

TRAFFIC AND PARKING MANAGEMENT PLAN FOR SPECIAL EVENTS AT SADDLEBACK GATEWAY

OVERVIEW

This Traffic and Parking Management Plan is intended to serve as a framework for managing the traffic and parking associated with special events that may be held at Saddleback Gateway (see attached Figure 1 – Vicinity Map).

Special events are distinct from the regular activities and events that will occur at Saddleback Gateway. Regular activities and events can be accommodated within Saddleback Gateway planned parking capacity. These regular activities and events can be managed without any special traffic and parking management requirements, similar to the way they are currently managed at OC Parks' existing parks through the use of standard operating procedures. Special events, with a greater number of attendees and vehicles than regular events, will require a traffic and parking management plan.

While special events likely will be held at Saddleback Gateway after the park opens in 2016/17, the type of events and the method of programming, scheduling and managing them are not known at this time. Because of these unknowns, two tiers of Special Events types have been established, based on the number of expected attendees. These tiers are the basis for developing this Traffic and Parking Management Plan. OC Parks anticipates entering into a partnership agreement with a third-party organization to manage the events, subject to conditions established by OC Parks.

The Traffic and Parking Management Plan will be included in the California Environmental Quality Act (CEQA) documentation for Saddleback Gateway's Interim Operational Plan. Once implemented, the Traffic and Parking Management Plan will be periodically reviewed by the OC Parks and, if necessary, revised based upon actual use and attendance at Special Events held at Saddleback Gateway.

BACKGROUND

Existing OC Parks Historic and Urban Regional Parks

Regular Activities and Events

OC Parks operates a variety of facilities: regional trails, nature preserves, wilderness parks, historic parks and urban regional parks. Historic parks, through the preservation and adaptive reuse of the buildings and grounds, enable the public to enjoy the park either on an impromptu basis, as part of regular park activities, or through scheduled tours and interpretative programs. Urban regional parks provide recreational space and facilities to enable the public to enjoy traditional park activities, such as picnicking, exercising, playing sports and observing nature. These regular and traditional park activities are supplemented by events that are conducted by OC Parks or by private organizations or individuals. Examples of OC Parks events include concerts in the park, holiday celebrations and various activity days (e.g., sport, nature, dog, horses, fishing, paleontology, etc.); examples of private-party events include farmer's markets, athletic competitions and charity benefits. All of these events are programmed, scheduled and permitted in a manner so as to not substantially conflict with regular park activities and

normal traffic levels, and to ensure that parking can be accommodated on site or, where legally permissible, on adjacent streets.

Holidays and Special Events

Attendance is high at some of OC Parks' facilities on certain annual holidays, such as Easter and Mothers Day, and at historic parks for some special occasions, such as holiday tree-lighting ceremonies.

Additionally, OC Parks occasionally permits special events that generate attendance that exceeds the on-site parking capacity of a park. These special events, such as the Orange County Cross Country Championships held annually at Irvine Regional Park, are very limited in number and are permitted only when the event organizer provides suitable off-site parking and, when necessary, shuttle service.

PROJECT DESCRIPTION

Saddleback Gateway Interim Operations Plan

Saddleback Gateway is being planned as a community facility consistent with the description and uses identified in the Saddleback Gateway Interim Operations Plan. The site is located approximately half-mile south of the intersection of Santiago Canyon Road and Silverado Canyon Road. The Saddleback Gateway Interim Operations Plan permits library and traditional park uses, as well as a variety of associated cultural, entertainment and educational uses.

OC Parks Facilities and Saddleback Gateway

OC Parks operates a variety of facilities: regional trails, nature preserves, wilderness parks, historic parks and urban regional parks. Saddleback Gateway will feature two main remodeled buildings to be used as the local community library and multipurpose rooms for community gatherings, along with a public parking lot. Additionally, there will be an open field for passive and informal recreational uses, an upper meadow that contains a meandering trail within native grasslands, an oak woodland trail area that will provide for a trail, natural play area and informal educational space, and trailheads and staging areas for access to the 2.3-mile Mesa Loop Trail.

