

City of Carson Report to Mayor and City Council

January 17, 2012 Unfinished Business

SUBJECT: CONSIDERATION OF CARSON STREET IMPROVEMENT PROJECT BETWEEN

I-405 AND I-110 FREEWAYS

Submitted by Chifford W. Graves

Economic Development General Manager

Approved by David C. Biggs

City Manager

THIS IS A JOINT AGENDA ITEM

I. SUMMARY

This item was continued from the December 20, 2011, meeting to allow the Planning Commission additional time to consider the proposed design improvements. The Carson Street improvement project includes a new parkway and median landscaping, street furniture, entry monuments, seating nodes, public art, and way-finding signs. The approval of the Carson Street improvement project will complete the design phase and allow for future preparation of the plans, specifications, and estimates (PS&E) for the project, advertisement of work, and call for bids.

The Planning Commission reviewed the design plans on December 15, 2011, for consistency with the Carson Street Master Plan and the General Plan. The Planning Commission continued the item to January 10, 2012, to allow for further consideration of specific design details and recommended approval of the revised plans to the City Council.

II. RECOMMENDATION

TAKE the following actions:

- 1. APPROVE the Carson Street improvement project.
- 2. AUTHORIZE staff to proceed with completion of plans, specifications and estimates for the Carson Street improvement project.

III. <u>ALTERNATIVES</u>

TAKE another action the City Council deems appropriate.

IV. BACKGROUND

On December 7, 2010, Gruen Associates was retained to design the street improvements for Carson Street (Exhibit No. 1). Gruen and their team, KOA Engineers and Selbert and Perkins, have spent the past year designing these plans. A stakeholders' meeting and a community meeting were held on July 25, 2011, and November 16, 2011, to present the plans to the community. The feedback



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from these meetings was positive. The Planning Commission considered the plans on December 15, 2011, and continued it to its January 10, 2012 meeting. On December 15, 2011, the Planning Commission was supportive of the design aspects of the project and directed staff to:

- Further examine median and driveway closures
- Meet with impacted property owners
- Examine more green components for the project
- Provide more information regarding maintenance, and
- Send additional notices to impacted owners and residents.

Based upon comments and recommendations received from the public and the Planning Commission on December 15, 2011, and January 10, 2012, the plans will be modified accordingly to reduce the number of median closures originally proposed by staff and the consultants (Exhibit No. 2). The Planning Commission discussed two median closures that were contested by impacted property owners. These median openings do not meet acceptable standards and serve the Lucky China restaurant and the driveway easement for the Ralph's and City View development. The Planning Commission recommended approval of the Carson Street improvement project, and with respect to the two medians mentioned above, the Planning Commission made the following recommendations:

- Maintain the existing Lucky China median opening, and
- Provide a median opening for the Ralph's and City View development consistent with the proposal as submitted in the City View letter dated January 3, 2012 (Exhibit A), which provides a 205' left-turn pocket, provides a traffic signal at the new entry drive for the City View project, maintains left-turn ingress from westbound Carson Street to the easement driveway via a median opening, and eliminates left-turn egress from the easement driveway to westbound Carson Street. These improvements will be the responsibility of the City View project as part of its development.

After the City Council/Agency approval of this project, staff and the consultants will proceed with the completion of the PS&E. The funds to complete the PS&E by Gruen Associates were authorized by the City Council/Agency on December 7, 2010; however, due to the anticipated loss of redevelopment funds, efforts will be made to identify alternative funding for the construction of the project. As such, there will be a delay in the ability to advertise the work and call for bids.

The Carson Street improvement project includes the following components to unify and reinforce the overall identity of Carson Street:

1. Provides new, colorful, drought-tolerant and low-maintenance landscaping at parkways and medians with distinctive street trees as unifying elements.

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- 2. Adds street furniture, such as benches, trash receptacles, bike racks, and pedestrian lights with electrical power for events and holiday displays.
- 3. Provides up to fourteen (14) seating nodes for pedestrian rest areas.
- 4. Reconstructs all driveways for ADA compatibility.
- 5. Provides for future installation of compatible bus shelters.
- 6. Uses decorative crosswalks to enhance major intersections.
- 7. Designates ten (10) possible public art locations in the median and one public art location adjacent to the future community center sculpture garden. Advocates for one or two public art pieces as part of the project.
- 8. Installs entry monuments at either end of the project at Avalon Boulevard and Figueroa Street.
- 9. Installs way-finding signs for direction to major destinations.

The improvement plans are currently in the plan check process. Staff expects the plans to be ready for the construction bid process if funding is secured. The adopted Carson Redevelopment Agency budget includes \$9,260,176.00 for this project over the next three years. In addition, \$200,000.00 has been designated in the budget for public art. The project is designed as a three-phase project, including I-405 to Avalon Boulevard, Avalon Boulevard to Main Street, and Main Street to I-110 segments but could also be built in various phases or stages as funds are available. The precise scheduling and construction of the project will be determined when the City Council is requested to act upon the PS&E and authorize staff to advertise the work and call for bids.

The Carson Street interchange will be considered as a separate phase in order to allow for coordination with Caltrans and to facilitate a compatible design that will be incorporated into the Avalon Boulevard interchange landscape plans. Gruen Associates will prepare landscape and design plans for both interchanges. A separate agenda report will be presented to obtain approval and funding authorization for these improvements.

V. FISCAL IMPACT

Funds are included in the adopted FY 2011/12 Agency budget in the amount of \$3,760,176.00 for the Carson Street improvement project. Funds in the amount of \$2,500,000.00 will be included in the proposed FY 2012/13 Agency budget, and \$3,000,000.00 will be included in the proposed FY 2013/14 Agency budget, for a total proposed project cost of \$9,260,176.00.

However, the recent actions by the state of California to eliminate redevelopment agencies will result in the loss of the primary funding source for this project. The final street improvement design provides for phased implementation. Staff will

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continue efforts to identify grants and other funding sources to allow for the future implementation of the approved design for Carson Street.

VI. EXHIBITS

- 1. December 20, 2011, Redevelopment Agency Report. (pgs. 5-80)
- 2. January 10, 2012, Planning Commission Report. (pgs. 81-131)

Prepared by: Saied Naaseh, Senior Planner	
TO:Rev091911	
Reviewed by:	
City Clerk	City Treasurer
Administrative Services	Development Services
Economic Development	Public Services
Action taken b	y City Council
Date Action	



City of Carson Report to Redevelopment Agency

December 20, 2011
NEW BUSINESS DISCUSSION

UBJECT: CONSIDERATION OF CARSON STREET IMPROVEMENT PROJECT BETWEEN

I-405 AND I-110 FREEWAYS

Submitted by Clifford W

lifford W. Graves

Economic Development General Manager

Approved by David C. Biggs

City Manager

THIS IS A JOINT AGENDA ITEM

I. SUMMARY

The Carson Street improvement project includes new parkway and median landscaping, street furniture, entry monuments, seating nodes, public art, and way-finding signs. The approval of the Carson Street improvement project will authorize staff to proceed with the preparation of the plans, specifications, and estimates (PS&E) for the project, advertise the work, and call for bids.

The Planning Commission will review the design plans on December 15, 2011, for consistency with the Carson Street Master Plan and the General Plan. Staff will report on the commission's recommendation(s) at this evening's meeting.

II. RECOMMENDATION

TAKE the following actions:

- 1. APPROVE the Carson Street improvement project.
- 2. AUTHORIZE staff to proceed with plans, specifications and estimates for the Carson Street improvement project, advertise the work, and call for bids.

III. ALTERNATIVES

TAKE another action the Agency Board deems appropriate.

IV. BACKGROUND

On December 7, 2010, Gruen Associates was retained to design the street improvements for Carson Street (Exhibit No. 1). Gruen and their team, KOA Engineers and Selbert and Perkins have spent the past year designing these plans. A stakeholders meeting and a community meeting were held on July 25, 2011, and November 16, 2011, to present the plans to the community. The feedback from these meetings was positive. The Planning Commission considered the plans on December 15, 2011. Staff will report the Planning Commission's recommendations to the City Council at tonight's meeting. After the City Council/Agency approval of this project, staff and the consultants will proceed with the PS&E to advertise the work and call for bids.



Report to Redevelopment Agency

December 20, 2011

The Carson Street improvement project includes the following components to unify and reinforce the overall identity of Carson Street:

- 1. Provides new colorful, drought-tolerant and low-maintenance landscaping at parkways and medians with distinctive street trees as unifying elements.
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The improvement plans are currently in the plan check process. Staff expects the plans to be ready for the construction bid process in the first quarter of 2012. The adopted Carson Redevelopment Agency budget includes \$9,260,176.00 for this project over the next three years. In addition, \$200,000.00 has been designated in the budget for public art. The project will be designed as a three-phase project including I-405 to Avalon Boulevard, Avalon Boulevard to Main Street, and Main Street to I-110 segments but could also be built in one or two phases if funds are available. The precise scheduling and construction of the project will be determined when the City Council is requested to act upon the PS&E and authorize staff to advertise the work and call for bids.

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Report to Redevelopment Agency

December 20, 2011

In addition, the adopted FY 2011/12 Redevelopment Agency budget includes \$200,000.00 for the public art which will be used for the Carson Street improvement project.

VI. EXHIBITS

- 1. Minutes, December 7, 2010, Item No 5. (pgs. 4-6)
- 2. December 15, 2011, Planning Commission Report. (pgs. 7-76)

Prepared by:	Saied Naaseh, Senio	or Planner	
TO:Rev091911			
Reviewed by:			
City Clerk		City Treasurer	
Administrative S	ervices	Development Services	
Economic Devel	opment	Public Services	

Action taken by Redevelopment Agency				
Date	Action			





MINUTES CARSON REDEVELOPMENT AGENCY REGULAR MEETING DECEMBER 7, 2010

5:00 P.M.

UNFINISHED BUSINESS (Item 5)

ITEM NO. (5) CONSIDERATION OF A PROFESSIONAL SERVICES AGREEMENT WITH GRUEN ASSOCIATES TO PROVIDE PROFESSIONAL DESIGN SERVICES FOR PROJECT NO. 1043: CARSON STREET MASTER PLAN, IMPLEMENTATION OF PUBLIC IMPROVEMENTS (DEVELOPMENT SERVICES)

Executive Director Groomes summarized the staff report and recommendation. He referred to the discussion at the last meeting that local businesses were not notified and reported that should the Redevelopment Agency want staff to restart the RFP process, it would entail a four-month timeframe and there were possible impacts to the project.

Public Comments

Bill Smalley, 17700 Avalon Boulevard, No. 111, Carson, California 90746

Did not feel that the City was obligated to inform all engineering firms about projects; wanted to see the Internet utilized; and that residents wanted to see the project go forward.

Perfecto A. Arca, 500 E. Carson Plaza Drive, Ste. 201, Carson, California 90746 Discussed his request for local businesses to be notified about projects.

Rudy C. Niere, 138 W. 229th Place, Carson, California 90745, representing Uniplan Engineering, Inc.

Felt that the project was tailored for small firms and that the RFP provides for disadvantaged business enterprises, small business enterprises, minority business enterprises, and others to participate. Upon inquiry, Mr. Niere responded to inquiries from the City Council about the qualifications of his firm.

RECOMMENDATION for the Redevelopment Agency:



TAKE the following actions:

- 1. APPROVE a Professional Services Agreement with Gruen Associates to provide professional streetscape design services for the preparation of plans, specifications and estimates for Project No. 1043: Carson Street Master Plan, Implementation of Public Improvements for a negotiated fee not-to-exceed \$795,059.00.
- 2. AUTHORIZE the Agency Chairman to execute the Professional Services Agreement following approval as to form by the Agency Counsel.

ACTION: Vice Chairman Santarina stated that he was troubled that the report did not address that Carson-based businesses were not notified about this opportunity to bid to provide professional services and moved to continue this item to December 21, 2010, and during such time, that he wanted to meet with staff to obtain a direct response to this serious and repeated oversight, which was seconded by Dear.

During discussion of the motion, the following issues were addressed:

Mayor Dear referred to and discussed the City's policy to encourage local businesses and the necessity for economic equality for minority-owned businesses. Whereupon, Executive Director Groomes reported that the recommended firm was a minority business enterprise, that local firms have done projects with the City; and, further, that he had written the paragraph in this evening's staff report regarding the comments expressed at the last meeting.

Steve Smith, Gruen and Associates, Director Landscape Architecture and Project Manager, informed the Redevelopment Agency that his firm was a minority-owned business and that the team was assembled and consisted of firms with which Gruen and Associates had previously worked.

Agency Member Davis-Holmes expressed her desire that staff simplify the process for local businesses that could be included as a subcontractor for major projects. Whereupon, Executive Director Groomes reported that staff has evidence that it has been done; both contractors have been included as subcontractors and reported projects with which they have been involved; that staff has done as the Redevelopment Agency wished; that staff has heard the wishes of the Redevelopment Agency and would be acknowledged the next time. She subsequently stated that she wanted to stay on schedule.

Agency Member Gipson concurred with some of the comments about taking care of local businesses with the qualified skills and that all members support local businesses; acknowledged the time schedule and expressed his unwillingness to jeopardize the project any further; and encouraged businesses in Carson to seek out and/or bid on projects. He stated that he did not want staff to take the brunt of this issue.

Substitute Motion



Agency Member Gipson offered a substitute motion to approve staff recommendation Nos. 1 and 2, which was seconded by Ruiz-Raber.

During discussion of the substitute motion, the following issues were addressed:

Agency Member Ruiz-Raber felt that staff has been reaching out to local businesses; acknowledged that local businesses have done work in the City; and was confident that staff would ensure that a list of businesses would be provided for future opportunities. She stated that this was a long-awaited project, and it was time to move forward.

Chairman Dear felt that the local firms were not provided an opportunity to participate, especially when they are told they will be notified; would support the recommendation of staff in order to move the project forward; however, staff did not do what they were instructed to do.

Vice Chairman Santarina thanked Executive Director Groomes for reporting on the past involvement of local businesses and acknowledged that staff has tried their best to provide information. He clarified that he had no problem with Gruen and Associates, but did not want to forget about local firms, if qualified, and that notification was important.

The substitute motion was carried by the following roll call vote:

Ayes:

Agency Member Davis-Holmes, Agency Member Gipson, and Agency Member

Ruiz-Raber

Noes:

Chairman Dear and Vice Chairman Santarina,

Abstain:

None

Absent:

None





CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING:	December 15, 2011 Carson Street Improvements City of Carson Carson Redevelopment Agency				
SUBJECT:					
APPLICANT:					
PROPERTY OWNER:	City of Carson				
REQUEST:	To approve the Carson Street Improvement Project				
PROPERTY INVOLVED:	Carson Street Right-of-Way between I-405 and I-110				
CC	DMMISSION ACTION				
Concurred with staff					
Did not concur with staff					
Other					
COM	MMISSIONERS' VOTE				

AYE	NO		AYE	NO	
		Chairman Faletogo			Saenz
		Vice-Chair Gordon			Schaefer
		Brimmer			Verrett
		Diaz			Williams
		Goolsby			



I. <u>Introduction</u>

In 2006, after several years of conducting studies and holding community workshops, the city adopted the Carson Street Master Plan with a vision to create a beautiful, vibrant "main street" that symbolizes the identity of Carson. The implementation of this vision is an opportunity for the corridor to become the cultural and civic activity center and an inviting place for people to live, play, shop and work. The proposed streetscape project is a major step in realizing this vision and will link land use and transportation decisions to enhance our city's character, economy, livability and environmental sustainability.

In addition, for the past year, staff has advocated adding the Carson Street and Avalon Boulevard interchanges to be considered as related projects with the Carson Street improvement project. These combined street improvements represent a comprehensive urban design and reconstruction plan that will be one of the city's largest and most important public works efforts since its incorporation.

On December 7, 2010, Gruen Associates was retained to design the street improvements for Carson Street. Gruen and their team, KOA Engineers and Selbert and Perkins, have spent the past year designing these plans. The Planning Commission is requested to review the design plans and recommend approval by the City Council so that final construction plans can be completed. The City Council is scheduled to review the Carson Street Improvement Project on December 20, 2011.

II. <u>Background</u>

Carson Street Improvement Project

The Carson Street Improvement Project is an extensive public investment stretching 1.75 miles between the I-405 and I-110 freeways that would complement existing and proposed development by reinforcing the concept of a "main street" that is shared by everyone. The goal is to enhance community well-being by making Carson Street a place where social and business interaction can occur on a regular basis. Public health and environmental quality will be improved by reducing congestion and green house gas emissions through the development of walkable streets, shopping districts, and residential neighborhoods that lessens the need to use automobiles.

Carson Street and Avalon Boulevard Freeway Interchange Enhancements

To improve the sense of entry from the freeways, the consultants are in the process of preparing landscape plans to enhance the Avalon Boulevard and Carson Street interchanges. The enhancements to the Carson Street interchange would act as a unique entry statement from the freeway and transition into the new streetscape landscaping for the corridor. The enhancements to the Avalon interchange would make a bold entry statement complementing the Carson Street and Civic Center and blend into the Boulevards at South Bay landscape treatment. Public art and/or artistic elements are proposed to be incorporated into the design where feasible.

The design process for the freeway interchange enhancements will be taking longer than the Carson Street improvement project. Staff anticipates presenting these plans to the Planning Commission in the second quarter of 2012. The funding for this portion of the project has not been allocated in the 2011-2012 CRA budget. Staff will



be requesting an amendment to the budget when the project cost estimate is available.

Community Outreach

On July 25, 2011, a stakeholders' meeting was held with members of the City Council, Planning Commission, Economic Development Commission, Public Works Commission, and major developers to identify preferred design options. preferred alternative included new entry monuments with red sandstone, wide sidewalks with enhanced design, decorative crosswalks and new street furniture and pedestrian lights. On November 16, 20011, a community meeting was held to present the preferred alternative. Over 2,000 notices were sent to property and business owners along the corridor, as well as all property owners within 300 feet of the corridor. Approximately forty (40) people attended this community meeting. After staff and the consultants presented the preferred alternative to those in attendance, discussion ensued regarding the landscape palette, public art, parking, schedule, funding, graffiti, use of recycled water, bus stops, left turns, driveway closures, and visibility of businesses. All comments and questions were mostly positive, and the community was excited to see the project move forward after many years of planning. For the Planning Commission meeting, staff notified the same individuals and entities that were notified for the community meeting.

Design Plans

The following principles were used to improve the appearance and functionality of the corridor and to create a unique design that distinguishes Carson from its neighboring communities. These principles are based on the interpretation of the Carson Street Master Plan's goals and objectives.

- Maintain four lanes for through vehicular travel;
- Close median openings and unnecessary driveways to enhance traffic safety and aesthetic appearance of the corridor;
- · Widen sidewalks and landscaped parkways by moving the curb into the street by either 4 feet and, in some instances, up to 12 feet;
- · Design a street that will move people, not just vehicles, and will serve users and pedestrians of all ages and abilities:
- · Identify potential locations for squares, plazas and pocket parks and other points of interest for people to visit outside of the street right-of-way;
- Establish a sense of place by using specialized design and detail;
- Integrate public art or artistic elements into the streetscape;
- Introduce new street furniture, such as benches, pedestrian-scale street lights, bus shelters, trash receptacles, way-finding signs, and bike racks;
- Preserve majority of existing concrete sidewalks to reduce the project cost but use concrete pavers at key locations to visually enhance the pedestrian areas;
- Provide adequate area for trees to ensure health, quick growth and long life;



- Utilize landscape areas to treat storm water; and
- Maintain on-street parking for shops and older residential properties.

Taking into account the above principles, the Carson Street improvement project includes the following components to unify and reinforce the overall identity of Carson Street:

- 1. Provides fourteen (14) seating nodes for pedestrian rest areas.
- 2. Reconstructs all driveways for ADA compatibility.
- 3. Provides new colorful, drought tolerant and low maintenance landscaping at parkways and medians with distinctive street trees as unifying elements.
- 4. Adds street furniture, such as benches, trash receptacles, bike racks, and pedestrian lights with electrical power for events and holiday displays.
- 5. Provides for future installation of compatible bus shelters.
- 6. Uses decorative crosswalks to enhance major intersections.
- 7. Designates ten (10) possible public art locations in the median and one public art location adjacent to the future community center sculpture garden. Advocates for one or two public art pieces as part of the project.
- 8. Installs entry monuments at either end of the project at Avalon Boulevard and Figueroa Street.
- 9. Installs way-finding signs for direction to major destinations.

III. <u>Analysis</u>

The Carson Street improvement project includes features that deserve careful analysis, including street parking, median design, driveway locations, lighting and street furniture. The proposed design plans have been provided to the Planning Commission for review and are recommended for approval. The various features provide for a very attractive streetscape that energizes the experience when driving, riding or walking along the street. Careful attention has been paid to make sure that the plan accomplishes a cost-effective, safe, attractive and unique design that will create an appropriate design for Carson Street.

Reduction of On-Street Parking

One of the main goals of the Carson Street Master Plan is to create a pedestrian friendly "main street" by increasing the width of the sidewalk and landscaped areas. The proposed design accomplishes this by moving the curb further into the street, which in some areas results in a reduction of street parking. Recognizing the need to preserve street parking, the plan sensitively identifies where to place enhanced landscape and seating areas.

An inventory of parking spaces determined that there are 147 existing parking spaces along the corridor. To determine the parking demand, KOA's traffic engineers conducted a parking analysis that inventoried the peak parking use for commercial and residential uses. This inventory was conducted at 1:00 pm and 7:00 pm to evaluate peak commercial parking demand in the afternoon and peak residential demand for parking in the evening. The highest parking demand was determined to be 94 parking spaces. The proposed plan provides for 128 street parking spaces.



Based on this data, KOA's traffic engineers have concluded that the net loss of 19 parking spaces from 147 to 128 is not considered significant since the number of proposed parking spaces is greater than the existing and projected parking demand for the area. Staff has reviewed KOA's methodology and finds it reasonable and consistent with standard practice.

Median and Driveway Closures

Carson Street is characterized by development from the 1950's to present time. Much of the development occurred without the benefit of a cohesive plan to guide land uses and circulation patterns. As a result, individual parcels have developed as a series of freestanding individual buildings, nondescript commercial centers, and a mix of residential and mixed use developments in varying densities. This pattern of development has resulted in numerous driveways and left-turn pockets in the medians. KOA and the city's traffic engineer have examined the median turning movements and the driveways for the entire corridor. As a result, several median openings and driveways were found to be unnecessary and unsafe in some cases.

Consistent with the Carson Street Master Plan goals, Gruen Associates and KOA have provided recommendations to increase pedestrian, cyclist, and motorist safety, maintain a good flow of traffic, and increase the aesthetics value and amenity levels of Carson Street. After careful analysis of the median turning movements, KOA determined that eight (8) mid-block median openings should be closed without significantly impacting traffic flow along the corridor and turning movements into the parcels. Staff confirmed that when the median openings are closed, the drivers had a nearby opportunity to make a left turn or U turn. In addition, KOA and the Engineering Division have recommended closing nineteen (19) driveways to increase both safety and aesthetics of the street by allowing the continuation of sidewalks and landscape areas. Four (4) driveways have been eliminated since they are no longer utilized or do not lead to a garage or a parking lot. Twelve (12) driveways were eliminated since there are multiple driveways that serve vacant properties. With the elimination of these driveways, these vacant properties are served with a single driveway. Three (3) driveways are recommended to be closed since they have been determined to cause traffic hazards.

In addition to the public meeting notices, certified mail has been sent to all property owners that are impacted by the proposed median and driveway closures encouraging them to contact staff and attend the Planning Commission and City Council meetings. The City Engineer and Engineering staff will make every effort to discuss individual conditions to verify that the proposed closures are needed. The current proposal contains only those locations deemed to be of significant concern to warrant closure or modification. Staff will report at the Planning Commission meeting whether property or business owners have objected to the closure of the driveways or the medians. Exhibit 2 includes a letter from Community Dynamics opposing closure of one of the median openings.

