Crossroads, Inc. has prepared the following Focused Traffic Assessment for Tentative Tract Map No. 19334 (Project), which is located at 3150 Bear Street in the City of Costa Mesa. This letter describes the proposed Project trip generation and determines whether any additional traffic operations analysis is required based on the City's Transportation Impact Analysis (TIA) Guidelines (October 2020, City Guidelines). In addition, this assessment evaluates the segment of Bear Street along the Project's frontage.

EXISTING USE & PROPOSED PROJECT

The site is 6.12-acre and is currently developed with the former 65,652 square foot Trinity Broadcasting Network (TBN) building along with a 1,000 square foot maintenance building which is now occupied by The Palazzo by Koshbin which is a European-style event venue. The Project proposes to develop a new residential infill community consisting of a total of 142 for-sale townhomes within eight separate buildings (of which seven units or five percent of the total units will be designated very-low affordable units). The townhomes would range in size from approximately 1,060 to 2,218 square feet with 2-story detached homes and 4-story attached homes. A preliminary site plan for the proposed Project is shown on Exhibit 1. As indicated on Exhibit 1, access to the site is accommodated via a single driveway on Bear Street (where the existing site access is located) and an emergency vehicle access (EVA) to the northeast of the site via Olympic Avenue.

EXHIBIT 1: PRELIMINARY SITE PLAN

TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

EXISTING USE: FORMER TBN BUILDING

In an effort to understand the traffic associated with the prior use, trip-generation statistics published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) has been used for the Corporate Headquarters land use category (ITE Land Use Code 714. The site is currently occupied by the former 65,652 square foot TBN building along with a 1,000 square foot maintenance building. Table 1 presents the trip generation rates and summarizes the trip generation for the former use. The former office use was anticipated to generate a total of 530 two-way trips per day with 97 AM peak hour trips and 87 PM peak hour trips as shown in Table 1.

TABLE 1: EXISTING TRIP GENERATION

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Corporate Headquarters	TSF	714	1.35	0.10	1.45	0.12	1.18	1.30	7.95

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] TSF = thousand square feet

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Former Use: TBN Building	66.652	TSF	90	7	97	8	79	87	530

[1] TSF = thousand square feet

PROPOSED PROJECT

The Project proposes to develop a new residential infill community consisting of a total of 142 for-sale townhomes within eight separate buildings (of which seven units or five percent of the total units will be designated very-low affordable units). In order to develop the traffic characteristics for the Project, trip-generation statistics published in the latest ITE Trip Generation Manual (11th Edition, 2021) has been used based on the Single Family Detached (ITE Land Use Code 210), Multifamily (Low-Rise) Residential (ITE Land Use Code 220), and Affordable Housing (ITE Land Use Code 223) land use categories. Table 2 presents the trip generation rates and summarizes the proposed Project trip generation. The proposed Project is anticipated to generate a total of 1,000 two-way trips per day with 63 AM peak hour trips and 81 PM peak hour trips as shown in Table 2.

TABLE 2: PROJECT TRIP GENERATION

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single Family Detached	DU	210	0.18	0.52	0.70	0.59	0.35	0.94	9.43
Multifamily (Low-Rise) Residential	DU	220	0.10	0.30	0.40	0.32	0.19	0.51	6.74
Affordable Housing	DU	223	0.10	0.26	0.36	0.27	0.19	0.46	4.81

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] DU = Dwelling Units

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Detached Two-Story Townhomes	20	DU	4	10	14	12	7	19	190
Attached Townhomes	115	DU	11	35	46	37	22	59	776
Affordable Housing	7	DU	1	2	3	2	1	3	34
Total Trips	**142**	**DU**	**16**	**47**	**63**	**51**	**30**	**81**	**1,000**

[1] DU = Dwelling Units

TRIP GENERATION COMPARISON

Table 3 shows the trip generation comparison between the proposed Project uses and the prior office land use. The resulting net change in vehicle trips is identified in Table 3. As shown, the proposed Project is anticipated to generate a net increase of 470 two-way trips per day but a net reduction of 34 AM peak hour trips and 6 fewer PM peak hour trips as compared to the prior office use.