Saddleback Gateway

Vehicular Access and Parking

Vehicular access to Saddleback Gateway will be at the entrance off Santiago Canyon Road. Santiago Canyon Road is a two-lane divided arterial with left turn channelization at Saddleback Gateway entrance. The northbound lane provides right turn channelization into Saddleback Gateway. Forty-one permanent parking spaces (see attached Figure 2 – Potential On-Site Parking) will be provided within Saddleback Gateway, located in the main surface lot adjacent to the library and multipurpose buildings.

Park Trip Generation

Trip generation for events is dependent on the type of events scheduled, the expected attendance and the average vehicle occupancy (AVO) of the arriving vehicles. Using historical data for either regular or special events held at the other OC Parks venues of this size and character, a generalized AVO of 2.5 persons per vehicle has been derived. For example, an event attracting 2,500 attendees would generate 1,000 arrivals and departures (in 1,000 vehicles).

Regular Activities and Events

As described above, Saddleback Gateway will have the operational characteristics of both a local library and community park.

Saddleback Gateway will have traditional park amenities, such as picnic and turf areas, tot lots, recreation fields, pathways and trails including a smaller trail within the project and a longer one that extends for 2.3-miles outside the project site. Regular park activities associated with these amenities include: picnicking, exercising, casual sports, riding bicycles, walking, enjoying nature, reading, etc. Parking for these regular park activities will be accommodated within the 41 spaces located within the on-site main permanent parking lot (see attached Figure 2 - Potential On-Site Parking).

Regular events (as opposed to regular activities above) at Saddleback Gateway will be programmed, scheduled, permitted and conducted as they currently are at existing OC Parks' urban regional and historic parks (see above description). These events are expected to occur almost exclusively on weekends and will be managed in a manner so as to not substantially conflict with regular park activities and normal traffic levels, and to ensure that parking can be accommodated on site.

Regular Events versus Special Events

Saddleback Gateway offers a unique venue for local community events. The Open Field area will function as a special events center, complemented by adjacent hardtop area. The overall grounds can be used for events as well, or they can be used in tandem with events being held onsite.

Approximately 273 on-site parking spaces, including both the permanent (41 spaces) and the temporary overflow (estimated 232 additional spaces), are proposed to be provided within the Saddleback Gateway site (see attached Figure 2 - Potential On-Site Parking). Consequently, regular smaller local events (e.g., community meetings, outdoor educational programs, and loop trail guided hikes, or other events with fewer than 580 expected attendees) that use these on-site parking spaces can be accommodated without the need for a Traffic and Parking Management Plan.

Special events similar to those held in other urban regional parks (e.g., concerts in the park, 5K runs, large activity days, etc.), and/or other events on a similar scale, will require a Traffic and Parking Management Plan. To determine when an event, or multiple events on the same day, will be classified as a special events and thus require a Traffic and Parking Management Plan, a threshold for regular events must be established.

Based on the above generalized AVO rates for regular events, ample parking will be available within Saddleback Gateway to accommodate regular events (in addition to regular park activities) below a threshold of 580 attendees per day, either per event or, cumulatively, per multiple same-day events. For example, a 5K charity walk-a-thon with 300 attendees and a car club show attracting 500 attendees, both held on the same day, would not fall below the 580-attendee threshold.

Beyond the 580-attendee threshold, an event or multiple same-day events would be classified as a special event or special events and will require a Traffic and Parking Management Plan (Figure 3 – Potential Off-Site Parking Locations).

Type of Special Events

The Open Field and adjacent hardscape plaza area are expected to be attractive locations for the following:

- Shows/Exhibitions

These are usually specialized interest events, typically with displays and vendors. Examples: art, arts and craft, hobby exhibitions.