Areas Under Review

A few components of the project are still being finalized, and there will be further refinements as construction drawings are completed. Staff is requesting design approval for the entire project; however, some components of the project may be



brought back to the Planning Commission for further consideration, including public art and bus shelters.

Public Art

The proposed project includes eleven (11) designated locations for public art. Staff expects one or two public art pieces to be completed as part of this project. The proposed public art proposals will be brought back to the Planning Commission and City Council prior to finalizing the plans for the biding process. All other future public art pieces will be installed as the city commits to additional funds to public art or adopts a public art fee.

Bus Shelters

A separate request for proposal will be prepared to find a contractor that is able to provide and maintain bus shelters within the city. There will be special attention focused on the Civic Center and Carson Street areas to maintain consistency with the design standards adopted through this process.

Schedule and Phasing

The proposed plans for the project will be presented to the City Council on December 20, 2011, for final design approval. The improvement plans are currently in the plan check process. Staff expects the plans to be ready for the construction bid process in the first quarter of 2012. The adopted CRA budget included approximately \$9,200,000 for this project over the next three (3) years. In addition, \$200,000 has been designated in the budget for public art. The project will be designed as a three-phase project, including I-405 to Avalon, Avalon to Main Street, and Main Street to I-110 segments. The precise scheduling and construction of the project will be determined when the City Council is requested to act upon the construction bid process. Future phases of the project will be brought back to Planning Commission for consideration, including bus shelter designs, public art installations, graphic identity and banner program on street light poles, information kiosks, and enhanced landscape treatment at Avalon Boulevard and Carson Street freeway interchanges.

IV. <u>Environmental Review</u>

Pursuant to Section 15301(c) of the California Environmental Quality Act (CEQA), the proposed street improvements are a Class 1 exemption since the project includes repair, maintenance of existing public or private structures, such as existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. In addition, pursuant to Section 15302 of the CEQA, the proposed project is a Class 2 exemption since the project is replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the replaced structure and will have substantially the same purpose and capacity as the replaced structure.

V. <u>Recommendation</u>

That the Planning Commission:

- APPROVE the Carson Street improvement plans; and
- WAIVE further reading and ADOPT Resolution No. 11entitled, "A RESOLUTION OF THE PLANNING



COMMISSION OF THE CITY OF CARSON RECOMMENDING APPROVAL BY THE CARSON CITY COUNCIL THE CARSON STREET IMPROVEMENT PROJECT FOR THE SEGMENT BETWEEN I-110 AND I-405."

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- 1. Draft Resolutions.
- 2. Community Dynamics letter dated December 9, 2011.
- 3. Proposed plans and details.

Prepared by:				
	Saied Naaseh, Senior Planner			
	Approved	by:		
		Sheri Officer	Repp-Loadsman,	Planning

CITY OF CARSON

PLANNING COMMISSION

RESOLUTION NO. 11-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING TO CITY COUNCIL APPROVAL OF THE CARSON STREET IMPROVEMENT PROJECT FOR THE SEGMENT BETWEEN I-110 AND I-405

THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. On December 7, 2010, the City Council and the Carson Redevelopment Agency awarded a contract to Gruen Associates for preparation of the Carson Street improvement project. A stakeholders' meeting was held on August 25, 2011, and a community meeting was held on November 16, 2011.

A public hearing was duly held on December 15, 2011, at 6:30 P.M. at City Hall, City Council Chambers, 701 East Carson Street, Carson, California. A notice of time, place and purpose of the aforesaid meeting was duly given.

<u>Section 2.</u> Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid meeting.

Section 3. The Planning Commission finds that:

- The proposed project is consistent with the goals and objectives of the Carson Street Master Plan in that the proposed project creates a beautiful and vibrant "main street" that reflects the community's vision and embodies the identity of city of Carson, creates a livable, pedestrian friendly environment, creates distinctive gateways at either end of Carson Street, and promotes a high standard of amenities in public places.
- The proposed project is consistent with the implementation of the Public Improvements section of the Carson Street Master Plan, as proposed street trees enhance the identity of the corridor, wider sidewalks and landscaped parkways enhance the pedestrian walking experience, environmental graphics such as gateways, banners, and way-finding signs provide a unique identity for Carson Street, and pedestrian amenities such as benches, light fixtures, and trash receptacles are proposed to further unify the theme and identity of Carson Street.
- c) The proposed improvements are based on a traffic study completed by KOA Engineers that has analyzed the traffic flow, available on-street parking, and median closures and has found the proposed improvements acceptable.
- An analysis of closure of driveways has been completed that demonstrates adequate access is provided to all parcels.
- e) The proposed project is consistent with the community priorities identified in the Carson Street Master Plan, including provision for gateway entries, pedestrian friendly environment, street tress with adequate tree wells, enhanced crosswalks, pedestrian lights, new landscaping, seating nodes, and public art.

The second secon

- The proposed project provides 128 on-street parking spaces with a net loss of 19 spaces. KOA's traffic engineers have observed and documented the peak hour parking demand at 94 spaces; therefore, KOA's traffic engineers have concluded that the net loss of 19 parking spaces is not considered significant since the number of proposed parking spaces is greater than the existing and projected parking demand for the area.
- g) All impacted property owners have been provided ample opportunity to voice their opinions regarding this project.

Section 3. The Planning Commission further finds that the proposed use will not have a significant effect on the environment. Pursuant to Section 15301(c) of the California Environmental Quality Act (CEQA), the proposed street improvements are a Class 1 exemption since the project includes repair, maintenance of existing public or private structures, such as existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. In addition, Pursuant to Section 15302 of the CEQA, the proposed project is a Class 2 exemption since the project is replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the replaced structure and will have substantially the same purpose and capacity as the replaced structure.

<u>Section 4</u>. Based on the aforementioned findings, the Commission hereby approves the Carson Street improvement project.

<u>Section 5</u>. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

<u>Section 6</u>. This action shall become final and effective fifteen (15) days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of the Carson Zoning Ordinance.

PASSED, APPROVED AND ADOPTED	THIS 15 th DAY OF DECEMBER, 2011
	CHAIRMAN
ATTEST:	
SECRETARY	



December 9, 2011

Chairman Faletogo and Members of the Planning Commission c/o Saied Naaseh, Senior Planner City of Carson 701 East Carson Street Carson, CA 90745 Via Overnight Mail & Email

Re: Carson Street Improvements - Median Fronting 616 East Carson Street

Dear Chairman Faletogo and Members of the Planning Commission:

As the developer of the 9.5-acre mixed-use community located at 616 East Carson Street, featuring 152 for-sale units and 13,313 sqft of ground floor retail, we request the Planning Commission consider a change to the Carson Street improvement plans in order to maintain important direct access to our development site from westbound Carson Street.

Currently, there is a 60' median opening fronting a driveway on the property, as shown on Exhibit A. There is now full access (left and right turn ingress and egress to/from eastbound and westbound Carson St.) at this driveway location. The driveway also provides access to Carson St. for the neighboring commercial shopping center anchored by Ralphs by way of a reciprocal easement.

The Carson Street Improvement plans the Commission is considering on December 15th, prepared by Gruen Associates on behalf of the City, propose to close the median opening at this location. This change, if implemented, would eliminate direct access from westbound Carson St. and negatively impact both centers' ability to attract and retain high quality retail tenants.

We support the City's efforts to beautify Carson Street. That said, changes to existing access must take into account the needs of property owners and their tenants. Strong vehicle access is required to attract quality tenants, and attracting quality tenants is critical to delivering the thriving mixed-use retail/residential district envisioned by the City's Mixed-Use District Master Plan.

Our consulting traffic engineers at Linscott, Law and Greenspan, Engineers (LLG) have studied this condition and prepared a detailed analysis which concludes that a median opening providing left turn ingress from westbound Carson Street



can be preserved. LLG's proposed alignment plan and supporting technical memo dated August 15, 2011 are attached as Exhibit B.

LLG's proposed plan, which is substantiated by a thorough analysis of future traffic volumes, levels of service and vehicle stacking, (i) reduces the number of vehicle movements at this location by eliminating left turn egress from the driveway to westbound Carson Street, (ii) maintains important left turn ingress into the driveway from westbound Carson Street, and (iii) cleanly separates vehicle movements by providing separate westbound left turn lanes for turns into the easement driveway and turns into the signalized driveway to the west.

Further, LLG's proposed plan is an improvement over the existing condition because (i) it eliminates left turns from the driveway to westbound Carson St. thus reducing the number of vehicle movements at this driveway, and (ii) the addition of a new traffic signal to the west will provide gaps in eastbound Carson Street traffic, resulting in more opportunities for unobstructed westbound left turns into the easement driveway than exist today.

In summary, the median design proposed by LLG:

- Cleanly separates left turn movements from westbound Carson Street into the two driveways by way of separate left turn lanes.
- Delivers acceptable service levels and adequate storage for future vehicle queues at both driveways.
- Is an improvement over the existing condition.
- Maintains direct access from westbound Carson Street for both 616 E.
 Carson Street and the neighboring Ralphs center, supporting both centers' ability to attract and retain high quality retail tenants.

Again, we respectfully request that the Planning Commission consider a change to the Carson Street improvements fronting 616 East Carson Street to maintain this important direct access. Thank you for your consideration.

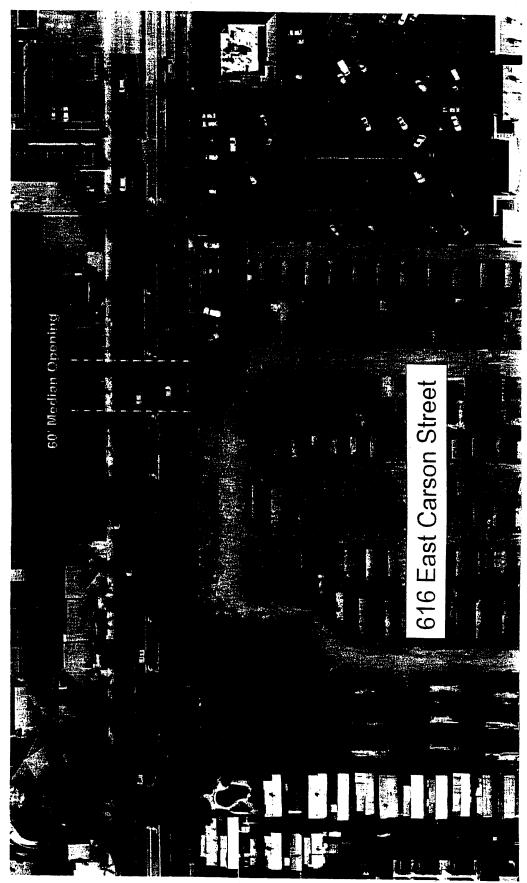
Sincerely,

Stephen Roberts

Vice President, Development

Encl.

Exhibit AExisting Condition



12

Exhibit B

MEMORANDUM

To:	Steve Roberts City View 616 East Carson, LLC	Date:	August 15, 2011
From:	Richard E. Barretto, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	2.10.3175.1
Subject:	Easement Access Evaluation Memorandum 616 East Carson Street & Ralphs Center, Car	rson	

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Easement Access Evaluation Memorandum for the proposed 616 East Carson Street development, located in the City of Carson, California. The purpose of this evaluation is to assess the proposed easement access configuration on the 616 East Carson Street property's Carson Street frontage.

This technical memorandum focuses to an evaluation of the proposed easement access configuration consisting of peak hour service level (LOS) calculations and a queuing analysis.

PROPOSED EASEMENT ACCESS EVALUTION

Attachment 1 is a conceptual improvement plan for Carson Street along the frontage of the proposed Project and the existing Ralph's Center, from the westerly property line of the Project to Avalon Boulevard. The conceptual plan illustrates the proposed street improvements along the Project frontage, which includes narrowing Carson Street consistent with the Carson Street Master Plan, and median modifications to allow for the installation of a traffic signal on Carson Street at the Project's main driveway. The concept plan also illustrates the proposed layout to maintain "left-turn ingress" at the existing access easement driveway (left-turn egress would be restricted/right-turn in-out movements would be allowed).

The proposed median modifications on Carson Street at the Project's signalized driveway includes the provision of a 100-foot eastbound left-turn lane with a 60-foot transition and a 70-foot westbound left-turn lane with a 60-foot transition, and approximately an 80-foot westbound left lane with a 60-foot transition at the existing access easement driveway. The proposed median design on Carson Street east of the Project's signalized driveway provides future residents/patrons of the Project with the ability to turn left at the signalized driveway while continuing to provide customers of the adjacent commercial development (Ralphs Center) with the opportunity to turn left at the existing access easement driveway.



Engineers & Planners
Traffic
Transportation

Parking

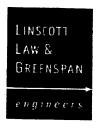
Linscott, Law & Greenspan, Engineers

1580 Corporate Drive Suite 122 Costa Mesa, CA 92626 **714.641.1587** 7 714.641.0139 F www.ligengineers.com

Pasadena Costa Mesa San Diego Las Vegas



Mr. Steve Roberts August 15, 2011 Page 2



Level of Service Calculations

Table 1, located at the rear of this memorandum following the attachment, presents the results of future Year 2014 intersection capacity analysis calculations for the Carson Street/Avalon Avenue intersection, Carson Street/Access Easement Driveway and Carson Street/Project (signalized) Driveway upon completion and occupancy of the Project. The levels of service calculations for these three locations were completed for the AM peak hour and PM peak hour of a typical weekday.

A review of *Table 1* indicates that the Carson Street/Avalon Avenue intersection is forecast to operate at LOS D or better, while the Carson Street/Access Easement Driveway is forecast to operate at LOS A and the Carson Street/Project (signalized) Driveway intersection is forecast to operate at LOS B during the weekday AM peak hour and PM peak hour. Further, a close inspection of the detailed LOS calculation sheet for the Carson Street/Access Easement Driveway intersection indicates that the westbound left-turn is forecast to operate at LOS A during the weekday AM peak hour and LOS B during the weekday PM peak hour. *Appendix A* contains the LOS calculation worksheets for the three study locations.

Please note that forecast traffic conditions for this analysis utilized information contained in the *Traffic Impact Analysis for the 616 Carson Street Project and Carson Town Square* prepared by Kimley-Horn Associates.

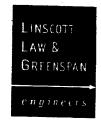
Queuing Analysis

In addition to the LOS calculations, a queuing assessment was prepared specifically for the Carson Street/Access Easement Driveway and Carson Street/Project (signalized) Driveway intersections to determine if the proposed westbound left-turn lane design, as illustrated in *Attachment 1*, would provide sufficient storage to accommodate forecast peak hour vehicular queues. The queuing evaluation was conducted using Synchro 7.0 software, which reports the 95th percentile queue length in feet.

As shown, *Table 2* presents the Year 2014 queuing analysis results for the weekday AM and PM peak hours. Review of *Table 2* indicates that the proposed westbound left-turn lane on Carson Street at the Project's signalized driveway and the Access Easement Driveway will provide adequate storage during the weekday AM and PM peak hours.



Mr. Steve Roberts August 15, 2011 Page 3



With the proposed traffic signal at the Project Driveway expected to operate with "protected/permissive" left-turn phasing for eastbound and westbound left-turn traffic on Carson, a maximum of one (1) vehicle is expected to queue in the westbound leftturn lane during the AM and/or PM peak hours. With a proposed storage of 70-feet and a 60-foot transition, storage for up to three to four vehicles is provided.

For the westbound left-turn on Carson at the Access Easement Driveway, projected queues at expected to be no more than one (1) vehicle during the AM and PM peak hours as well. The results of the Synchro simulation indicates that "gaps" in westbound through traffic on Carson Street are created with traffic signal operation at the Carson Street/Project Driveway. These "gaps" provide vehicles with the opportunity to turn left at the access easement. Further, since westbound through traffic on Carson Street at Avalon Boulevard are projected on occasion to queue past the easement during the peak hours, the installation of "Keep Clear" pavement legends could ensure westbound left-turn access to the easement is not blocked. With a proposed storage of 80-feet and a 60-foot transition, storage for up to four to five vehicles is provided.

In conclusion, based on our evaluation, the proposed improvements along Carson Street, as illustrated in Attachment 1, will result in acceptable service levels and adequate storage for projected vehicular queues. The proposed design maintains the existing easement directly on Carson Street for maximum visibility and can accommodate left turn ingress, as separate westbound left-turn lanes are provided on Carson Street and Project Driveway signalized intersection and Carson Street/Access Easement Driveway.

We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions, please call us at (714) 641-1587.

Attachments



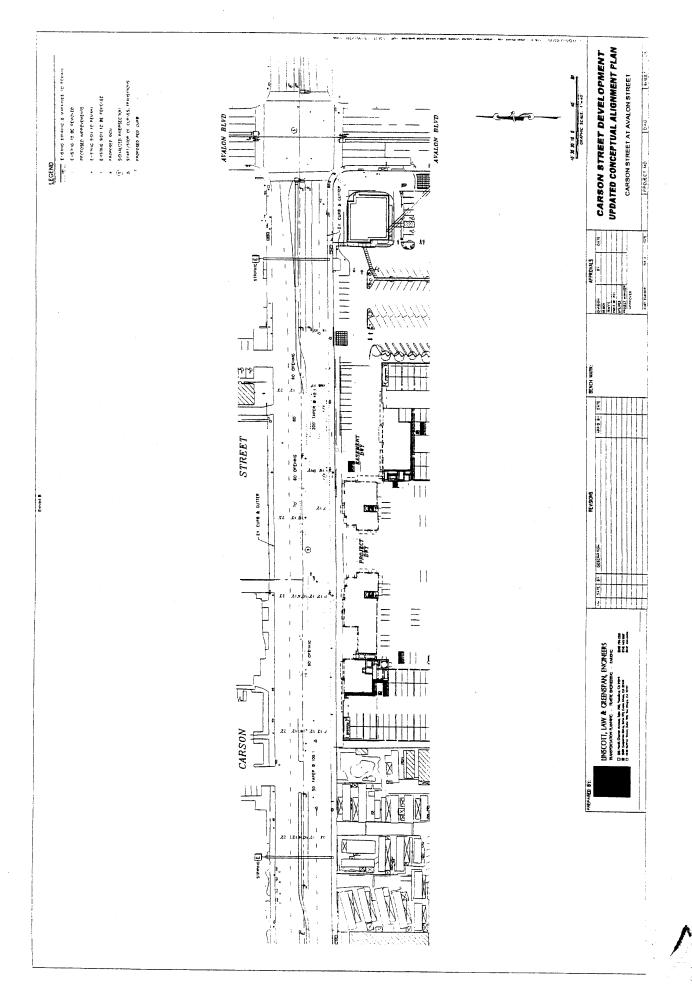


Exhibit B

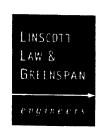


TABLE 1 YEAR 2014 PEAK HOUR INTERSECTION LEVEL OF SERVICE SUMMARY¹ 616 E. CARSON SYNCHRO, CARSON

Key	Intersection	Type of Control	Time Period	HCM Delay (s/v)	LOS
1.	Carson Street at Avalon Boulevard	Traffic Signal Control	AM PM	32.6 46.3	C D
2.	Carson Street at	Unsignalized	AM	9.1	A
	Easement Driveway	Control	PM	9.9	A
3.	Carson Street at	Traffic Signal	AM	13.8	B
	Project Driveway	Control	PM	13.5	B

Note: s/v = seconds per vehicle



Source: Synchro 7.0, HCM Methodology. Appendix A contains LOS calculations sheets.

Exhibit B

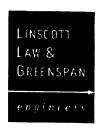
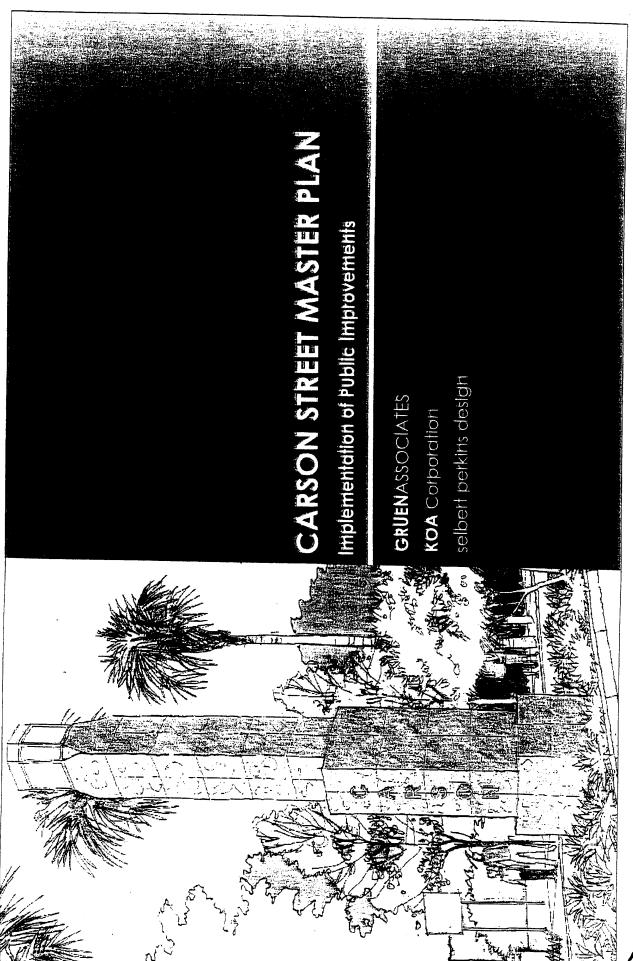


TABLE 2 YEAR 2014 PEAK HOUR INTERSECTION QUEUING SUMMARY² 616 E. CARSON SYNCHRO, CARSON

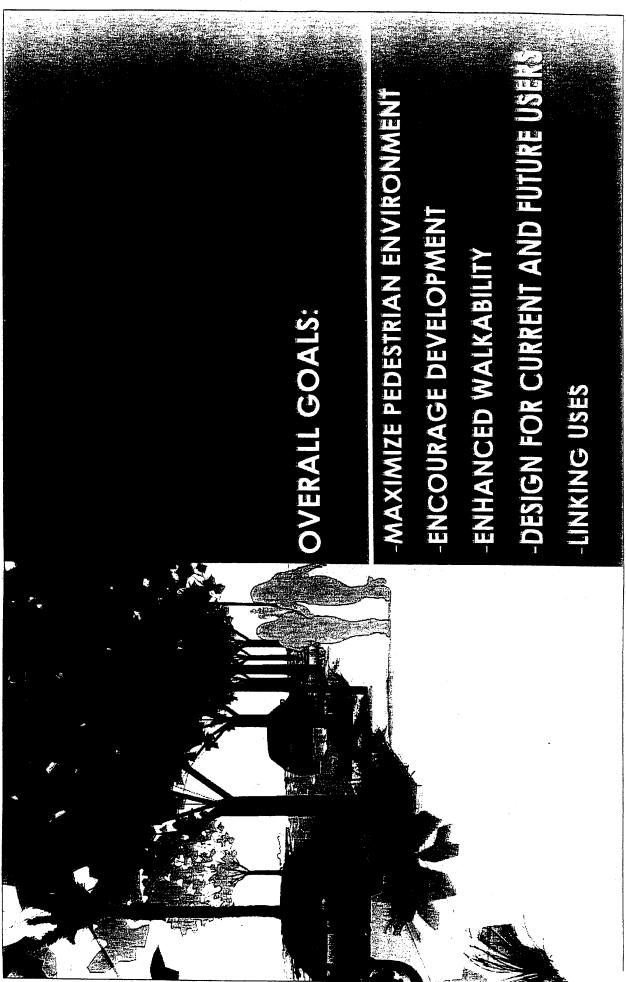
	AM Peak Hour			PM Peak Hour		
Key Intersections	Max. Queue (ft.)	Storage Provided (ft.)	Adequate Storage – Yes / No	Max. Queue (ft.)	Storage Provided (ft.)	Adequate Storage – Yes / No
2. Carson Street at Easement Driveway						
Northbound Right-Turn	22'3	22,	Yes	22,3	22'	Yes
Westbound Left-Turn	22,3	80,	Yes	22'3	80,	Y e s
3. Carson Street at Project Driveway						
Northbound Shared Left/Thru/Right	53'	60'	Yes	50'	60,	Yes
Westbound Left-Turn	22,3	70 [,]	Yes	22,3	70'	Yes



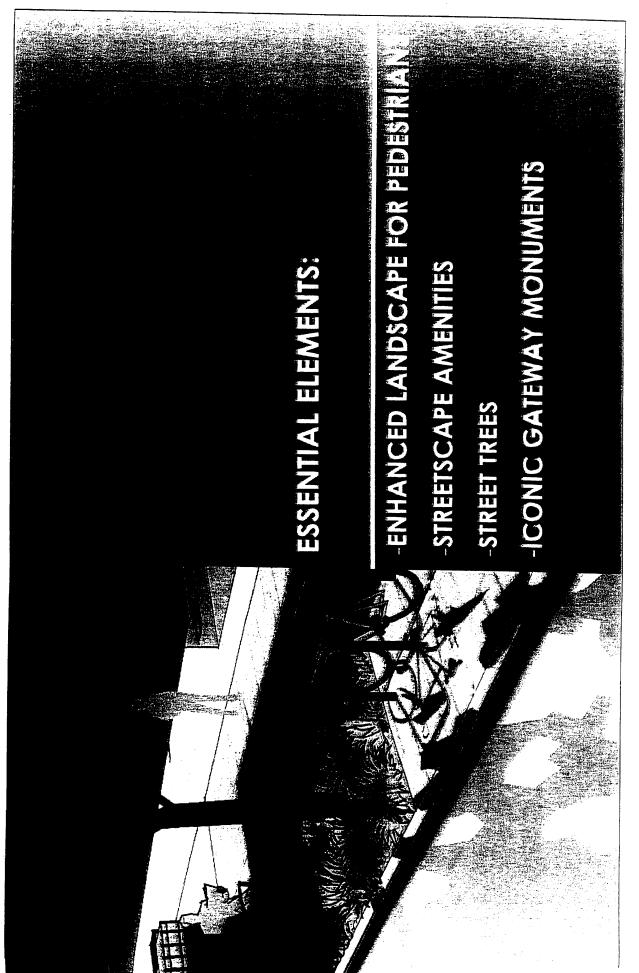
Source: *Synchro 7.0*, Percentile Delay Methodology. Storage lengths calculated to less than one vehicle are reported as 22 feet.