TABLE 3: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Former Use: TBN Building	90	7	97	8	79	87	530
Proposed Use: Townhomes	16	47	63	51	30	81	1,000
Net Change in Trips	**-74**	**40**	**-34**	**43**	**-49**	**-6**	**470**

Note: Negative value represents a reduction in comparison to the former use.

TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Based on the existing travel patterns along Bear Street, it is anticipated 53% of the Project's traffic will head northbound on Bear Street while the remaining 47% would head southbound on Bear Street.

TRAFFIC FORECASTS

In an effort to generate forecasts to be utilized in other technical studies to support the Project, an existing 24-hour roadway count was collected along Bear Street just north of Shiffer Park along the Project's future western frontage (see Appendix 1). The existing traffic count was collected when local schools were in session and operating on normal bell schedules. Project traffic was then added to the applicable segments on either side of the Project driveway along Bear Street based on the Project's trip distribution patterns and the trip generation presented in Table 2. Table 4 summarizes the Existing and Existing plus Project average daily traffic forecasts. Bear Street is designated as a Major Arterial (100-foot right-of-way, six-lanes with raised median) on the City's General Plan Circulation Element. Based on the City's Master Plan of Streets and Highways, a Major Arterial has a daily volume capacity of 56,000-68,000 vehicles per day which is well below the existing and anticipated E+P traffic forecasts shown in Table 4.

TABLE 4: ROADWAY SEGMENT FORECAST

Roadway Segment	Existing ADT	Project ADT	E+P ADT
Bear Street, north of Project Driveway	25,475	530	26,005
Bear Street, south of Project Driveway	25,475	470	25,945

ADT = Average Daily Traffic (Two-Way Traffic)

If you have any questions, please contact me directly at cso@urbanxroads.com.

APPENDIX 1:

EXISTING (2025) TRAFFIC COUNTS

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, January 15, 2025 **CITY:** Costa Mesa

JOB #: SC5131 **LOCATION:** CLASS1 Bear St north of Shiffer Park

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	26	0	0	0	0	0	26	12:00	259	8	0	0	0	0	267