- Performances

These typically involve a stage (or a performing area) with the audience seated in the open field area on their personal chairs. Examples: music, dance, theatre/outdoor plays and performances

- Festivals

While they may include performances, festivals encompass a wider variety of activities and attractions and are typically within a fixed perimeter. Examples: cultural heritage, religious, arts, environmental (e.g., Earth Day).

- Other

These would include such events as official ceremonies or appearances by high-profile public figures.

Special Event Traffic and Parking Management Plan Tiers

Two tiers for special events have been established to develop the individual Traffic and Parking Management Plans described in the following section. The Special Event Tiers are based solely on the number of attendees per day expected to attend the event. Each associated Traffic and Parking Management Plan is designed to account for the expected number of attendee vehicles that will either be arriving and departing the park or will need to be parked at off-site locations.

The two Special Event Tiers are:

- Tier I: Between 581 and 680 attendees
- Tier II: Between 681 and 2,500 attendees

While special events may draw from many geographic areas (e.g., local, Southern California, state, national or international), the expected number of attendees alone is determinate as to the event's tier; for example, a local cultural heritage festival might draw 1,000 attendees (Tier II), whereas a national model airplane flying competition might draw 600 attendees (Tier I).

Special Event Programming and Scheduling

Special events at Saddleback Gateway will be programmed and scheduled in a manner that minimizes their effect on regular site activities and surrounding neighborhoods. Except in very limited situations, they will be held only on weekends. The actual type and size of the special events will not be known until an event management firm is on board and can assess the demand for holding events at Saddleback Gateway. However, based on the tiers established for the Traffic and Parking Management Plan, OC Parks has initially established the following frequency limits for special events: Tier I: two weekends a month, and Tier II: four weekends a calendar year.

TRAFFIC AND PARKING MANAGEMENT PLAN OVERVIEW

The special events at Saddleback Gateway are anticipated to occur on a limited and controlled basis outside of peak commute periods. However, special considerations must be given to ensure that both the traffic circulation and the parking demand associated with the events are addressed. This Traffic and Parking Management Plan is designed to support the Transportation/Traffic analysis conducted and presented in the CEQA document for the Saddleback Gateway IOP. Any traffic plans for special events that deviate from the assumptions in the CEQA analysis that may result in greater environmental impacts may require additional review, which may result in additional CEQA documentation for the special event. Separate plans are included for each of the Special Event Tiers.

Traffic and parking management for special events requires planning for five phases of each event: A) leading up to the event, B) immediately prior to the event, C) during the event, D) immediately following the event, and E) closure. Figure 3 identifies the potential off-site parking locations for Saddleback Gateway.

TIER I TRAFFIC AND PARKING MANAGEMENT PLAN

Special Events with between 430 and 680 attendees

A. Leading up to event:

1. Coordinate with County of Orange Public Works regarding traffic controls on Santiago Canyon Road.
2. Determine whether to allow self-parking or to direct parking based on anticipated arrival curve.
3. For ticketed events, limit the number of attendees based on anticipated AVO (e.g., 680 parking spaces x 2.5 AVO = 1,700 attendees maximum).
4. For open events, consider a parking fee if anticipated attendance requires maintaining a higher AVO.
5. Advertise by word of mouth, social media, and County or event website to include event time, location of event within Saddleback Gateway, vehicular entrance, and parking fee.

B. Immediately prior to event:

1. Set wayfinding signs to direct traffic starting one major street out from the event.
2. Set traffic cones to extend left-turn lane from Santiago Canyon Road and channelize right turns into park entrance.
3. Set number of entry gates and staff appropriate for anticipated inbound demand and service rate (e.g., approximately 1-2 stations).
4. Place “No Parking” signs, stanchions, posters, etc. as appropriate.
5. Place personnel at decision points beginning with the intersection of Santiago Canyon and Silverado Canyon roads.
6. If parking fee is to be collected, place toll collection within site at bus turn-around area.

C. During the event:

1. Use Santiago Canyon Road as primary entrance and exit.
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2. Instruct personnel at Santiago Canyon Road to direct turning vehicles to minimize delay.
3. Use personnel at decision points to direct vehicles to all available parking lots.
4. If actively directing parking, fill lots front to back in order to avoid pedestrian obstruction and delays.

D. Immediately following the event:

1. Allow exit through both gates along Santiago Canyon Road.
2. Use personnel at parking lot exits to facilitate orderly merging onto Santiago Canyon Road.

E. Closure:

1. Remove all temporary signage used for the event.
2. Circulate lessons learned from the event including: number of attendees and vehicles, origin of attendees, and descriptions of any on-site or off-site complications to assist refinement of Traffic and Parking Management Plan practices.

TIER II TRAFFIC AND PARKING MANAGEMENT PLAN

Special Events with between 681 and 2,500 attendees

A. Leading up to event:

1. Coordinate with the OC Public Works regarding traffic controls on Santiago Canyon Road, and potentially the Orange County Sheriff's Department.
2. For sports and performance events, plan for directed parking to minimize delay on roadway network.
3. Identify additional off-site parking facilities (e.g., Modjeska Canyon staging area, Black Star Canyon trail staging areas, Augustine staging area and others to be determined – see attached Figure 3) to accommodate parking demand in excess of available on-site spaces and organize shuttle program.
4. Offer prepaid parking with event tickets and consider limiting admittance from Santiago Canyon Road to vehicles with prepaid parking to reduce delay entering parking lots.
5. For open events, consider a parking fee for onsite parking to maintain a higher AVO and a lower fee or free parking at satellite, offsite parking lots.
6. Advertise by social media, newspaper, and County and event websites. Consider radio broadcasting or establishing a hotline accessible to the public with information regarding event time, location of event within Saddleback Gateway, vehicular entrance, parking fee and special announcements/instructions.
7. Consider teaming up with Orange County Transportation Authority (OCTA) to provide a train/shuttle express program.

B. Immediately prior to event:

1. Set wayfinding signs to direct traffic starting two major streets out from the event and offsite parking lots.
 2. Set traffic cones to extend left-turn lane from Santiago Canyon Road and channelize right turns into Saddleback Gateway entrance.
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3. Set number of entry gates and staff appropriate for anticipated inbound demand and service rate (e.g., approximately 2-3 stations).
4. Place “No Parking” signs, barricades, stanchions, posters, etc. as appropriate.
5. Place personnel at decision points beginning with the intersection of Santiago Canyon and Silverado Canyon Roads.
6. Place parking toll collection inside property boundary.
7. Consider using Main Lot for bus parking and shuttle drop-offs.

C. During the event:

1. Use north access driveway entrance as primary entrance and south access driveway as primary exit.
2. Use personnel at decision points to direct vehicles to onsite lots in sequence.
3. If actively directing parking, fill lots front to back in order to avoid pedestrian obstruction and delays.
4. Count vacated parking spaces and admit additional vehicles as space permits.
5. Equip all traffic/parking personnel with two-way radio units to keep communications timely and efficient.

D. Immediately following the event:

1. Allow vehicles parked onsite to use North access driveway as primary exit.
2. Use personnel at parking lot exits to facilitate orderly merging onto Santiago Canyon Road accordingly.

E. Closure:

1. Remove all temporary signage used for the event.
 2. Organize an after-action meeting with all agencies involved.
 3. Circulate lessons learned from the event including: number of attendees and vehicles, origin of attendees, and descriptions of any on-site or off-site complications to assist refinement of Traffic and Parking Management Plan practices.
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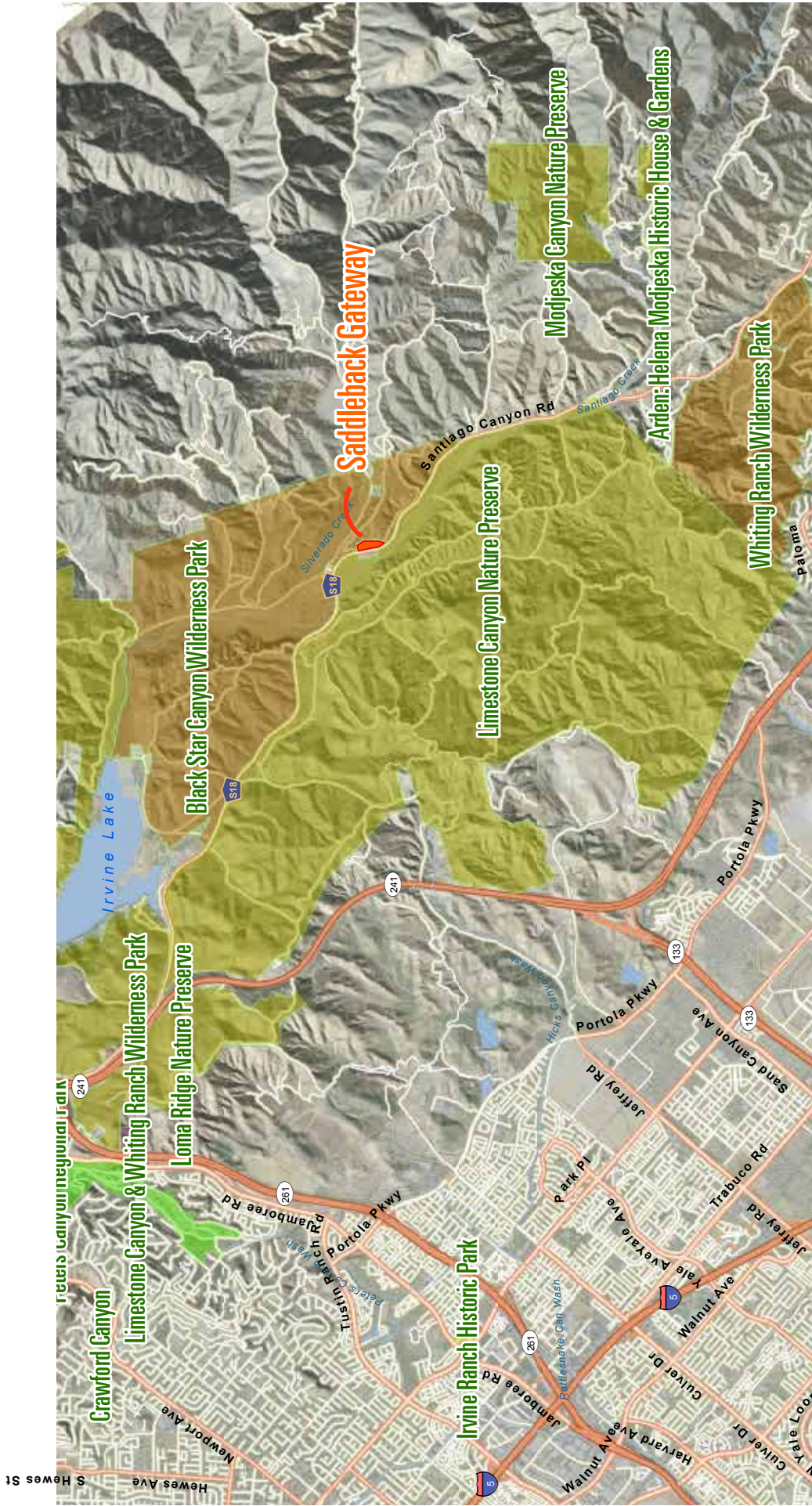
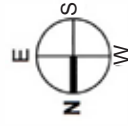


Figure 1 - Vicinity Map



FULL PARKING CAPACITY STUDY

| | |
|------------------------|------------|
| EXISTING PARKING | 41 |
| VISITOR CENTER PARKING | 25 |
| FIELD PARKING LOT | 147 |
| BLACKTOP PARKING | 60 |
| TOTAL | 273 |



SCALE: 1" = 50'



Figure 2 - On-Site Parking

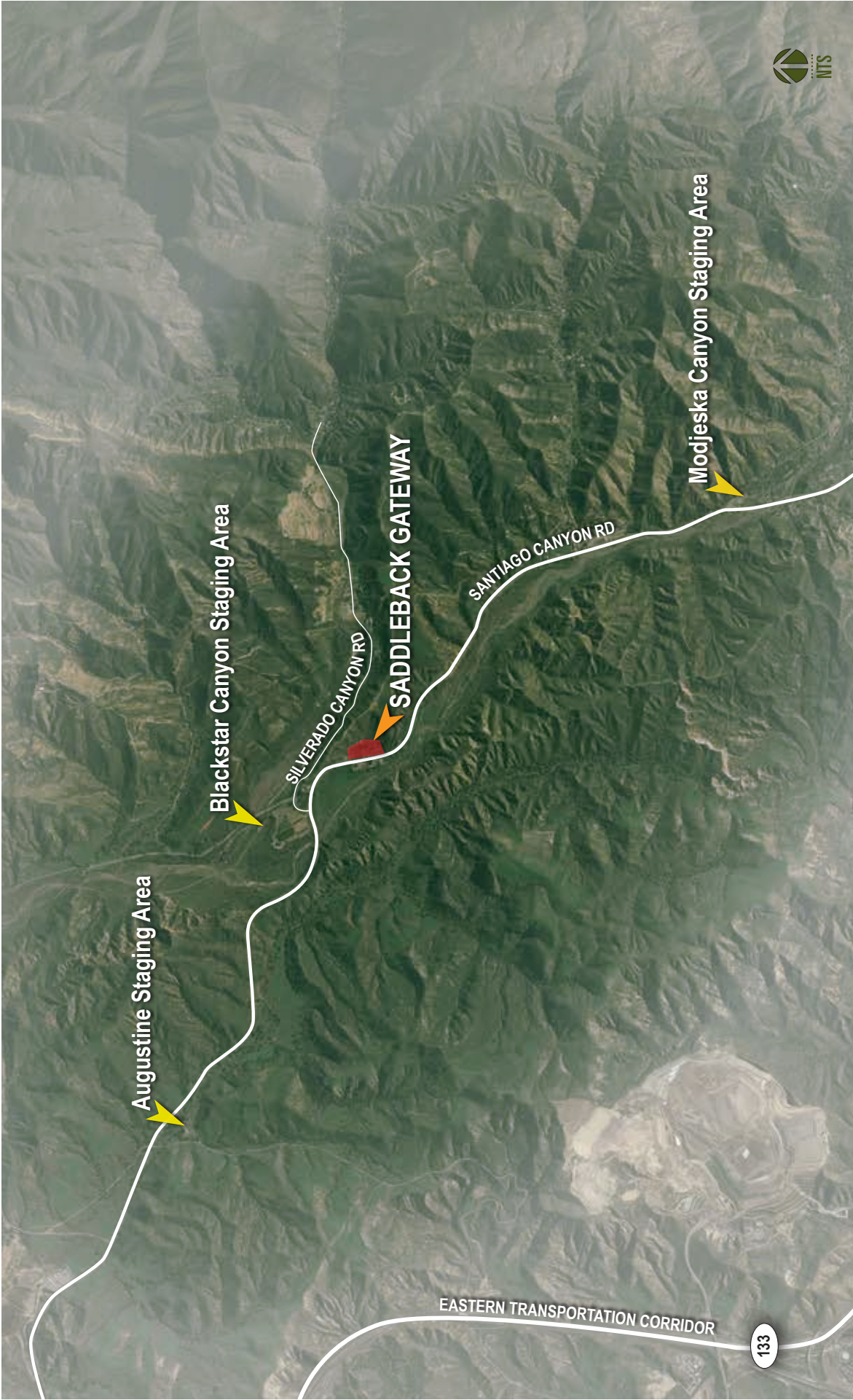


Figure 3 - Off-Site Parking