PROJECT LIMITS

FIGUEROA ST.

7.7

MONETA AVE

MAIN ST.

ORRICK AVE.

DOLORES ST.

CHEST OF HAWAY DISTRICT

COMMUNITY SHOPPING DISTRICT

BOULEVARD RESIDENTIAL DOOR

GRACE AVE.

AVALON BLVD

CIVIC PLAZA DR.

1-405

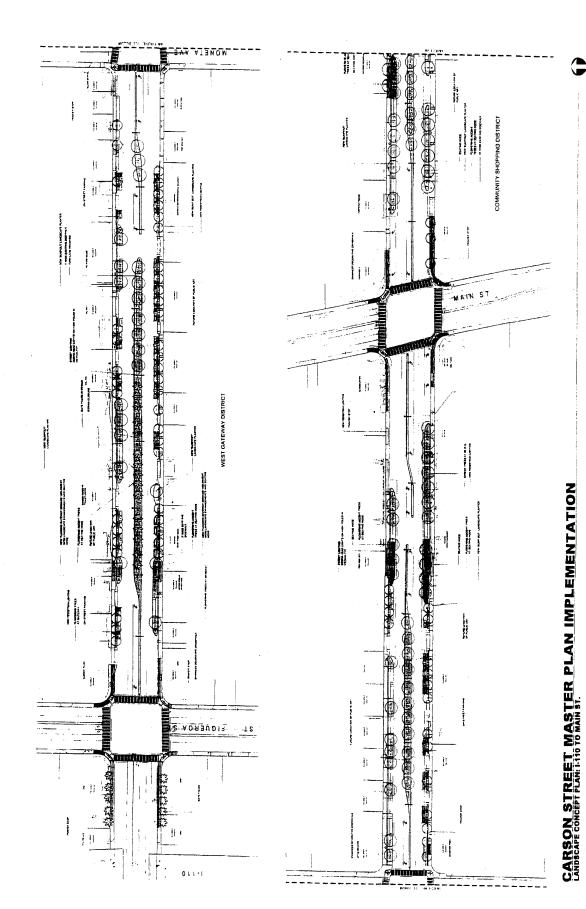
EAST GATEWAY DISTRICT

00 ⊕ ⊕ ⊕ ⊕

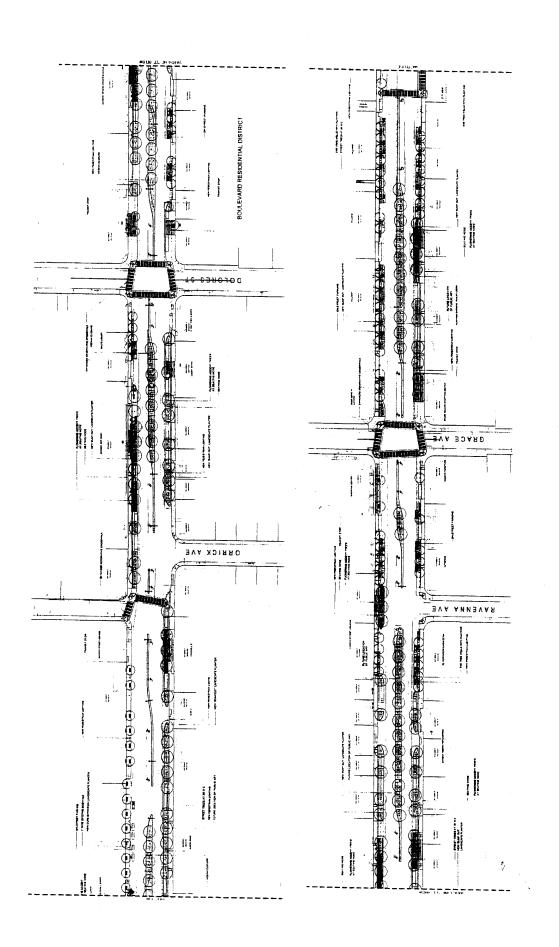
DUNISIA NWONWOO

PROJECT LIMITS

32

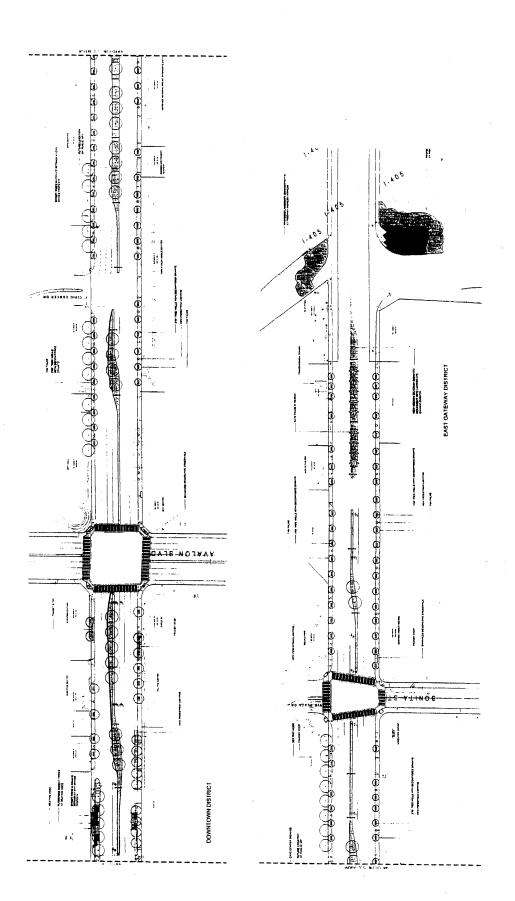






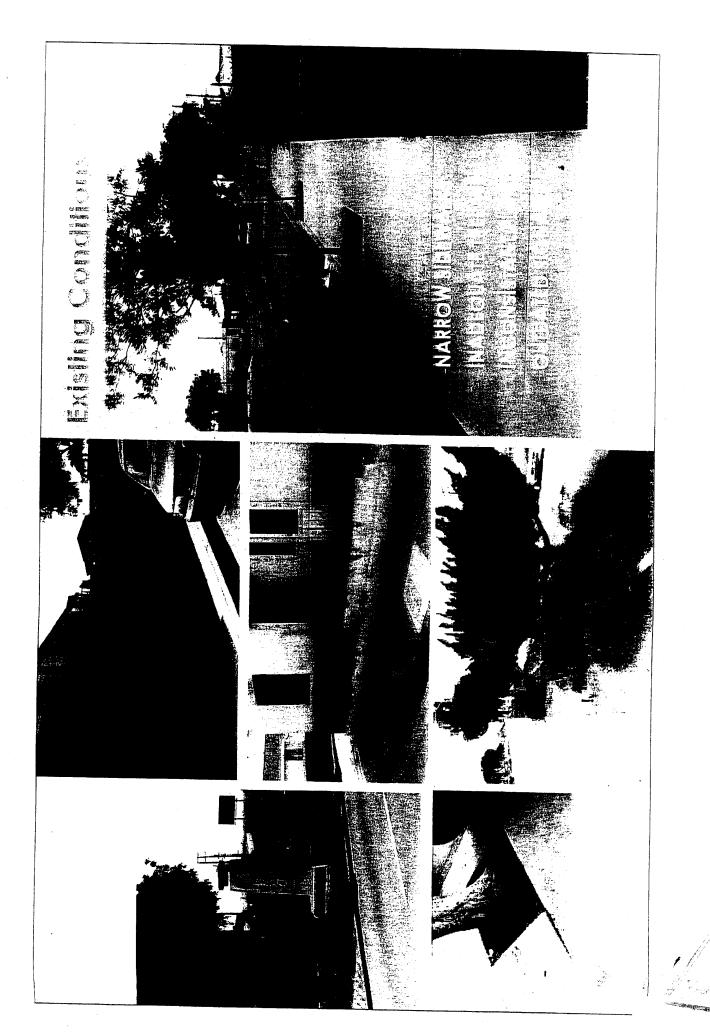
CARSON STREET MASTER PLAN IMPLEMENTATION





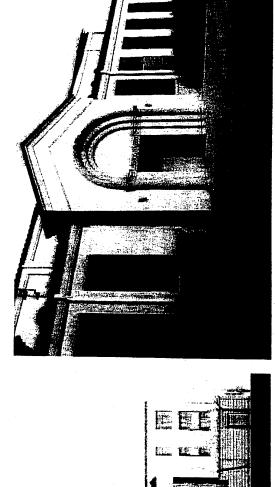




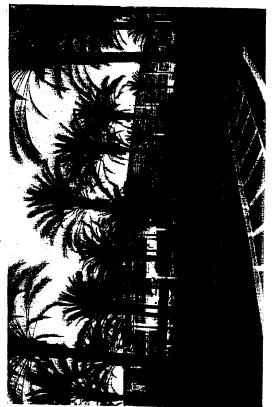


-INCONSISTANT SITE FURNITURE -OUTDATED SHELTERS -MISSING AMENITIES











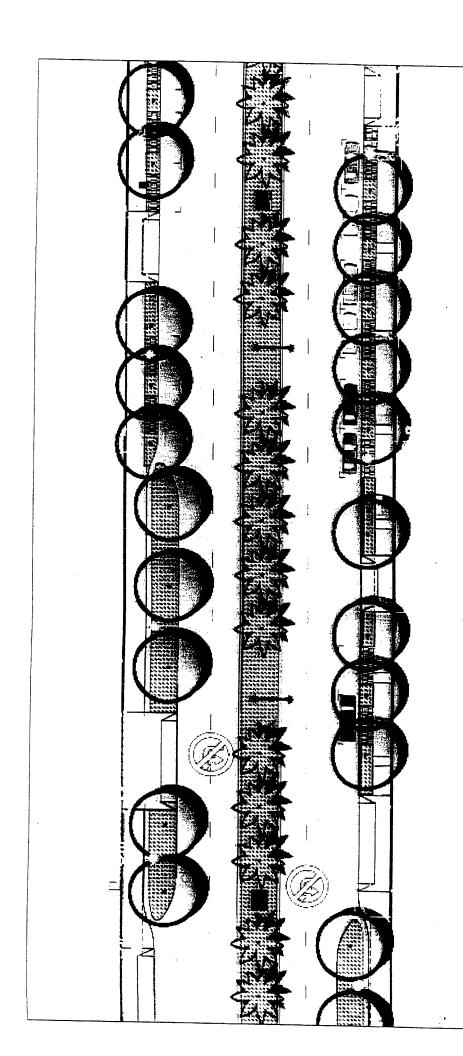
-MIX OF ARCHITECTURAL STYLES

-NEW MIXED USE DEVELOPMENT



Implementation of Public Improvements

STREETSCAPE PREFERRED OPTION

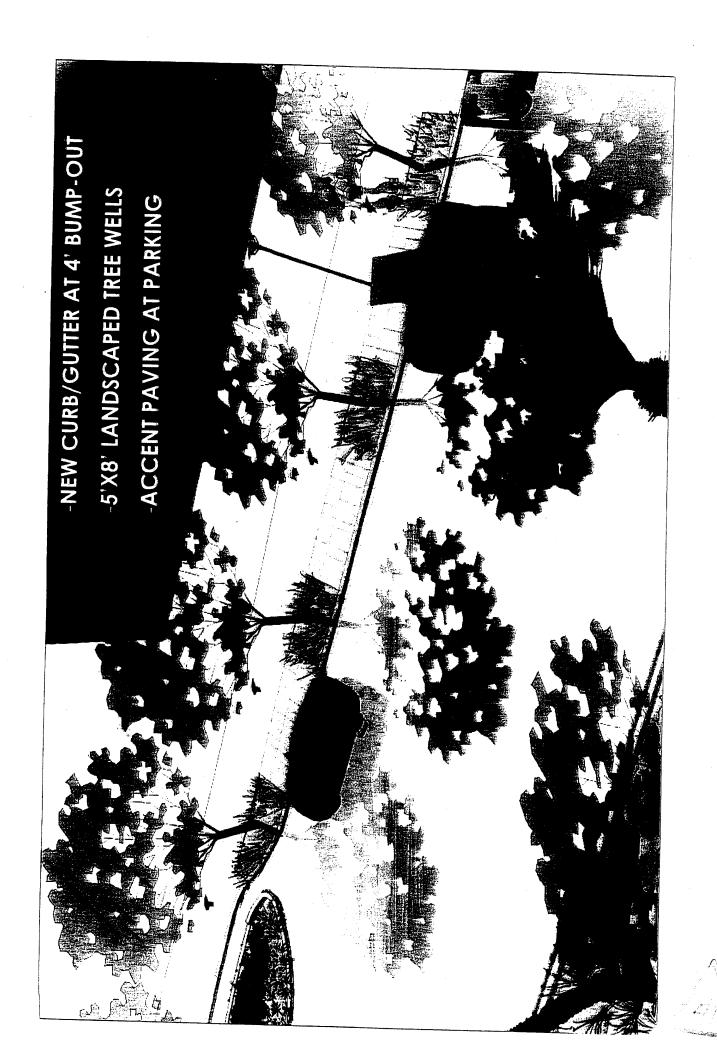


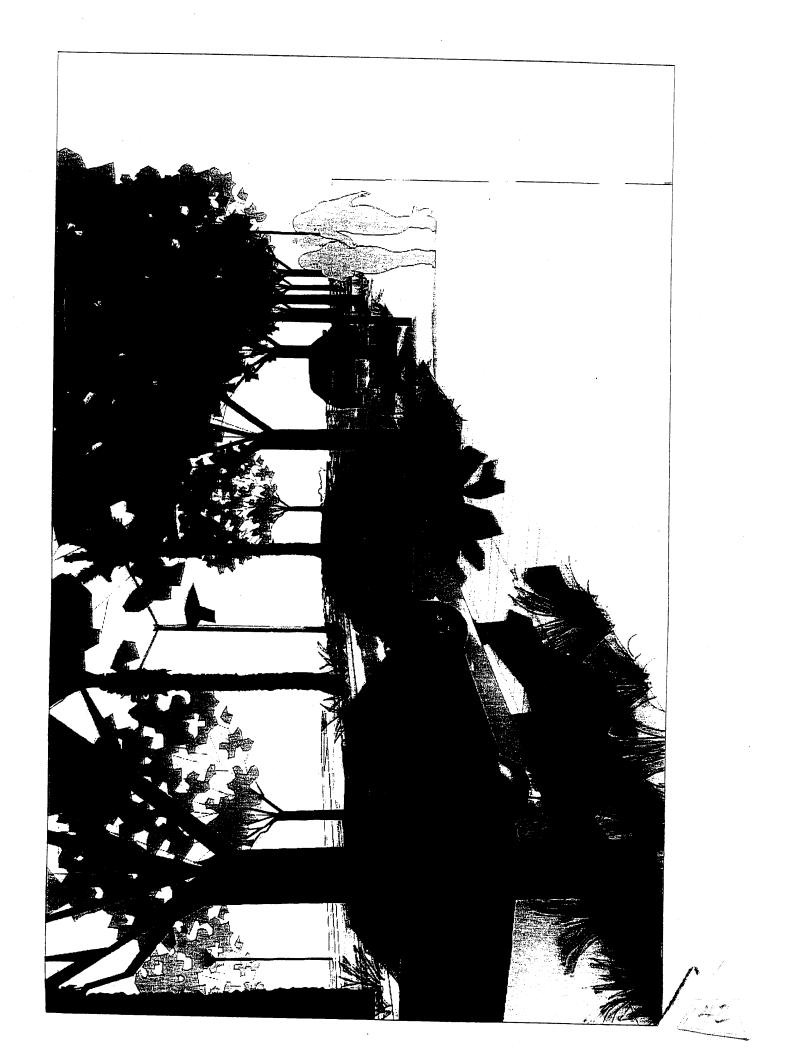
-PRESERVE ON-STREET PARKING

-PRESERVE STREET LIGHTS IN MEDIANS

-INCREASED LANDSCAPE/STREET TREE OPPORTUNITIES

140









Implementation of Public Improvements

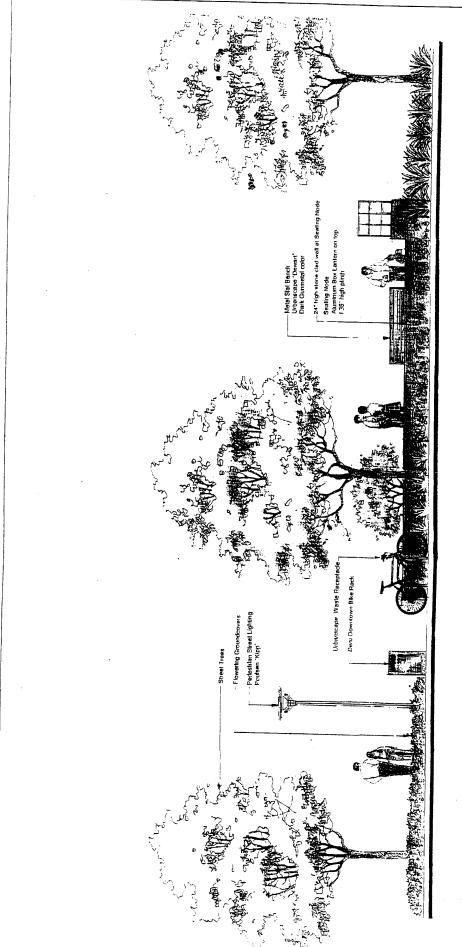
SEATING NODES

DOLORES ST. ORRICK AVE. CIVIC PLAZA DR. MAIN ST. **AVALON BLVD MONETA AVE** (स्टिस्ट) (के क्रिक्सि) का कुक्र के ा कुक् (mater) teneral transmiss continues (10.0) (१०००) (सर्वेट्टी) (क्रिक्ट) (स्टिस्ट) GRACE AVE. FIGUEROA ST. 9 (1999) 1688 2 3 300000 1 90 1 303039 888 359 24



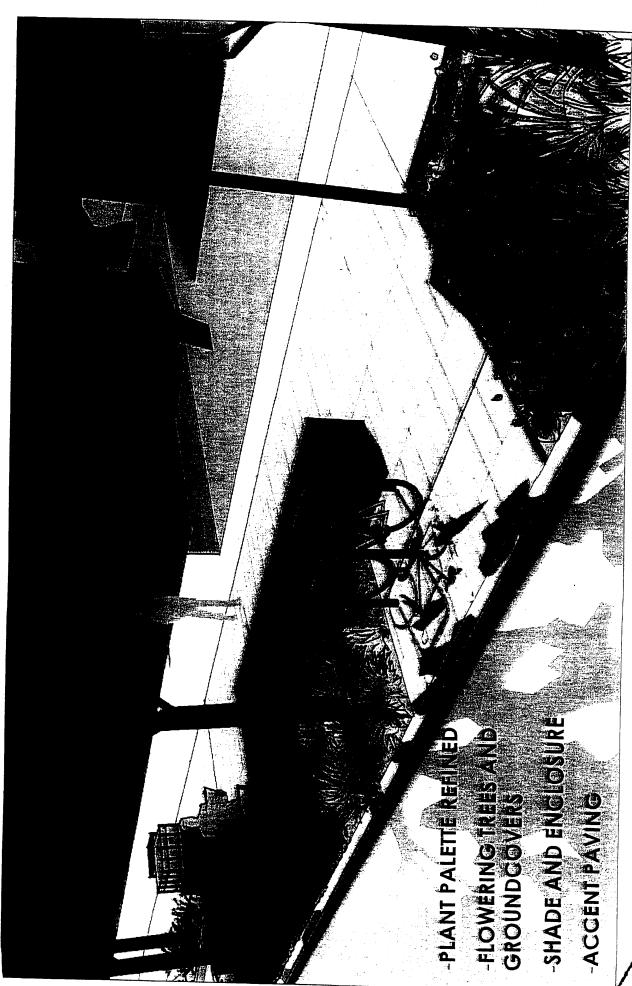
LOCATION OF SEATING NODES

LOCATION OF TRANSIT STOPS

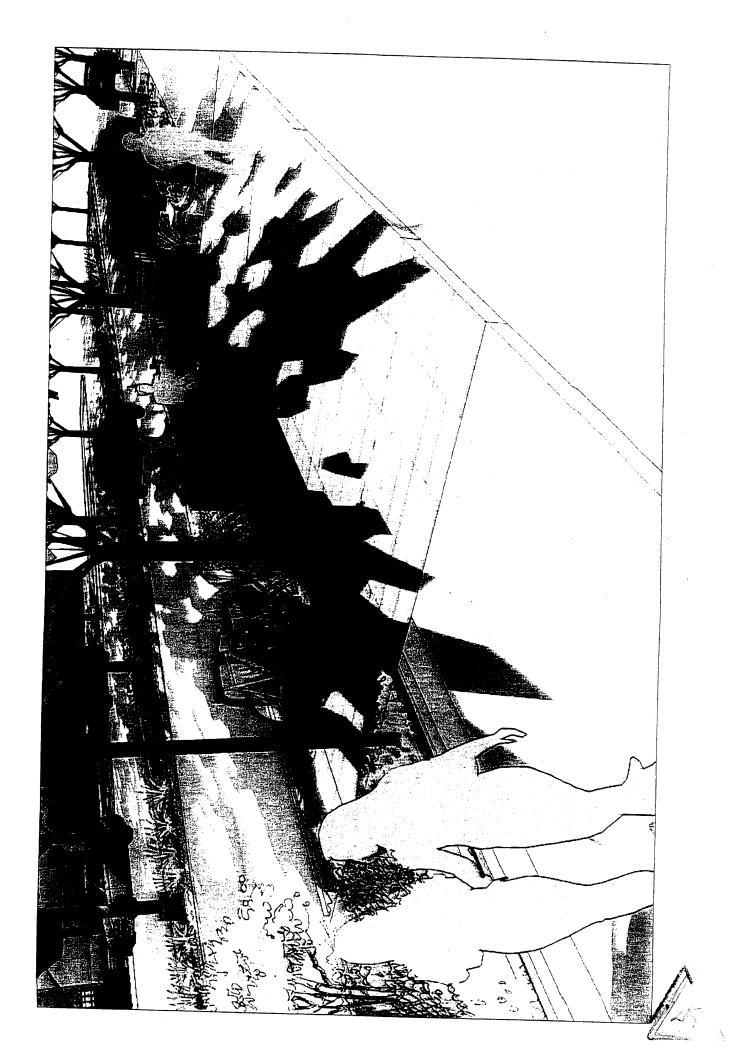


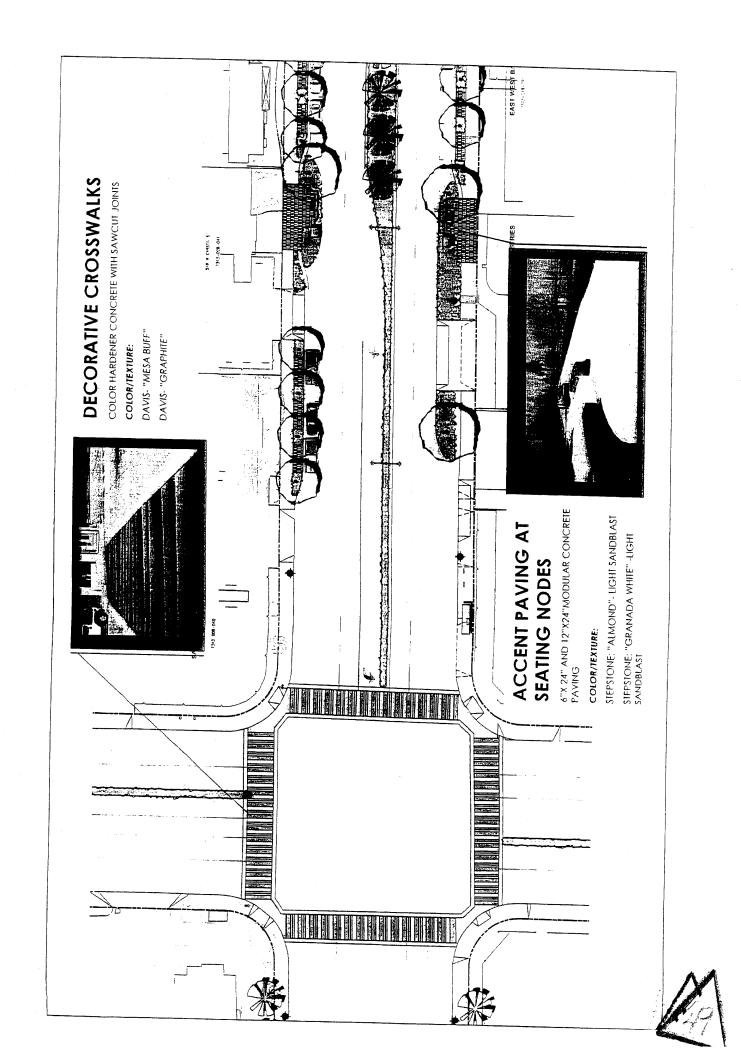
Elevation: Mid Block Seating Node with Planters









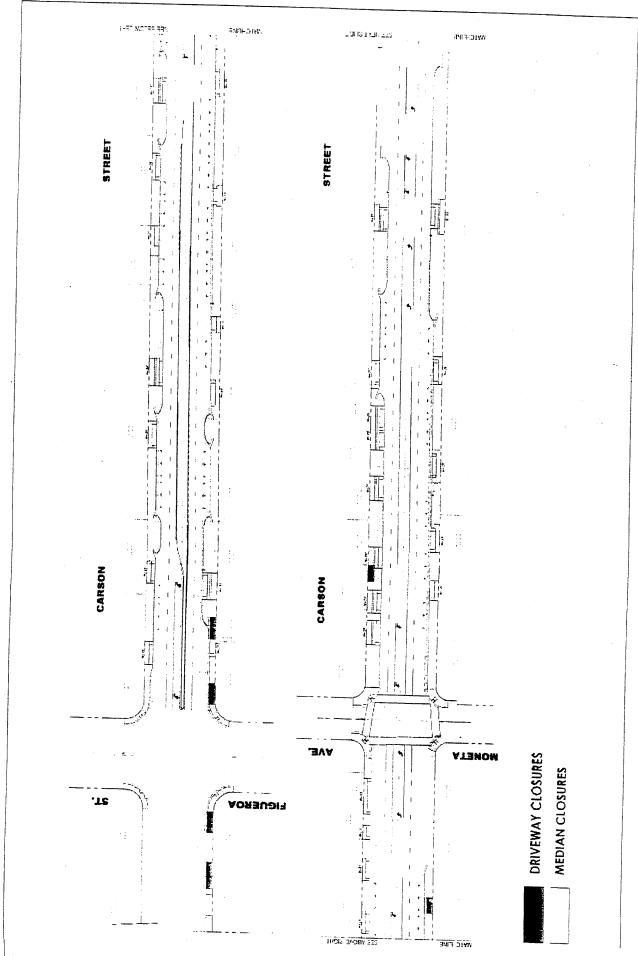


DERO "DOWNTOWN" BIKE RACK URBANSCAPE "DEWART"- BENCH SITE AMENITIES **CUSTOM BIKE RACK- OPTIONAL URBANSCAPE- WASTE RECEPTACLE** POULSON "KIPP" PEDESTRIAN LIGHTING

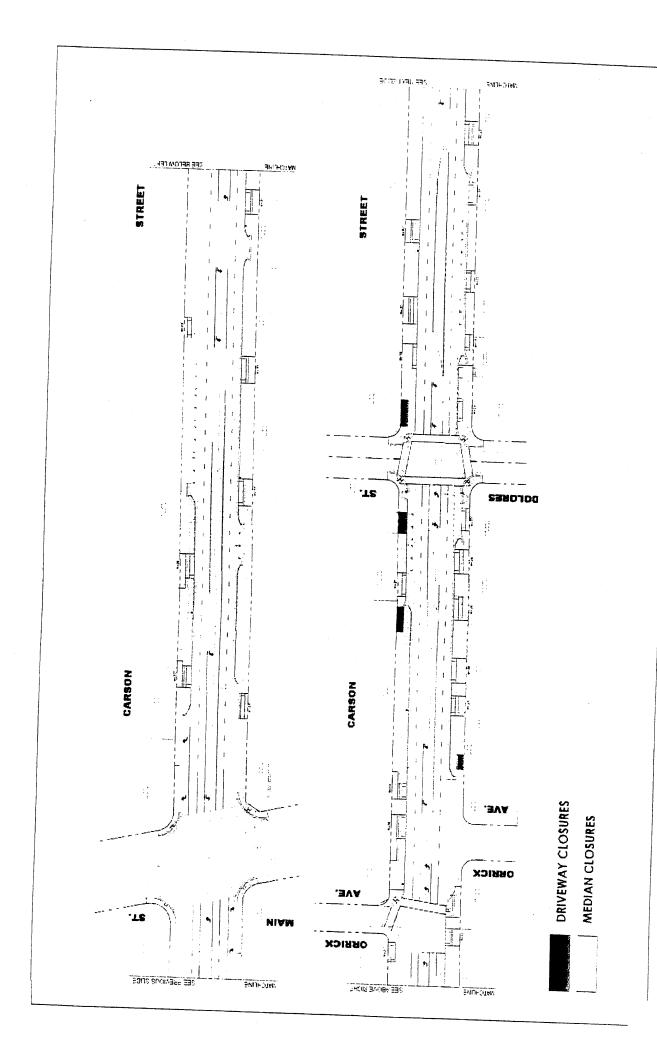
Implementation of Public Improvements

DRIVEWAY AND MEDIAN CLOSURES

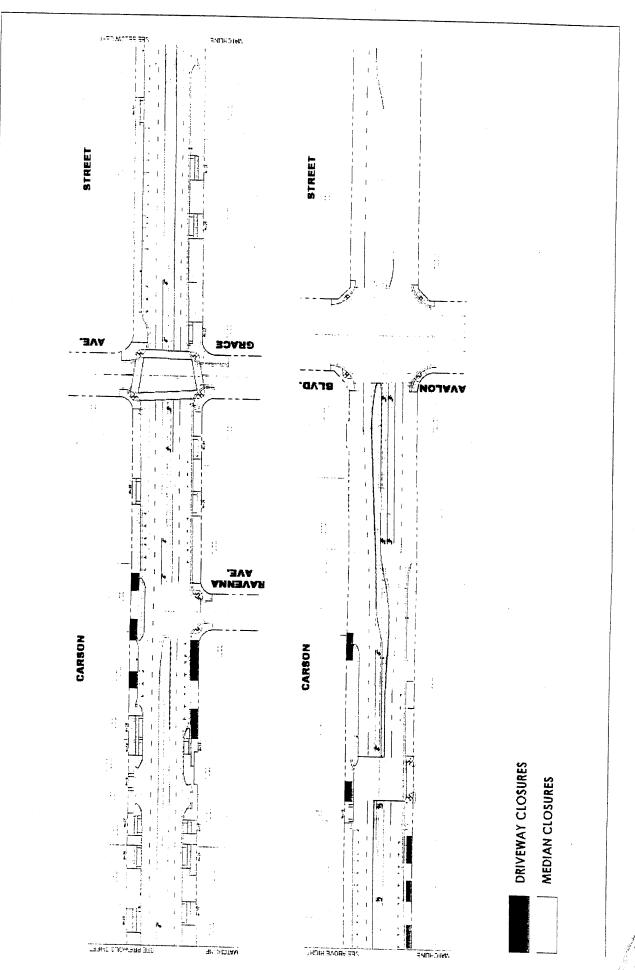
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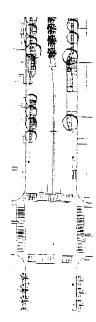
Implementation of Public Improvements

STREET TREES/ PLANT PALETTE



STREET TREE LAYOUT







Accent Entry Tree Street Tree/Large Planter Street Tree/of Parking Accent Median Tree





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IONDON TANS INEE

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MESICAN FAIJ PALM WASHINGTONIA RORUSTA

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East Galeway District

Accent Entry Tree Steet Tree Median Tree

LOHDON TANE TREE

Downtown/Shopping/ Residential District Typical

Street Tree/Large Planter Street Tree/of Parking Median Tree Accent Seating Node Tree

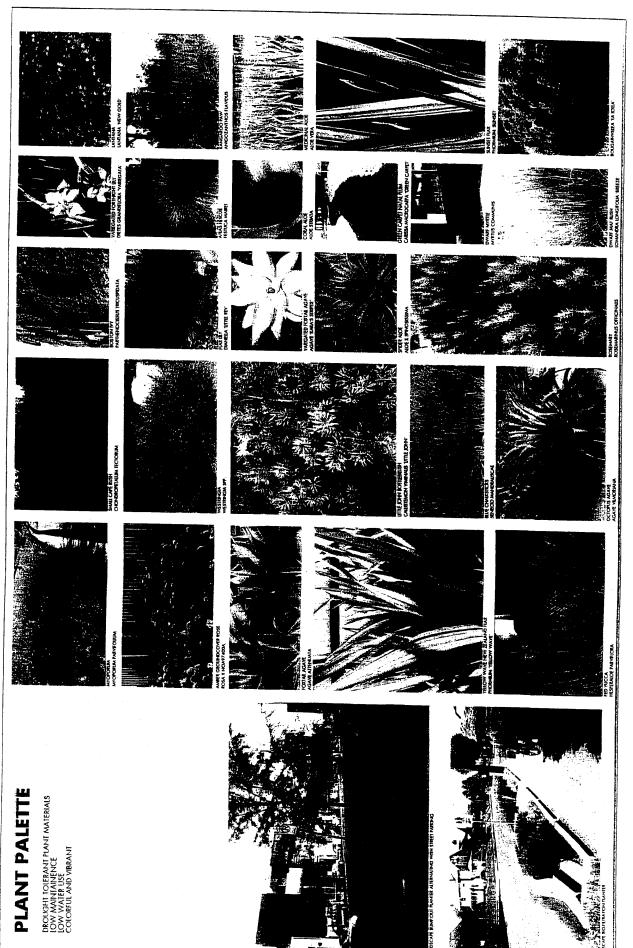




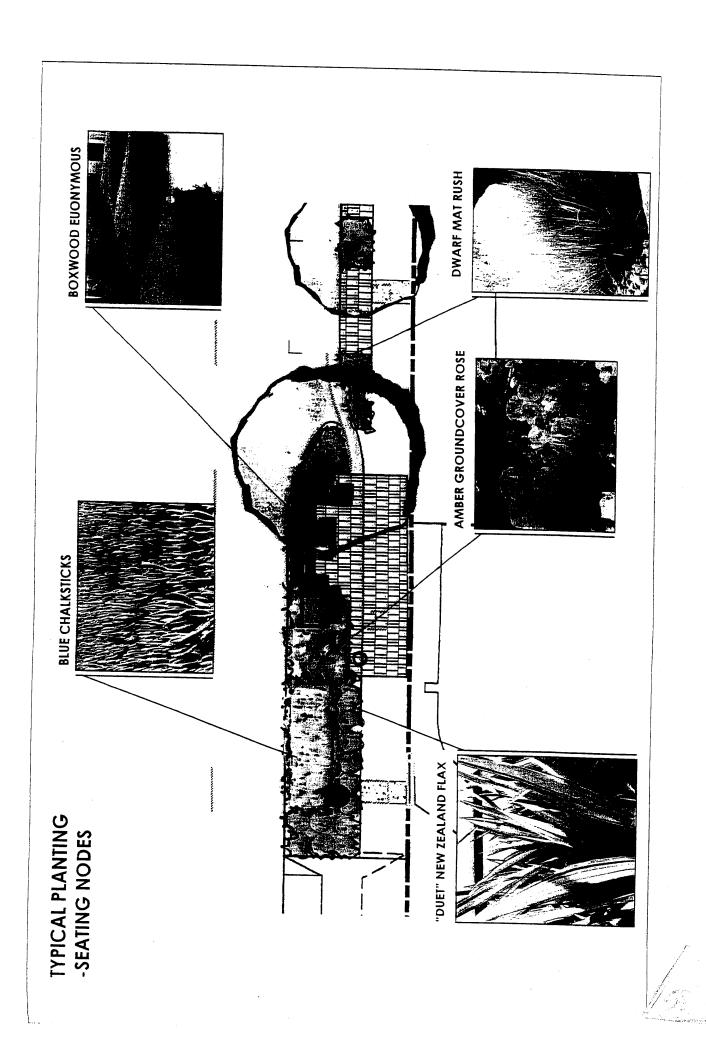
GOLDEN RAIN TREE KOEIREUTERIA PANICULATA

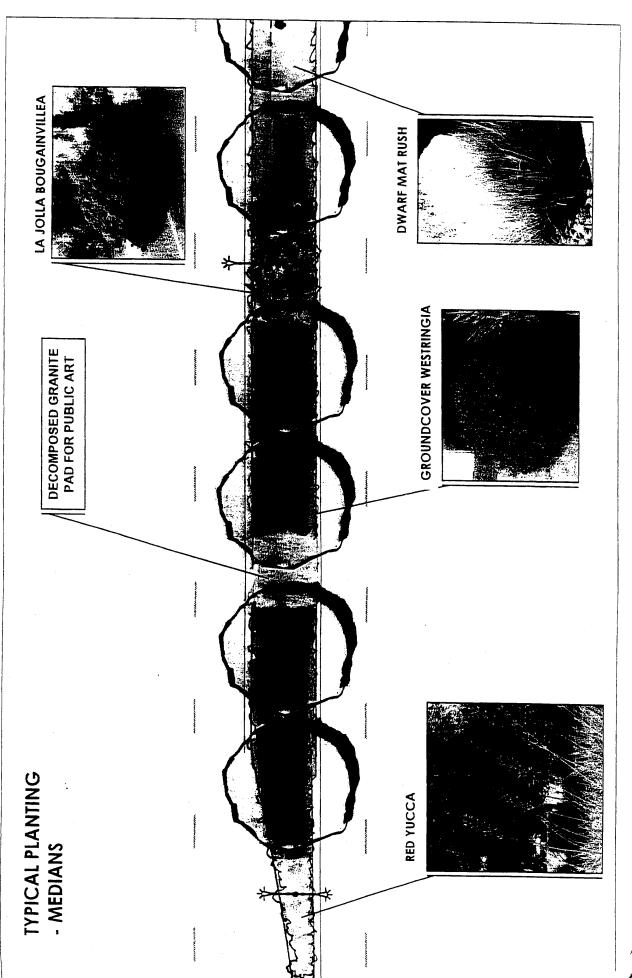














Implementation of Public Improvements

PUBLIC ART



DOLORES ST. ORRICK AVE. MAIN ST. CERT CONTROL OF BUTTON OF THE CONTROL OF THE CONTRO **MONETA AVE** FIGUEROA ST.

AVALON BLVD

GRACE AVE.

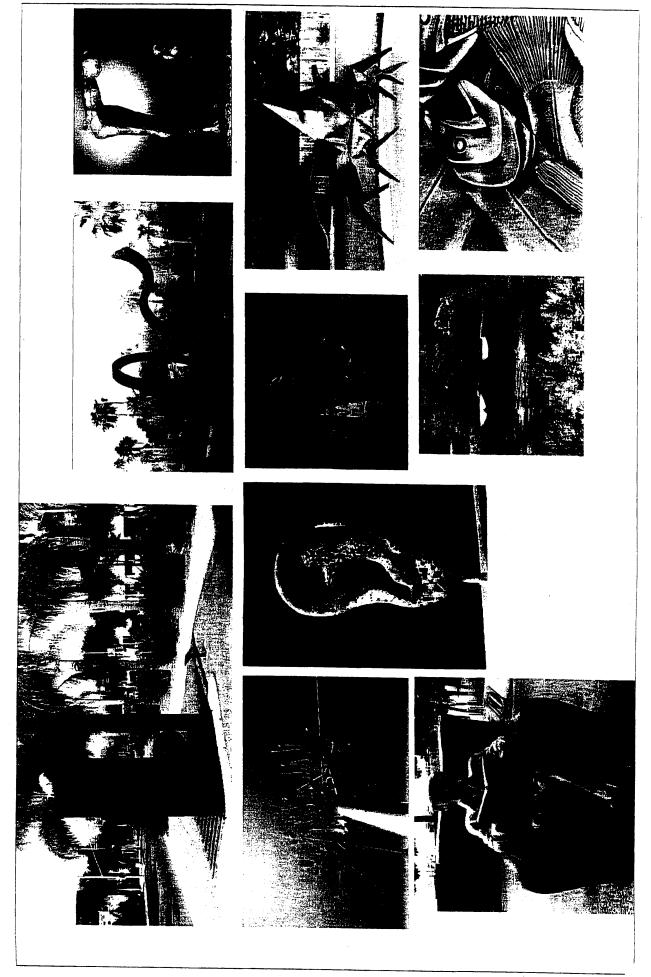
CIVIC PLAZA DR.