0:15	15	0	0	0	0	0	15	12:15	244	8	0	0	0	0	252
0:30	13	0	0	0	0	0	13	12:30	221	12	0	0	0	0	233
0:45	9	0	0	0	0	0	9	12:45	229	3	0	1	0	0	233
1:00	14	0	0	0	0	0	14	13:00	220	11	1	0	0	1	233
1:15	12	0	0	0	0	0	12	13:15	233	9	0	1	0	1	244
1:30	11	0	0	0	0	0	11	13:30	189	3	0	0	0	0	192
1:45	9	0	0	0	0	0	9	13:45	210	5	1	0	0	0	216
2:00	8	1	0	0	0	0	9	14:00	231	4	0	0	0	0	235
2:15	3	0	0	0	0	0	3	14:15	222	5	0	0	0	0	227
2:30	8	0	0	0	0	0	8	14:30	262	11	0	1	0	0	274
2:45	6	0	0	0	0	0	6	14:45	289	10	2	1	0	0	302
3:00	4	0	0	0	0	0	4	15:00	293	13	0	0	0	0	306
3:15	4	0	0	0	0	0	4	15:15	286	9	0	1	0	0	296
3:30	6	0	0	0	0	0	6	15:30	280	12	0	0	0	0	292
3:45	7	0	0	1	0	0	8	15:45	290	8	0	0	0	1	299
4:00	11	0	0	0	0	0	11	16:00	333	16	0	0	0	1	350
4:15	7	0	0	0	0	0	7	16:15	321	8	1	0	0	0	330
4:30	13	0	1	0	0	0	14	16:30	350	11	0	0	0	0	361
4:45	14	2	0	0	0	0	16	16:45	356	9	0	0	0	0	365
5:00	10	0	0	0	0	0	10	17:00	365	7	0	1	0	0	373
5:15	16	2	0	0	0	0	18	17:15	362	3	0	1	0	0	366
5:30	13	0	0	0	0	0	13	17:30	332	9	0	0	0	0	341
5:45	32	0	0	0	0	0	32	17:45	336	5	0	1	0	0	342
6:00	25	0	0	0	0	0	25	18:00	296	5	0	0	0	1	302
6:15	23	3	0	0	0	1	27	18:15	310	7	0	0	0	0	317
6:30	26	3	0	0	0	0	29	18:30	200	3	0	0	0	0	203
6:45	44	0	0	0	0	0	44	18:45	207	2	0	0	0	0	209
7:00	55	3	0	0	0	0	58	19:00	165	0	0	0	0	0	165
7:15	73	0	0	0	0	0	73	19:15	155	1	0	0	0	0	156
7:30	76	2	0	0	0	0	78	19:30	136	2	0	0	0	0	138
7:45	142	4	0	0	0	0	146	19:45	124	0	0	0	0	0	124
8:00	143	2	0	0	0	0	145	20:00	124	2	0	0	0	0	126
8:15	177	2	0	0	0	2	181	20:15	90	1	0	0	0	0	91
8:30	135	4	0	0	0	0	139	20:30	96	2	0	0	0	0	98
8:45	121	7	0	0	0	0	128	20:45	72	0	0	0	0	0	72
9:00	133	7	1	0	0	0	141	21:00	107	2	0	1	0	1	111
9:15	133	2	2	0	0	0	137	21:15	98	1	0	0	0	0	99
9:30	173	9	0	0	0	0	182	21:30	75	3	0	0	0	0	78
9:45	188	6	0	1	0	0	195	21:45	69	1	0	0	0	0	70
10:00	143	9	0	1	0	0	153	22:00	75	0	0	0	0	0	75
10:15	179	7	0	0	0	0	186	22:15	85	0	0	1	0	0	86
10:30	191	4	0	2	0	1	198	22:30	63	0	0	0	0	0	63
10:45	188	9	1	1	0	0	199	22:45	51	0	0	0	0	0	51
11:00	203	8	0	0	0	0	211	23:00	33	2	0	0	0	0	35
11:15	200	7	1	0	0	0	208	23:15	39	2	0	0	0	0	41
11:30	240	4	0	0	0	0	244	23:30	33	0	0	0	0	0	33
11:45	270	3	0	0	0	0	273	23:45	30	0	0	0	0	0	30
TOTAL	3,552	110	6	6	0	4	3,678	TOTAL	9,446	235	5	10	0	6	9,702

