



PLANNING COMMISSION AGENDA

Tuesday, October 27, 2020
Study Session 6:00 p.m.
Planning Commission Hearings 7:00 p.m.

James McGrade, Chair

Sara Barnes-Ramos, Commission
Member

Dan Phu, Commission
Member

Gary Brattain, Vice Chair

Melanie Schlotterbeck, Commission
Member

This agenda contains a brief general description of each item the Commission will consider. The Planning Division has on file copies of written documentation relating to each item of business on this Agenda available for public inspection. Contact the Planning Department's Office at (714) 990-7674, planning@cityofbrea.net or view the Agenda and related materials on the City's website at www.cityofbrea.net.

Procedures for Addressing the Commission

THIS MEETING IS BEING CONDUCTED CONSISTENT WITH GOVERNOR NEWSOM'S EXECUTIVE ORDER N-29-20 DATED MARCH 17, 2020, REGARDING THE COVID-19 PANDEMIC.

The Commission encourages public participation during Public Hearings and under Matters from the Audience. State Law prohibits the Commission from responding to or acting upon matters not listed on this agenda.

- Written comments must be to the Planning Division at planning@cityofbrea.net no later than 4:00 p.m. on Tuesday, October 27, 2020. The email subject line should state: "Brea Planning Commission Meeting" followed by the number of the relevant agenda item and/or "Non-Agenda Item." Summaries of all written comments will be read during the meeting by City Staff.
- To provide comments by teleconference, members of the public must contact City Staff at (714) 990-7674 or planning@cityofbrea.net no later than 12:00 p.m. on Tuesday, October 27, 2020 to obtain the Zoom Meeting ID number. Teleconference participants will be muted until recognized at the appropriate time by the Commission.
- To provide comments in person, the Council Chambers will be open to a limited number of members from the public in observance of social distancing guidelines. **Masks are required.** Overflow will be available in the Plaza directly outside of the Council Chambers. Based on capacity, the public may be required to cycle in and out of the Chambers as to provide everyone in attendance an opportunity to address the Commission.
- To watch the meeting via Zoom, members of the public must contact City Staff at (714) 990-7674 or planning@cityofbrea.net no later than 5:00 p.m. on Tuesday, October 27, 2020 to obtain the Zoom Meeting ID number.

Special Accommodations

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Division at (714) 990-7674. Notification 48 hours prior to the meeting will enable City staff to make reasonable arrangements to ensure accessibility. (28 CFR 35.102.35.104 ADA Title II)

ALL PLANNING COMMISSION DECISIONS MAY BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) CALENDAR DAYS OF THE MEETING. PLEASE CONTACT THE CITY CLERK AT (714) 990-7756 FOR FURTHER INFORMATION ABOUT FILING AN APPEAL OR OBTAINING AN APPEAL APPLICATION.

STUDY SESSION
6:00 p.m. - Council Chambers - Plaza Level

CALL TO ORDER / ROLL CALL

1. **MATTERS FROM THE AUDIENCE**
 2. **AGENDA ITEMS / CLARIFY REGULAR MEETING TOPICS**
 3. **RAISING CANE'S PREVIEW**
 4. **PLANNING DIVISION UPDATES**
-

PLANNING COMMISSION
PUBLIC HEARINGS

7:00 p.m. - Council Chambers - Plaza Level

5. **CALL TO ORDER / ROLL CALL - COMMISSION**
6. **INVOCATION** - Pastor Bob Reeve, The Cause Church
7. **PLEDGE OF ALLEGIANCE**
8. **MATTERS FROM THE AUDIENCE**

CONSENT ITEMS

9. **MINUTES**
Approval of Planning Commission Meeting Minutes of September 22, 2020.
10. **PLANNING CALENDAR**
Planning Staff recommends that the Planning Commission cancel the December 22, 2020 regularly scheduled meeting and add a Planning Commission Special Meeting for December 8, 2020.

PUBLIC HEARINGS

11. Conditional Use Permit No. CUP 20-13, A Request to Allow a Place of Worship at 245 West Birch Street, Suite A in the Mixed Use I (Mu-I) Zone.

ADMINISTRATIVE ITEMS

12. **OLD BUSINESS**
Baseline Traffic Monitoring Report for Tentative Parcel Map No. 2016-178 Located at the Northwest Corner of Birch Street and State College Boulevard.
13. **COMMITTEE REPORTS**
14. **INFORMATIONAL / PROJECT UPDATES**
15. **ADJOURNMENT**

City of Brea

PLANNING COMMISSION COMMUNICATION

TO: Honorable Chair and Planning Commission

DATE: 10/27/2020

SUBJECT: **PLANNING DIVISION UPDATES**

RESPECTFULLY SUBMITTED

Jason Killebrew, City Planner

Attachments

A. Planning Updates



CITY OF BREA

Major Projects Summary

October 27th, 2020
City of Brea Planning Division



CITY OF BREA

1 Civic Center Circle
Brea, CA 92821

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FUTURE



CITY OF BREA

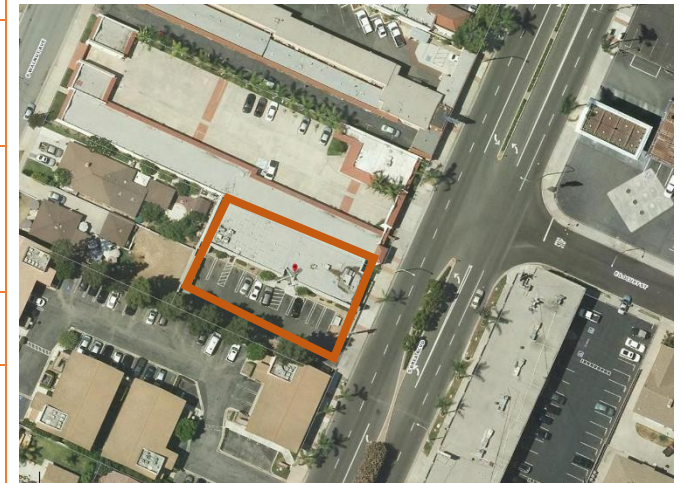
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In-Process/Review

735 SOUTH BREA BOULEVARD

Project:	<ul style="list-style-type: none"> Conditional Use Permit for Parking Modification and Change of Use to Office
Project No.:	<ul style="list-style-type: none"> CUP No. 20-11; ACCELA No. PLN 2020-XXXXX
Project Location:	<ul style="list-style-type: none"> Assessor's Parcel Number (APN): 284-153-21
Project Description:	<ul style="list-style-type: none"> The applicant is requesting a Conditional Use Permit for a parking modification for a proposed real estate in the Mixed-Use III Zone. The property was formerly used as a Veteran's Club and the project applicant is proposing a new use as the corporate office for TNG Real Estate.
Project Planner:	<ul style="list-style-type: none"> Monica Martin, Associate Planner
Notes:	<ul style="list-style-type: none"> Application submitted on 7/20/2020.

Project Map:



CURRENT STATUS:

- Scheduled for Planning Commission on December 8th, 2020.



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FATHER'S HOUSE

Project:	<ul style="list-style-type: none"> Conditional Use Permit for a Church Use
Project No.:	<ul style="list-style-type: none"> CUP No. 20-13; ACCELA no. PLN 2020-XXXX
Project Location:	<ul style="list-style-type: none"> Assessor's Parcel Number (APN): 296-362-25 245 West Birch Street (Downtown Brea)
Project Description:	<ul style="list-style-type: none"> The applicant is requesting a Conditional Use Permit to allow a place of worship within the Mixed Use I zone in Downtown Brea. The applicant is proposing to occupy a portion of the existing theatre to allow Sunday Service, weekday worship, small group gatherings, staff office and a recording studio for videos for online church services.
Project Planner:	<ul style="list-style-type: none"> Kimley-Horn, Sheri-Vander Dussen (Consultant)
Notes:	<ul style="list-style-type: none"> Application submitted 8/12/2020.

Project Map:



CURRENT STATUS:

- Scheduled for Planning Commission on October 27th, 2020.



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RECREATIONAL VEHICLE (RV) AND BOAT STORAGE

Project:	<ul style="list-style-type: none"> Conditional Use Permit for RV and Boat Storage
Project No.:	<ul style="list-style-type: none"> CUP No. 20-15; ACCELA No. PLN 2020-00005
Project Location:	<ul style="list-style-type: none"> Assessor's Parcel Number (APN): 296-101-08 285 South Berry Street Northwest corner of Imperial Highway and Berry Street.
Project Description:	<ul style="list-style-type: none"> The applicant is proposing a new RV and Boat Storage location in a formerly used over-flow parking.
Project Planner:	<ul style="list-style-type: none"> Cecilia Madrigal-Gonzalez, Planning Technician
Notes:	<ul style="list-style-type: none"> Application submitted 9/1/2020. This is the applicants (RCMC RV & Boat Storage) fifth location in Brea.

Project Map:



CURRENT STATUS:

- Scheduled for Planning Commission on November 24th, 2020.



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RAISING CANE'S

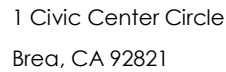
Project:	<ul style="list-style-type: none"> Conditional Use Permit to amend Conditional Use Permit No. CUP 88-39; Precise Development for building design and site design, Conditional Use Permit to amend existing sign program.
Project No.:	<ul style="list-style-type: none"> CUP 20-10; PD 20-04; ACCELA No. PLN 2020-00010
Project Location:	<ul style="list-style-type: none"> Assessor's Parcel Number (APN): 319-292-35 255 East Imperial Highway Northwest corner of Imperial Highway and Flower Avenue
Project Description:	<ul style="list-style-type: none"> The applicant is proposing to demolish two existing retail buildings and replace with a new restaurant with dual drive-thru service.
Project Planner:	<ul style="list-style-type: none"> Juan Arauz, Senior Planner
Notes:	<ul style="list-style-type: none"> Application submitted 6/19/2020.

Project Map:



CURRENT STATUS:

- Scheduled for Planning Commission November 24th, 2020.
- Scheduled for Planning Study Session October 27th, 2020.



Project:	<ul style="list-style-type: none"> Amendment to Conditional Use Permit 18-06; Precise Development for new restaurant building, Conditional Use Permit for Type 47 Alcohol License 	<p>Project Map:</p> <p>CURRENT STATUS:</p> <ul style="list-style-type: none"> No tentative hearing date at this time.
Project No.:	<ul style="list-style-type: none"> CUP XX-XX, PD XX-XX; ACCELA No. PLN 2020-00009 	
Project Location:	<ul style="list-style-type: none"> Assessor's Parcel Number (APN): 029-331-28 & 029-331-22 391 & 351 South State College Boulevard 1130 & 1160 East Imperial Highway 	
Project Description:	<ul style="list-style-type: none"> The applicant is proposing to amend the existing CUP 18-06 for shared parking and allow for valet parking with an increase in compact parking stalls. In addition, amend the existing PD No. 17-03 to demolish the existing bank building and replace with a new restaurant, Fogo de Chao with Type 47 alcohol license. 	
Project Planner:	<ul style="list-style-type: none"> Juan Arauz, Senior Planner 	
Notes:	<ul style="list-style-type: none"> Application submitted June 9th, 2020 	



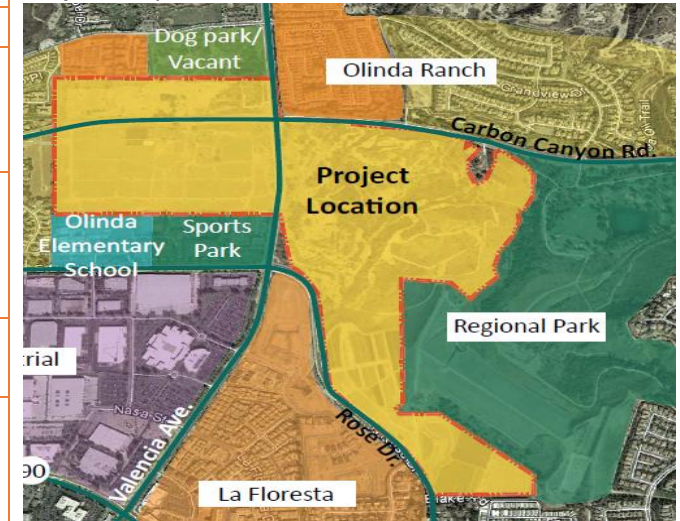
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AERA ENERGY

Project:	<ul style="list-style-type: none"> Specific Plan
Project No.:	<ul style="list-style-type: none"> ACCELA No. PLN 2020-00000
Project Location:	<ul style="list-style-type: none"> North of Route 90 and East of State Route 57.
Project Description:	<ul style="list-style-type: none"> The applicant is requesting a Specific Plan to address site plan/land use, parks and recreation, public works items, affordable housing, public safety and the environmental document. The project would include 1,100 residential units with a mix of single family and multi-family.
Project Planner:	<ul style="list-style-type: none"> Jason Killebrew, City Planner Monica Martin, Associate Planner
Notes:	

Project Map:



CURRENT STATUS:

- Scheduled for Planning Commission on January 26th, 2020.



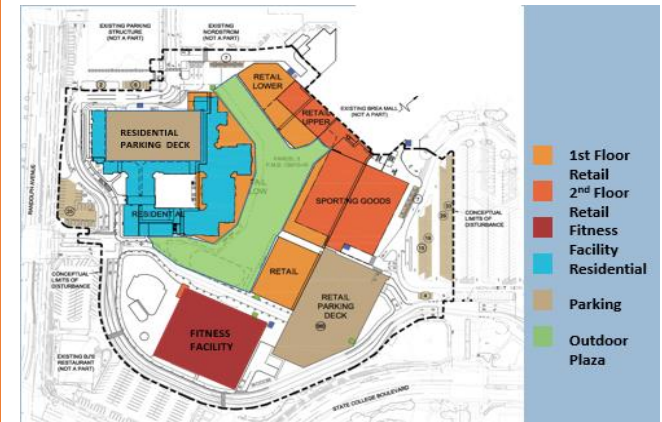
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Brea, CA 92821

BREA MALL MIXED USE PROJECT

Project:	General Plan Amendment, Zone Change from C-C to MU-1, Development Agreement, Conditional Use Permit
Project No.:	GPA No. 20-01; ZC No. 20-01, DA No. 20-01, FEIR 20-01; ACCELA No. PLN 2020-XXXXX
Project Location:	100 and 203 Brea Mall Assessor's Parcel Number (APN): 319-101-37, -64, -71, and -76
Project Description:	The proposed project involves demolishing the Sears department store and 12 acres of surface parking in order to allow a mix of uses—including retail, for-rent residential apartments, a resort-type fitness center, and a large “central green” and plaza. The project would result in a net increase of 149,625 square feet of retail use and 312 residential units. The proposal includes a master sign program, alcohol serving uses and modifications to the City's parking standards.
Project Planner:	Juan Arauz, Senior Planner
Notes:	

Project Map:



CURRENT STATUS:

- No tentative hearing date at this time.



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Approved/Entitled

CENTRAL PARK VILLAGE

Project:	Precise Development Plan for residential units
Project No.:	PD 18-02
Project Location:	Assessor's Parcel Number: 420 West Central Avenue
Project Description:	The project approval includes 82 new townhomes ranging from 1 bedroom to 5 bedrooms. 20 of the proposed new units will include affordable residential flats.
Project Planner:	Juan Arauz, Senior Planner
Notes:	<ul style="list-style-type: none"> The last phase of Central Park Village is being constructed which included 62 attached townhomes and 20 affordable residential flats. Model homes are currently open Finaling of the units is anticipated to begin end of this month

Rendering:



CURRENT STATUS:
Approved April 2, 2019



CITY OF BREA

1 Civic Center Circle
Brea, CA 92821

BREA PLACE

Project:	<ul style="list-style-type: none"> Development Agreement, Precise Development, Tentative Parcel Map, Conditional Use Permit for hotel and Conditional Use Permit for modified parking standards.
Project No.:	<ul style="list-style-type: none"> TPM No. 2016-178; PD No. 16-04; CUP No. 16-10 and CUP No. 16-11.
Project Location:	<ul style="list-style-type: none"> Assessor's Parcel Number (APN): 319-331-14, -15, -11, -12, -13, -14, -03, -04, 319-332-10, -01, -02, Northeast corner of Birch Street and State College Boulevard.
Project Description:	<ul style="list-style-type: none"> The project approved construction of new buildings on vacant portions of the site to build out mixed use campus of office, residential, hotel and support commercial uses. Building A features 462 apartments in a five-story building and Building B features 285 apartments in a three to five story building. The units include a mix of studio, one bedroom and two bedrooms for rent. The project features 13,000 square feet of commercial space within the Birch Street frontage and across the street a four-story 150 room hotel is approved.
Project Planner:	<ul style="list-style-type: none"> Jason Killebrew, City Planner
Notes:	<ul style="list-style-type: none"> Brea Place is currently in its early stages of construction for Building A and Building B. Phased occupancy approach for the residential units, leasing office and showrooms before the end of the year. The hotel is currently in plan check phase with issuance anticipated by winter of 2020.