ROKE ESTORY TO

FUTURE LOCATION OF PUBLIC ART IN MEDIANS

LOCATION OF GATEWAY ELEMENTS

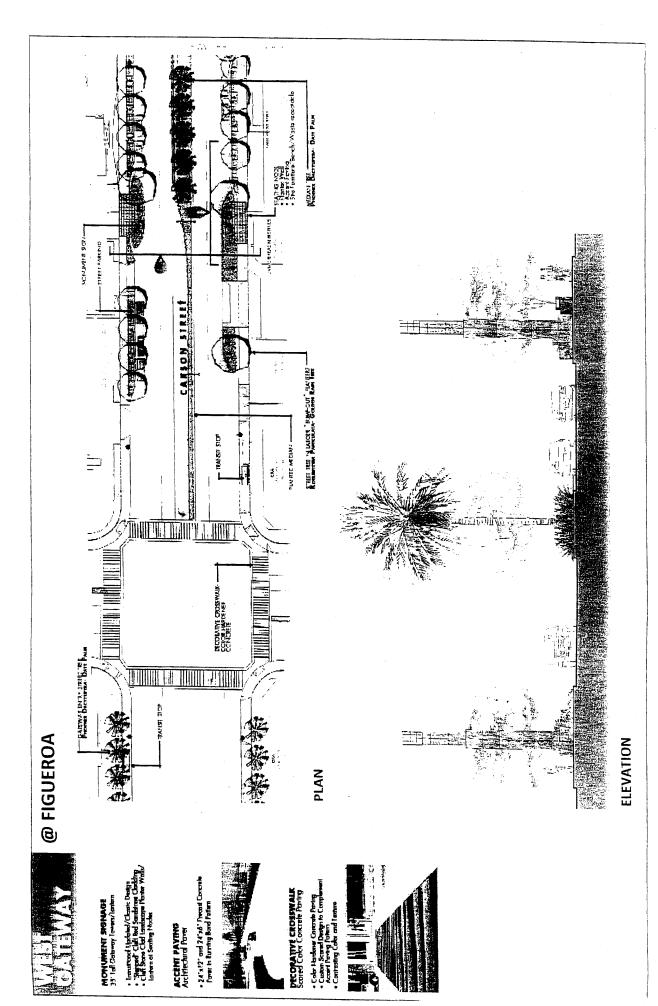




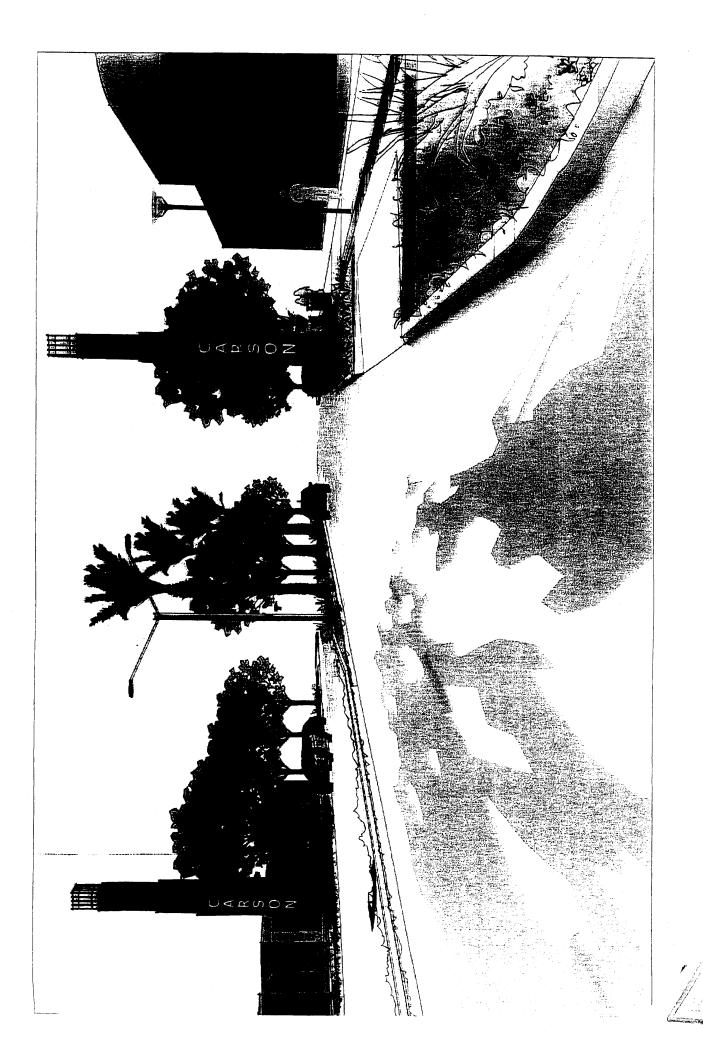
Implementation of Public Improvements

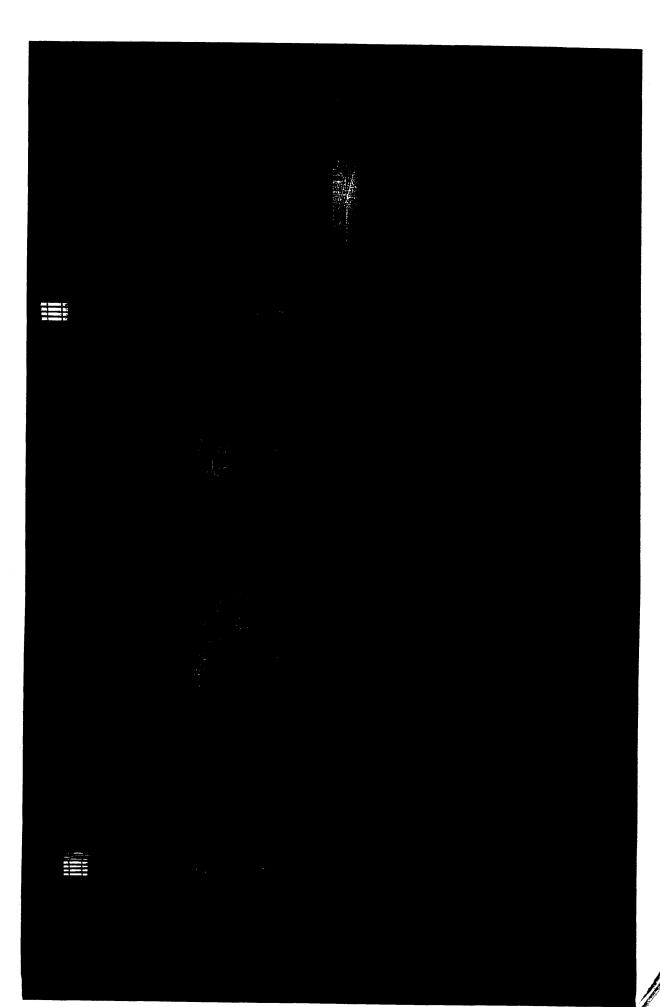
GATEWAY TREATMENTS





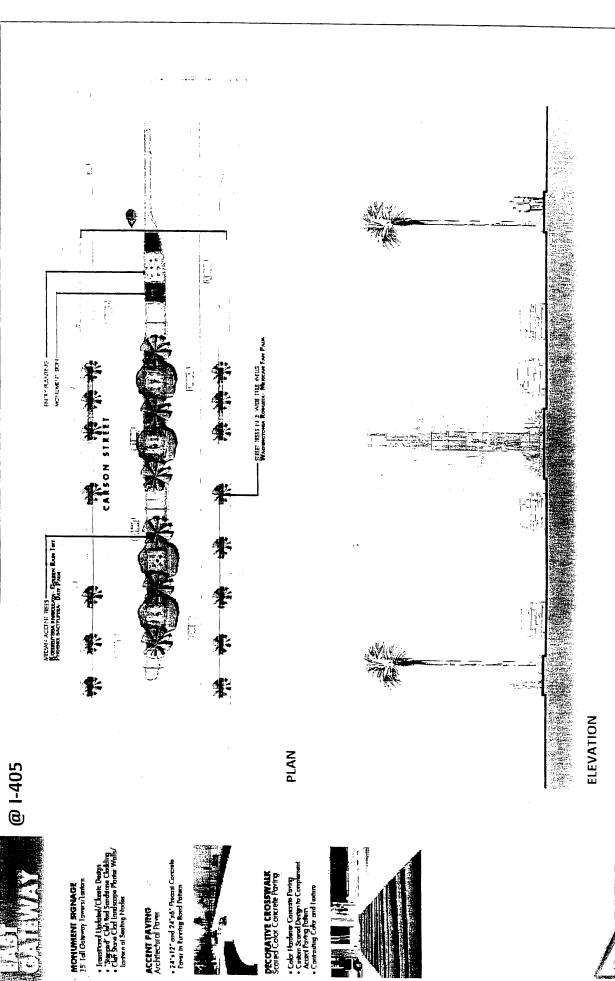


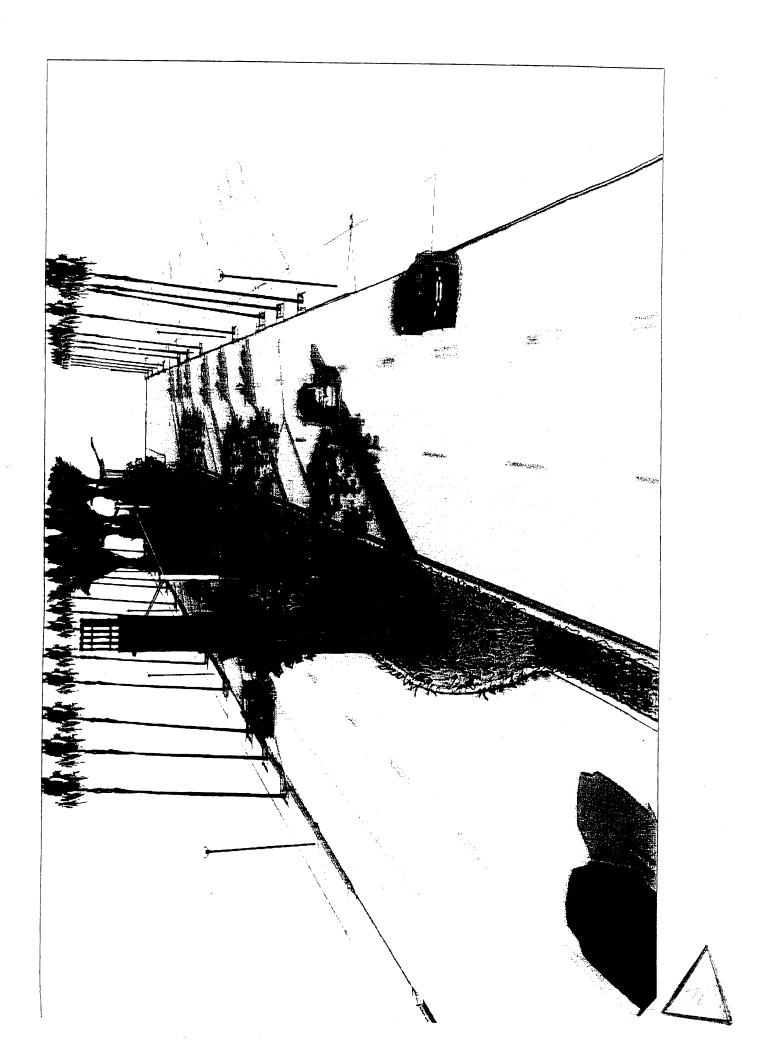


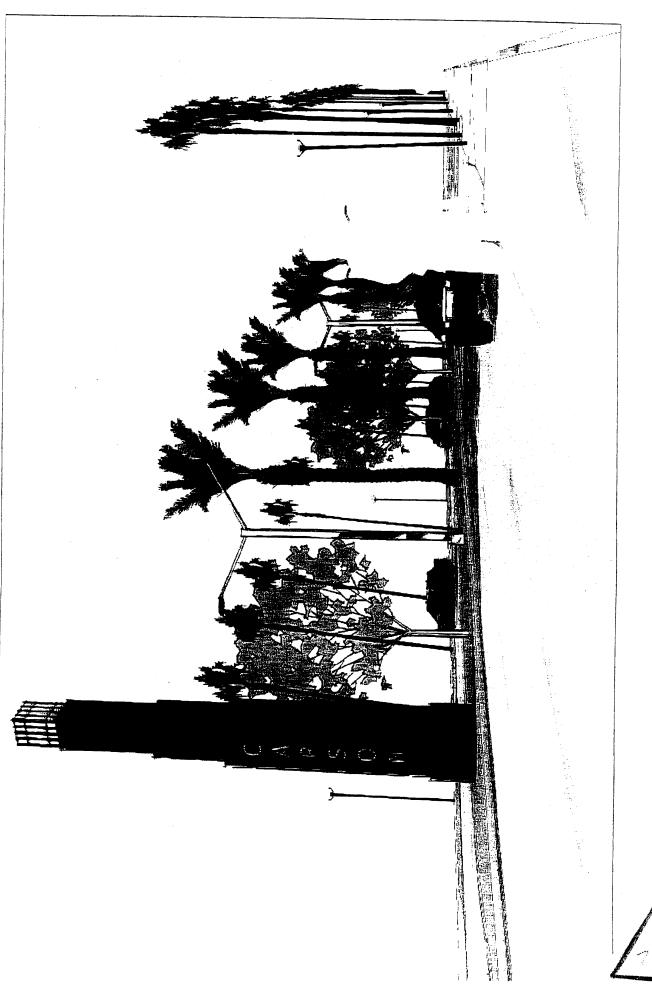




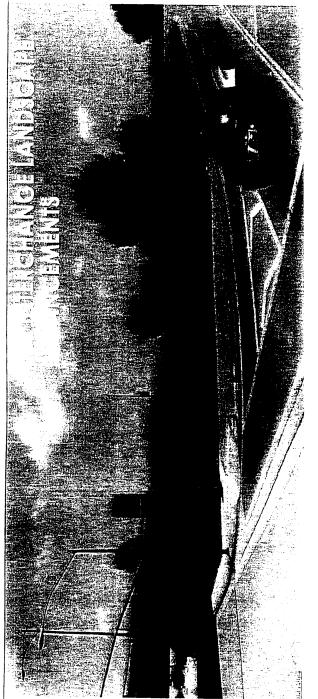














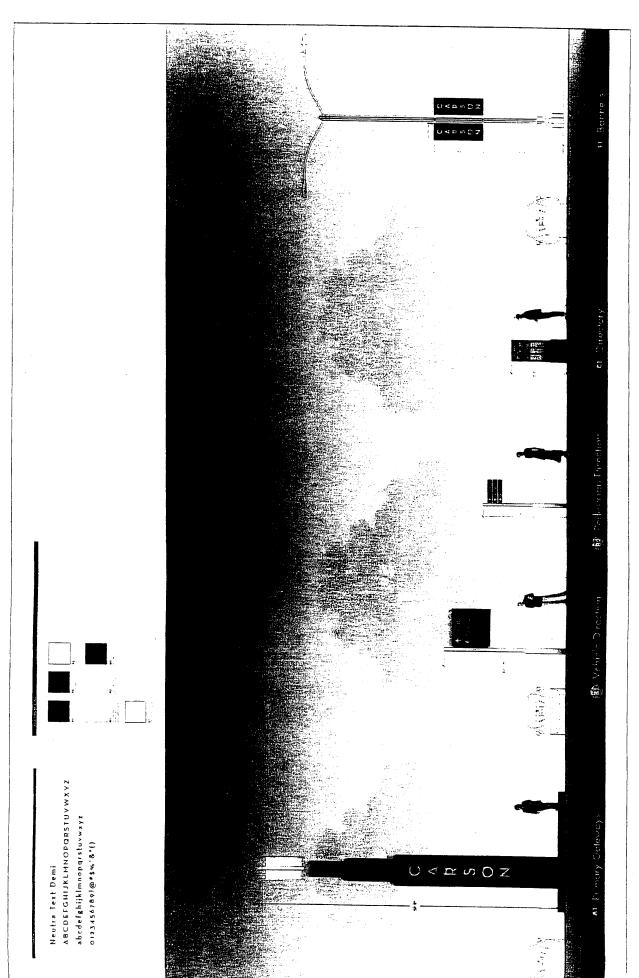


CARSON STREET MASTER PLAN

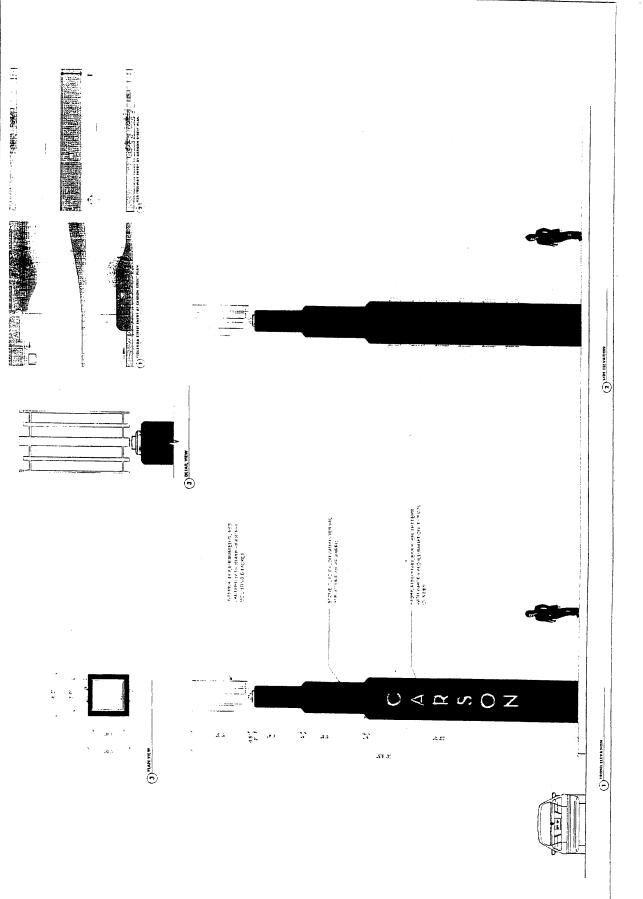
Implementation of Public Improvements

GATEWAY MONUMENT DETAILS/WAYFINDING

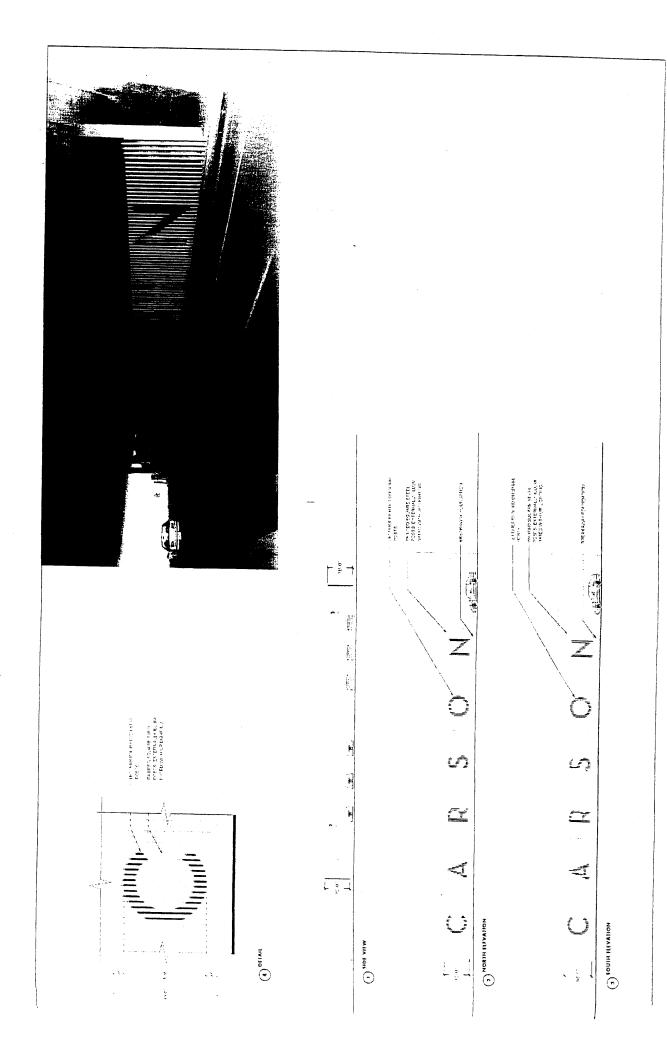




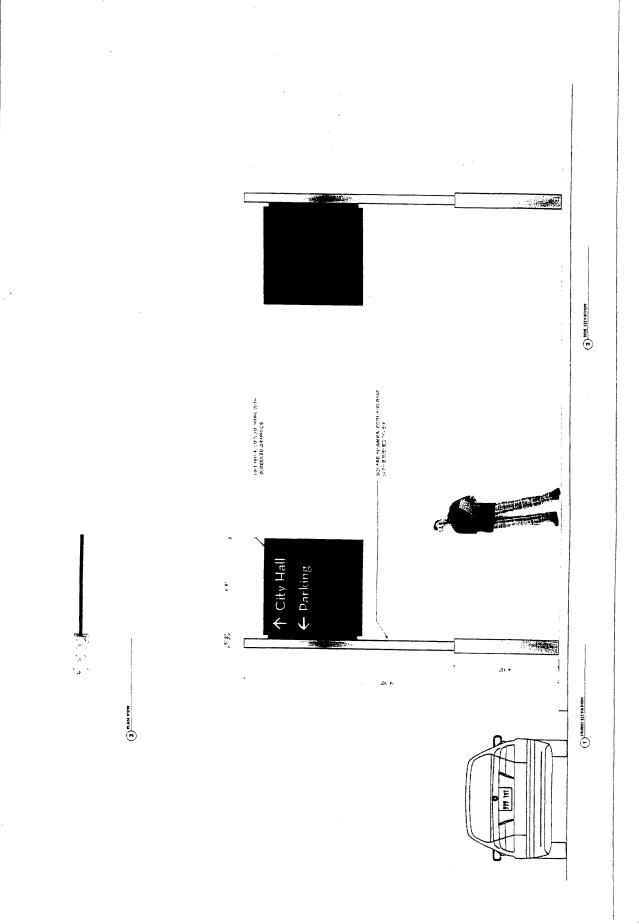


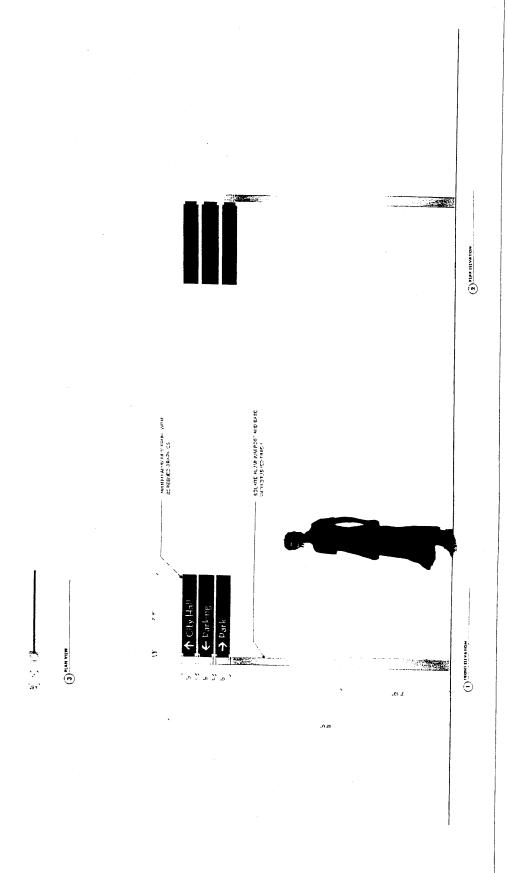




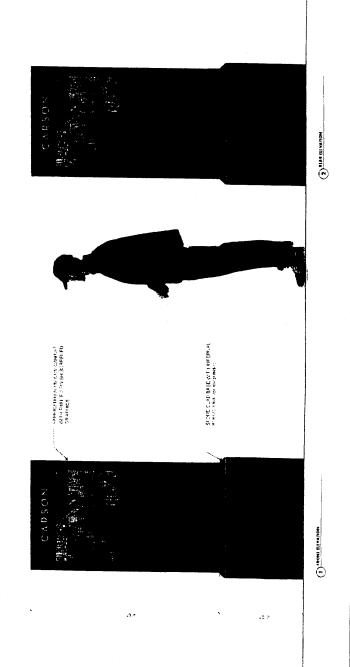












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CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

UNFINIS	HED B	JSINESS:	January 10), 2012			
SUBJEC	T:		Carson Str		ovemen	ıts	
APPLICA	ANT:		City of Car Carson Re	son			
PROPER	RTY ON	/NER:	City of Car		3	- ,	
REQUES	ST:		To approv Project		Carsor	Street	Improvement
PROPER	RTY INV	OLVED:	Carson Stre	eet Righ	t-of-Wa ₎	/ betweer	i I-405 and
		CC	MMISSION A	CTION			
Cor	ncurred	with staff					
Did	not cor	cur with staff					
Oth	er						
		CON	MMISSIONER	S' VOTE	:		
AYE	NO			AYE	NO		
		Chairman Faleto	ogo			Saenz	
		Vice-Chair Gord	on			Schaefe	er ·
		Brimmer				Verrett	

EXHIBIT NO.02

Diaz

Goolsby



Williams

I. <u>Introduction</u>

On December 15, 2011, the Planning Commission considered the proposed Carson Street improvement project and continued it to this meeting. The Planning Commission was supportive of the design aspects of the project and directed staff to:

- Further examine median and driveway closures
- Meet with impacted property owners
- Examine more green components for the project
- Provide more information regarding maintenance
- Send additional notices to impacted owners and residents.

II. Analysis

After the Planning Commission meeting, staff has reviewed all proposed median and driveway closures. We have also met or contacted property owners that were present at the Planning Commission meeting. We have been able to accommodate many of the requests to keep the median openings. There are two remaining median openings that need to be discussed.

The first median serving Lucky China is strongly recommended to be closed since the design does not meet acceptable standards due to the limited stacking space for one car and unsafe turning movements. Staff has witnessed traffic from the office building to the west of Lucky China using the median open for left turns into westbound Carson Street.

The second median opening serves the Ralph's Center and proposed Community Dynamics/City View development. There have been numerous discussions regarding this median opening to explore alternatives. A revised design has been submitted from Community Dynamics to address many of the concerns (Exhibit No. 4). The proposed design provides for a 205-foot left turn pocket with access provided to the mixed use development at a new signalized entry drive and an opening to serve the Ralph's Center easement. While improved, this proposed design still does not meet acceptable standards and is not recommended for approval. An alternative is to defer the construction of the new traffic signal until a later phase of the City View development. This would allow the median opening to the Ralph's Center easement to remain open for an interim period. The opening to the Ralph's Center easement must be eliminated for the City Engineer to approve the installation of the new traffic signal to the new mixed use development.

At the last meeting, the property owner for the commercial center located at the southwest corner of Carson Street and Ravenna raised concern with the closing of two driveways. The driveway closures will eliminate access to six existing parking spaces in front of the commercial businesses and access into the former auto repair service bays. There is no authorized use of the former auto repair space and no approved parking in front of this section of the building. The driveways and parking spaces do not meet city standards and present a hazard since cars need to back up in to the street. The street improvement project will provide five new on-street parking spaces. Any resultant loss of parking to the subject property is considered



minimal due to the provision of street parking. Therefore, staff recommends elimination of these driveways to improve public safety.

The proposed project should be considered "green" since it supports a mixed use district intended to reduce automotive trips and increase pedestrian activity. In addition, the water efficient landscaping and irrigation system will reduce water use. The proposed storm water system includes infiltration planters that will improve the water quality that enters the storm drain system. The project also includes trash receptacles that include a separate recycling component to encourage recycling. Staff recommends the proposed pedestrian lights to be specified with LED lights. This would increase the cost of each light by \$400.00 for a total of \$53,000.00. This maybe a good investment since the savings in energy cost and maintenance will pay for the extra cost over time. Other "green" ideas that the Planning Commission can consider include prioritizing the use of recycled materials and recycling the waste stream associated with the construction.

The Public Works Division has evaluated the proposed plans to determine future maintenance needs. Due to the use of drought resistant and low maintenance planting materials, efficient irrigation systems and quality materials, it is not anticipated that the maintenance costs will be unreasonable.

The recent actions by the State of California to eliminate redevelopment agencies have resulted in the loss of the primary funding source for this project. The final street improvement design provides for phased implementation. Staff will continue efforts to identify grants and other funding sources to allow for the future implementation of the approved design for Carson Street.

Environmental Review

Pursuant to Section 15301(c) of the California Environmental Quality Act (CEQA), the proposed street improvements are a Class 1 exemption since the project includes repair, maintenance of existing public or private structures, such as existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. In addition, pursuant to Section 15302 of the CEQA, the proposed project is a Class 2 exemption since the project is replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the replaced structure and will have substantially the same purpose and capacity as the replaced structure.

III. Recommendation

That the Planning Commission:

- APPROVE the Carson Street improvement plans; and
- WAIVE further reading and ADOPT Resolution No. 11entitled. RESOLUTION "A OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING APPROVAL BY THE CARSON CITY COUNCIL THE CARSON STREET **IMPROVEMENT** PROJECT FOR THE SEGMENT BETWEEN I-110 AND I-405."



IV. Exhibits

- 1. Draft Resolution
- 2. December 15, 2011, Planning Commission Staff Report
- 3. December 15, 2011, Planning Commission Minutes NET AVAILABLE
- 4. Community Dynamics letter dated January 3, 2012.
- 5. Ryan Easter email dated December 15, 2011
- 6. Brad Pearl email dated December 14, 2011

Prepared by:

Saied Naáseh, Senior Planner

Approved by

heri Repp-Loadsman, Pla

Planning

Officer

CITY OF CARSON

PLANNING COMMISSION

RESOLUTION NO. 12-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING TO CITY COUNCIL APPROVAL OF THE CARSON STREET IMPROVEMENT PROJECT FOR THE SEGMENT BETWEEN I-110 AND I-405

THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

<u>Section 1.</u> On December 7, 2010, the City Council and the Carson Redevelopment Agency awarded a contract to Gruen Associates for preparation of the Carson Street improvement project. A stakeholders' meeting was held on August 25, 2011, and a community meeting was held on November 16, 2011. A public hearing was held by the planning commission on December 15, 2011.

A public hearing was duly held on January 10, 2012, at 6:30 P.M. at City Hall, City Council Chambers, 701 East Carson Street, Carson, California. A notice of time, place and purpose of the aforesaid meeting was duly given.

<u>Section 2.</u> Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid meeting.

Section 3. The Planning Commission finds that:

- The proposed project is consistent with the goals and objectives of the Carson Street Master Plan in that the proposed project creates a beautiful and vibrant "main street" that reflects the community's vision and embodies the identity of city of Carson, creates a livable, pedestrian friendly environment, creates distinctive gateways at either end of Carson Street, and promotes a high standard of amenities in public places.
- The proposed project is consistent with the implementation of the Public Improvements section of the Carson Street Master Plan, as proposed street trees enhance the identity of the corridor, wider sidewalks and landscaped parkways enhance the pedestrian walking experience, environmental graphics such as gateways, banners, and way-finding signs provide a unique identity for Carson Street, and pedestrian amenities such as benches, light fixtures, and trash receptacles are proposed to further unify the theme and identity of Carson Street.
- c) The proposed improvements are based on a traffic study completed by KOA Engineers that has analyzed the traffic flow, available on-street parking, and median closures and has found the proposed improvements acceptable.
- d) An analysis of closure of driveways has been completed that demonstrates adequate access is provided to all parcels.
- e) The proposed project is consistent with the community priorities identified in the Carson Street Master Plan, including provision for gateway entries, pedestrian



friendly environment, street tress with adequate tree wells, enhanced crosswalks, pedestrian lights, new landscaping, seating nodes; and public art.

- The proposed project provides 128 on-street parking spaces with a net loss of 19 spaces. KOA's traffic engineers have observed and documented the peak hour parking demand at 94 spaces; therefore, KOA's traffic engineers have concluded that the net loss of 19 parking spaces is not considered significant since the number of proposed parking spaces is greater than the existing and projected parking demand for the area.
- g) All impacted property owners have been provided ample opportunity to voice their opinions regarding this project.

Section 3. The Planning Commission further finds that the proposed use will not have a significant effect on the environment. Pursuant to Section 15301(c) of the California Environmental Quality Act (CEQA), the proposed street improvements are a Class 1 exemption since the project includes repair, maintenance of existing public or private structures, such as existing highways and streets, sidewalks, gutters, bicycie and pedestrian trails, and similar facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. In addition, Pursuant to Section 15302 of the CEQA, the proposed project is a Class 2 exemption since the project is replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the replaced structure and will have substantially the same purpose and capacity as the replaced structure.

Section 4. Based on the aforementioned findings, the Commission hereby approves the Carson Street improvement project.

<u>Section 5</u>. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

<u>Section 6</u>. This action shall become final and effective fifteen (15) days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of the Carson Zoning Ordinance.

PASSED, APPROVED AND ADOPTED THIS 10th DAY OF JANUARY, 2012

	CHAIRMAN	
ATTEST:		
SECRETARY		





CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING:	December 15, 2011
SUBJECT:	Carson Street Improvements
APPLICANT:	City of Carson Carson Redevelopment Agency
PROPERTY OWNER:	City of Carson
REQUEST:	To approve the Carson Street Improvemen Project
PROPERTY INVOLVED:	Carson Street Right-of-Way between I-405 and I-110
CO	MMISSION ACTION
Concurred with staff	
Did not concur with staff	
Other	
COM	MISSIONERS' VOTE
AYE NO	AYE NO

AYE	NO		AYE	NO	
		Chairman Faletogo			Saenz
		Vice-Chair Gordon			Schaefer
		Brimmer			Verrett
		Diaz			Williams
		Goolsby			



I. <u>Introduction</u>

In 2006, after several years of conducting studies and holding community workshops, the city adopted the Carson Street Master Plan with a vision to create a beautiful, vibrant "main street" that symbolizes the identity of Carson. The goal is for the corridor to become a cultural and civic activity center and an inviting place for people to live, play, shop and work. The proposed streetscape project is a major step in realizing this vision and will link land use and transportation decisions to enhance our city's character, economy, livability and environmental sustainability.

In addition, for the past year, staff has advocated adding the Carson Street and Avalon Boulevard interchanges to be considered as related projects with the Carson Street improvement project. These combined street improvements represent a comprehensive urban design and reconstruction plan that will be one of the city's largest and most important public works efforts since its incorporation.

On December 7, 2010, Gruen Associates was retained to design the street improvements for Carson Street. Gruen and their team, KOA Engineers and Selbert and Perkins, have spent the past year designing these plans. The Planning Commission is requested to review the design plans and recommend approval by the City Council so that final construction plans can be completed. The City Council is scheduled to review the Carson Street Improvement Project on December 20, 2011.

II. <u>Background</u>

Carson Street Improvement Project

The Carson Street improvement project is an extensive public investment stretching 1.75 miles between the I-405 and I-110 freeways that would complement existing and proposed development by reinforcing the concept of a "main street" that is shared by everyone. The goal is to enhance community well-being by making Carson Street a place where social and business interaction can occur on a regular basis. Public health and environmental quality will be improved by reducing congestion and green house gas emissions through the development of walkable streets, shopping districts, and residential neighborhoods that lessen the need to use automobiles.

Carson Street and Avalon Boulevard Freeway Interchange Enhancements

To improve the sense of entry from the freeways, the consultants are in the process of preparing landscape plans to enhance the Avalon Boulevard and Carson Street interchanges. The enhancements to the Carson Street interchange would act as a unique entry statement from the freeway and transition into the new streetscape landscaping for the corridor. The enhancements to the Avalon interchange would make a bold entry statement complementing Carson Street, the Civic Center and the Boulevards at South Bay. Public art and/or artistic elements are proposed to be incorporated into the design where feasible.

The design process for the freeway interchange enhancements will take longer than the Carson Street improvement project due to the need to obtain authorization from Caltrans. Staff anticipates presenting these plans to the Planning Commission in the second quarter of 2012. The funding for this portion of the project has not been allocated in the 2011-2012 CRA budget. Staff will be requesting an amendment to the budget when the project cost estimate is available.



Community Outreach

On July 25, 2011, a stakeholders' meeting was held with members of the City Council, Planning Commission, Economic Development Commission, Public Works Commission, and major developers to identify preferred design options. The preferred alternative included new entry monuments with red sandstone, wide sidewalks with enhanced design, decorative crosswalks and new street furniture and pedestrian lights. On November 16, 2011, a community meeting was held to present the preferred alternative. Over 2,000 notices were sent to property and business owners along the corridor, as well as all property owners within 300 feet of the corridor. Approximately forty (40) people attended this community meeting. After staff and the consultants presented the preferred alternative to those in attendance, discussion ensued regarding the landscape palette, public art, parking, schedule, funding, graffiti, use of recycled water, bus stops, left turns, driveway closures, and visibility of businesses. All comments and questions were mostly positive, and the community was excited to see the project move forward after many years of planning. For the Planning Commission meeting, staff notified the same individuals and entities that were notified for the community meeting.

Design Plans

The following principles were used to improve the appearance and functionality of the corridor and to create a unique design that distinguishes Carson from its neighboring communities. These principles are based on the interpretation of the Carson Street Master Plan's goals and objectives.

- Maintain four lanes for through vehicular travel;
- Close median openings and unnecessary driveways to enhance traffic safety and aesthetic appearance of the corridor;
- Widen sidewalks and landscaped parkways by moving the curb into the street by either 4 feet and, in some instances, up to 12 feet;
- Design a street that will move people, not just vehicles, and will serve users and pedestrians of all ages and abilities;
- · Identify potential locations for squares, plazas and pocket parks and other points of interest for people to visit outside of the street right-of-way;
- Establish a sense of place by using specialized design and detail;
- Integrate public art or artistic elements into the streetscape;
- Introduce new street furniture, such as benches, pedestrian-scale street lights, bus shelters, trash receptacles, way-finding signs, and bike racks;
- Preserve majority of existing concrete sidewalks to reduce the project cost but use concrete pavers at key locations to visually enhance the pedestrian areas:
- Provide adequate area for trees to ensure health, quick growth and long life;
- Utilize landscape areas to treat storm water; and
- Maintain on-street parking for shops and older residential properties.



Taking into account the above principles, the Carson Street improvement project includes the following components to unify and reinforce the overall identity of Carson Street:

- 1. Provides fourteen (14) seating nodes for pedestrian rest areas.
- 2. Reconstructs all driveways for ADA compatibility.
- 3. Provides new colorful, drought tolerant and low maintenance landscaping at parkways and medians with distinctive street trees as unifying elements.
- 4. Adds street furniture, such as benches, trash receptacles, bike racks, and pedestrian lights with electrical power for events and holiday displays.
- 5. Provides for future installation of compatible bus shelters.
- 6. Uses decorative crosswalks to enhance major intersections.
- 7. Designates ten (10) possible public art locations in the median and one public art location adjacent to the future community center sculpture garden. Advocates for one or two public art pieces as part of the project.
- 8. Installs entry monuments at either end of the project at Avalon Boulevard and Figueroa Street.
 - 9. Installs way-finding signs for direction to major destinations.

III. Analysis

The Carson Street improvement project includes features that deserve careful analysis, including street parking, median design, driveway locations, lighting and street furniture. The proposed design plans have been provided to the Planning Commission for review and are recommended for approval. The various features provide for a very attractive streetscape that energizes the experience when driving, riding or walking along the street. Careful attention has been paid to make sure that the plan accomplishes a cost-effective, safe, attractive and unique design that will create an appropriate design for Carson Street.

Reduction of On-Street Parking

One of the main goals of the Carson Street Master Plan is to create a pedestrian friendly "main street" by increasing the width of the sidewalk and landscaped areas. The proposed design accomplishes this by moving the curb further into the street, which in some areas results in a reduction of street parking. Recognizing the need to preserve street parking, the plan sensitively identifies where to place enhanced landscape and seating areas.

An inventory of parking spaces determined that there are 147 existing parking spaces along the corridor. To determine the parking demand, KOA's traffic engineers conducted a parking analysis that inventoried the peak parking use for commercial and residential uses. This inventory was conducted at 1:00 pm and 7:00 pm to evaluate peak commercial parking demand in the afternoon and peak residential demand for parking in the evening. The highest parking demand was determined to be 94 parking spaces. The proposed plan provides for 128 street parking spaces.

Based on this data, KOA's traffic engineers have concluded that the net loss of 19 parking spaces from 147 to 128 is not considered significant since the number of proposed parking spaces is greater than the existing and projected parking demand



for the area. Staff has reviewed KOA's methodology and finds it reasonable and

Median and Driveway Closures

Carson Street is characterized by development from the 1950's to present time. Much of the development occurred without the benefit of a cohesive plan to guide land uses and circulation patterns. As a result, individual parcels have developed as a series of freestanding individual buildings, nondescript commercial centers, and a mix of residential and mixed use developments in varying densities. This pattern of development has resulted in numerous driveways and left-turn pockets in the medians. KOA and the city's traffic engineer have examined the median turning movements and the driveways for the entire corridor. As a result, several median openings and driveways were found to be unnecessary and unsafe in some cases.

Consistent with the Carson Street Master Plan goals, Gruen Associates and KOA have provided recommendations to increase pedestrian, cyclist, and motorist safety, maintain a good flow of traffic, and increase the aesthetics value and amenity levels of Carson Street. After careful analysis of the median turning movements, KOA determined that eight (8) mid-block median openings should be closed without significantly impacting traffic flow along the corridor and turning movements into the parcels. Staff confirmed that when the median openings are closed, the drivers will have a nearby opportunity to make a left turn or U turn. In addition, KOA and the Engineering Division have recommended closing nineteen (19) driveways to increase both safety and aesthetics of the street by allowing the continuation of sidewalks and landscape areas. Four (4) driveways have been eliminated since they are no longer utilized or do not lead to a garage or a parking lot. Twelve (12) driveways were eliminated since there are multiple driveways that serve vacant properties. With the elimination of these driveways, these vacant properties are served with a single driveway. Three (3) driveways are recommended to be closed since they have been determined to cause traffic hazards.

In addition to the public meeting notices, certified mail has been sent to all property owners that are impacted by the proposed median and driveway closures encouraging them to contact staff and attend the Planning Commission and City Council meetings. The City Engineer and Engineering staff will make every effort to discuss individual conditions to verify that the proposed closures are needed. The current proposal contains only those locations deemed to be of significant concern to warrant closure or modification. Staff will report at the Planning Commission meeting whether property or business owners have objected to the closure of the driveways or the medians. Exhibit 2 includes a letter from Community Dynamics opposing closure of one of the median openings.

Areas Under Review

A few components of the project are still being finalized, and there will be further refinements as construction drawings are completed. Staff is requesting design approval for the entire project; however, some components of the project may be brought back to the Planning Commission for further consideration, including public



Public Art

The proposed project includes eleven (11) designated locations for public art. Staff expects one or two public art pieces to be completed as part of this project. The proposed public art proposals will be brought back to the Planning Commission and City Council prior to finalizing the plans for the biding process. All other future public art pieces will be installed as the city commits to additional funds to public art or adopts a public art fee.

Bus Shelters

A separate request for proposal will be prepared to find a contractor that is able to provide and maintain bus shelters within the city. There will be special attention focused on the Civic Center and Carson Street areas to maintain consistency with the design standards adopted through this process.

Schedule and Phasing

The proposed plans for the project will be presented to the City Council on December 20, 2011, for final design approval. The improvement plans are currently in the plan check process. Staff expects the plans to be ready for the construction bid process in the first quarter of 2012. The adopted CRA budget included approximately \$9,200,000 for this project over the next three (3) years. In addition, \$200,000 has been designated in the budget for public art. The project will be designed as a three-phase project, including I-405 to Avalon, Avalon to Main Street, and Main Street to I-110 segments. The precise scheduling and construction of the project will be determined when the City Council is requested to act upon the construction bid process. Future phases of the project will be brought back to Planning Commission for consideration, including bus shelter designs, public art installations, graphic identity and banner program on street light poles, information kiosks, and enhanced landscape treatment at Avalon Boulevard and Carson Street freeway interchanges.

IV. <u>Environmental Review</u>

Pursuant to Section 15301(c) of the California Environmental Quality Act (CEQA), the proposed street improvements are a Class 1 exemption since the project includes repair, maintenance of existing public or private structures, such as existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. In addition, pursuant to Section 15302 of the CEQA, the proposed project is a Class 2 exemption since the project is replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the replaced structure and will have substantially the same purpose and capacity as the replaced structure.

V. Recommendation

That the Planning Commission:

- APPROVE the Carson Street improvement plans; and
- WAIVE further reading and ADOPT Resolution No. 11-entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING APPROVAL BY THE CARSON CITY COUNCIL THE CARSON STREET IMPROVEMENT PROJECT FOR THE SEGMENT BETWEEN I-110 AND I-405."

VI. Exhibits

Droposal by

- 1. Draft Resolutions.
- 2. Community Dynamics letter dated December 9, 2011.
- 3. Proposed plans and details.

riepared by:					
•	Saied Naaseh, Se	nior Planner			
		Approved by	/:		
			Sheri Officer	Repp-Loadsman,	Planning



January 3, 2012

Chairman Faletogo and Members of the Planning Commission c/o Saied Naaseh, Senior Planner
City of Carson
701 East Carson Street
Carson, CA 90745
Via Overnight Mail & Email

Re: Carson Street Improvements - Median Fronting 616 East Carson Street

Dear Chairman Faletogo and Members of the Planning Commission:

As you'll recall, I spoke at the 12.15.11 Planning Commission hearing to request the Commission consider a change to the Carson Street improvement plans to maintain a median opening providing direct access from westbound Carson Street to the easement driveway shared by the 616 East Carson Street mixed-use community and the neighboring Ralphs-anchored shopping center.

At that time, we had proposed a median design prepared by our consulting traffic engineers at Linscott, Law and Greenspan (LLG) which included separate westbound left turn lanes for turns into the easement driveway and into the signalized main entry drive. We submitted LLG's plan, together with a cover letter dated 12.9.11, to the Commission in advance of the 12.15.11 hearing.

At the hearing, the City's Traffic Engineer expressed concern regarding the length of LLG's proposed turn pocket into the main entry drive (70' proposed vs. staff's desired length of 150') as well as the safety of the left turn ingress movement into the easement driveway. The Commission continued the item to its 1.10.12 meeting and directed staff to work with property owners impacted by the proposed median closures in an effort to resolve the owners' concerns.

By way of this letter, we would like to (i) submit a revised median plan which LLG has refined in direct response to staff's stated concerns, and (ii) review the accident history on Carson Street to address the topic of safety.

Revised Median Alignment Plan: Attached as Exhibit A is a revised median design prepared by LLG which responds to staff's comments. Specifically, the plan:

 Provides a 205-foot left turn pocket, significantly exceeding the 150-foot distance that staff has requested as well as the storage needed to accommodate peak hour vehicle queues,

EXHIBIT NO. 4-



- Includes a traffic signal at the new entry drive with protected and permitted left hand turns into the 616 East Carson St mixed-use community,
- Maintains left turn ingress from westbound Carson Street to the easement driveway via a median opening, and
- Eliminates left turn egress from the easement driveway to westbound Carson Street, thus reducing vehicle movements at this driveway.

Accident History: Review of Statewide Integrated Traffic Records System (SWITRS) vehicle collision data provided by City staff for all reported accidents on Carson Street from 2007-2009 and 2010 (partial) demonstrates that (i) the existing easement driveway is operating safely and (ii) an existing median opening located on Carson Street approximately 215 feet to the east allows left turn ingress in a manner directly comparable to LLG's proposed design and is operating safely while accommodating significantly higher traffic volumes.

- There have been no reported accidents associated with the subject easement driveway and median opening. Exhibit B identifies the locations of collisions between Grace Ave. and Avalon Blvd. and demonstrates that the existing condition (identified as Median Opening #1) is operating without incident.
 - Further, LLG's proposed plan (Exhibit A) is an improvement over the existing condition because (i) it eliminates left turns from the driveway to westbound Carson St. thus reducing the number of vehicle movements, and (ii) the addition of a new traffic signal to the west will create gaps in eastbound Carson Street traffic, resulting in more opportunities for unobstructed westbound left turns into the easement driveway than exist today.
- The proposed median opening and left turn ingress into the easement driveway is directly comparable to the existing condition approximately 215 feet east (identified as Median Opening #2 on Exhibit B). Both include a median opening allowing left turn ingress into a commercial driveway within a left turn pocket leading to a signalized intersection.

Review of the SWITRS data confirms that there have been no accidents associated with the left turn ingress movement at Median Opening #2. The one accident that occurred at Median Opening #2 was caused by the left turn egress movement which we propose to eliminate at the easement driveway. All other collisions occurred more than 100 feet from the median opening and are related to the intersection of Carson/Avalon.

The SWITRS data confirms that there is no safety concern at the easement driveway which will only be improved as a result of our plans, and left turn ingress via a median opening approaching a signalized intersection can operate safely. In fact, the



Carson/Avalon left turn pocket operates at significantly higher volumes with 252 peak hour left turns (LLG, weekend midday peak hour traffic count) compared to 103 anticipated peak hour left turns at the proposed left turn pocket fronting 616 East Carson Street (LLG, 2014 Future Condition).

In summary, the revised median design attached as Exhibit A:

- Provides a 205' left turn pocket, exceeding staff's desired length of 150'.
- Improves the existing condition at the easement driveway, which is now operating safely as evidenced by SWITRS collision data.
- Maintains direct access from westbound Carson St. for both 616 E. Carson St. and the neighboring Raiphs center by way of a design that SWITRS data demonstrates operates safely at a directly comparable nearby condition.
- Supports both centers' ability to attract and retain quality retail tenants.

We support the City's efforts to beautify Carson Street, but changes to existing access must take into account the needs of property owners and their tenants. Strong vehicle access is required to attract and retail high quality tenants and to deliver the thriving mixed-use retail/residential district envisioned by the Mixed-Use District Master Plan.

Again, we respectfully request that the Planning Commission consider a change to the Carson Street improvements fronting 616 East Carson Street to maintain this important direct access.

I'm available to answer any questions you may have and can be reached at 310-399-9555 x204 or sroberts@com-dyn.com. Thank you for your consideration.

Sincerely,

Stephen Roberts

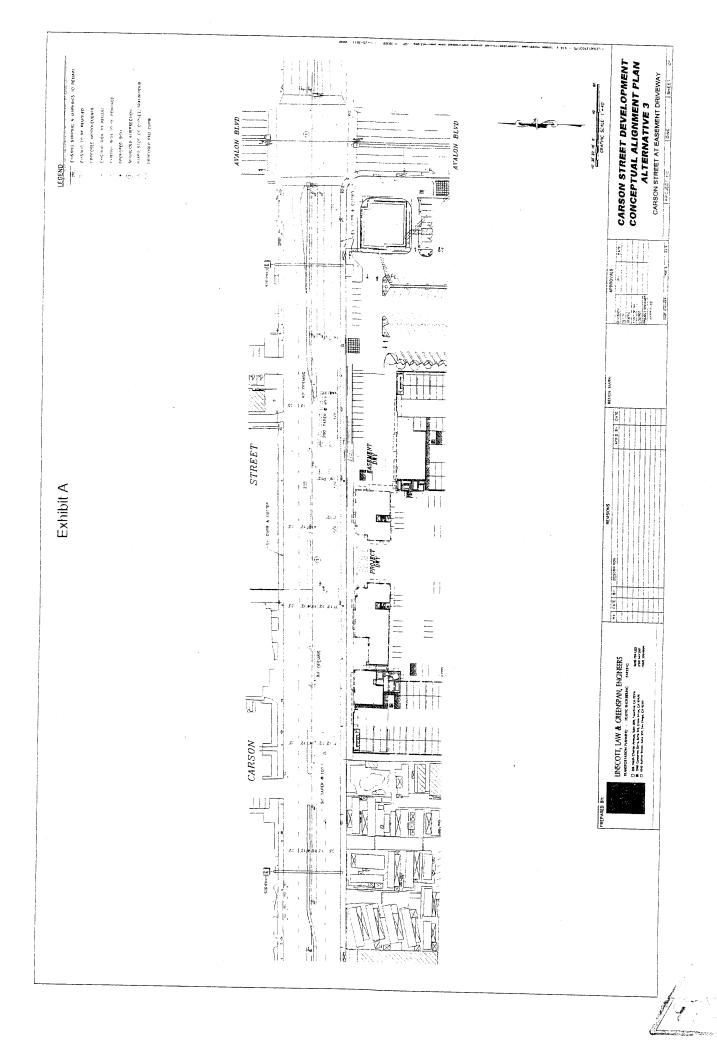
Vice President, Development

Encl.

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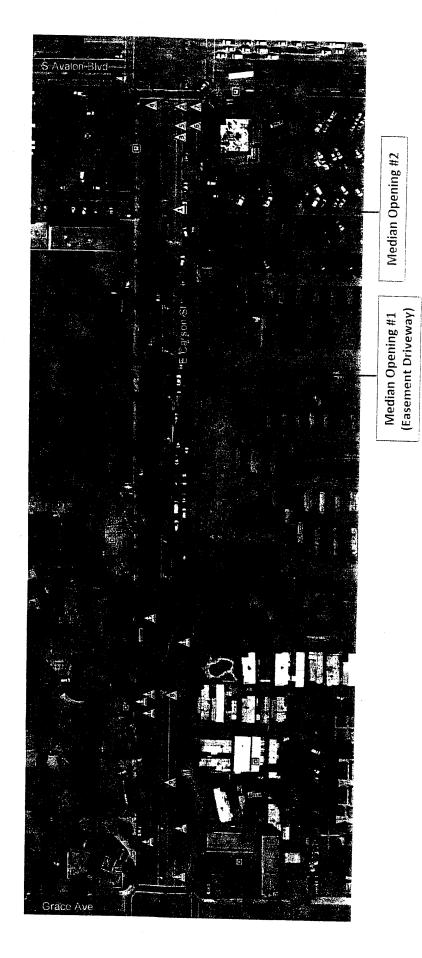
David Biggs Richard Garland Sheri Repp





Collisions Between Grace Ave. & Avalon Blvd. 2007-2009 & 2010 (partial)

Source: Statewide Integrated Traffic Records System (SWITRS)





Note: Collisions plotted based on distance from intersections as reported by SWITRS

Quarterly 01/01/2007 thru 12/31/2007

Total Count: 1191

Jurisdiction(s): Los Angeles County

Include State Highways cases

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otal Count: 1191

Quarterly 01/01/2007 thru 12/31/2007

Include State Highways cases

Jurisdiction(s): Los Angeles County Report Run On: 07/16/2009 Ejected Ejected Ejected Ejected Ejected EOUIP Time 1645 Day FRI Seat Pos Safety EOUIP Side of Hwy Seat Pos Safety EQUIP <u>ග ුග</u> Seal Pris Safety EQUIP Side of Hwy Process Date 20080407 Process Date 20080519 Seat Pos Safety EQUIP Side of Hwy Process Date 20080626 Side of Hwy Process Date 20071113 Side of Hwy Process Date 20080317 Time 0900 Day Time 1515 Day Seat Pos Safety Time 1515 Day Time 2330 Day 0:0 Ramp,Int Ramp/Int Ramp, Int Ramplut Ramp/lint Victuri Info Victim info Victim Info VICIUM INFO actini tinfo — :ტ 0 #Injured 0 Tow Away 20071012 #Killed 0 #Injured 0 Tow Away? N 20071130 20071214 0 #Inqued 0 TowAway? N Postmile 20070615 z Sey 0 #Innect 0 Tow Away? Y Sex Postmile Sex 0 Postmile 20070927 Σ:μ 300 Postmile (V. 7см Аизг≎ Spec Gond Spec Cond Spec Cond Spec Cond Spec Cond ROLE EXI OF IN JAGE Chtil Dev NT PRS/FCTR Loc 1ype Ext Of Inj AGE COMP PN 27 COMP PN 29 Loc Type Ext Of my AGE EN O'IM AGE Badge 478589 Collision Date Badge 465647 Collision Date Loc Type Cutrl Dev NT PRS/FCTR Loc Type EXIONING AGE Badge 4807441 Collision Date Critil Dev NT PRS/FCTR Loc 1ype Badge 407733 Collision Date Badge 460885 Collision Date Postmile Prefix Postmile Prefix Fostmile Prefix Postmite Prefix Postmile Fretix #Injured 0 DRVR Cntt/ Dev FNCTNG Critil Dev FNCTNG ROLE ROLE ROLE ROLE #Killed #Killed SP Info OAF1 Viol OAF2 Safety Equip SP Info OAF1 Viol OAF2 Safety Equip G SP Info OAF1 Viol OAF2 Safety Equip #Killed N Route 0 0 #Killed NCIC 1900 State Hwy? N Route NO UNUSL CND Rdwy Cond2 **ග** ග OAF1 Viol OAF2 Safety Equip OAF1 Viol OAF2 Safety Equip NCIC 1900 State Hwy? N Route NO UNUSE CND Rdwy Cond2 ල ල N Route NO UNUSE CND Rdwy Cond2 999 N Route NO UNUSL CND Rdwy Cond2 NO UNUSL CND Rdwy Cond2 Σ ΣΣ ΣΣ Σ Σ Σ 1900 State Hwy? NCIC 1900 State Hwy? 1900 State Hwy? PDO PDO PDO CalTrans CalTrans CalTrans PDO CalTrans Callians Lighting DAYLIGHT Ped Action Lighting DAYLIGHT Fed Action Severity Ped Action Lighting DAYLIGHT Fed Action Seventy Ped Action Severity Severity Severity zz z zz 0 zz ZZZ 0 z NCIC 0 Beat 160T1 Type 0 က Beat 167T1 Type NCIC Rdwy Cond1 SP Info Rdwy Cond1 Beat 168T Type Beat 164T1 Iype SP Info Lighting DAYLIGHT Rdwy Cond1 Beat 161T Type Rdwy Cond I Lighting DARK - ST SIDESWIPE Rowy Cond1 Collision Type REAR END SIDESWIPE Collision Type SIDESWIPE Collision Type REAR END NISSA 2000 **HONDA 2005** SW Veh CHP Veh Make Year CHP Veh Make Year MERCE 2003 **LAND 1997 TOYOT 2000** SW Veh CHP Veh Make Year **LINCO 2005** NISSA 2005 CHP Veh Make Year FORD 2003 NISSA 1998 DODGE 2006 CHP Veh Make Year **TOYOT 1988** Secondary Rd AVALON BL AVALON BL Secondary Rd AVALON BL Secondary Rd BONITA ST Secondary Rd BONITA ST Collision Type Collision Type 0100 2200 080 0200 0020 Secondary Rd 0700 2200 5 Rpt Dist 1628 Rpt Dist 1618 5 Rpt Dist 1618 0200 0100 0100 5 Rpt Dist 1628 8 5 Rpt Dist 1628 Rdwy Surface WET Rdwy Surface DRY Rdwy Surface DRY Party Info SW Veh Rdwy Surface DRY Rdwy Surface DRY Party Info SW Veh Party Info SW Veh ⋖ Party Info 21658A Α . ∢.∢ Motor Vehicle Involved With OTHER MV **V** 0 Party Info Motor Vehicle Involved With OTHER MV Motor Vehicle Involved WithOTHER MV < < 21658A Motor Vehicle Involved With OTHER MV ∢ ∢ 21750 Motor Vehicle Involved WithOTHER MV 22350 Population 5 ≥ Dir D ≥ 3 ш Dir Direction E Dir шш :ш·ш ш Population **≥** ≥ ≥ Population Population Direction Violation Direction Population Direction CHANG LN Violation Violation CHANG LN Violation PROC ST Distance (ft) 224 Direction Move Pre STOPPED Move Pre PROC ST STOPPED Violation Move Pre PROC ST CHANG LN Move Pre STOPPED STOPPED PROC ST Move Pre 150 Distance (ft) 300 0 Sobriety1 Sobriety2 arty Type Age Sex Race Sobilety 1 Sobriety2 Distance (ft) 0 arty Type Age Sex Race Sobriety1 Sobriety2 Distance (ft) Sobriety2 Los Angeles Party Type Age Sex Race Sobriety1 Sobriety2 Distance (ft) County Los Angeles County Los Angeles Los Angeles County Los Angeles LANE CHANGE Weather? UNSAFE SPEED Weather? IMPROP PASS Weather? NOT STATED LANE CHANGE Weather 2 HNBD Sobriety 1 HNBD HNBD HNBD HNBD HNBD HNBD HNBD County Age Sex Race m ≥ arty Type Age Sex Race I Primary Rd CARSON ST Primary Rd CARSON ST I I O rimary Rd CARSON ST rimary Rd CARSON ST rimary Collision Factor 'rimary Collision Factor Trimary Rd CARSON ST Primary Collision Factor ΣΣ rimary Collision Factor LΣ Veather1 RAINING nimary Collision Factor DRVR 50 M Veather 1 CLEAR Veather1 CLEAR 33 Veather1 CLEAR 27 DRVR 59 Veather1 CLEAR DRVR 48 62 29 DRVR 23 DRVR 48 DRVR 1F DRVR Dity Carson DRVR arty Type All Carson DRVR illy Carson lit and Run ily Carson DRVR DRVR DRVR fit and Run Tity Carson lit and Run tit and Run tit and Run # # ۳ #



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MERCE 2006

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Total Count: 953

Jurisdiction(s): Los Angeles County

01/01/2009 thru 12/31/2009

Include State Highways cases

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Total Count: 953

Jurisdiction(s): Los Angeles County

01/01/2009 thru 12/31/2009

Include State Highways cases

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This report is accepted subject to the Terms of Use. Due to collision records processing backlogs, SWITRS data is typically seven months behind. Data requested for dates seven months prior in the current date will be incomplete.

Total Count: 1191

Jurisdiction(s): Los Angeles County

Quarterly 01/01/2007 thru 12/31/2007

Include State Highways cases

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Quarterly 01/01/2008 thru 12/31/2008

Include State Highways cases

Jurisdiction(s): Los Angeles County Report Run On: 08/10/2009

Total Count: 1112

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Total Count: 1112

Jurisdiction(s): Los Angeles County

Quarterly 01/01/2008 thru 12/31/2008

Include State Highways cases

Report Run On: 08/10/2009 Ejected Ejected Ejected Ejected Elected Side of Hwy
Time 1825 Day THU
Process Date 20090423 Seat Pos Safety EQUIP Seat Pos Safety EQUIP Time 1050 Day FRI Seal Pos Safety EQUIP FOUIP Seat Pos Salety EQUIP Process Date 20090606 Side of Hwy Process Date 20080730 Process Date 20080902 Process Date 20081016 ime 0530 Dav Time 0300 Day Time 2225 Day Seat Pos Salety Ramp/Int Ramp/Int Ramp/Inf Ramp/Int Rampulin Victim Info Victim Info resum Info Victim Info 0 #Injured 0 Tow Away? N Postmile **20081128** #Killed 0 #Injured 0 Tow Away? N 20080904 #hyuned 0 Tow Away? N 20080120 Postmile 20080203 Sex 0 #Inwed 0 Tow Away? Y Badge 456317 Collision Date 20080403 0 #Injuied 0 Tow Away? N ses, Postmile 0 Postmile Ġ (Z) ر. د د Spec Cond Spec Cond Spec Cond Spec Cond Spec Cond ROLE Ext Of Inj AGE ROLE EXLOFING AGE Loc Type Critil Dev NT PRS/FCTR Loc Type ROLE ENOTIN AGE Farming AGE Contri Dev NT PRS/FCTR Loc Type Badge 449603 Collision Date Badge 483155 Collision Date FOC 11DE ROLE EXICTING AGE Badge 405348 Collision Date NT PRS/FCTR LCC 1ype Badge 483802 Collision Date Postmile Prefix Postmile Prefix Postmile Prefix Fostmile Prefix Postmile Prefix Cntrl Dev FNCTNG Cutrl Dev FNCTNG ROLE 0 OAF1 Viol OAF2 Safety Equip #Killed OAF1 Viol OAF2 Safety Equip OAF1 Viol OAF2 Safety Equip #Killed #Killed #Killed OAF1 VIOLOAF2 Safety Equip SP Info OAF1 Viel OAF2 Safety Equip N Route NCIC 1900 State Hwy? N Route Cntrl Dev NO UNUSL CND Rowy Cond2 NO UNUSL CND Rdwy Cond2 N Route N Route NO UNUSL CND Rdwy Cond2 . 0 N Route NO UNUSL CND Rdwy Cond2 NO UNUSE CND Rdwy Cond2 Σ NCIC 1900 State Hwy? 1900 State Hwy? Secondary Rd HARBOR VIEW AV NCIC 1900 State Hwy? Secondary Rd HARBORVIEW AV NCIC 1900 State Hwy? PDO PDO CalTrans CalTrans PDO CalTrans Callrans CalTrans Lighting DAYLIGHT Ped Action Lighting DAYLIGHT Ped Action Fed Action Ped Action Ped Action Severity Severity Severity Severite Y Z Z ZZ zz 0 $T_{VP}e$ 0 SP Info SP Info NCIC SP Info SP Info Beat 164f1 Type Beat 168T Type Type Lighting DARK - ST Rdwy Cond1 Rdwy Cond1 Lighting DARK-ST Beat 167T1 Type Rdwy Cond1 Lighting DARK-ST Rdwy Cond1 SIDESWIPE Rowy Cond1 Collision Type HIT OBJECT Collision Type SIDESWIPE SIDESWIPE CHP Veh Make Year FORD 2008 TOYOT 2002 **DAEW 2000 MERCU 1999** Make Year Make Year **CHRYS 2004** HARBOR VIEW CHEVR 2005 1991 MAZDA 2008 SW Veh CHP Veh Make Year CHP Veh Mate Year Beat 168T Beat 166 GRACE AV Secondary Rd GRACE AV GMC Collision Type Collision Type Collision Type CHP Veh SW Veh CHP Veh 0700 0700 0100 0100 0100 2200 Secondary Rd Secondary Rd Population 5 Rpt Dist 1618 0100 0100 Rpt Dist 1622 5 Rpt Dist 1622 Rpt Dist 1622 Rdwy Surface DRY Rdwy Surface DRY Rdwy Surface DRY Rdwy Surface WET Dir SW Veh (Rdwy Surface DRY Rpt Dist SW Veh Party Info Party Info Party Info Party Info SW Veh Party Info 4.4 0 4 A < □ 21801A Motor Vehicle Involved With OTHER MV < < Motor Vehicle Involved With NON-CLSN ∢ ∢ 21453A Motor Vehicle Involved With OTHER MV 22350 Motor Vehicle Involved With PKD MV Motor Vehicle Involved With PKD MV 22517 ₹ Dit ш . Д IШ IШ IШ шш Ü Ш Population Population .თ ≥ Population Direction Direction Population Violation Direction Violation Violation Direction 233 Direction Move Pre PROC ST PARKED Violation Move Pre PROC ST Violation U-TURN RGT TURN PARKED Move Pre PROC ST LFT TURN PARKED Move Pre Move Pre PROC ST OTHER 378 Distance (ft) 105 Distance (ft) 28 Sobriety2 Type Age Sex Race Sobriety1 Sobriety2 Type Age Sex Race Sobriety1 Sobriety2 IMP UNK IMP UNK IMP UNK IMP UNK Sobriety2 Los Angeles Type Age Sex Race Sobriety1 Sobriety2 Distance (ft) Los Angeles IMP UNK IMP UNK Los Angeles Distance (ft) Los Angeles County Los Angeles Distance (ft) UNSAFE SPEED Weather2 Weather2 STOP SGNISIG R-O-W AUTO Weather? NOT DRIVER Weather? Sobriety1 OTHER HAZ Age Sex Race Sobriety1 HNBD HNBD HNBD HABD County County Sex Race MSDMNR Ŧ MSDMNR y Rd CARSON ST y Rd CARSON ST Trimary Rd CARSON ST Primary Collision Factor imary Rd CARSON ST Primary Collision Factor rimary Collision Factor Primary Rd CARSON ST Primary Collision Factor Σ rimary Collision Factor DRVR 21 F Veather 1 RAINING 22 M Veather1 CLEAR Veather1 CLEAR Veather1 CLEAR Veather1 CLOUDY 23 998 PRKD 998 DRVR 998 PRKD 998 PRKD 998 DRVR 998 DRVR DRVR DRVR arson Sity Carson ily Carson DRVR tit and Run Party Type tit and Run tit and Rui tit and Run tit and Run arty # က arty Saity 4 #

1/15

CHRYS 1986

Total Count: 953

Jurisdiction(s): Los Angeles County

01/01/2009 thru 12/31/2009

Include State Highways cases

		Report Run On: 12/12/2011	2/12/2011
Frumary Rd CARSON ST Distance (ft) 400 City Carson County Los Angeles Primary Collision Factor IMPROP TURN Weather? CLEAR Weather? Hit and Rum Motor Vehicle Invo	Distance (ft) 400 Direction W Secondary Rd FIGUEROAST NCIC 1900 State Hwy? N Route SAngeles Population 5 Rpt Dist 1617 Beat 168T Type 0 Califors Badge TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Kill ather? Rdwy Surface DRY Rdwy Cond 1 NO UNUSL CND Rdwy Cond 2 Motor Vehicle Involved WithOTHER MY Lighting DAYLIGHT Ped Action Cntrl D	N Route Postmile Prefix Postmile Side of Hwy Badge 472774 Collision Date 20091026 Time 1540 Day MON #Killed 0 #Injured 0 Tow Awar? N Process Date 20100707 y Cond 2 Spec Cond 0 Cottl Dey FNCTNG Loc Type Gampaint	
Parly Type Age Sex Race Sobriety1 Sobriety2 Move Pre- 1F DRVR 83 F W HNBD RGT TURN 2 DRVR 44 F H HNBD PROCST	D N	Victim Info ROLE Ext Of Inj. AGE. Sex. Seat Pos. Salety. EQUIP	Ejected
Primary Rd CARSON ST Distance (ft) 300 City Carson County Los Angeles Primary Collision Factor IMPROP TURN Weathert CLEAR Weather? Hit and Run Motor Vehicle Invoi	E Secondary Rd FIGUEROA ST NCIC 1900 State Hwy? N 5 Rpt Dist 1617 Beat 164T1 Type 0 Califans 2107 Collision Type REAR END Severity PDO Rdwy Cond NO UNUSL CND Rdwy On W 2 Lighting DARK - ST Ped Action Party Info CAP Webr SP Info CAF Viol CAF Sa A 0100 HONDA 2005 3 M	Fostmile Prefix Postmile Side of Hwy	Ejected
A PRICE 1998 PA A PR CARSON ST Distance (ff) 100	PARKED W A 0100 HONDA 2005 - 3 N Stance (ff) 100 Direction E Secondary Rd GRACE AV NCIC 1900 State Hwy? N Route Is Angeles Population 5 Rpt Dist 1618 Beat 1601 Type 0 CalTrans Badge TURN Violation 22107 Collision Type HTOBJECT Severty PDO #Kille alther? Rdwy Surface DRY Rdwy Cond 1 NO UNUSL CND Rdwy Cond 2 Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntf De	Side of Hwy Badge 470571 Collision Date 20090207 Time 0418 Day SAT #Killed 0 #Injured 0 Tow Away? Y Process Date 20091008 Cond2 Oct Twe Ramoulus	Trade and the control of the control
ace Sobriety1 Sobriety2 Me H HNBD RG	Party Info Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Sa ĒĀ ŌTŌŌ TŌYŌT 2007 - 3 N	Victim Info ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP	Ejected
15 y Rd CARSON ST Distance (it) 70 C Latson County Los Angeles P Primary Collision Factor LANE CHANGE V Weather1 CLEAR Weather2 Hit and Run Motor Vehicle Involvence Moto	rRd GRACE AV NCIC 1900 State Hwy? N 1618 Beat 168T Type 0 CalTrans lision Type SIDESWIPE Severity PDO Rdwy Cond1 NO UNUSL CND Rdwy Lighting DAYLIGHT Fed Action	Route Postmile Prefix Postmile Side of Hwy Badge 452437 Collision Date 20090405 Time 1015 Day SUN #Killed 0 #Injured 0 Tow Away? N Process Date 20091123 Cond2 Spec Cond 0 Rampint	
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This report is accepted subject to the Terms of Use. Due to collision records processing backlogs, SWITRS data is typically seven months behind. Data requested for dates seven months prior to the current date will be incomplete.

953

Total Count:

01/01/2009 thru 12/31/2009

Include State Highways cases

Jurisdiction(s): Los Angeles County Report Run On: 12/12/2011 Ejected Ejected Ejected ပစ္ ပစ္ ပ WED EOUIP Seat Pos Safety EQUIP SAT Time 1720 Day WED EOUP Side of Hwy Process Date 20100213 <u>ල ල ල</u> Side of Hwy Process Date 20100309 Side of Hwy Process Date 20100428 Σ Side of Hwy Process Date 20100428 Time 0141 Day Time 1210 Day Time 1810 Day Safety Safety Ramp/Int 000 Rampilm Rampylni 0 0 0 Seat Pos Seat Pos Victim Info Victim Info Victim Info 20090628 Tow Away? Y z 0 #Injured 2 Tow Away? Y Postmile 20090722 20090808 0 Postmile 20090812 #Killed 0 #Injured 0 Tow Away? Y Ġ. Postmile Postmile Tow Awar? Z Z L Spec Cond Sper Cond Sper Cond Spec Cond AGE NT PRS/FCTR Loc Type ENTERING AGE Badge 497187 Collision Date Ext Of Ini AGE 19 roc 17pe Loc Type COMP PN 998 966 COMP PN 998 Badge 475130 Collision Date Badge 407733 Collision Date COMP PN Badge 478626 Collision Date Est Of hij Postmile Prefix OTH VIS Postmile Prefix 0 #Injured 3 Postmile Prefix **0** pamhij# Postmile Prefix Cutrl Dev FNCTNG ROLE DRVR PASS Critil Dev FNCTNG ROLE Cutif Dev FNCTNG PASS PASS ROLE PASS PASS PASS 0 #Killed Cntrl Dev CAF1 Viol OAF2 Safety Equip #Killed OAF1 Viol OAF2 Safety Equip #Killed OAF1 Viol OAF2 Safety Equip NCIC 1900 State Hwy? N Route NO UNUSL CND Rdwy Cond2 N Route G NO UNUSL CND Rdwy Cond2 N Route ල ල NO UNUSL CND Rdwy Cond2 NCIC 1900 State Hwy? N Route NO UNUSL CND ROWY Cond? 0:0 ΣΣ Σ INJURY 1900 State Hwy? NCIC 1900 State Hwy? INJURY PDO CalTrans PDO CalTrans CalTrans A 22350 N CalTrans Ped Action Ped Action Severity Lighting DAYLIGHT Ped Action Ped Action Severity Severnty Severity ZZZ zz ZZ 0 SP Info NCIC SP Info SP Info Beat 160T Type Lighting DARK - ST Beat 167T Type Lighting DAYLIGHT Rdwy Cond1 Beat 167T1 Type Lighting DAYLIGHT Rdwy Cond1 Beat 164T1 Type Rdwy Cond1 Collision Type BROADSIDE Rdwy Cond1 REAR END Collision Type BROADSIDE REAR END Make Year KIA 2005 MITSU 2004 **CHEVR 1997** MAZDA 2008 **CHRYS 2004** SW Veh CHP Veh Make Year **TOYOT 2006** CHP Veh Make Year **TOYOT 2000 FORD 2007 HONDA 2005** GRACE AV GRACE AV Secondary Rd GRACE AV GRACE AV Collision Type Collision Type CHP Veh 0100 0100 0100 2200 0700 0800 0100 Secondary Rd 0070 0800 5 Rpt Dist 1618 Secondary Rd Rpt Dist 1618 5 Rot Dist 1618 Secondary Rd 5 Rpt Dist 1618 Rdwy Surface DRY Rdwy Surface DRY Rdwy Surface DRY Rdwy Surface DRY SW Veh Party Info yen MS Party Info Party Info D V Motor Vehicle Involved With OTHER MV 21453A 23152A ⋖ Motor Vehicle Involved With OTHER MV ⋖ 21453A Motor Vehicle Involved With OTHER MV ∢.∢ Motor Vehicle Involved With OTHER MV 22350 ı, DIF <u>`</u>`` ≥ :≥ 333 Dir Population **≥** z Population Population Violation Population Direction Violation Direction Violation PROC ST PROC ST Direction Move Pre LFT TURN PARKED PARKED PARKED Move Pre PROC ST Violation FT TURN Move Pre PROC ST Distance (ft) 264 Sobriety1 Sobriety2 Age Sex Race Sobriety1 Sobriety2 Distance (ft) 0 Sobriety1 Sobriety2 County Los Angeles Distance (ft) Los Angeles County Los Angeles Distance (ft) Los Angeles DRVR ALCIDRG STOP SGN/SIG Weather2 STOP SGNISIG UNSAFE SPEED Weather? Weather? Weather2 HBD-UI HNBD HNBD HNBD HNBD HNBD County County Age Sex Race FELONY : **X** | **0**0 Age Sex Race < ≖ 0 y Rd CARSON ST Trimary Rd CARSON ST rimary Collision Factor nimary Rd CARSON ST rimary Collision Factor rimary Collision Factor Timary Rd CARSON ST ΣΣ **™** ≥ rimary Collision Factor ΣΣ Veather1 CLEAR CLEAR Veather 1 CLEAR 313 998 998 998 43 Neather1 CLEAR 7 33 1ype DRVR DRVR PRK0 PRKD arson PRKD Zity Carson DRVR til and Run Ivpe DRVR ity Carson DRVR DRVR Type Veaffier 1 tit and Run ity Carson tit and Run Hit and Run 9 11/10 Jaity 4:2 anty m:4:m 4 ⋅2 1± 2



This report is accepted subject to the Terms of Use. Due to collision records processing backtogs, SWITRS data is typically seven months bethind. Data requested for dates seven months prior to the current date will be incomplete.

Ejected

Seat Pos Safety EQUIP

Pamp/Inf

Victim Info

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EXI Or by AGE

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OAF1 Viol OAF2 Safety Equip

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Total Count: 686

Jurisdiction(s): Los Angeles County

01/01/2010 thru 12/31/2010

Include State Highways cases

	In: 12/12/2011
County Los Angeles Population Secondary Rd FIGUEROA ST NCIC 1900 State Hwy? N Foute Fostmis Eventy Postmis Eventy County Los Angeles Population 21453A Collison Type Severty PDO #Killed 0 #Intured 0 Tow Away? I Rdwy Surface WET Raw Cond 1 NO UNUSL CND Rdwy Cond 2 Secretor O Tow Away? I Rdwy Surface WET Raw Cond 1 NO UNUSL CND Rdwy Cond 2 Secretor O Tow Away? I NO UNUSL CND Rdwy Cond 2 Secretor O Tow Away? I Rdwy Cund Daty Info DARK - ST Fed Action Cntil Day FNCTNG Los Type	
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Secondary Rd FIGUEROA ST NCIC 1900 State Hwy? N Route Postmite Prefix Fostmite Side of Hwy 22100B Collision Type 8 California Severity PDO #Killed 0 #Injured 0 Flow Away? Y Process Date 2010216	Elected
N Rou Bade #K dwy Cendi Cntri L	
ROLE Extrollin: AGE Sex Seaf Pos Safety EQUIP	Ejected
CARSON ST Distance (ft) 200 Direction W Secondary Rd FIGUEROA ST NCIC 1900 State Hwy? N Rout County Los Angeles Population 5 Rpt Dist 1617 Beat 160T Type 0 CalTrans Back Sion Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #fx CLOUDY Weather? Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Fawy Cond2 Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Fed Action Contri	
Move Pre Dir SW veh CHP Veh Make Year SP info OAF1 Viol OAF2 Salaty Equip ROLE Extrix iny AGE Sex Seat Fos Salety EQUIP	Ejected
Distince (1) 425 Direction E Secondary Rd GRACE AV NCIC 1900 State Hwy? N Route Postmile Prefix Postmile Side of Hwy Side of Hwy Chinary Collision Pactor Lane Change Population 5 Rpt Dist 1618 Beat 164T Type 0 CalTrans Badge 502186 Collision Date 20100331 Time 1110 Day WED Weather? CLEAR Weather? CLEAR Weather? Rdwy Surface DRY Rdwy Cond 1 MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int	
CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pris Safety EQUIP 0100 HYUND 2007 3 N L G	Ejected



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Saied Naaseh

From:

Ryan Easter [reaster@ptwww.com]

Sent:

Thursday, December 15, 2011 10:38 AM

To:

Saied Naaseh

Subject:

Carson Street Master Plan - Median Closure

Attachments: CSMP.pdf

Mr. Naaseh,

As we discussed, please ensure that the attached letter is delivered to the Planning Commissioners for the meeting tonight and include such letter in the administrative record for the above referenced project. Thank you.

Best regards,

Ryan M. Easter

Palmieri, Tyler, Wiener, Wilhelm & Waldron LLP

2603 Main Street, Suite 1300 Irvine. California 92614

Tele: (949) 851-7340 Fax: (949) 825-5404

email: reaster@ptwww.com

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December 15, 2011

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REFER TO FILE NO 34373-001

VIA OVERNIGHT DELIVERY & EMAIL

Chairman Faletogo and Members of the City of Carson Planning Commission c/o Saied Naaseh, Senior Planner City of Carson 701 East Carson Street Carson, CA 90745

> Carson Street Master Plan - Median Closure Re:

Dear Chairman Faletogo and Members of the Planning Commission:

This office is legal counsel for the property owners of the land located generally at the intersection of East Carson Street and North Avalon Boulevard (the "Property") on which is a shopping center with a Ralphs grocery store and other businesses (the "Businesses").

The owners of the Property are opposed to the closure of the Carson Street median associated with the Carson Street Master Plan ("CSMP") project to the extent it will restrict left turn access to the Property from Carson Street. Such restriction will adversely affect access to the Property, thereby adversely affecting the Businesses and any potential future businesses at the Property, the Property and owners of the Property. Such access restriction may amount to inverse condemnation requiring compensation to the owners of the Property.

Please require modification of the design plans for the CSMP project to ensure preservation of the median opening allowing westbound left turn access to the Property.



Chairman Faletogo and Members of the City of Carson Planning Commission December 15, 2011 Page 2

Such unrestricted commercial property access is important if the City would like to support a flourishing mixed use area of Carson along Carson Street.

Please include this letter in the administrative record for the CSMP project. Thank you.

Very truly yours,

Ryan M. Easter

RME

cc: Clients



Saied Naaseh

From: Sent:

Brad Pearl [bpearl@newmarkmerrill.com] Wednesday, December 14, 2011 6:12 PM

Ta:

Saied Naaseh

Subject: Attachments: Carson Street Median Project - Ralph's Market Center - Carson & Avalon

Bob Kahn letter 12-14-11.pdf

Mr. Naaseh

My name is Brad Pearl and I (along with my partners) own the Ralph's Market shopping center at the corner of Carson and Avalon. I am writing you this email to share our concerns over the proposed closure of the median breaks the City of Carson is considering in front of our property (to our Northwest). Our property has been serviced by an easement area to our West or our center for several decades. This easement area provides left turn access into and out of our center along Carson Street. The closure of the median will result in our property having no left turn access along Carson Street.

The potential impact on our tenants in the center and the overall project should we lose both our ingress and egress along Carson Street could be tremendous. What the city is not aware of is that Ralph's Market has a termination right in their lease which enables them to close their store and be relieved of their lease obligation should any turn movements or access be removed. Should Ralph's decide to close their store here, it will result in the loss of many jobs and the further deterioration of the area by having a vacant box at this prominent intersection.

I asked a traffic consultant, RK Engineering, to study this left turn access to help determine whether the current access creates an unsafe movement. In reviewing the city's accident report, we found out that there have been no reported accidents during the 4 years of studies (2007-2010) that he researched. By reviewing these results, it is clear that these movements are safe and should be allowed to continue. That being said, we offered as a compromise to the City Engineer, whereby the city can close off left turn access out of the center, but in turn allows the center to retain access into the center. We believe that will help us in convincing Ralph's that their access is not materially impacted by losing the one movement (egress). In addition, to mitigate any concern of Ralph's Market, we will be asking the City Redevelopment Agency to install a signal along Avalon at the Southerly driveway in front of Ralph's to allow customers a safe path to make a left turn out of our project in order to get back to Carson Street.

Attached please find a letter which our traffic engineer put together which I believe justifies having the city grant us the retention of the left turn access into our center.

In closing, I encourage you to call me should you have any questions regarding this material. I will look forward to seeing you tomorrow evening at the Planning Commission hearing.

Thanks,

Brad Pearl Vice President/Co-Founder Leasing & Acquisitions NewMark Merrill Companies 5850 Canoga Avenue, Suite 650 Woodland Hills, CA 91367

EXHIBIT NO. 6-



Phone: (818) 710-6100 Ext. 757

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This communication and any attachments are confidential, protected by Communications Privacy Act 18 USCS § 2510, solely for the use of the intended recipient, and may contain legally privileged material. If you are not the intended recipient, please return or destroy it immediately. Thank you.





transportation planning + traffic engineering acoustical engineering + barking studies

December 14, 2011

Mr. Brad Pearl NEWMARK MERRILL COMPANIES 5850 Canoga Avenue, Suite 650 Woodland Hills, CA 91367

Subject: Ralphs Center Easement Evaluation Review, City of Carson

Dear Mr. Pearl:

Introduction

RK ENGINEERING GROUP, INC. (RK) is has been working with you and the adjacent property owner (Community Dynamics) in reviewing the City of Carson's potential Carson Street Median project. The City of Carson has developed a plan that would close the existing median opening to the Ralphs Center, located at the southwest corner of Avalon Boulevard and Carson Street, in the City of Carson. This would eliminate direct westbound left-turn access into the Ralphs Center and require additional turning movements and u-turns along Carson Street. This movement is very important to the operation of the Ralphs Center.

Linscott, Law & Greenspan Engineers (LL&G), on behalf of Community Dynamics, has prepared an *Easement Access Evaluation Memorandum for 616 East Carson Street and Ralphs Center, Carson, dated August 15, 2011* (attached Appendix A). The purpose of that evaluation was to assess the potential impacts of the proposed traffic signal serving the Community Dynamics project, located to the west of the Ralphs Center, and evaluate impacts of retaining the westbound left-turn movement at the existing Ralphs Center easement access. RK has reviewed the August 15, 2011 Memorandum by LL&G and their evaluation accurately depicts the existing traffic conditions at this location. LL&G has concluded that the level of service at both the signalized Community Dynamics driveway and the existing Ralphs Center easement access would operate at acceptable levels of service.

For reference, the existing northbound left-turn out of the Ralphs Center easement access would be restricted, which would improve traffic operations over existing conditions.



Mr. Brad Pearl NEWMARK MERRILL COMPANIES December 14, 2011 Page 2

Furthermore, the LL&G traffic analysis indicated that the potential queuing for the westbound left-turns at both the Community Dynamics signalized driveway and the existing Ralphs Center easement access could be contained within the proposed left-turn pockets.

LL&G also developed the attached median design which would restrict northbound left-turns out of the existing Ralphs Center easement access; however, it would provide for a separate left-turn storage pocket into the easement access and a separate left-turn storage lane for the Community Dynamics signalized access. This would allow westbound traffic to enter the Ralphs Center without having to make a u-turn at the Community Dynamics driveway.

RK has requested the collision history from the City of Carson along Carson Street directly adjacent to the existing Ralphs Center easement driveway. The City has provided collision history for the Years 2007 through 2010 (partial). RK has reviewed all of these collision records and have not identified any collisions directly related to the ingress or egress from the Ralphs Center easement driveway, located along Carson Street. The collision rate at this intersection is essentially zero (0.00) and indicates that there have been no collisions related to the westbound left-turns entering the driveway, eastbound right-turns entering the driveway, or northbound left/right-turns leaving the driveway.

RK has maintained copies of the collision history in our electronic files. The only collisions which occurred in somewhat proximity to the driveway are included in Appendix B. After review of the facts related to each collision, it has been determined that none of the six (6) collisions, which have been identified in Appendix B, are related directly or indirectly to the Ralphs Center easement driveway. In conclusion, reviewing the historical collision data for Carson Street in the vicinity of the existing Ralphs Center driveway indicates that there have been no previous safety issues directly related to the easement driveway and its ingress and egress.

In order to mitigate the loss of the northbound left-turn out of the Ralphs Center easement driveway, the City is looking into a potential traffic signal on Avalon Boulevard at the existing Ralphs southerly driveway. This traffic signal would also serve the senior housing project on the east side of Avalon Boulevard currently under construction. This traffic signal will improve traffic operations/safety at the existing driveway and will accommodate traffic movements eliminated by the left-turns out of the Ralphs Center easement driveway.

Conclusion

In conclusion, it does not appear at this time that retaining the westbound left-turn at the Ralphs Center easement access would adversely impact traffic operations in the area. The installation of a traffic signal at the Community Dynamics access will provide adequate



Mr. Brad Pearl NEWMARK MERRILL COMPANIES December 14, 2011 Page 3

gaps for westbound left-turns at the Ralphs Center easement access to accommodate the turning movements at this location.

RK appreciates this opportunity to work with Newmark Merrill Companies on this project. If you have any questions regarding this study, please call our office at (949) 474-0809.

Exp. 12/31/15

Sincerely,

RK ENGINEERING GROUP, INC.

Robert Kahn, P.E. Principal

Attachments

RK:mn/RK9256.doc JN:1737-2011-02



Appendices



Appendix A

LL&G Easement Access Evaluation Memorandum 616 East Carson Street and Ralphs Center, Carson August 15, 2011

MEMORANDUM

To:	Steve Roberts City View 616 East Carson, LLC	Date:	August 15, 2011
From:	Richard E. Barretto, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	2.10.3175.1
Subject:	Easement Access Evaluation Memorandum 616 East Carson Street & Ralphs Center, Ca		

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Easement Access Evaluation Memorandum for the proposed 616 East Carson Street development, located in the City of Carson, California. The purpose of this evaluation is to assess the proposed easement access configuration on the 616 East Carson Street property's Carson Street frontage.

This technical memorandum focuses to an evaluation of the proposed easement access configuration consisting of peak hour service level (LOS) calculations and a queuing analysis.

PROPOSED EASEMENT ACCESS EVALUTION

Attachment I is a conceptual improvement plan for Carson Street along the frontage of the proposed Project and the existing Ralph's Center, from the westerly property line of the Project to Avalon Boulevard. The conceptual plan illustrates the proposed street improvements along the Project frontage, which includes narrowing Carson Street consistent with the Carson Street Master Plan, and median modifications to allow for the installation of a traffic signal on Carson Street at the Project's main driveway. The concept plan also illustrates the proposed layout to maintain "left-turn ingress" at the existing access easement driveway (left-turn egress would be restricted/right-turn in-out movements would be allowed).

The proposed median modifications on Carson Street at the Project's signalized driveway includes the provision of a 100-foot eastbound left-turn lane with a 60-foot transition and a 70-foot westbound left-turn lane with a 60-foot transition, and approximately an 80-foot westbound left lane with a 60-foot transition at the existing access easement driveway. The proposed median design on Carson Street east of the Project's signalized driveway provides future residents/patrons of the Project with the ability to turn left at the signalized driveway while continuing to provide customers of the adjacent commercial development (Ralphs Center) with the opportunity to turn left at the existing access easement driveway.



Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
1580 Corporate Drive
Suite 122
Costa Mesa, CA 92626
714.641.0139 ;
www.figengineers.com

Pasadena Costa Mesa San Diego Las Vegas



Mr. Steve Roberts August 15, 2011 Page 2



Level of Service Calculations

Table I, located at the rear of this memorandum following the attachment, presents the results of future Year 2014 intersection capacity analysis calculations for the Carson Street/Avalon Avenue intersection, Carson Street/Access Easement Driveway and Carson Street/Project (signalized) Driveway upon completion and occupancy of the Project. The levels of service calculations for these three locations were completed for the AM peak hour and PM peak hour of a typical weekday.

A review of *Table 1* indicates that the Carson Street/Avalon Avenue intersection is forecast to operate at LOS D or better, while the Carson Street/Access Easement Driveway is forecast to operate at LOS A and the Carson Street/Project (signalized) Driveway intersection is forecast to operate at LOS B during the weekday AM peak hour and PM peak hour. Further, a close inspection of the detailed LOS calculation sheet for the Carson Street/Access Easement Driveway intersection indicates that the westbound left-turn is forecast to operate at LOS A during the weekday AM peak hour and LOS B during the weekday PM peak hour. *Appendix A* contains the LOS calculation worksheets for the three study locations.

Please note that forecast traffic conditions for this analysis utilized information contained in the *Traffic Impact Analysis for the 616 Carson Street Project and Carson Town Square* prepared by Kimley-Horn Associates.

Queuing Analysis

In addition to the LOS calculations, a queuing assessment was prepared specifically for the Carson Street/Access Easement Driveway and Carson Street/Project (signalized) Driveway intersections to determine if the proposed westbound left-turn lane design, as illustrated in *Attachment I*, would provide sufficient storage to accommodate forecast peak hour vehicular queues. The queuing evaluation was conducted using Synchro 7.0 software, which reports the 95th percentile queue length in feet.

As shown, *Table 2* presents the Year 2014 queuing analysis results for the weekday AM and PM peak hours. Review of *Table 2* indicates that the proposed westbound left-turn lane on Carson Street at the Project's signalized driveway and the Access Easement Driveway will provide adequate storage during the weekday AM and PM peak hours.



Mr. Steve Roberts August 15, 2011 Page 3



With the proposed traffic signal at the Project Driveway expected to operate with "protected/permissive" left-turn phasing for eastbound and westbound left-turn traffic on Carson, a maximum of one (1) vehicle is expected to queue in the westbound left-turn lane during the AM and/or PM peak hours. With a proposed storage of 70-feet and a 60-foot transition, storage for up to three to four vehicles is provided.

For the westbound left-turn on Carson at the Access Easement Driveway, projected queues at expected to be no more than one (1) vehicle during the AM and PM peak hours as well. The results of the Synchro simulation indicates that "gaps" in westbound through traffic on Carson Street are created with traffic signal operation at the Carson Street/Project Driveway. These "gaps" provide vehicles with the opportunity to turn left at the access easement. Further, since westbound through traffic on Carson Street at Avalon Boulevard are projected on occasion to queue past the easement during the peak hours, the installation of "Keep Clear" pavement legends could ensure westbound left-turn access to the easement is not blocked. With a proposed storage of 80-feet and a 60-foot transition, storage for up to four to five vehicles is provided.

In conclusion, based on our evaluation, the proposed improvements along Carson Street, as illustrated in *Attachment 1*, will result in acceptable service levels and adequate storage for projected vehicular queues. The proposed design maintains the existing easement directly on Carson Street for maximum visibility and can accommodate left turn ingress, as separate westbound left-turn lanes are provided on Carson Street and Project Driveway signalized intersection and Carson Street/Access Easement Driveway.

We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions, please call us at (714) 641-1587.

Attachments



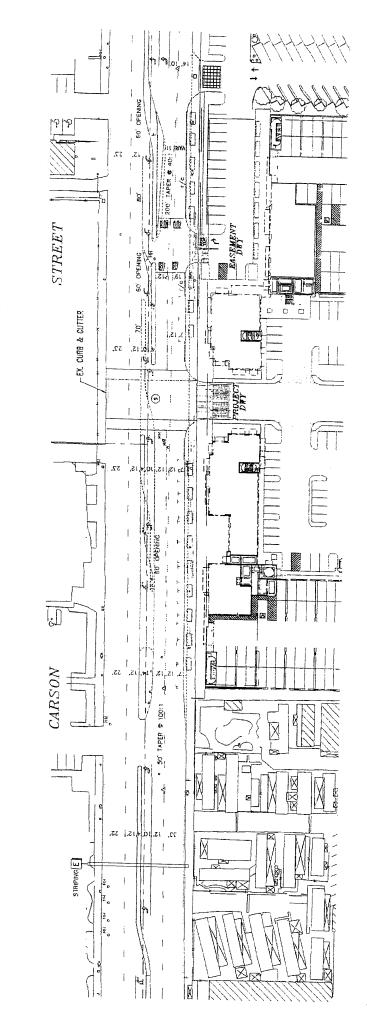






TABLE 1 YEAR 2014 PEAK HOUR INTERSECTION LEVEL OF SERVICE SUMMARY¹ 616 E. CARSON SYNCHRO, CARSON

Key	Intersection	Type of Control	Time Period	HCM Delay	LOS
1.	Carson Street at Avalon Boulevard	Traffic Signal Control	AM PM	32.6 46.3	C D
2.	Carson Street at Easement Driveway	Unsignalized Control	AM PM	9.1	A A
3.	Carson Street at Project Driveway	Traffic Signal Control	AM PM	13.8 13.5	B B

Note: s/v = seconds per vehicle



Source: Synchro 7.0, HCM Methodology. Appendix A contains LOS calculations sheets.



TABLE 2 YEAR 2014 PEAK HOUR INTERSECTION QUEUING SUMMARY² 616 E. CARSON SYNCHRO, CARSON

	A	M Peak Hot	ır	P	M Peak Hou	ır
Key Intersections	Max. Queue (ft.)	Storage Provided (ft.)	Adequate Storage – Yes / No	Max. Queue (ft.)	Storage Provided (ft.)	Adequate Storage – Yes / No
2. Carson Street at Easement Driveway					(-1)	3 63 / 140
Northbound Right-Turn	22,3	52,	Yes	22,3	22,	Yes
Westbound Left-Turn	22'3	80,	Yes	22,3	80,	Yes
3. Carson Street at Project Driveway						1 65
Northbound Shared Left/Thru/Right	53'	60,	Yes	50'	60'	Yes
Westbound Left-Turn	22,3	70'	Yes	22,3	70'	Yes

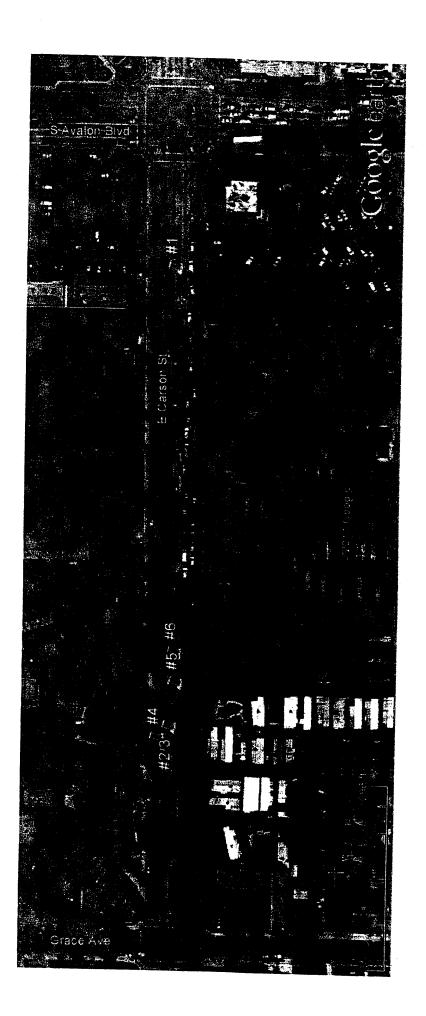


Source: Synchro 7.0, Percentile Delay Methodology. Storage lengths calculated to less than one vehicle are reported as 22 feet.

Appendix B

Collisions Closest to the Ralphs Center Easement Driveway (2007 – 2010 (partial))







Jurisdiction(s): Los Angeles County

Quarterly 01/01/2007 thru 12/31/2007

Include State Highways cases

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Jurisdiction(s): Los Angeles County

Quarterly 01/01/2007 thru 12/31/2007

Total Count: 1191

Include Stale Highways cases

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Jurisdiction(s): Los Angeles County Report Run On: 08/10/2009

Quarterly 01/01/2008 thru 12/31/2008

Include State Highways cases

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Jurisdiction(s): Los Angeles County

Include State Highways cases

01/01/2010 thru 12/31/2010

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