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	936

AM PEAK HOUR	4:30 PM
AM PEAK VOLUME	1,465

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	12,998	345	11	16	0	10	13,380
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	97.1%	2.6%	0.1%	0.1%	0.0%	0.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	24,800	601	26	33	0	15	25,475
CLASS 6	Buses	% OF TOTAL	97.4%	2.4%	0.1%	0.1%	0.0%	0.1%	100.0%

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, January 15, 2025
JOB #: SC5131
CITY: Costa Mesa
LOCATION: CLASS1 Bear St north of Shiffer Park

AM TIME	SOUTHBOUND 1	2	3	4	5	6	TOTAL	PM Time	SOUTHBOUND 1	2	3	4	5	6	TOTAL
0:00	13	1	0	0	0	0	14	12:00	174	6	0	0	0	0	180
0:15	9	0	0	0	0	0	9	12:15	212	2	1	0	0	1	216
0:30	9	1	0	0	0	0	10	12:30	205	5	1	0	0	0	211
0:45	7	0	0	0	0	0	7	12:45	229	5	0	0	0	0	234
1:00	4	0	0	0	0	0	4	13:00	202	3	0	0	0	0	205
1:15	3	0	0	0	0	0	3	13:15	192	6	0	0	0	0	198
1:30	3	0	0	0	0	0	3	13:30	187	4	1	1	0	0	193
1:45	5	2	0	0	0	0	7	13:45	227	8	0	0	0	0	235
2:00	4	0	0	0	0	0	4	14:00	183	2	0	0	0	0	185
2:15	3	0	0	0	0	0	3	14:15	239	3	0	0	0	1	243
2:30	6	0	0	0	0	0	6	14:30	213	5	0	0	0	0	218
2:45	2	0	0	0	0	0	2	14:45	230	3	0	0	0	0	233
3:00	4	1	0	0	0	0	5	15:00	231	5	0	0	0	0	236
3:15	4	0	0	0	0	0	4	15:15	228	5	0	0	0	0	233
3:30	9	0	0	0	0	0	9	15:30	213	6	0	0	0	0	219
3:45	12	0	0	0	0	0	12	15:45	236	6	1	2	0	1	246
4:00	11	0	0	0	0	0	11	16:00	205	1	0	0	0	0	206
4:15	9	0	0	0	0	0	9	16:15	219	2	0	0	0	0	221
4:30	24	1	0	0	0	0	25	16:30	224	1	0	1	0	0	226
4:45	27	0	1	0	0	0	28	16:45	197	2	0	0	0	0	199
5:00	16	0	0	0	0	0	16	17:00	270	6	0	0	0	0	276
5:15	31	0	0	1	0	1	33	17:15	249	1	0	0	0	0	250
5:30	26	1	0	0	0	0	27	17:30	226	1	0	0	0	0	227
5:45	65	2	0	0	0	0	67	17:45	225	1	0	0	0	0	226
6:00	63	2	0	0	0	0	65	18:00	203	2	0	0	0	0	205
6:15	94	6	0	0	0	0	100	18:15	185	4	0	0	0	0	189
6:30	95	3	0	0	0	0	98	18:30	192	1	0	0	0	0	193
6:45	124	2	0	3	0	0	129	18:45	200	3	0	1	0	0	204
7:00	113	5	1	0	0	1	120	19:00	190	2	0	0	0	0	192
7:15	159	8	0	1	0	0	168	19:15	171	1	0	0	0	0	172
7:30	274	4	0	1	0	0	279	19:30	177	3	0	0	0	0	180
7:45	263	4	1	0	0	0	268	19:45	165	0	0	0	0	0	165
8:00	257	13	0	0	0	0	270	20:00	195	2	0	1	0	0	198
8:15	205	10	0	0	0	0	215	20:15	154	0	0	0	0	0	154
8:30	229	9	0	0	0	0	238	20:30	124	1	0	0	0	0	125
8:45	204	6	0	0	0	0	210	20:45	111	0	1	0	0	0	112
9:00	136	4	0	0	0	0	140	21:00	113	2	1	0	0	0	116
9:15	110	6	2	0	0	0	118	21:15	72	1	0	0	0	0	73
9:30	117	7	2	0	0	0	126	21:30	74	0	0	0	0	0	74
9:45	123	6	0	1	0	0	130	21:45	55	0	0	0	0	0	55
10:00	101	1	1	1	0	0	104	22:00	56	0	0	0	0	0	56
10:15	97	9	0	0	0	0	106	22:15	36	0	0	0	0	0	36
10:30	136	4	0	0	0	0	140	22:30	24	0	0	0	0	0	24
10:45	133	8	0	0	0	0	141	22:45	28	0	0	0	0	0	28
11:00	146	3	0	2	0	0	151	23:00	18	0	0	0	0	0	18
11:15	162	1	0	1	0	0	164	23:15	15	0	0	0	0	0	15
11:30	173	7	0	0	0	0	180	23:30	11	1	0	0	0	0	12
11:45	190	6	1	0	0	0	197	23:45	7	1	0	0	0	0	8
TOTAL	4,010	143	9	11	0	2	4,175	TOTAL	7,792	113	6	6	0	3	7,920

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	1,032

AM PEAK HOUR	5:00 PM
AM PEAK VOLUME	979

TOTAL: AM+PM		11,802	256	15	17	0	5	12,095
% OF TOTAL		97.6%	2.1%	0.1%	0.1%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

A31224

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, January 15, 2025 **CITY:** Costa Mesa