Rendering:



CURRENT STATUS:

- Planning Commission approved project on June 27, 2017.



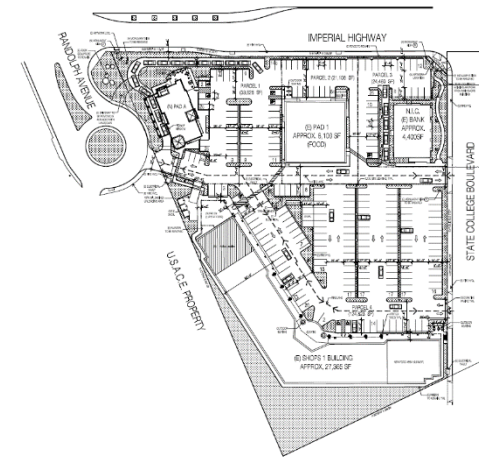
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BREA IMPERIAL CENTER

Project:	<ul style="list-style-type: none"> Amendment to Conditional Use Permit 18-06, Precise Development for new restaurant building, Conditional Use Permit for Type 47 Alcohol, Conditional Use Permit for Sign Program, Tentative Parcel Map for Subdivide
Project No.:	<ul style="list-style-type: none"> CUP 18-05, PD 17-03, CUP 18-07 (Sign Program), TPM 2017-01
Project Location:	<ul style="list-style-type: none"> Assessor's Parcel Number (APN): 029-331-22, -28 311-391 South State College & 1130-1160 Imperial Highway
Project Description:	<ul style="list-style-type: none"> The project includes the approved of the Precise Development and Conditional Use Permit with regards to façade improvements, demolition and reconstruction of a portion of the Brea Imperial Center and to consider parking modifications to the center with a new comprehensive sign program. In addition, a Tentative Parcel Map to subdivide the 4.1-acre site into two parcels.
Project Planner:	<ul style="list-style-type: none"> Juan Arauz, Senior Planner
Notes:	<ul style="list-style-type: none"> In-n-out permits are ready to issue and anticipated to be up by 2022.

Project Map:



CURRENT STATUS:


Planning Division approved this project on July 24th, 2018.



CITY OF BREA

1 Civic Center Circle
Brea, CA 92821

201 NORTH BERRY STREET

Project:	<ul style="list-style-type: none"> Precise Development 	<p>Rendering:</p>  <p>CURRENT STATUS: Approved by Planning Commission on April 28th, 2020.</p>
Project No.:	<ul style="list-style-type: none"> PD 20-01 	
Project Location:	<ul style="list-style-type: none"> Assessor's Parcel Number (APN): 296-23-114 201 North Berry Street 	
Project Description:	<ul style="list-style-type: none"> The approved project includes the demolition of the existing buildings and construct a new 109,125 square foot warehouse buildings. 	
Project Planner:		
Notes:	<ul style="list-style-type: none"> Construction to begin before the end of the year. Demolition began the week of the September 14th, 2020. 	

City of Brea

PLANNING COMMISSION COMMUNICATION

TO: Honorable Chair and Planning Commission

DATE: 10/27/2020

SUBJECT: Approval of Planning Commission Meeting Minutes of September 22,2020.

RESPECTFULLY SUBMITTED

Jason Killebrew, City Planner

Attachments

1. September 22, 2020 Draft Minutes

DRAFT

PLANNING COMMISSION MEETING MINUTES STUDY SESSION September 22, 2020

STUDY SESSION 6:00 p.m. - Zoom Teleconference

CALL TO ORDER / ROLL CALL

Chair McGrade called the meeting to order at 6:04 pm

All members present with the exception of Vice Chair Brattain.

1. Matters from the Audience
None.
2. Agenda Items / Clarify Regular Meeting Topics
None.
3. Informational / Project Updates
4. Training Workshop: Social Media and On-Line Meetings

(Vice Chair Brattain is now present as of 6:19 pm.)

City Attorney Steven Flower provided a presentation on the Brown Act as it pertains to social media and on-line meetings.

Study Session adjourned at 6:49 pm.

**PLANNING COMMISSION
PUBLIC HEARINGS
7:00 p.m. - Council Chambers, Plaza Level**

5. CALL TO ORDER / ROLL CALL - COMMISSION

Meeting called to order at 7 pm.

Present: Chair McGrade; Commissioner Schlotterbeck; Commissioner Barnes-Ramos; Vice Chair Brattain;
Commissioner Phu

6. PLEDGE OF ALLEGIANCE

Vice Chair Brattain led the Pledge of Allegiance.

7. MATTERS FROM THE AUDIENCE

None.

APPROVAL OF MINUTES

8. Approval of Planning Commission Meeting Minutes of June 23 and August 25, 2020.

Commissioner Barnes-Ramos asked for clarification on Item 3 on the August 25, 2020 minutes. Director Steinkruger provided clarification and minutes will be amended to reflect change.

Chair McGrade asked for a motion.

Motion was made by Commissioner Schlotterbeck, seconded by Commissioner Phu to approve the Planning Commission Minutes from June 23 and August 25, 2020.

AYES: Chair McGrade, Commissioner Schlotterbeck, Commissioner Barnes-Ramos, Vice Chair Brattain, Commissioner Phu

Passed

PUBLIC HEARINGS

9. Conditional Use Permit No. CUP 20-10 – A Request to Allow the On-Premise Sale of Alcoholic Beverages at an Existing Restaurant Located at 131 South Kraemer Boulevard, Suite A in The Planned Community (P-C) Zone.

Contract Planner Vander Dussen provided a presentation of the item.

Commissioner Schlotterbeck disclosed she had visited the site.

Chair McGrade opened the Public Hearing and invited the Applicant to speak. Bill McIlveue, the applicant, thanked staff.

No other speakers.

Commissioner Schlotterbeck requested Item D be eliminated as it created a discrepancy in the hours. Chair McGrade confirmed with staff the hours were consistent for the zoning and City Planner Killebrew said staff has no objection to the modification to the resolution.

Chair McGrade closed the Public Hearing and asked for a motion to approve as amended.

Motion was made by Vice Chair Brattain, seconded by Commissioner Schlotterbeck to approve Conditional Use Permit No. CUP 20-10 – A Request to Allow the On-Premise Sale of Alcoholic Beverages at an Existing Restaurant Located at 131 South Kraemer Boulevard, Suite A in The Planned Community (P-C) Zone.

AYES: Chair McGrade, Commissioner Schlotterbeck, Commissioner Barnes-Ramos, Vice Chair Brattain, Commissioner Phu

Passed

ADMINISTRATIVE ITEMS

10. HOUSING ELEMENT 101

City Planner Killebrew acknowledged receipt of a late comment letter on this item and that it had been sent to the Commission electronically.

Director Steinkruger briefly explained the process of RHNA and how it affects the Housing Element.

Consultant Karen Warner of Karen Warner and Associates, gave a presentation on the Housing Element and answered questions related to:

- Process
- RHNA requirements
- How credits apply
- Conversion counts
- Affordability

11. COMMITTEE REPORTS - Art in Public Spaces

Vice Chair Brattain provided a presentation update on Art in Public Places.

12. INFORMATIONAL / PROJECT UPDATES

13. ADJOURNMENT

Chair McGrade adjourned the meeting at 8:01 pm.

Respectfully submitted,

The foregoing minutes are hereby
approved this 27th day of October, 2020.

Jason Killebrew, City Planner

James McGrade, Chair

City of Brea

PLANNING COMMISSION COMMUNICATION

TO: Honorable Chair and Planning Commission
FROM: Jason Killebrew, City Planner
DATE: 10/27/2020
SUBJECT: PLANNING CALENDAR

REQUEST

Planning Staff recommends that the Planning Commission cancel the December 22, 2020 regularly scheduled meeting and add a Planning Commission Special Meeting for December 8, 2020.

RECOMMENDATION

Planning Staff recommends that the Planning Commission cancel the December 22, 2020 regularly scheduled meeting and add a Planning Commission Special Meeting for December 8, 2020. The purpose for canceling the December 22, 2020 is in an effort to accommodate the Planning Commission, public and Staff during the Holiday Season. The Special Meeting would provide an opportunity for items to be scheduled in December. To date, no items have been scheduled for the proposed December 8, 2020 Planning Commission Special Meeting.

RESPECTFULLY SUBMITTED

Jason Killebrew, City Planner

City of Brea

PLANNING COMMISSION COMMUNICATION

TO: Honorable Chair and Planning Commission

DATE: 10/27/2020

SUBJECT: Conditional Use Permit No. CUP 20–13, A Request to Allow a Place of Worship at 245 West Birch Street, Suite A in the Mixed Use I (Mu-I) Zone.

REQUEST

The applicant, The Father’s House OC, is requesting a Conditional Use Permit (CUP) to allow a place of worship within the Mixed-Use I (MU-I) zoning district (Downtown Brea). The Brea Zoning Code Section 20.258.010 (Table 2-2) of the Zoning Code allows places of worship within the MU-I zoning district, subject to the approval of a CUP.

RECOMMENDATION

Staff recommends the Planning Commission take the following actions:

1. Find that the project is exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA guidelines Section 15301 (Class 1, Existing Facilities); and
2. Approve Conditional Use Permit No. 20-13 subject to the recommended conditions of approval and based on the findings and conclusions in the attached resolution (Attachment A).

BACKGROUND/DISCUSSION

BACKGROUND

Since 2018, The Father’s House OC (applicant) has been occupying the M3Live Event Center on Harbor Boulevard in Anaheim for meetings and services. Recently, theater operations were suspended at the Regal Edwards Brea West building, thus providing vacant auditorium seating. The Father’s House OC is proposing to occupy a portion of the existing theatre building to allow Sunday worship services, weekday worship services, small group gatherings, staff offices, and a recording studio used to record videos for online church services and church promotional videos. The Regal Edwards Brea East, while temporary closed due to Covid-19, is anticipated to open and operate once restrictions are lifted.

DISCUSSION

The applicant is proposing Sunday worship services to be held at 9 a.m. and 11 a.m., with each service limited to no more than 299 attendees (Condition 4.h). Sunday worship services would take place in Theater 6. The lobby area would be used for greeting attendees. Tables, chairs, and video screens projecting announcements and video of the service would be placed in the lobby. Children’s programs would be offered during the Sunday services in Theaters 1 – 5. Staff and volunteers assisting with the worship services would work at the facility from approximately 7 a.m. to 1 p.m. on Sundays. In addition to Sunday services, the applicant would host one weekday worship service for approximately

150 attendees. Staff and volunteers assisting with the mid-week service would be onsite from approximately 5 p.m. to 10 p.m. The Father's House OC would also host mid-week small group (15-20 people) gatherings, generally two to three times a week. Theaters not used in execution of regularly scheduled events would be secured to prohibit occupancy. Staff for The Father's House OC would maintain an administrative office at the facility with typical daily business hours.

The Brea Municipal Code specifies that theaters and churches shall provide one parking space for each three seats. Since the theater and the church have the same off-street parking requirement, and the church would occupy only a portion of the existing building, no additional parking would be required as part of this application. Parking for The Father's House OC would be provided within the City owned and operated structure on South Brea Boulevard and West Ash Street. The downtown parking structure was constructed to meet the needs of downtown businesses, including entertainment, restaurant, and shopping destinations. Operationally, regularly scheduled activities at The Father's House OC would occur when many of the other businesses are closed or not operating at peak capacity. The Father's House OC would not be permitted to reserve parking spaces within the structure. Weekend services would be separated by a minimum of 30 minutes to help reduce congestion occurring with church attendees arriving and departing the parking structure.

The Brea Municipal Code requires that a parking study be prepared for any church with more than 300 fixed seats. The applicant has indicated church services will take place in Theater 6, which currently has 266 fixed seats. If the applicant wishes to increase the allowable capacity per service, an amendment to the CUP will be required. A parking study will be required as part of the amendment.

Zoning Analysis

Places of worship are permitted with a CUP in the MU-I Zone. The proposed use is compatible with the goals and objectives of the General Plan by maintaining a balance and mixture of land uses within the community. The application is consistent with the intention of the provisions of the MU-I zone and goal of the General Plan to provide areas for intense, mixed-use urban environments that offer opportunities for people to live, work, shop, and recreate without having to use their cars. All activities would be conducted indoors; therefore, no noise related impacts associated with the proposed use are anticipated.

A condition of approval (Condition 4.c) has been added to control the time limits of this interim use. This condition limits the church to a three year term from the effective date of approval. If the applicant wishes to extend the lease of the facility, the Community Development Director would have the ability extend the term of the CUP annually, not to exceed seven consecutive extensions for a total of ten years from the date of approval.

Conclusion

For the reasons discussed above, as well as the information attached to this report, the project conforms with all the requirements of the General Plan with all applicable requirements of state law, and the provisions of the City of Brea codes. Moreover, the proposed project is not anticipated have an adverse effect on the public, health, safety, or general welfare. Therefore, staff recommends approval of the project.

ENVIRONMENTAL ASSESSMENT

The project is exempt from the requirements of the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder pursuant to Section 15301 (Class 1, Existing Facilities) of Title 14, Chapter 3, Article 19 of the California Code of Regulations.

RESPECTFULLY SUBMITTED

Jason Killebrew, City Planner

Prepared by: Jennifer Steen, Contract Planner

Attachments

- A. Draft Resolution
 - B. Vicinity Map
 - C. Public Hearing Notice
 - D. Technical Background
 - E. Conditions of Approval
 - F. Floor Plan
 - G. Letter to City (Applicant)
 - H. Letter from Resident
-

RESOLUTION NO. PC 2020-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING CONDITIONAL USE PERMIT NO. CUP 20-13, A REQUEST TO ALLOW A PLACE OF WORSHIP AT 245 WEST BIRCH STREET, SUITE A IN THE MIXED USE I (MU-I) ZONE, SUBJECT TO CONDITIONS AS SET FORTH HEREIN.

A. RECITALS:

(i) On October 27, 2020, the Planning Commission of the City of Brea held a duly noticed public hearing, as required by law, on Conditional Use Permit No. CUP 20-13, a request to allow The Father's House OC to establish a place of worship.

(ii) The project proponent is The Father's House OC, represented by Erik Tran, 330 W. Birch Street, Suite E-2, Brea, California 92821.

(iii) The property owner is MF Entertainment LLC, 330 W. Birch Street, Suite 201, Brea, CA 92821.

(iv) The subject property is located at 245 West Birch Street and further legally described as a portion of Map Book 292, Page 23, Parcel 03 of Parcel Map 292-20, as shown in the latest records of the County of Orange Assessor's Office.

(v) The property is zoned Mixed Use I (MU-I) and designated Neighborhood Commercial in the General Plan.

(vi) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION:

NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the Planning Commission of the City of Brea, as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.

2. The Planning Commission hereby finds that the project identified above in this Resolution is exempt from the requirements of the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder pursuant to Section 15301 of Title 14, Chapter 3, Article 19 of the California Code of Regulations.

3. The Commission further finds in consideration of Conditional Use Permit No. CUP 20-13 as follows:

a. Finding: That the use applied for at the location set forth in the application is properly one for which a Conditional Use Permit is authorized by this title.

Fact: The project site is within the Mixed Use I (MU-I) Zone. The facility was originally constructed as a movie theater. Meeting places and places of worship are permitted in the MU-I zone subject to Planning Commission review and approval of a Conditional Use Permit. The application is consistent with the intention of the provisions of the MU-I zone and goal of the General Plan to provide areas for intense, mixed-use urban environments that offer opportunities for people to live, work, shop, and recreate without having to use their cars.

b. Finding: That the use, with any conditions to be imposed, is necessary or desirable for the development of the community, in harmony with the various elements or objectives of the General Plan and not detrimental to existing uses or uses permitted in the zone in which the proposed use is to be located.

Fact: The Father's House OC will be located within an existing commercial area which was designed to accommodate a variety of uses including but not limited to entertainment, restaurant, retail and service-oriented

businesses. Downtown Brea provides convenient and necessary services and products to local and regional patrons. Public assembly and religious facilities such as The Father's House OC are expected uses in the MU-I zone. The General Plan states development requests shall provide a balance and mixture of uses, not only complementing the existing community but accommodating future needs and desires of the community. Meeting places and places of worship are consistent with development in Downtown Brea as well as throughout the City and are consistent with the goals and objectives found in the General Plan. Given all information known to date and the conditions of approval, this request is not anticipated to result in significant impacts to City services nor to be detrimental to existing uses in the zone.

c. Finding: The site is adequate in size and shape to accommodate the proposed development and all of the yards, setbacks, walls or fences, landscaping and other features required to bring about conformity with other elements in the neighborhood.

Fact: The Father's House OC will be located within a commercial tenant space most recently used as a movie theater. The tenant space was constructed and approved in accordance with the Zoning Code. The Father's House OC will to host worship services, small group gatherings, staff offices, and a recording studio used to record messages for online distribution and other promotional videos for the church. The place of worship will be consistent with the previous approvals for the former theater use. Only minimal interior improvements are necessary to accommodate this use. All yards, setbacks, walls and fencing

and other features have been provided and are in compliance with the plans and requirements of the entitlements for the former theater. The use is in conformance with the Zoning Code, the General Plan, surrounding uses and the neighborhood.

d. Finding: The proposed site relates to streets and highways which are properly designed and improved to carry the type and quantity of traffic generated or to be generated by the proposed development.

Fact: Pedestrian access to the church will be provided from Birch Street. Vehicular access and parking for The Father's House OC will be provided within the City owned and operated structure on South Brea Boulevard and West Ash Street. The parking structure accounted for the past theater use during design. Theaters and places of worship are both required by the Municipal Codes to provide one parking space for every three fixed seats. The existing roadways were designed to carry the traffic generated by the former theater tenant. Converting this theater to a place of worship will not generate a significant amount of additional traffic. All impacts related to uses allowed in the zone were considered as part of the previous entitlements and this use is in conformance with those considered for the existing Brea Downtown.

e. Finding: That with the conditions stated in the permit, the uses will not adversely affect the public, health, safety, or general welfare.

Fact: The church and its operations are required to meet Building and Fire codes and standards. The tenant will be subject to maintaining the leased space and operations in compliance with the agreement with the property owner and the development standards. The project site was previously

used as a theater and developed under codes assuming this type of occupancy.

Based on all information known today, the approval of a Conditional Use Permit will not adversely affect the public, health, safety, or general welfare.

4. Conditional Use Permit No. CUP 20-13 is hereby approved, subject to conditions as set forth herein:

- a. The CUP approval shall be for a Place of Worship located at 245 W. Birch Street. Worship services shall occur in Theater 6. Programs for children may be offered in Theaters 1-5 during worship services. Use of Theater 8 as a recording studio is also permitted. The existing lobby may also be used before, after and during worship services.
- b. Business operations shall occur in substantial conformance with the floor plan and project description submitted to the Planning Commission and dated August 9, 2020, on-file in the Planning Division, the conditions contained herein, and all applicable Federal, State and City regulations.
- c. Interior changes including but not limited to the removal of fixed seats and construction of stages are subject to Building and Fire Department review and permit. The applicant shall also be required to obtain Fire Department approval of plans depicting the location of all portable furnishings to ensure adequate clearances are provided for exiting and safety.
- d. Prior to occupancy, Applicant is to provide the Fire Department with an exit plan analysis for the lobby and Theatres 1-6 and 8. The exit plan analysis is to show the location of main and secondary exits, egress paths to public way, egress illumination along the path of travel from each exit to the public way.
- e. All fire protection systems shall be maintained per the 2019 California Fire Code. This includes, but is not limited to, fire alarm, fire sprinkler system, fire dampers, and fire doors.
- f. The CUP shall be valid for a term of three years from the effective date of approval. If the applicant wishes to extend the lease of the facility, the Community Development Director may extend the term of the CUP annually, not to exceed seven consecutive extensions for a total of ten years from the effective date of approval.
- g. All gatherings, services, and events hosted by The Father's House OC are to be conducted indoors.

RESOLUTION NO. 2020-00**Page 6****Applicant: The Father's House OC****CUP No. 20-13**

- h. Capacity shall be limited to 299 attendees per worship service. If the applicant wishes to increase the allowable capacity per service, an amendment to the CUP is required.
- i. All doors to individual theaters not used during church functions are to be properly secured.
- j. There shall be a minimum of thirty minutes between the end of one service and the start of a consecutive service.
- k. Parking is provided in the City owned and operated parking structure on Walnut Avenue. At no time is the applicant permitted to reserve spaces in the parking structure for church use only.
- l. Recording studio space shall be for church use only.
- m. To the fullest extent permitted by law, the applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of this Conditional Use Permit No. 20-13; and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of this Conditional Use Permit and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this Conditional Use Permit. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

5. The Secretary of this Commission shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 27th day of October 2020.

RESOLUTION NO. 2020-00

Page 7

Applicant: The Father's House OC

CUP No. 20-13

Chairman, Planning Commission

I, Jason Killebrew, Secretary to the Planning Commission of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Brea held on the 27th day of October, 2020, and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 27th day of October, 2020, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

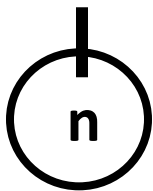
ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: _____
Secretary, Planning Commission



SUBJECT PROPERTY AND VICINITY MAP



DATE: October 27, 2020

CASE NO: CUP 20-13

CITY OF BREA
PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR
CONDITIONAL USE PERMIT NO. 20-13

NOTICE IS HEREBY GIVEN, pursuant to State Law, that a public hearing will be held by the Planning Commission to determine whether or not the subject request shall be approved under the provisions of State Law and the Brea City Code as follows:

DATE AND TIME: Tuesday, October 27, 2020, 7:00 p.m.
OF HEARING: All interested persons may appear and be heard at that time.

PLACE OF HEARING: Brea Civic & Cultural Center, Council Chambers
1 Civic Center Circle, Brea, CA 92821

PURSUANT TO THE LOCAL EMERGENCY CONCERNING THE COVID-19 VIRUS DECLARED BY THE CITY COUNCIL OF THE CITY OF BREA ON MARCH 19, 2020, AND EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR GAVIN NEWSOM ON MARCH 18, 2020, THE PLANNING COMMISSION MEETING MAY BE CONDUCTED IN WHOLE OR IN PART BY TELECONFERENCE.

FURTHER INFORMATION MAY BE OBTAINED BY CALLING THE PLANNING DIVISION AT (714) 990-7674 OR BY EMAILING planning@cityofbrea.net. ALL PERSONS WISHING TO PARTICIPATE BY TELECONFERENCE SHOULD CONTACT THE CITY NO LATER THAN NOON ON OCTOBER 27, 2020.

REQUEST: The applicant, The Father's House OC, is requesting Conditional Use Permit No. CUP 20-13 to allow for a place of worship.

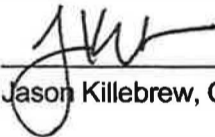
LOCATION: The Project Site is located within the Mixed Use I zone. The property is located 245 W Birch Ave, Suite A.

ENVIRONMENTAL: The City of Brea, in accordance with the California Environmental Quality Act (CEQA) has determined that the proposed project is exempt under Section 15301. The project qualifies for this exemption as it involves the negligible or no expansion of an existing or former use.

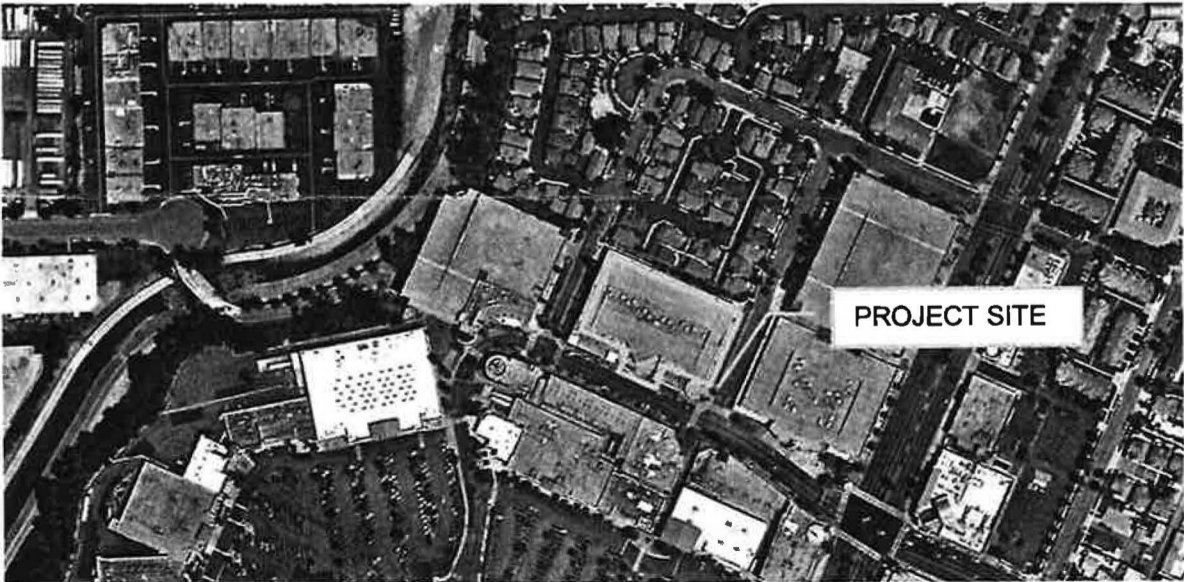
IF YOU CHALLENGE PROJECT AND RELATED ENVIRONMENTAL DETERMINATIONS IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE, DELIVERED TO THE COMMISSION AT, OR PRIOR TO, THE PUBLIC HEARING.

FOR FURTHER INFORMATION ON THIS SUBJECT, PLEASE CONTACT THE PLANNING DIVISION AT (714) 990-7674.

COMMUNITY DEVELOPMENT DEPARTMENT


Jason Killebrew, City Planner

AREA MAP



TECHNICAL BACKGROUND

Case No: Plan Review PR 20-10
Conditional Use Permit CUP 20-13

Property Location: 245 W. Birch Street, Brea

Applicant: Erik Tran
The Father's House OC

Property Owners: MF Entertainment LLC

General Plan Designation: Neighborhood Commercial

Zoning Designation: Mixed Use I (MU-I)

Adjacent Zoning

North: Multiple Family Residential (R-3)

South: Mixed Use I (MU-I)

West: Mixed Use I (MU-I)

East: Mixed Use I (MU-I)

**Site and Neighborhood
Characteristics:**

The subject site is north of Birch Street and west of Walnut Avenue and is situated in the Downtown Brea area. The former theater space the Father's House OC proposes to use to host worship services is within a commercial and entertainment area. There are a variety of restaurants and retail uses to the west, south, and east of the subject site. Regal Edwards Brea East and a City-owned parking structure are east of the site, beyond Walnut Avenue. Single family residences are located north of the subject site.

**Public Hearing Notices and
Outreach:**

Legal Notice was published in the Brea Progress on October 15, 2020 and approximately 118 notices were sent to all property owners within a 500-foot radius of the subject property.

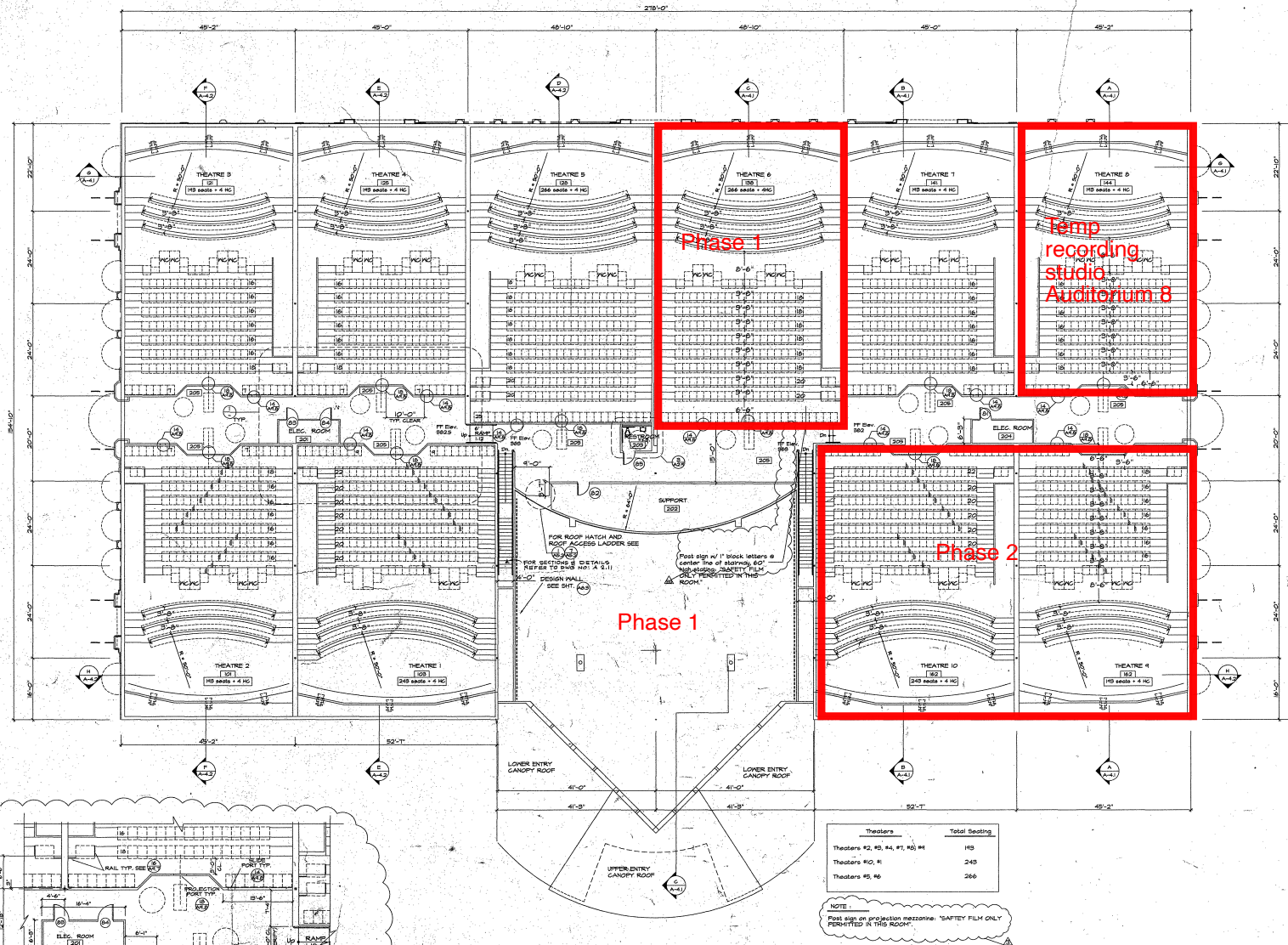
CONDITIONAL USE PERMIT NO. CUP 20-13

Conditions of Approval

Conditional Use Permit No. CUP 20-13 is hereby approved, subject to conditions as set forth herein:

1. The CUP approval shall be for a Place of Worship located at 245 W. Birch Street. The applicant is allowed to occupy the existing lobby area, Theatre 6, and Theatre 8-10 square feet of the existing building.
2. Business operations shall occur in substantial conformance with the floor plan and project description submitted to the Planning Commission and dated August 9, 2020, on-file in the Planning Division, the conditions contained herein, and all applicable Federal, State and City regulations.
3. The CUP shall be valid for a term of three years from the effective date of approval. If the applicant extends the lease of the facility, the Community Development Director may extend the term of the CUP annually, not to exceed seven consecutive extensions for a total of ten years from the effective date of approval.
4. All gatherings, services, and events hosted by The Father's House OC are to be conducted indoors.
5. Capacity shall be limited to 299 attendees per worship service. If the applicant wishes to increase the allowable capacity per service, an amendment to the CUP will be required.
6. There shall be a minimum of thirty minutes between the end of one service and the start of a consecutive service.
7. Parking is provided in the City owned and operated parking structure on Walnut Avenue. At no time is the applicant permitted to reserve spaces in the parking structure for church use only.
8. Recording studio space shall be for church use only.
9. To the fullest extent permitted by law, the applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of this Conditional Use Permit No. 20-13; and (ii) any and all claims, lawsuits,

liabilities, and/or actions arising out of, or related to the approval of this Conditional Use Permit and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this Conditional Use Permit. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.



SECOND FLOOR PLAN

SCALE: 3/32" = 1'-0"

245 W. BIRCH ST., BREA, CA.

REVISIONS	
DATE	DESC.
4.8.98	
4.15.98	
4.30.98	
5.5.98	
5.18.98	

EDWARDS
10 CINEMAS
1427 W. BIRCH ST., AT S. MADRONA AVE.
BREA, CALIFORNIA 92606

SECOND FLOOR PLAN

TANIZAKI
& ASSOC. INC.
ARCHITECTS

A
2.2

TFH/OC

To: City of Brea
Planning Division

Fr: The Father's House OC
TFHOC.ORG

Re: Statement of Operations

The Father's House OC is a church that will provide church services on Sunday mornings at 9AM and 11AM with each service time hosting approximately 300 people in attendance. We will have approximately 20 staff and volunteers coming 2 hours prior to the first service at 9AM and staying approximately 1-2 hours after our last service at 11AM. All staff, volunteers, and guests will use the parking structure designated for church use.

During the week, we will have 5 staff members on the premises during normal business hours conducting church business and preparing for the weekend church service. The staff members will park in the parking structure designated for church use.

During the week we will also have 1 evening worship experience from 7PM - 9PM that will host approximately 150 people in attendance. 20 staff and volunteers will come 2 hours prior to the event and will stay 30 – 60 minutes after the event. The staff, volunteers, and guests will use the parking structure designated for church use.

Lastly, during the week, we will likely host meetings 2-3 times a week in the evening around 7PM – 9PM with 15-20 people. The staff, volunteers, and guests will use the parking structure designated for church use.

Please let me know if you need additional information, I can be reached via email at erik@tfhoc.org.

Best Regards,

Erik Tran, Director of Operations

From: [Linda Teague](#)
To: [Planning](#)
Subject: The Fathers house church question?
Date: Wednesday, October 21, 2020 8:06:37 PM

I am a resident of the Ash Street Cottages in Brea. My question is : Will The church (The Fathers house) at 245 W Birch Street Suite A, be feeding homeless people? If this is true, I must express my concern for the safety for the surrounding neighborhood and the businesses in the downtown. What is the Church's plan to insure those that are there for meals do not loiter in Front of the businesses in downtown and neighboring housing track.

Thank you,
Linda Teague
121 walnut ave, Brea

Sent from my iPad

City of Brea

PLANNING COMMISSION COMMUNICATION

TO: Honorable Chair and Planning Commission

FROM: Jason Killebrew, City Planner

DATE: 10/27/2020

SUBJECT: OLD BUSINESS

Baseline Traffic Monitoring Report for Tentative Parcel Map No. 2016-178
Located at the Northwest Corner of Birch Street and State College Boulevard

RECOMMENDATION

Staff recommends that the Planning Commission receive and file the Traffic Monitoring Report identified as a condition of approval for Tentative Parcel Map No. 2016-178.

BACKGROUND/DISCUSSION

Pursuant to the adopted Resolution No. PC 2017-05 and Resolution No. PC 2017-07 for the Parcel Map No. 2016-178 and Precise Development No. 16-04 respectively, located at the northwest corner of Birch Street and State College Boulevard, the Project was issued Conditions of Approval on June 27, 2017. As part of Condition of Approval "o" for Tentative Parcel Map No. 2016-178, the applicant was required to monitor and report on the traffic signal synchronization operation with adaptive traffic control systems for the Project on a quarterly basis for pre-construction, during the course of the construction, and occupancy of the project up to 100% occupancy and for a period of two (2) years after 100% occupancy.

The Project Developer has retained a traffic engineering consultant to perform the monitoring, and a baseline Traffic Monitoring Report has been prepared for reporting to the Planning Commission. Please see attached for the baseline Traffic Monitoring Report that has been prepared on behalf of the Project applicant.

RESPECTFULLY SUBMITTED

Jason Killebrew, City Planner

Prepared by: Michael Ho, P.E., Deputy Director of Public Works / City Engineer

Concurrence: Ryan Chapman, P.E., Principal Civil Engineer

Attachments

1. Brea Place Baseline Condition Assessment



City of Brea
Traffic “Before” Study for Implementation of
Brea Place Adaptive Traffic Signal System



September 16, 2020

Submitted to:



19.10573 | Prepared by Iteris, Inc.

Innovating through Informatics™



DOCUMENT VERSION CONTROL

DOCUMENT NAME	SUBMITTAL DATE	VERSION NO.
Draft (Working File)	December 12, 2019	1.0
Draft Report Version 2.1	April 1, 2020	2.1
Draft Report Version 2.2	June 1, 2020	2.2
Draft Report Version 3.0	September 2, 2020	3.0
Final	September 16, 2020	4.0



1. INTRODUCTION

The Brea Place mixed-use development was approved by City Council resolution in June 2017. A condition of approval is to deploy an Adaptive Signal Control Technology (ASCT) system for signal operation within the City of Brea (City) on the intersection corridors of State College Boulevard, from Imperial Highway to Lambert Road, and Birch Street from State College Boulevard to Randolph Avenue. ASCT system will provide fully functional operations to optimize, monitor, and manage the signal control at the following 11 City intersections:

- State College Boulevard at Brea Mall South
- State College Boulevard at Brea Mall Center
- State College Boulevard at Brea Mall North
- State College Boulevard at Birch Street
- State College Boulevard at Brea Place
- State College Boulevard at Avocado Street
- State College Boulevard at Lambert Road
- Birch Street at Brea Mall
- Birch Street at Civic Center
- Birch Street at Randolph Avenue
- Birch Street at Poplar Avenue

The traffic signal synchronization operation with adaptive traffic control will be monitored on a quarterly basis during the construction of Brea Place Project for up to 24 months and continual monitoring for another 24 months after the completion of the project. To establish a baseline for traffic monitoring, a travel time “before” study was conducted in November 2018 using Floating Car method and GPS-based software to document the travel time and delay performance measures. Based on the floating car method, a minimum of five (5) runs in each direction were collected during three weekday peak periods: AM Peak (7:00 AM – 9:00 AM), Midday Peak (12:00 PM – 2:00 PM), and PM Peak (4:00 PM – 6:00 PM).

In addition to floating car survey, TrafficCast BlueTOAD Spectra Roadside Units (RSUs) were installed at 10 project intersections to provide real-time traffic data via Bluetooth/Wi-Fi detection and connected vehicle capability. The recently implemented ASCT system will integrate BlueTOAD travel time data into the same platform that will then be utilized during continual monitoring phase. The “after” study runs will be documented in technical memorandums and compare with the baseline condition established in this report.

2. FLOATING CAR SURVEY

Iteris processed travel time data using Tru-Traffic 10.0 software along two project corridors:

- Birch Street between Randolph Avenue and State College Boulevard
- State College Boulevard between Lambert Road and Imperial Highway

As shown in **Appendix A**, Tru-Traffic produced graphical plots of Travel Time (seconds) vs Distance (feet) for each peak period and each direction. The following travel time performance measures were obtained based on reports generated by Tru-Traffic:

- **Total Travel Time** – Time taken to travel from the first study intersection to the last intersection (seconds)
- **Total Delay** – Difference between the actual travel time and expected travel time as determined by the speed limit (seconds)
- **Average Speed** – Total distance traveled divided by travel time (mph)
- **Total number of stops** – Number of Stops along the study corridor that are counted when vehicle speed drops below 5 mph after exceeding 15 mph

Birch Street is a major east-west arterial that runs parallel to Imperial Highway and is bounded by Brea Boulevard to the west and Valencia Avenue to the east. The posted speed on the study segment of Birch Street is 35 mph. The study includes four signalized intersections along half mile stretch of Birch Street from Randolph Avenue to State College Boulevard. **Table 1** summarizes the Birch Street “before” study for each direction and each peak period. The detailed Tru-Traffic reports are included in **Appendix B**.

**Table 1 – Summary of Birch Street “Before” Study
(Data Collected on Thursday, November 15, 2018)**

Peak Periods	Direction	Number of Runs	Average MOE			
			Travel Time (sec)	Delay (sec)	Speed (mph)	Number of Stops
AM	EB	5	88	47	19.3	0.8
	WB	6	35	0	40.3	0
MD	EB	8	76	25	20.7	1.3
	WB	10	72	22	21.6	1.1
PM	EB	9	88	44	16.7	1.0
	WB	8	42	4	35.8	0.1

State College Boulevard is a major north-south arterial that runs parallel to State Route 57 between Brea Boulevard and the southern City Limit. The posted speed on the study segment of State College Boulevard is 35 mph. The study includes eight City signalized intersections along this 1-mile stretch of State College Boulevard. **Table 2** below summarizes the State College Boulevard “Before” Study for each direction and each peak period. The detailed Tru-Traffic reports are included in **Appendix B**.


**Table 2 – Summary of State College Boulevard “Before” Study
(Data Collected on Thursday, November 15, 2018)**

Peak Periods	Direction	Number of Runs	Average MOE			
			Travel Time (sec)	Delay (sec)	Speed (mph)	Number of Stops
AM	NB	11	169	57	21.6	1.9
	SB	11	138	32	26.9	1.0
MD	NB	10	178	59	20.7	2.3
	SB	10	250	128	14.9	3.2
PM	NB	10	221	101	17.0	2.4
	SB	10	179	64	20.9	2.4

3. BLUETOAD DATA

BlueTOAD system can generate a pair/route report in 5 or 15-minute increments based on travel-time, with the option of individual speeds and number of matches. The valid pair/route data will then be processed to produce travel time reports for each direction of the study corridor. The pair/route data include the following:

- **OD (Origin and Destination)** – Origin and destination is a method of processing re-identification data that takes into account the locations, paths and travel times between multiple devices.
- **OD Study** – An OD study is composed of a set of devices that are analyzed with a specific set of filters.
- **Travel Time** – The time taken to travel between two locations.
- **Average Travel Time** – The average of travel times for a specific set of matches or trips.
- **Median Travel Time** – The median of travel times for a specific set of matches or trips. This is also the 50th percentile of the set of matches or trips.

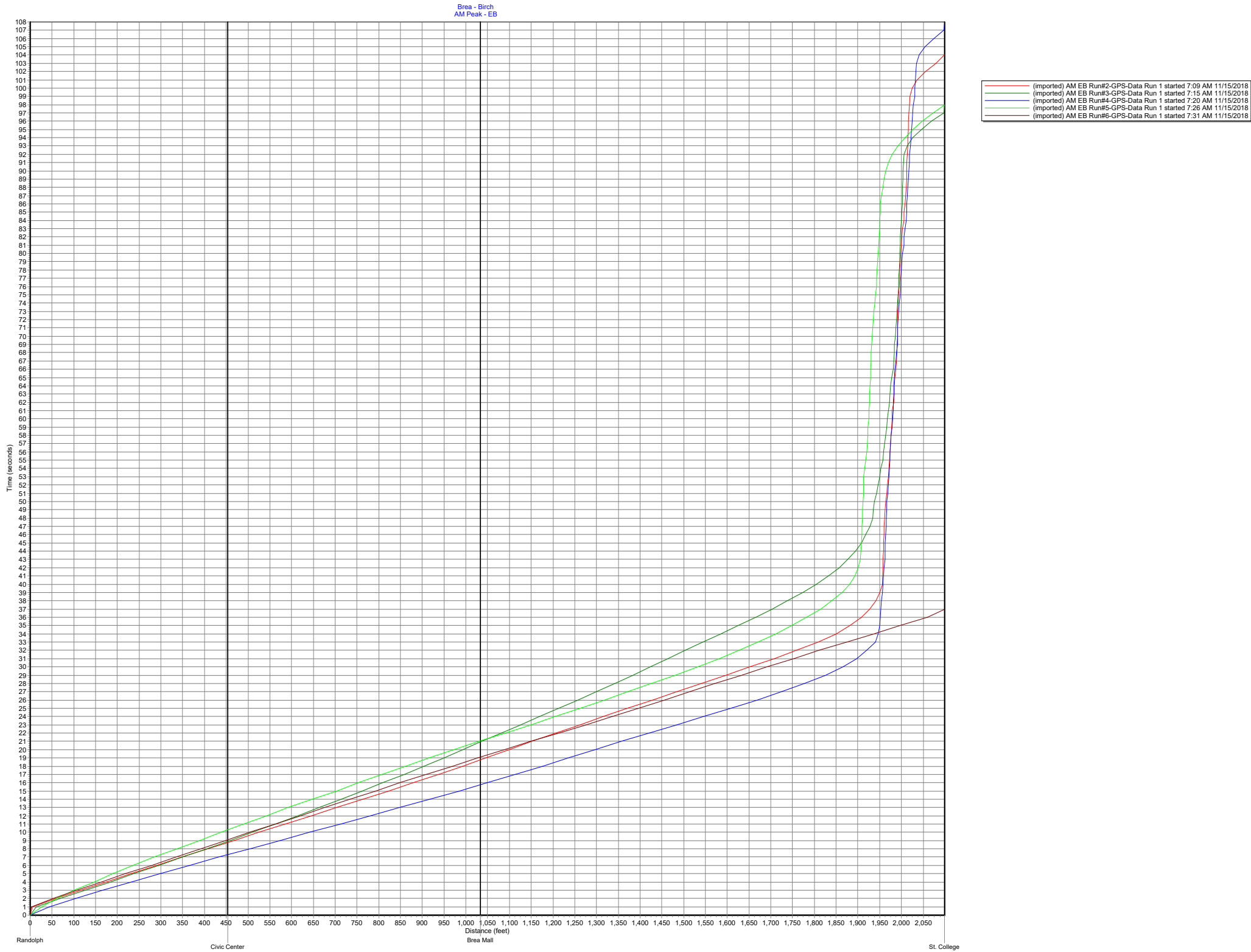


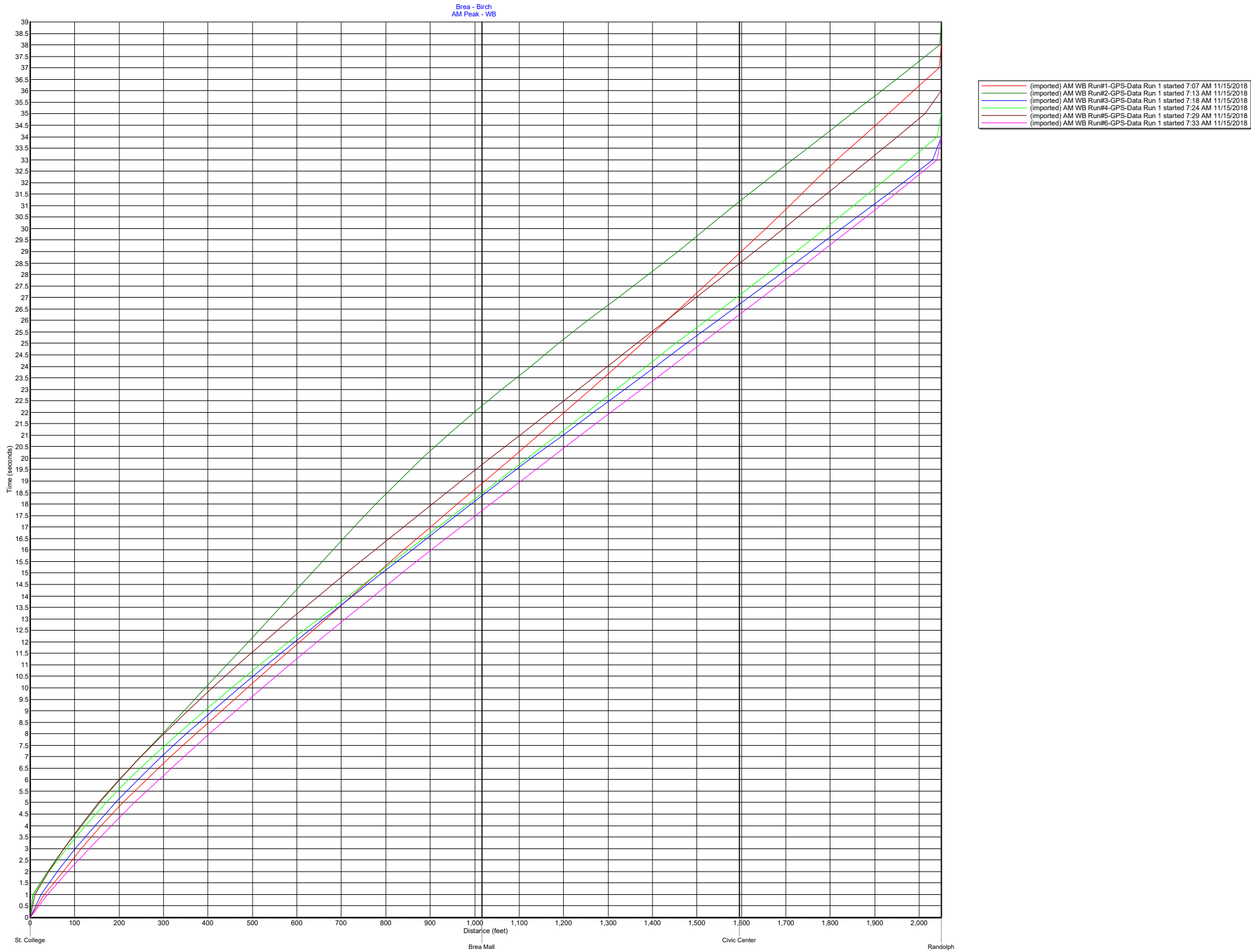
The project team is in the process of upgrading and calibrating the BlueTOAD roadway units to address a system firmware upgrade. With the connection to internet, the real-time BlueTOAD data can be automatically uploaded and processed through cloud-based data processing software to generate travel time and speed reports. These travel time data will be included in the continual monitoring study as supplementary comparison with floating car survey.

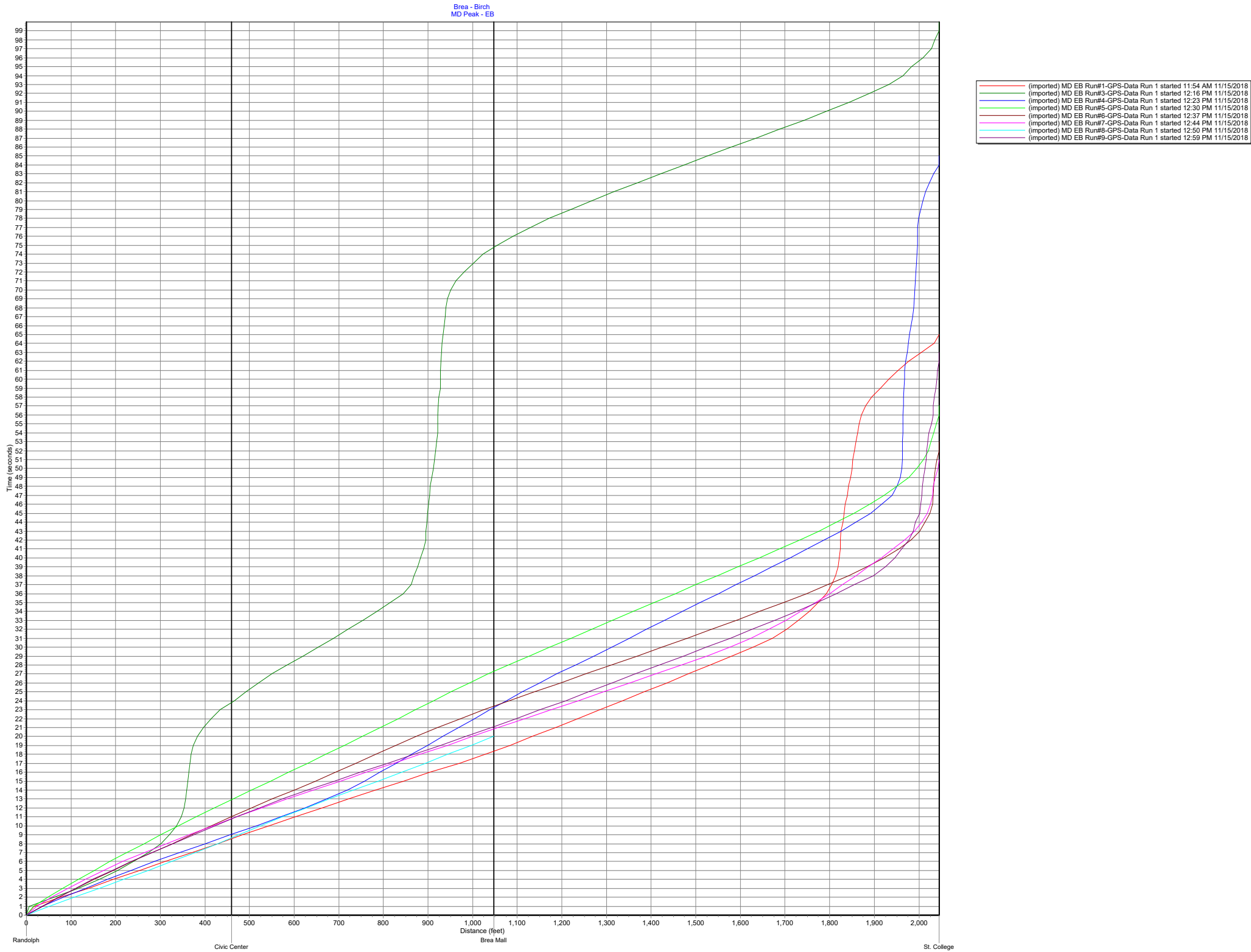
4. NEXT STEPS

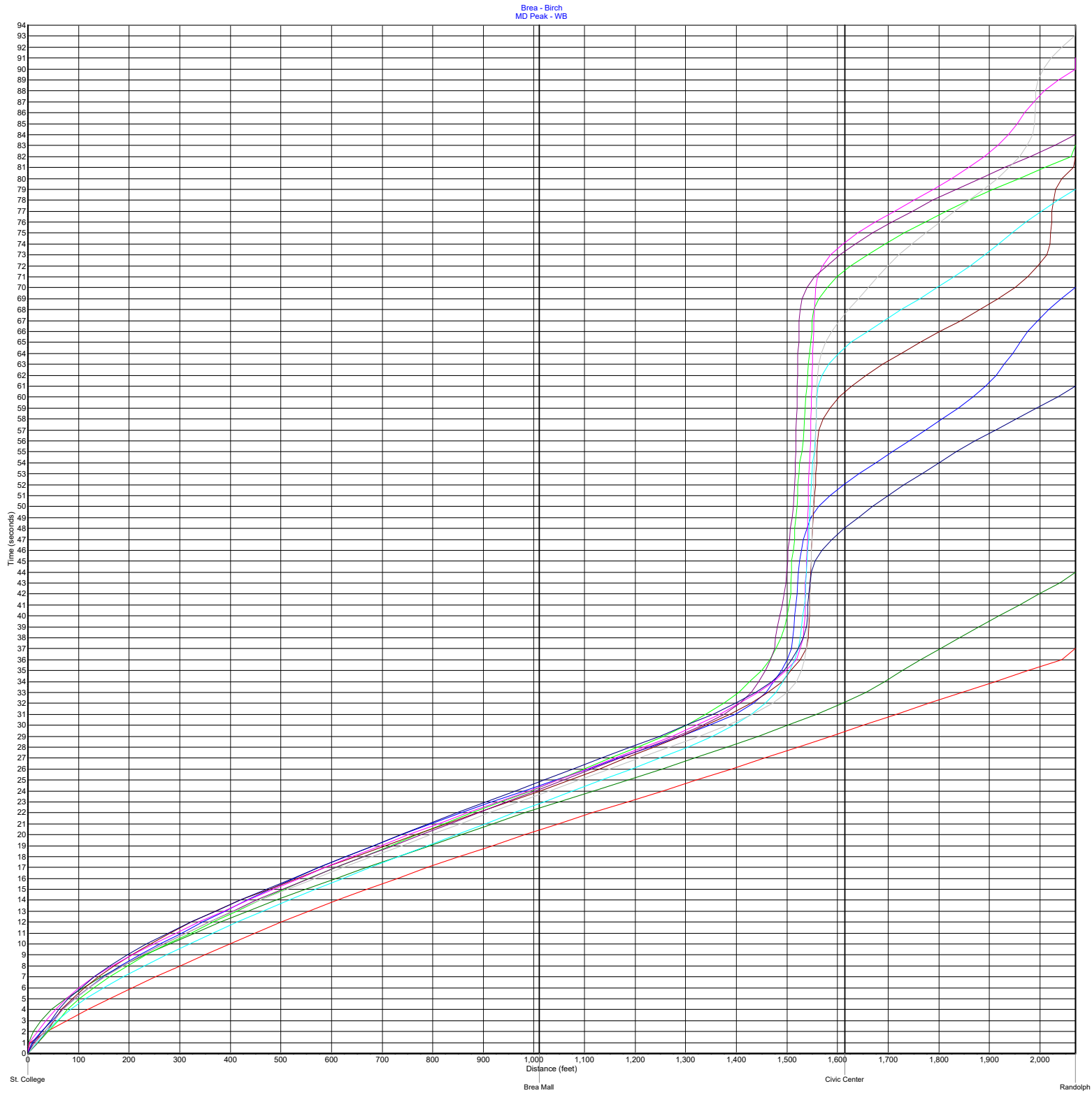
SynchroGreen Adaptive Traffic Control System has been deployed in the field and at the City Transportation Management Center (TMC) since July 2020. Iteris will continue to conduct floating car surveys on a quarterly basis to collect travel time performance measures. A minimum of five (5) GPS-based travel time runs will be collected using TruTraffic software during the same peak hours with the baseline “before” study. The travel time performance index will be tabulated with BlueTOAD reports to track and evaluate signal operation and impact of construction activities. If needed, fine-tuning of adaptive timing parameters will be recommended to make sure project signals continue to operate at an optimal level of services. Iteris will submit a technical memorandum on a quarterly basis to document the finding of continual monitoring phase and recommendations.

Appendix A – Tru-Traffic Plots of Travel Time (seconds) vs Distance (feet)

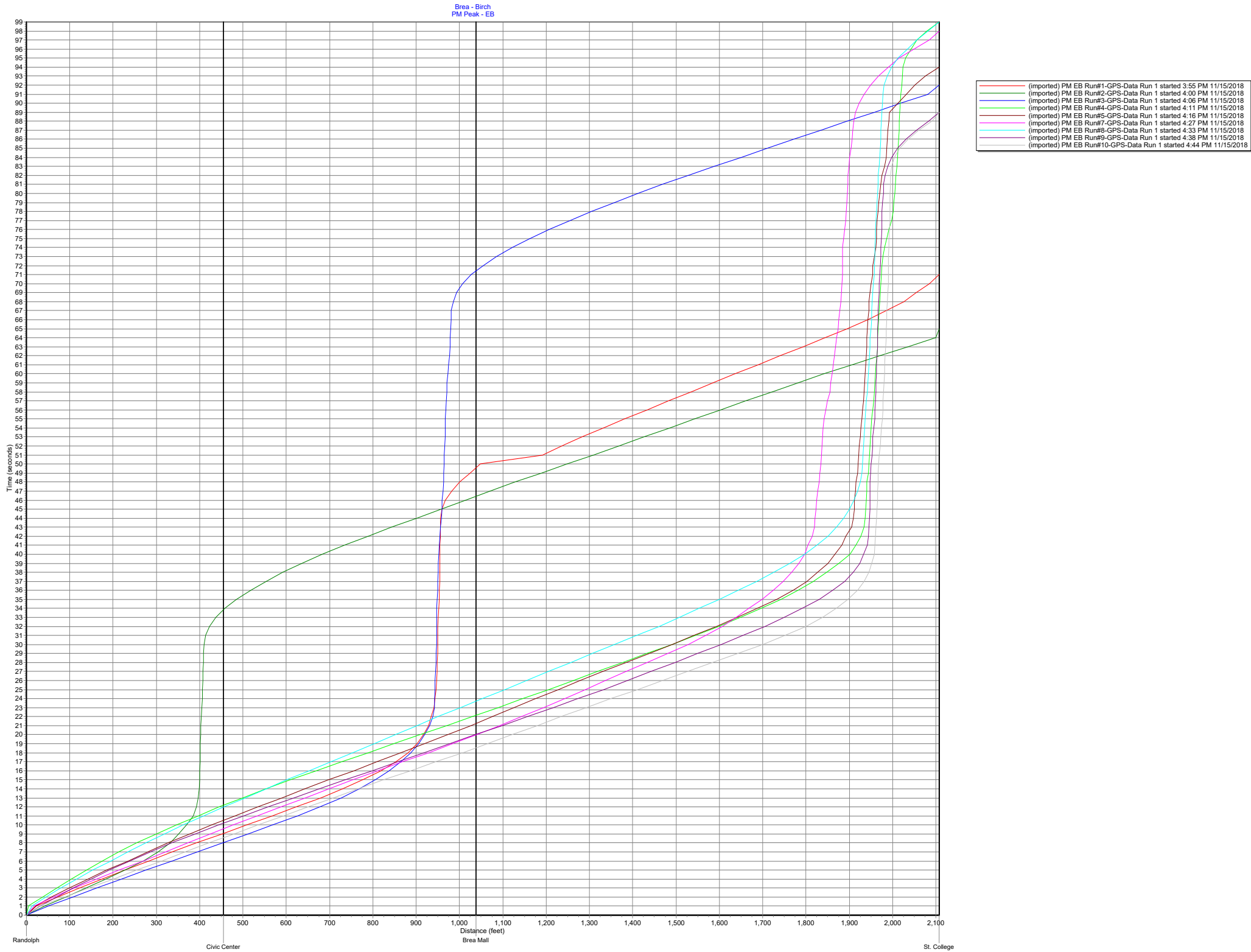


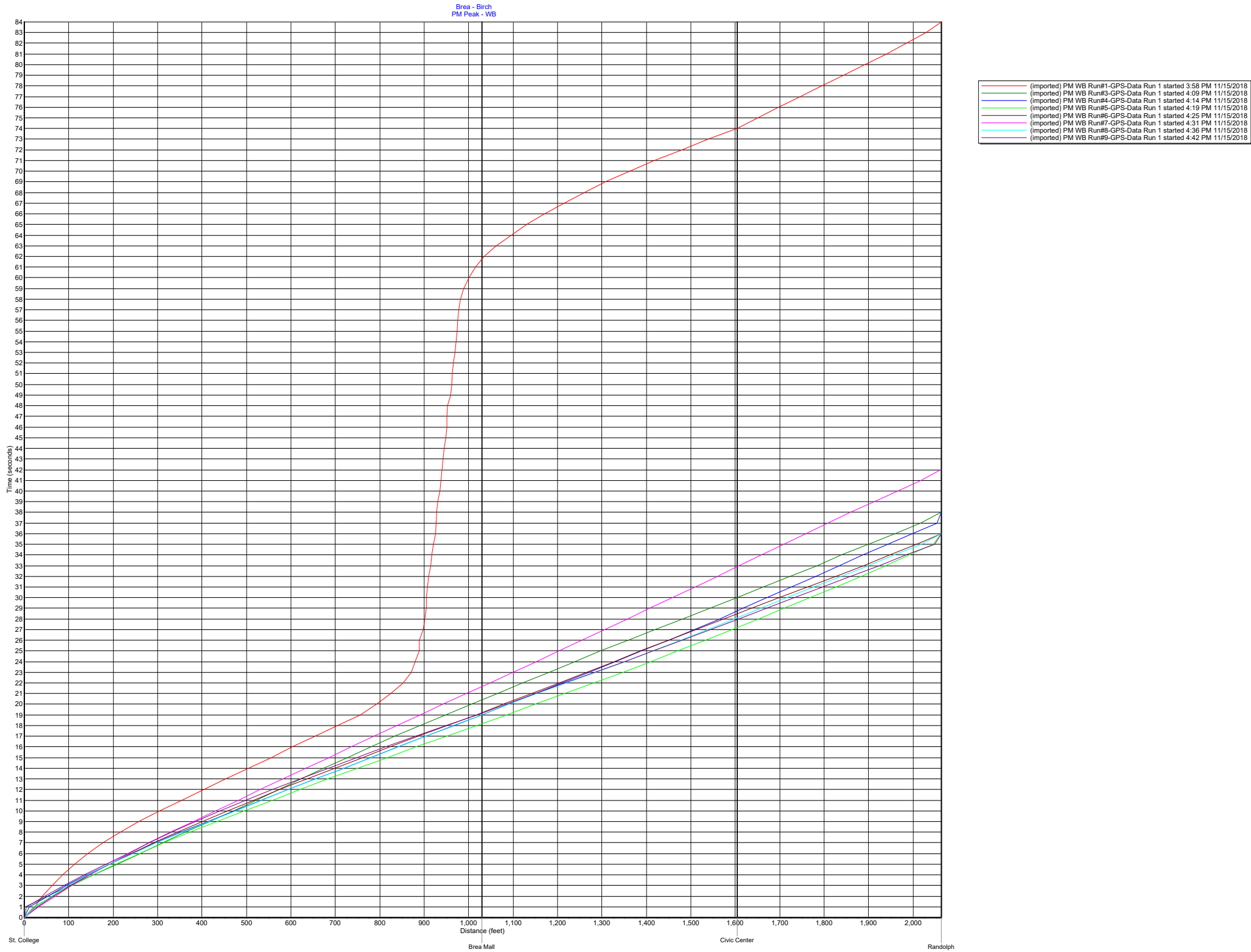




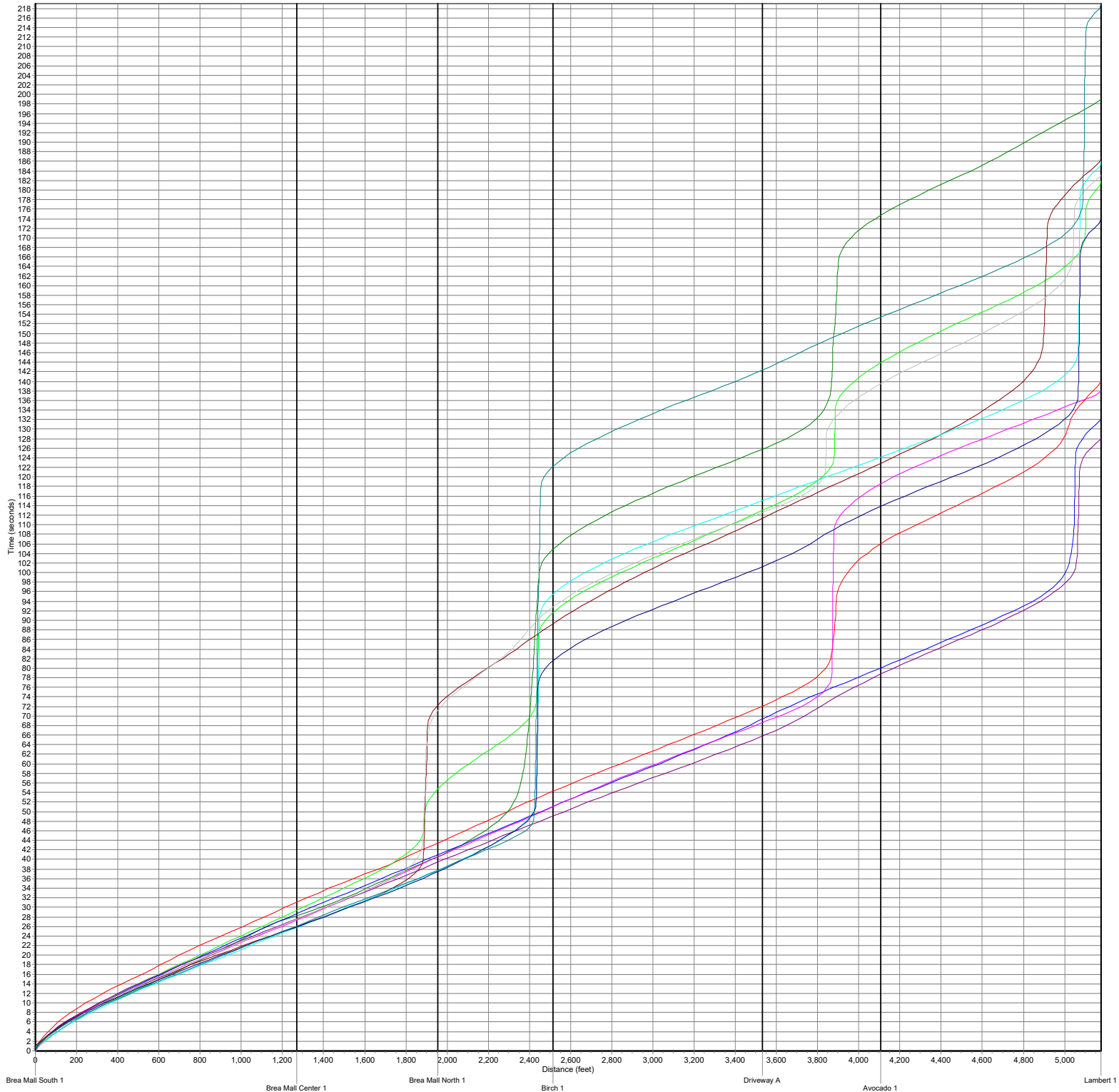


- (imported) MD WB Run#1-GPS-Data Run 1 started 12:00 PM 11/15/2018
- (imported) MD WB Run#2-GPS-Data Run 1 started 12:13 PM 11/15/2018
- (imported) MD WB Run#3-GPS-Data Run 1 started 12:20 PM 11/15/2018
- (imported) MD WB Run#4-GPS-Data Run 1 started 12:27 PM 11/15/2018
- (imported) MD WB Run#5-GPS-Data Run 1 started 12:34 PM 11/15/2018
- (imported) MD WB Run#6-GPS-Data Run 1 started 12:40 PM 11/15/2018
- (imported) MD WB Run#7-GPS-Data Run 1 started 12:47 PM 11/15/2018
- (imported) MD WB Run#8-GPS-Data Run 1 started 12:55 PM 11/15/2018
- (imported) MD WB Run#9-GPS-Data Run 1 started 1:02 PM 11/15/2018
- (imported) MD WB Run#10-GPS-Data Run 1 started 1:10 PM 11/15/2018

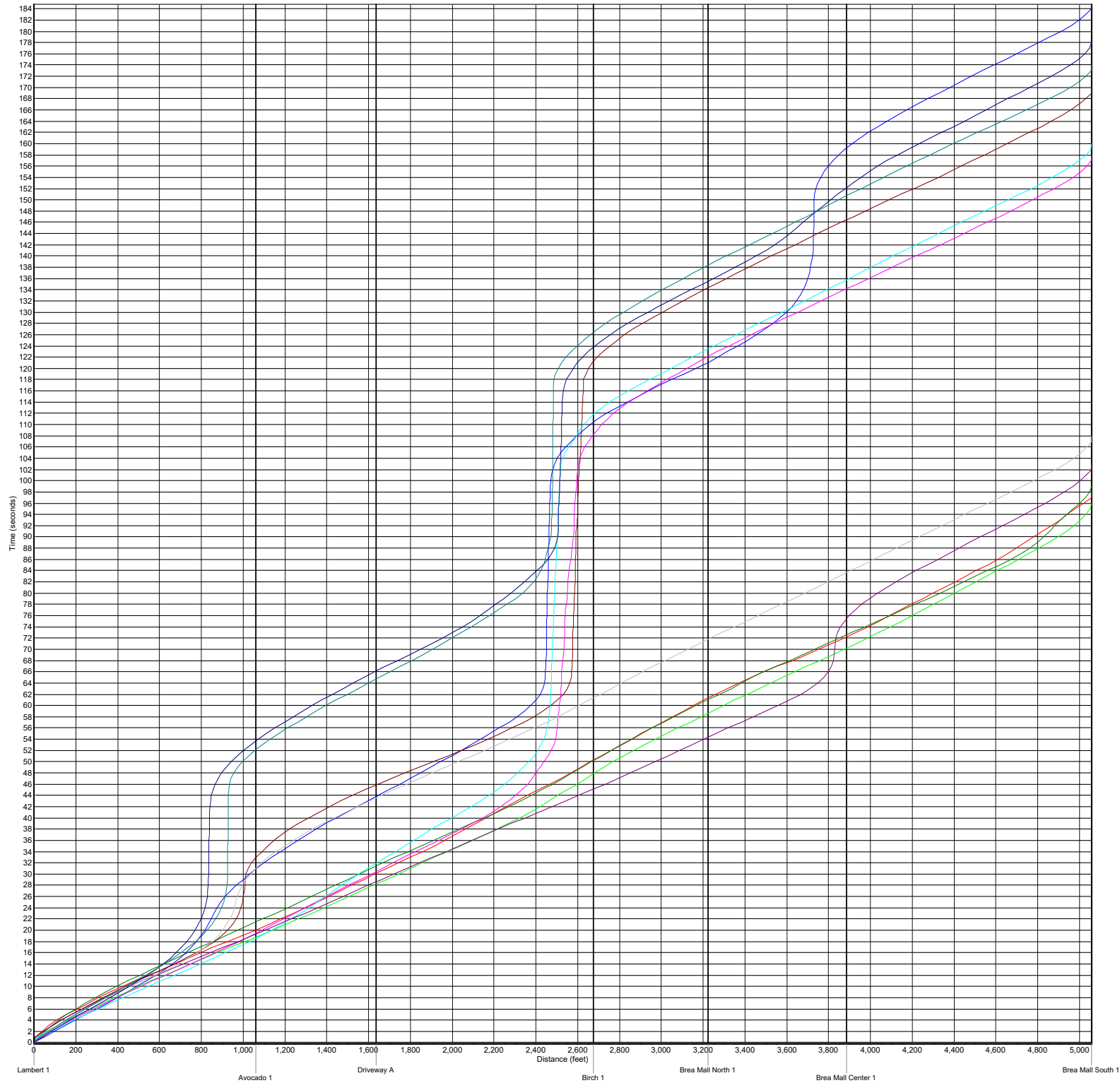




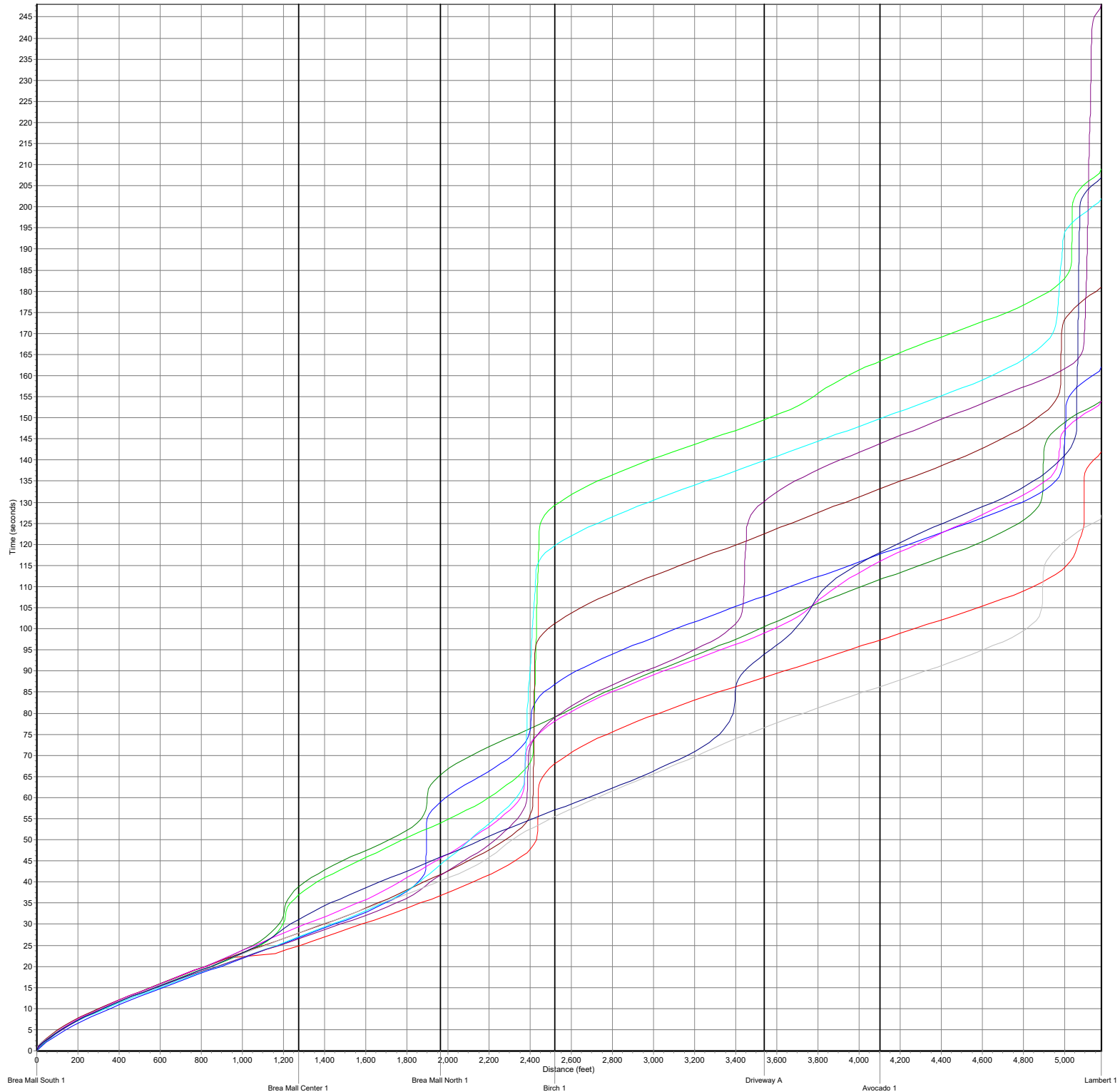
Brea - St. College
AM Peak - NB



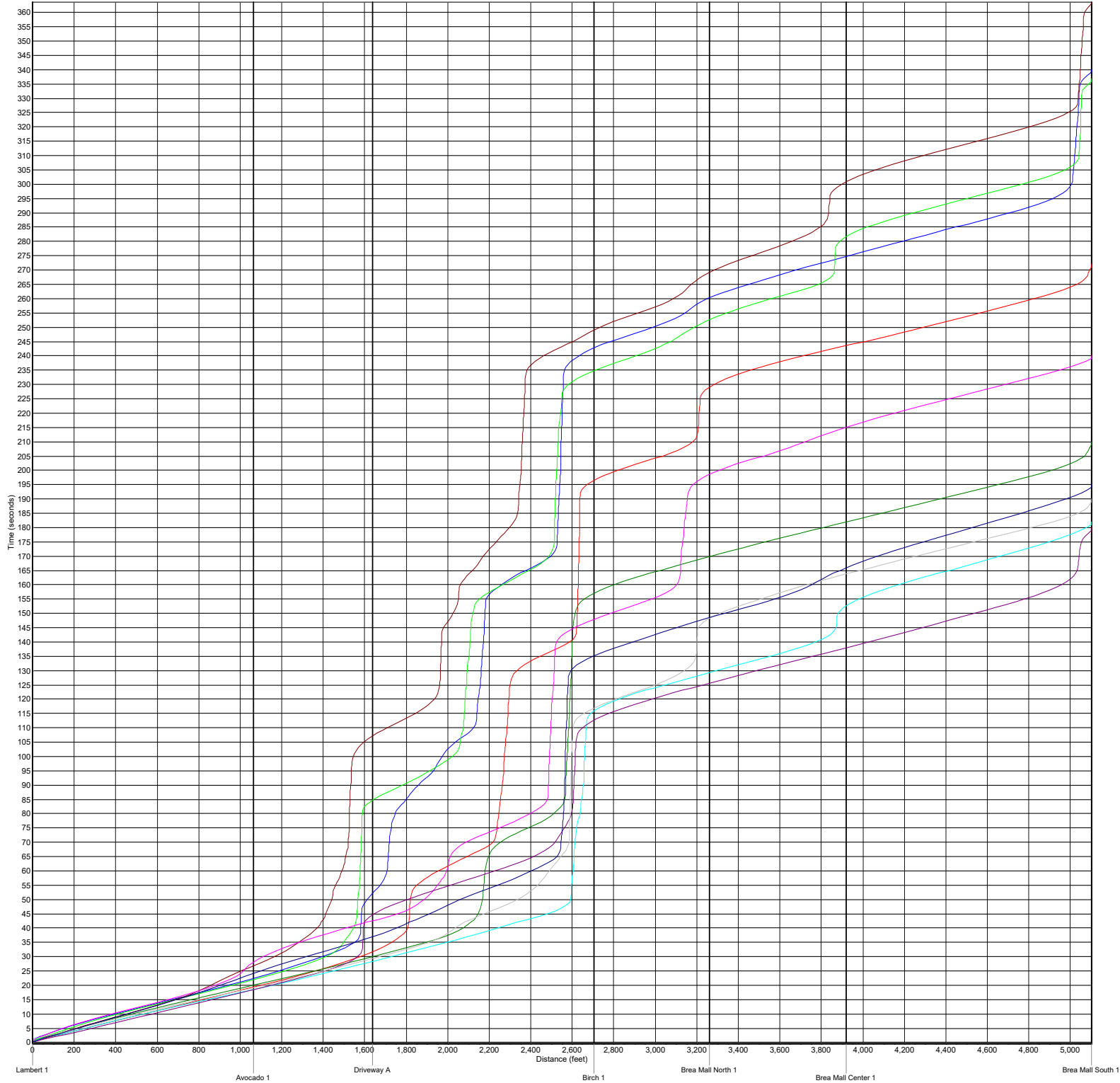
- (imported) AM NB Run#1-GPS-Data Run 1 started 7:02 AM 11/15/2018
- (imported) AM NB Run#2-GPS-Data Run 1 started 7:10 AM 11/15/2018
- (imported) AM NB Run#3-GPS-Data Run 1 started 7:21 AM 11/15/2018
- (imported) AM NB Run#4-GPS-Data Run 1 started 7:29 AM 11/15/2018
- (imported) AM NB Run#5-GPS-Data Run 1 started 7:36 AM 11/15/2018
- (imported) AM NB Run#6-GPS-Data Run 1 started 7:48 AM 11/15/2018
- (imported) AM NB Run#7-GPS-Data Run 1 started 7:56 AM 11/15/2018
- (imported) AM NB Run#8-GPS-Data Run 1 started 8:06 AM 11/15/2018
- (imported) AM NB Run#9-GPS-Data Run 1 started 8:13 AM 11/15/2018
- (imported) AM NB Run#10-GPS-Data Run 1 started 8:20 AM 11/15/2018
- (imported) AM NB Run#11-GPS-Data Run 1 started 8:32 AM 11/15/2018



Brea - St. College
MD Peak - NB

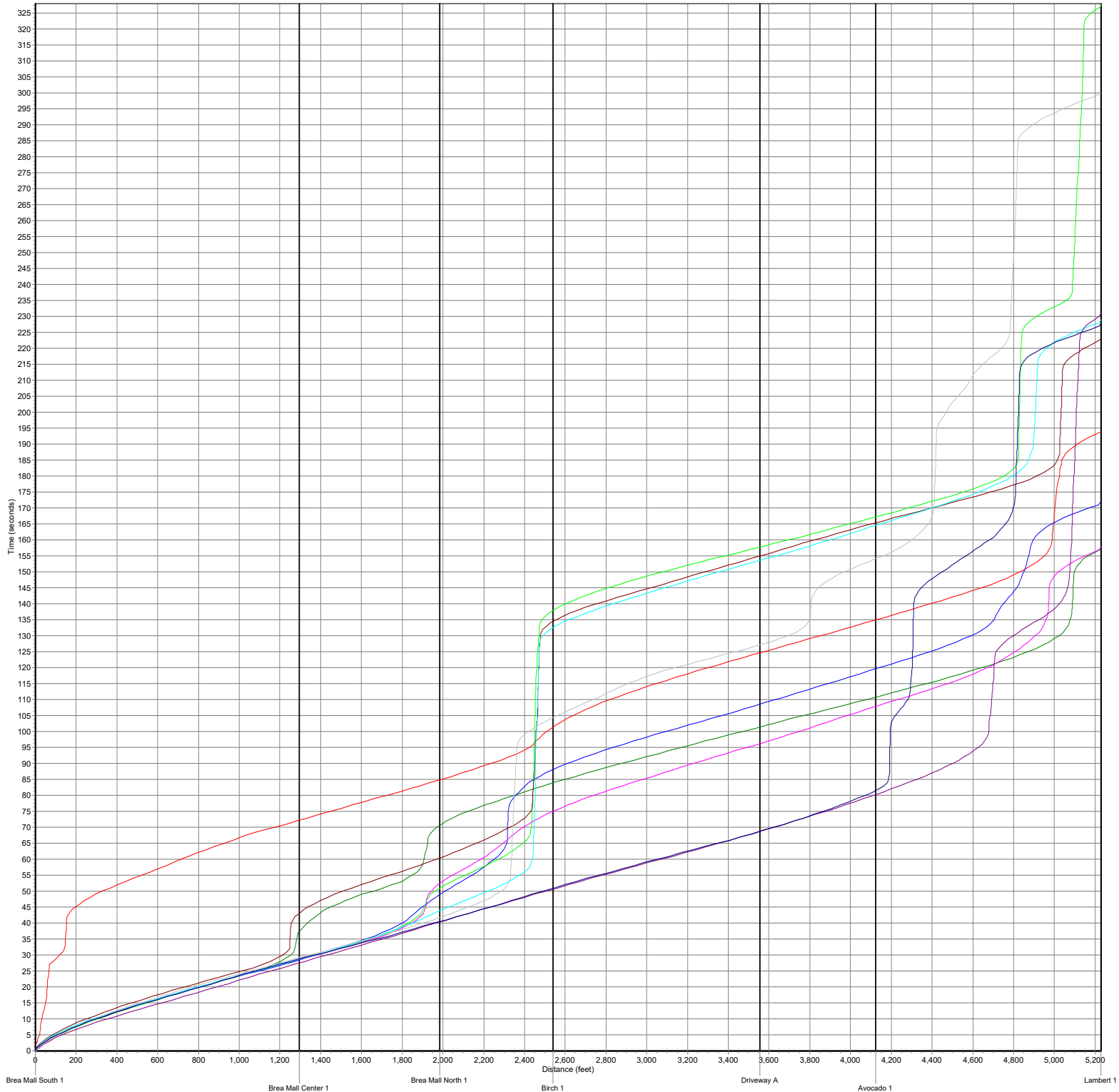


- (imported) MD NB Run#1-GPS-Data Run 1 started 11:58 AM 11/15/2018
- (imported) MD NB Run#2-GPS-Data Run 1 started 12:06 PM 11/15/2018
- (imported) MD NB Run#3-GPS-Data Run 1 started 12:19 PM 11/15/2018
- (imported) MD NB Run#4-GPS-Data Run 1 started 12:30 PM 11/15/2018
- (imported) MD NB Run#5-GPS-Data Run 1 started 12:42 PM 11/15/2018
- (imported) MD NB Run#6-GPS-Data Run 1 started 12:54 PM 11/15/2018
- (imported) MD NB Run#7-GPS-Data Run 1 started 1:04 PM 11/15/2018
- (imported) MD NB Run#8-GPS-Data Run 1 started 1:13 PM 11/15/2018
- (imported) MD NB Run#9-GPS-Data Run 1 started 1:23 PM 11/15/2018
- (imported) MD NB Run#10-GPS-Data Run 1 started 1:32 PM 11/15/2018

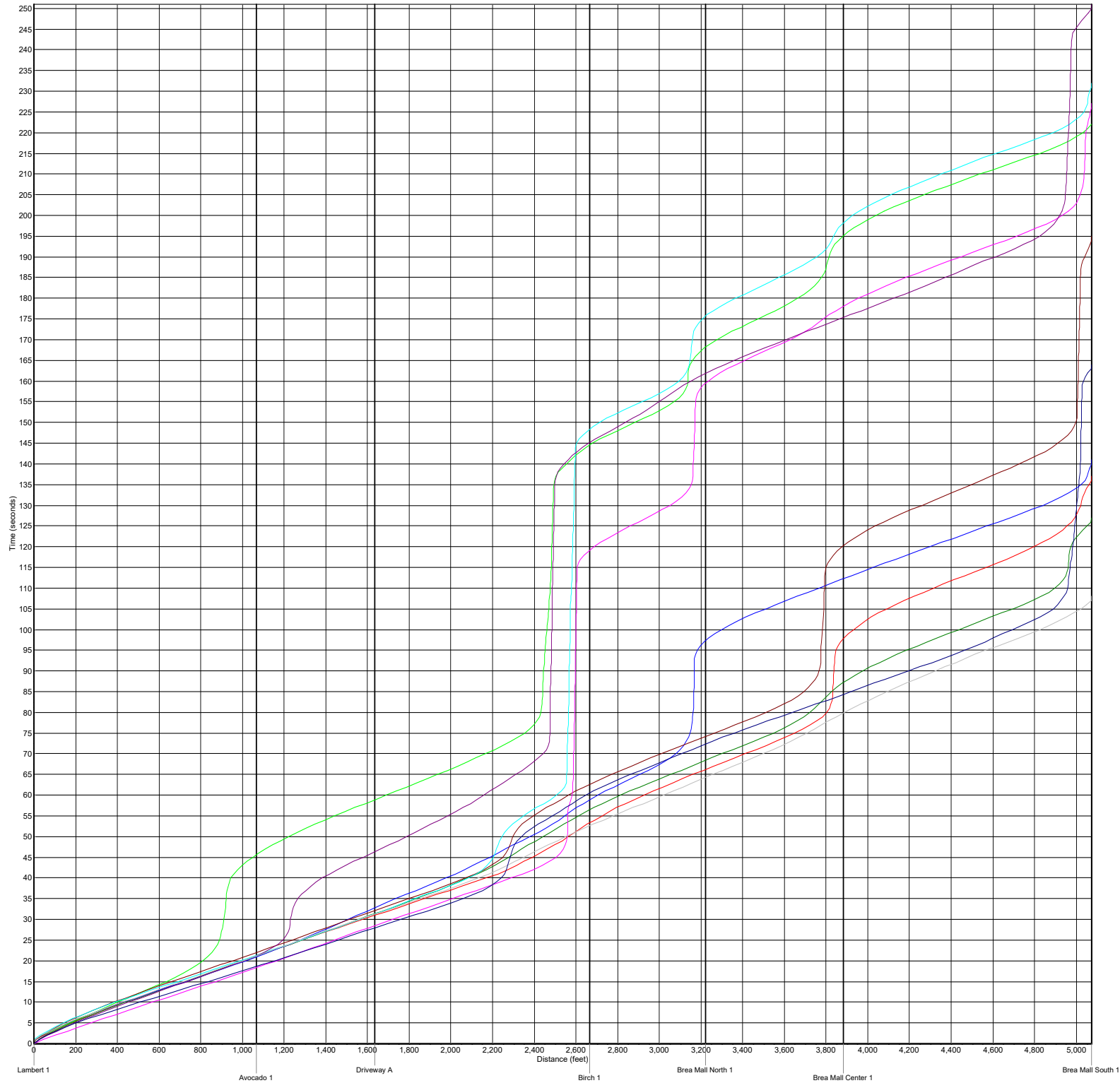


- (imported) MD SB Run#1-GPS-Data Run 1 started 11:52 AM 11/15/2018
- (imported) MD SB Run#2-GPS-Data Run 1 started 12:01 PM 11/15/2018
- (imported) MD SB Run#3-GPS-Data Run 1 started 12:12 PM 11/15/2018
- (imported) MD SB Run#4-GPS-Data Run 1 started 12:23 PM 11/15/2018
- (imported) MD SB Run#5-GPS-Data Run 1 started 12:35 PM 11/15/2018
- (imported) MD SB Run#6-GPS-Data Run 1 started 12:48 PM 11/15/2018
- (imported) MD SB Run#7-GPS-Data Run 1 started 12:59 PM 11/15/2018
- (imported) MD SB Run#8-GPS-Data Run 1 started 1:09 PM 11/15/2018
- (imported) MD SB Run#9-GPS-Data Run 1 started 1:19 PM 11/15/2018
- (imported) MD SB Run#10-GPS-Data Run 1 started 1:27 PM 11/15/2018

Brea - St. College
PM Peak - NB



- (imported) PM NB Run#1-GPS-Data Run 1 started 3:50 PM 11/15/2018
- (imported) PM NB Run#2-GPS-Data Run 1 started 3:59 PM 11/15/2018
- (imported) PM NB Run#3-GPS-Data Run 1 started 4:06 PM 11/15/2018
- (imported) PM NB Run#4-GPS-Data Run 1 started 4:16 PM 11/15/2018
- (imported) PM NB Run#5-GPS-Data Run 1 started 4:31 PM 11/15/2018
- (imported) PM NB Run#6-GPS-Data Run 1 started 4:41 PM 11/15/2018
- (imported) PM NB Run#7-GPS-Data Run 1 started 4:51 PM 11/15/2018
- (imported) PM NB Run#8-GPS-Data Run 1 started 5:02 PM 11/15/2018
- (imported) PM NB Run#9-GPS-Data Run 1 started 5:14 PM 11/15/2018
- (imported) PM NB Run#10-GPS-Data Run 1 started 5:26 PM 11/15/2018



- (imported) PM SB Run#1-GPS-Data Run 1 started 3:56 PM 11/15/2018
- (imported) PM SB Run#2-GPS-Data Run 1 started 4:03 PM 11/15/2018
- (imported) PM SB Run#3-GPS-Data Run 1 started 4:13 PM 11/15/2018
- (imported) PM SB Run#4-GPS-Data Run 1 started 4:25 PM 11/15/2018
- (imported) PM SB Run#5-GPS-Data Run 1 started 4:36 PM 11/15/2018
- (imported) PM SB Run#6-GPS-Data Run 1 started 4:46 PM 11/15/2018
- (imported) PM SB Run#7-GPS-Data Run 1 started 4:56 PM 11/15/2018
- (imported) PM SB Run#8-GPS-Data Run 1 started 5:08 PM 11/15/2018
- (imported) PM SB Run#9-GPS-Data Run 1 started 5:22 PM 11/15/2018
- (imported) PM SB Run#10-GPS-Data Run 1 started 5:52 PM 11/15/2018



Appendix B – Baseline Tru-Traffic “Before” Study Reports

Tuesday 3/31/2020 11:31:57 PM

Travel Time & Delay Report for Birch

Legend:

CTT:	Summarized Cumulative Travel Time since beginning of Run (seconds)
CTL:	Summarized Cumulative Travel Distance since beginning of Run (feet)
CDL:	Summarized Cumulative User-specified Design Distance since beginning of Run (feet)
CD:	Summarized Cumulative Delay since beginning of Run (seconds) = CTT - CRT
CRT:	Summarized Cumulative Running Time (seconds) = accumulation of DL/DS since beginning of Run
CPLSD:	Summarized Cumulative Posted Speed Limit Delay since beginning of Run (seconds)
CPLRT:	Summarized Cumulative Posted Speed Limit Running Time, or Travel Time since beginning of Run if maintaining Posted Speed Limit (seconds) = accumulation of DL/PLS since beginning of Run
CMxSD:	Summarized Cumulative Maximum-Speed Delay since beginning of Run (seconds)
CMinRT:	Summarized Cumulative Minimum Running Time, or Travel Time since beginning of Run if maintaining Maximum Speed (seconds) = accumulation of DL/MxS since beginning of Run
CStopD:	Summarized Cumulative Stopped Delay since beginning of Run (seconds). The "Stopped Delay" is counted from when the speed drops below 5 mph after exceeding 15 mph until it exceeds 15 mph once again
CBS1T:	Summarized Cumulative Time spent Below Speed #1 (10 mph) since beginning of Run (seconds)
CAS1T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #1 (10 mph)) since beginning of Run (seconds) = CTT - CBS1T
CBS2T:	Summarized Cumulative Time spent Below Speed #2 (30 mph) since beginning of Run (seconds)
CAS2T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #2 (30 mph)) since beginning of Run (seconds) = CTT - CBS2T
CAS:	Summarized Cumulative Actual Average Speed since beginning of Run (mph) = CTL/CTT
CStops:	Summarized Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGST:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to Vehicle Startup (seconds). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGCT:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to this Node Crossing (seconds)
CQDL:	Summarized Cumulative Travel Distance from Vehicle Startup after last Stop to Node Crossing (feet). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CLN:	Summarized Cumulative Number of Links in Run
TV:	Summarized Through Volume (vph)

Cumulative Summary of runs Eastbound from Randolph

5 Neither-type runs, 5 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 7:09:46 AM to 7:31:29 AM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to St. College																					
Average Neither (n=5)	88	2099	2082	37	51	31	57	52	36	47	48	40	59	29	19.3	0.8	46.5	121.8	13	3	0
Std Dev Neither (n=5)	29	34	0	29	0	29	0	30	4	28	28	5	33	6	11.2	0.4	30.2	33.0	17	0	0

Cumulative Summary of runs Westbound from St. College

6 Neither-type runs, 6 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 7:07:58 AM to 7:33:36 AM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to Randolph																					
Average Neither (n=6)	35	2050	2082	-16	51	-22	57	3	32	0	0	35	4	31	40.3	0.0	0.0	127.9	0	3	0
Std Dev Neither (n=6)	2	2	0	2	0	2	0	1	2	0	0	2	1	2	2.2	0.0	0.0	16.1	0	0	0

Cumulative Summary of all runs, either direction through artery

11 Neither-type runs, 11 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 7:08:26 AM to 7:34:02 AM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to End of Artery																					
Average Neither (n=11)	59	2072	2082	8	51	2	57	25	34	22	22	37	29	30	30.7	0.4	21.1	125.2	6	3	0
Std Dev Neither (n=11)	33	34	0	33	0	33	0	32	4	30	31	5	35	4	13.1	0.5	30.9	24.0	13	0	0
Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
Std Dev Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
% Difference	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

Tuesday 3/31/2020 11:38:10 PM

Travel Time & Delay Report for Birch

Legend:

CTT:	Summarized Cumulative Travel Time since beginning of Run (seconds)
CTL:	Summarized Cumulative Travel Distance since beginning of Run (feet)
CDL:	Summarized Cumulative User-specified Design Distance since beginning of Run (feet)
CD:	Summarized Cumulative Delay since beginning of Run (seconds) = CTT - CRT
CRT:	Summarized Cumulative Running Time (seconds) = accumulation of DL/DS since beginning of Run
CPLSD:	Summarized Cumulative Posted Speed Limit Delay since beginning of Run (seconds)
CPLRT:	Summarized Cumulative Posted Speed Limit Running Time, or Travel Time since beginning of Run if maintaining Posted Speed Limit (seconds) = accumulation of DL/PLS since beginning of Run
CMxSD:	Summarized Cumulative Maximum-Speed Delay since beginning of Run (seconds)
CMinRT:	Summarized Cumulative Minimum Running Time, or Travel Time since beginning of Run if maintaining Maximum Speed (seconds) = accumulation of DL/MxS since beginning of Run
CStopD:	Summarized Cumulative Stopped Delay since beginning of Run (seconds). The "Stopped Delay" is counted from when the speed drops below 5 mph after exceeding 15 mph until it exceeds 15 mph once again
CBS1T:	Summarized Cumulative Time spent Below Speed #1 (10 mph) since beginning of Run (seconds)
CAS1T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #1 (10 mph)) since beginning of Run (seconds) = CTT - CBS1T
CBS2T:	Summarized Cumulative Time spent Below Speed #2 (30 mph) since beginning of Run (seconds)
CAS2T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #2 (30 mph)) since beginning of Run (seconds) = CTT - CBS2T
CAS:	Summarized Cumulative Actual Average Speed since beginning of Run (mph) = CTL/CTT
CStops:	Summarized Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGST:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to Vehicle Startup (seconds). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGCT:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to this Node Crossing (seconds)
CQDL:	Summarized Cumulative Travel Distance from Vehicle Startup after last Stop to Node Crossing (feet). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CLN:	Summarized Cumulative Number of Links in Run
TV:	Summarized Through Volume (vph)

Cumulative Summary of runs Eastbound from Randolph

8 Neither-type runs, 8 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 11:54:19 AM to 1:06:07 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to St. College																					
Average Neither (n=8)	76	2071	2082	25	51	19	57	34	42	25	27	48	55	20	20.7	1.3	16.0	111.1	13	3	0
Std Dev Neither (n=8)	31	89	0	31	0	31	0	28	5	24	26	6	38	9	6.0	0.5	40.4	43.9	26	0	0

Cumulative Summary of runs Westbound from St. College

10 Neither-type runs, 10 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 12:00:30 PM to 1:10:53 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to Randolph																					
Average Neither (n=10)	72	2070	2082	21	51	15	57	33	39	22	23	49	50	21	21.6	1.1	28.3	97.8	98	3	0
Std Dev Neither (n=10)	19	26	0	19	0	19	0	17	3	14	15	6	22	4	8.0	0.6	30.8	33.4	296	0	0

Cumulative Summary of all runs, either direction through artery

18 Neither-type runs, 18 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 11:54:37 AM to 1:11:41 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to End of Artery																					
Average Neither (n=18)	73	2070	2082	23	51	17	57	33	40	23	25	48	53	21	21.2	1.2	22.8	103.7	61	3	0
Std Dev Neither (n=18)	25	60	0	25	0	25	0	22	4	19	20	6	29	7	7.0	0.5	34.9	37.9	220	0	0
Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
Std Dev Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
% Difference	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

Tuesday 3/31/2020 11:40:01 PM

Travel Time & Delay Report for Birch

Legend:

CTT:	Summarized Cumulative Travel Time since beginning of Run (seconds)
CTL:	Summarized Cumulative Travel Distance since beginning of Run (feet)
CDL:	Summarized Cumulative User-specified Design Distance since beginning of Run (feet)
CD:	Summarized Cumulative Delay since beginning of Run (seconds) = CTT - CRT
CRT:	Summarized Cumulative Running Time (seconds) = accumulation of DL/DS since beginning of Run
CPLSD:	Summarized Cumulative Posted Speed Limit Delay since beginning of Run (seconds)
CPLRT:	Summarized Cumulative Posted Speed Limit Running Time, or Travel Time since beginning of Run if maintaining Posted Speed Limit (seconds) = accumulation of DL/PLS since beginning of Run
CMxSD:	Summarized Cumulative Maximum-Speed Delay since beginning of Run (seconds)
CMinRT:	Summarized Cumulative Minimum Running Time, or Travel Time since beginning of Run if maintaining Maximum Speed (seconds) = accumulation of DL/MxS since beginning of Run
CStopD:	Summarized Cumulative Stopped Delay since beginning of Run (seconds). The "Stopped Delay" is counted from when the speed drops below 5 mph after exceeding 15 mph until it exceeds 15 mph once again
CBS1T:	Summarized Cumulative Time spent Below Speed #1 (10 mph) since beginning of Run (seconds)
CAS1T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #1 (10 mph)) since beginning of Run (seconds) = CTT - CBS1T
CBS2T:	Summarized Cumulative Time spent Below Speed #2 (30 mph) since beginning of Run (seconds)
CAS2T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #2 (30 mph)) since beginning of Run (seconds) = CTT - CBS2T
CAS:	Summarized Cumulative Actual Average Speed since beginning of Run (mph) = CTL/CTT
CStops:	Summarized Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGST:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to Vehicle Startup (seconds). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGCT:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to this Node Crossing (seconds)
CQDL:	Summarized Cumulative Travel Distance from Vehicle Startup after last Stop to Node Crossing (feet). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CLN:	Summarized Cumulative Number of Links in Run
TV:	Summarized Through Volume (vph)

Cumulative Summary of runs Eastbound from Randolph

9 Neither-type runs, 9 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 3:55:19 PM to 4:44:11 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to St. College																					
Average Neither (n=9)	88	2107	2082	37	51	31	57	50	37	44	44	43	59	29	16.7	1.0	41.7	155.5	31	3	0
Std Dev Neither (n=9)	12	55	0	12	0	12	0	13	2	12	12	2	13	2	2.4	0.0	21.5	33.0	37	0	0

Cumulative Summary of runs Westbound from St. College

8 Neither-type runs, 8 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 3:58:39 PM to 4:42:04 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to Randolph																					
Average Neither (n=8)	42	2064	2082	-8	51	-14	57	8	35	4	5	38	11	32	35.8	0.1	0.0	85.7	0	3	0
Std Dev Neither (n=8)	17	42	0	17	0	17	0	15	3	12	13	4	20	4	7.6	0.4	0.0	36.4	0	0	0

Cumulative Summary of all runs, either direction through artery

17 Neither-type runs, 17 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 3:56:08 PM to 4:44:29 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to End of Artery																					
Average Neither (n=17)	66	2087	2082	16	51	10	57	30	36	25	26	41	36	30	25.7	0.6	22.1	122.7	17	3	0
Std Dev Neither (n=17)	27	53	0	27	0	27	0	26	3	23	24	4	30	4	11.2	0.5	26.3	49.2	31	0	0
Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
Std Dev Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
% Difference	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

Tuesday 3/31/2020 11:42:38 PM

Travel Time & Delay Report for St. College

Legend:

CTT:	Summarized Cumulative Travel Time since beginning of Run (seconds)
CTL:	Summarized Cumulative Travel Distance since beginning of Run (feet)
CDL:	Summarized Cumulative User-specified Design Distance since beginning of Run (feet)
CD:	Summarized Cumulative Delay since beginning of Run (seconds) = CTT - CRT
CRT:	Summarized Cumulative Running Time (seconds) = accumulation of DL/DS since beginning of Run
CPLSD:	Summarized Cumulative Posted Speed Limit Delay since beginning of Run (seconds)
CPLRT:	Summarized Cumulative Posted Speed Limit Running Time, or Travel Time since beginning of Run if maintaining Posted Speed Limit (seconds) = accumulation of DL/PLS since beginning of Run
CMxSD:	Summarized Cumulative Maximum-Speed Delay since beginning of Run (seconds)
CMinRT:	Summarized Cumulative Minimum Running Time, or Travel Time since beginning of Run if maintaining Maximum Speed (seconds) = accumulation of DL/MxS since beginning of Run
CStopD:	Summarized Cumulative Stopped Delay since beginning of Run (seconds). The "Stopped Delay" is counted from when the speed drops below 5 mph after exceeding 15 mph until it exceeds 15 mph once again
CBS1T:	Summarized Cumulative Time spent Below Speed #1 (10 mph) since beginning of Run (seconds)
CAS1T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #1 (10 mph)) since beginning of Run (seconds) = CTT - CBS1T
CBS2T:	Summarized Cumulative Time spent Below Speed #2 (30 mph) since beginning of Run (seconds)
CAS2T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #2 (30 mph)) since beginning of Run (seconds) = CTT - CBS2T
CAS:	Summarized Cumulative Actual Average Speed since beginning of Run (mph) = CTL/CTT
CStops:	Summarized Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGST:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to Vehicle Startup (seconds). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGCT:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to this Node Crossing (seconds)
CQDL:	Summarized Cumulative Travel Distance from Vehicle Startup after last Stop to Node Crossing (feet). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CLN:	Summarized Cumulative Number of Links in Run
TV:	Summarized Through Volume (vph)

Cumulative Summary of runs Northbound from Brea Mall South 1

11 Neither-type runs, 11 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 7:02:37 AM to 8:32:51 AM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to Lambert 1																					
Average Neither (n=11)	169	5176	4953	48	121	34	135	79	90	57	58	111	100	68	21.6	1.9	69.3	260.0	106	6	0
Std Dev Neither (n=11)	30	24	0	30	0	30	0	30	7	29	28	9	37	11	4.1	0.9	31.5	59.3	75	0	0

Cumulative Summary of runs Southbound from Lambert 1

11 Neither-type runs, 11 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 7:08:16 AM to 8:49:23 AM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to Brea Mall South 1																					
Average Neither (n=11)	138	5057	4953	17	121	3	135	50	88	32	33	104	64	73	26.9	1.0	38.3	256.3	58	6	0
Std Dev Neither (n=11)	38	37	0	38	0	38	0	33	5	30	30	9	45	9	7.6	0.9	47.3	37.8	97	0	0

Cumulative Summary of all runs, either direction through artery

22 Neither-type runs, 22 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 7:04:23 AM to 8:51:53 AM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to End of Artery																					
Average Neither (n=22)	153	5117	4953	33	121	18	135	65	89	45	45	108	82	71	24.2	1.5	53.8	258.1	82	6	0
Std Dev Neither (n=22)	37	68	0	37	0	37	0	34	6	31	31	10	44	10	6.6	1.0	42.3	48.6	88	0	0
Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
Std Dev Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
% Difference	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

Tuesday 3/31/2020 11:44:12 PM

Travel Time & Delay Report for St. College

Legend:

CTT:	Summarized Cumulative Travel Time since beginning of Run (seconds)
CTL:	Summarized Cumulative Travel Distance since beginning of Run (feet)
CDL:	Summarized Cumulative User-specified Design Distance since beginning of Run (feet)
CD:	Summarized Cumulative Delay since beginning of Run (seconds) = CTT - CRT
CRT:	Summarized Cumulative Running Time (seconds) = accumulation of DL/DS since beginning of Run
CPLSD:	Summarized Cumulative Posted Speed Limit Delay since beginning of Run (seconds)
CPLRT:	Summarized Cumulative Posted Speed Limit Running Time, or Travel Time since beginning of Run if maintaining Posted Speed Limit (seconds) = accumulation of DL/PLS since beginning of Run
CMxSD:	Summarized Cumulative Maximum-Speed Delay since beginning of Run (seconds)
CMinRT:	Summarized Cumulative Minimum Running Time, or Travel Time since beginning of Run if maintaining Maximum Speed (seconds) = accumulation of DL/MxS since beginning of Run
CStopD:	Summarized Cumulative Stopped Delay since beginning of Run (seconds). The "Stopped Delay" is counted from when the speed drops below 5 mph after exceeding 15 mph until it exceeds 15 mph once again
CBS1T:	Summarized Cumulative Time spent Below Speed #1 (10 mph) since beginning of Run (seconds)
CAS1T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #1 (10 mph)) since beginning of Run (seconds) = CTT - CBS1T
CBS2T:	Summarized Cumulative Time spent Below Speed #2 (30 mph) since beginning of Run (seconds)
CAS2T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #2 (30 mph)) since beginning of Run (seconds) = CTT - CBS2T
CAS:	Summarized Cumulative Actual Average Speed since beginning of Run (mph) = CTL/CTT
CStops:	Summarized Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGST:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to Vehicle Startup (seconds). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGCT:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to this Node Crossing (seconds)
CQDL:	Summarized Cumulative Travel Distance from Vehicle Startup after last Stop to Node Crossing (feet). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CLN:	Summarized Cumulative Number of Links in Run
TV:	Summarized Through Volume (vph)

Cumulative Summary of runs Northbound from Brea Mall South 1

10 Neither-type runs, 10 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 11:58:17 AM to 1:32:16 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to Lambert 1																					
Average Neither (n=10)	178	5178	4953	57	121	42	135	85	93	59	59	119	116	61	20.7	2.3	75.5	238.1	136	6	0
Std Dev Neither (n=10)	37	28	0	37	0	37	0	36	5	34	34	8	41	6	4.2	0.7	32.8	54.1	66	0	0

Cumulative Summary of runs Southbound from Lambert 1

10 Neither-type runs, 10 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 11:52:34 AM to 1:27:12 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to Brea Mall South 1																					
Average Neither (n=10)	250	5101	4953	129	121	114	135	149	100	128	130	119	197	53	14.9	3.2	47.3	226.7	76	6	0
Std Dev Neither (n=10)	72	40	0	72	0	72	0	64	10	68	65	10	84	15	3.9	1.3	45.9	76.7	85	0	0

Cumulative Summary of all runs, either direction through artery

20 Neither-type runs, 20 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 11:56:37 AM to 1:34:14 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to End of Artery																					
Average Neither (n=20)	214	5140	4953	93	121	78	135	117	97	93	95	119	157	57	17.8	2.8	61.4	232.4	106	6	0
Std Dev Neither (n=20)	67	52	0	67	0	67	0	60	9	63	63	9	77	12	4.9	1.1	41.4	64.8	80	0	0
Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
Std Dev Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
% Difference	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D

Tuesday 3/31/2020 11:45:21 PM

Travel Time & Delay Report for St. College

Legend:

CTT:	Summarized Cumulative Travel Time since beginning of Run (seconds)
CTL:	Summarized Cumulative Travel Distance since beginning of Run (feet)
CDL:	Summarized Cumulative User-specified Design Distance since beginning of Run (feet)
CD:	Summarized Cumulative Delay since beginning of Run (seconds) = CTT - CRT
CRT:	Summarized Cumulative Running Time (seconds) = accumulation of DL/DS since beginning of Run
CPLSD:	Summarized Cumulative Posted Speed Limit Delay since beginning of Run (seconds)
CPLRT:	Summarized Cumulative Posted Speed Limit Running Time, or Travel Time since beginning of Run if maintaining Posted Speed Limit (seconds) = accumulation of DL/PLS since beginning of Run
CMxSD:	Summarized Cumulative Maximum-Speed Delay since beginning of Run (seconds)
CMinRT:	Summarized Cumulative Minimum Running Time, or Travel Time since beginning of Run if maintaining Maximum Speed (seconds) = accumulation of DL/MxS since beginning of Run
CStopD:	Summarized Cumulative Stopped Delay since beginning of Run (seconds). The "Stopped Delay" is counted from when the speed drops below 5 mph after exceeding 15 mph until it exceeds 15 mph once again
CBS1T:	Summarized Cumulative Time spent Below Speed #1 (10 mph) since beginning of Run (seconds)
CAS1T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #1 (10 mph)) since beginning of Run (seconds) = CTT - CBS1T
CBS2T:	Summarized Cumulative Time spent Below Speed #2 (30 mph) since beginning of Run (seconds)
CAS2T:	Summarized Cumulative Free-Flow Travel Time (spent Above Speed #2 (30 mph)) since beginning of Run (seconds) = CTT - CBS2T
CAS:	Summarized Cumulative Actual Average Speed since beginning of Run (mph) = CTL/CTT
CStops:	Summarized Cumulative number of Stops in Run. A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGST:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to Vehicle Startup (seconds). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CGCT:	Summarized Cumulative Time Elapsed from presumed Start of Through Green to this Node Crossing (seconds)
CQDL:	Summarized Cumulative Travel Distance from Vehicle Startup after last Stop to Node Crossing (feet). A "Stop" is counted when the speed drops below 5 mph after exceeding 15 mph
CLN:	Summarized Cumulative Number of Links in Run
TV:	Summarized Through Volume (vph)

Cumulative Summary of runs Northbound from Brea Mall South 1

10 Neither-type runs, 10 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 3:50:01 PM to 5:26:36 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to Lambert 1																					
Average Neither (n=10)	221	5229	4953	100	121	86	135	128	93	101	101	120	160	61	17.0	2.4	91.3	256.6	326	6	0
Std Dev Neither (n=10)	57	62	0	57	0	57	0	58	3	61	58	6	60	8	4.0	0.7	43.2	54.3	370	0	0

Cumulative Summary of runs Southbound from Lambert 1

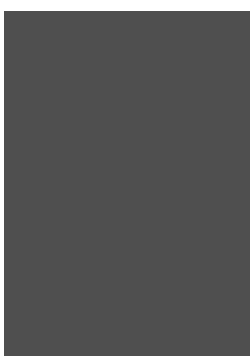
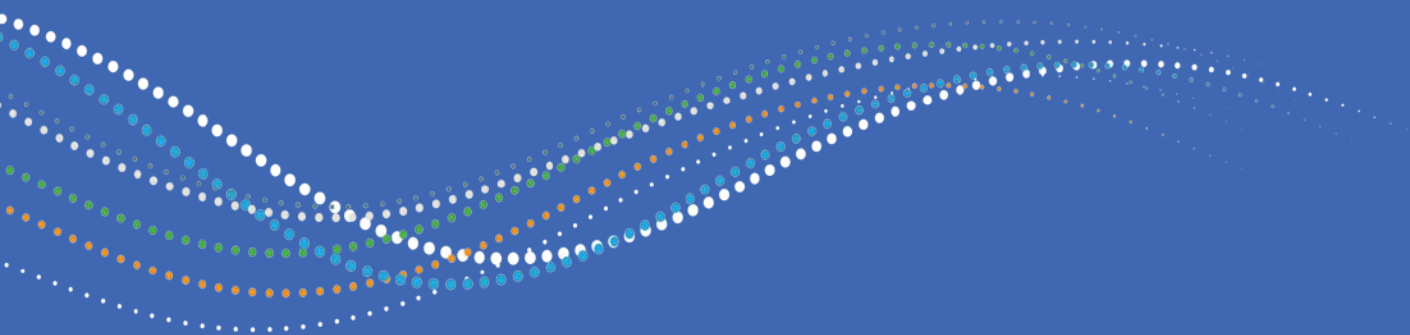
10 Neither-type runs, 10 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 3:56:31 PM to 5:52:00 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to Brea Mall South 1																					
Average Neither (n=10)	179	5073	4953	58	121	44	135	85	94	64	65	114	120	59	20.9	2.4	43.7	231.0	118	6	0
Std Dev Neither (n=10)	51	25	0	51	0	51	0	48	5	47	47	8	60	10	6.3	1.3	51.9	50.9	158	0	0

Cumulative Summary of all runs, either direction through artery

20 Neither-type runs, 20 of unverifiable origin, collected Thursday 11/15/2018 to Thursday 11/15/2018, over day(s) Thu, with starting times during 3:52:15 PM to 5:53:24 PM

	CTT	CTL	CDL	CD	CRT	CPLSD	CPLRT	CMxSD	CMinRT	CStopD	CBS1T	CAS1T	CBS2T	CAS2T	CAS	CStops	CGST	CGCT	CQDL	CLN	TV
to End of Artery																					
Average Neither (n=20)	200	5151	4953	79	121	65	135	107	93	82	83	117	140	60	19.0	2.4	67.5	243.8	222	6	0
Std Dev Neither (n=20)	57	92	0	57	0	57	0	57	4	57	55	7	62	9	5.5	1.0	52.5	52.9	297	0	0
Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
Std Dev Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0
% Difference	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D	N/D



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