JOB #: SC5131 **LOCATION:** CLASS1 Bear St north of Shiffer Park

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL
0:00	39	1	0	0	0	0	40
0:15	24	0	0	0	0	0	24
0:30	22	1	0	0	0	0	23
0:45	16	0	0	0	0	0	16
1:00	18	0	0	0	0	0	18
1:15	15	0	0	0	0	0	15
1:30	14	0	0	0	0	0	14
1:45	14	2	0	0	0	0	16
2:00	12	1	0	0	0	0	13
2:15	6	0	0	0	0	0	6
2:30	14	0	0	0	0	0	14
2:45	8	0	0	0	0	0	8
3:00	8	1	0	0	0	0	9
3:15	8	0	0	0	0	0	8
3:30	15	0	0	0	0	0	15
3:45	19	0	0	1	0	0	20
4:00	22	0	0	0	0	0	22
4:15	16	0	0	0	0	0	16
4:30	37	1	1	0	0	0	39
4:45	41	2	1	0	0	0	44
5:00	26	0	0	0	0	0	26
5:15	47	2	0	1	0	1	51
5:30	39	1	0	0	0	0	40
5:45	97	2	0	0	0	0	99
6:00	88	2	0	0	0	0	90
6:15	117	9	0	0	0	1	127
6:30	121	6	0	0	0	0	127
6:45	168	2	0	3	0	0	173
7:00	168	8	1	0	0	1	178
7:15	232	8	0	1	0	0	241
7:30	350	6	0	1	0	0	357
7:45	405	8	1	0	0	0	414
8:00	400	15	0	0	0	0	415
8:15	382	12	0	0	0	2	396
8:30	364	13	0	0	0	0	377
8:45	325	13	0	0	0	0	338
9:00	269	11	1	0	0	0	281
9:15	243	8	4	0	0	0	255
9:30	290	16	2	0	0	0	308
9:45	311	12	0	2	0	0	325
10:00	244	10	1	2	0	0	257
10:15	276	16	0	0	0	0	292
10:30	327	8	0	2	0	1	338
10:45	321	17	1	1	0	0	340
11:00	349	11	0	2	0	0	362
11:15	362	8	1	1	0	0	372
11:30	413	11	0	0	0	0	424
11:45	460	9	1	0	0	0	470
TOTAL	7,562	253	15	17	0	6	7,853

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,628

PM Time	COMBINED 1	2	3	4	5	6	TOTAL
12:00	433	14	0	0	0	0	447
12:15	456	10	1	0	0	1	468
12:30	426	17	1	0	0	0	444
12:45	458	8	0	1	0	0	467
13:00	422	14	1	0	0	1	438
13:15	425	15	0	1	0	1	442
13:30	376	7	1	1	0	0	385
13:45	437	13	1	0	0	0	451
14:00	414	6	0	0	0	0	420
14:15	461	8	0	0	0	1	470
14:30	475	16	0	1	0	0	492
14:45	519	13	2	1	0	0	535
15:00	524	18	0	0	0	0	542
15:15	514	14	0	1	0	0	529
15:30	493	18	0	0	0	0	511
15:45	526	14	1	2	0	2	545
16:00	538	17	0	0	0	1	556
16:15	540	10	1	0	0	0	551
16:30	574	12	0	1	0	0	587
16:45	553	11	0	0	0	0	564
17:00	635	13	0	1	0	0	649
17:15	611	4	0	1	0	0	616
17:30	558	10	0	0	0	0	568
17:45	561	6	0	1	0	0	568
18:00	499	7	0	0	0	1	507
18:15	495	11	0	0	0	0	506
18:30	392	4	0	0	0	0	396
18:45	407	5	0	1	0	0	413
19:00	355	2	0	0	0	0	357
19:15	326	2	0	0	0	0	328
19:30	313	5	0	0	0	0	318
19:45	289	0	0	0	0	0	289
20:00	319	4	0	1	0	0	324
20:15	244	1	0	0	0	0	245
20:30	220	3	0	0	0	0	223
20:45	183	0	1	0	0	0	184
21:00	220	4	1	1	0	1	227
21:15	170	2	0	0	0	0	172
21:30	149	3	0	0	0	0	152
21:45	124	1	0	0	0	0	125
22:00	131	0	0	0	0	0	131
22:15	121	0	0	1	0	0	122
22:30	87	0	0	0	0	0	87
22:45	79	0	0	0	0	0	79
23:00	51	2	0	0	0	0	53
23:15	54	2	0	0	0	0	56
23:30	44	1	0	0	0	0	45
23:45	37	1	0	0	0	0	38
TOTAL	17,238	348	11	16	0	9	17,622

AM PEAK HOUR	4:30 PM
AM PEAK VOLUME	2,416

TOTAL: AM+PM	24,800	601	26	33	0	15	25,475
% OF TOTAL	97.4%	2.4%	0.1%	0.1%	0.0%	0.1%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses