



# City of Carson Report to Redevelopment Agency

December 20, 2011  
NEW BUSINESS DISCUSSION

**SUBJECT: CONSIDERATION OF CARSON STREET IMPROVEMENT PROJECT BETWEEN I-405 AND I-110 FREEWAYS**

Submitted by Clifford 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.

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.
2. Adds street furniture such as benches, trash receptacles, bike racks, and pedestrian lights with electrical power for events and holiday displays.
3. Provides 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 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.

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.

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, Senior Planner

TO:Rev091911

Reviewed by:

City Clerk	City Treasurer
Administrative Services	Development Services
Economic Development	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. 229<sup>th</sup> 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  
SUBJECT: Carson Street Improvements  
APPLICANT: City of Carson  
Carson Redevelopment Agency  
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

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#### COMMISSION ACTION

Concurred with staff  
 Did not concur with staff  
 Other

#### COMMISSIONERS' VOTE

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

## I. Introduction

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. Background

### 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. 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 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 bidding 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. 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.

#### 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

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 Repp-Loadsman, Planning  
Officer



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.

**Section 2.** 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:

- a) 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.
- b) 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 trees with adequate tree wells, enhanced crosswalks, pedestrian lights, new landscaping, seating nodes, and public art.



- f) 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.

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

**Section 5.** The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

**Section 6.** 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<sup>th</sup> DAY OF DECEMBER, 2011**

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**CHAIRMAN**

**ATTEST:**

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**SECRETARY**

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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 15<sup>th</sup>, 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,

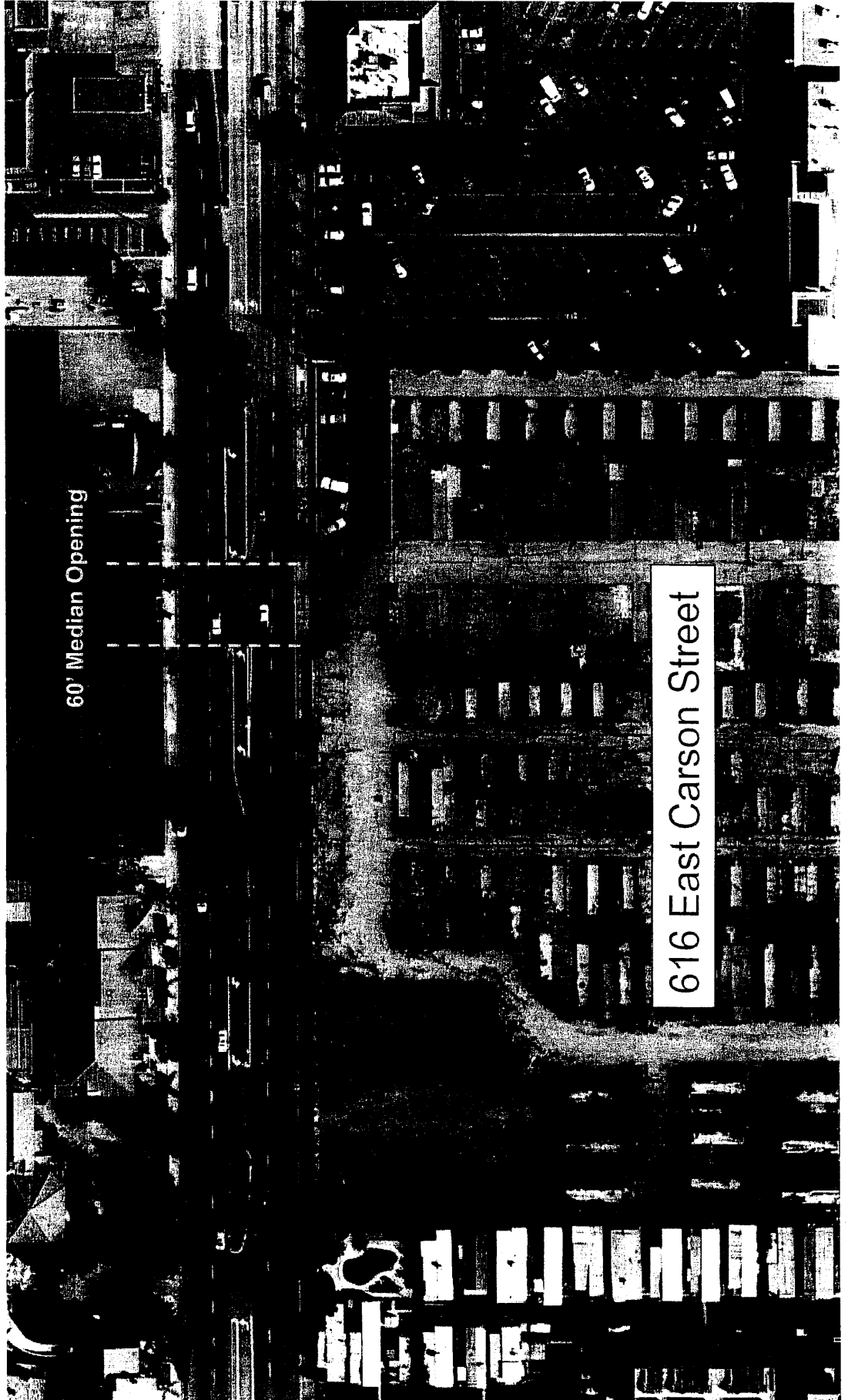
  
Stephen Roberts  
Vice President, Development

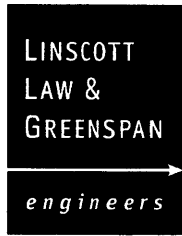
Encl.



# Exhibit A

## Existing Condition





MEMORANDUM

To: Steve Roberts Date: August 15, 2011  
 City View 616 East Carson, LLC

---

From: Richard E. Barretto, P.E. LLG Ref: 2.10.3175.1  
 Linscott, Law & Greenspan, Engineers

---

Subject: Easement Access Evaluation Memorandum  
 616 East Carson Street & Ralphs Center, Carson

Engineers & Planners  
Traffic  
Transportation  
Parking

Linscott, Law & Greenspan, Engineers  
1580 Corporate Drive  
Suite 122  
Costa Mesa, CA 92626  
714.641.1587 T  
714.641.0139 F  
www.llgengineers.com

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.

Pasadena  
Costa Mesa  
San Diego  
Las Vegas

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.

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.

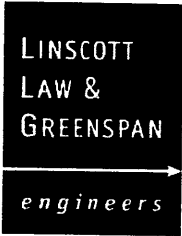
Please note that forecast traffic conditions for this analysis utilized information contained in the *Traffic Impact Analysis for the 616 Carson Street Project and Carson Town Square* prepared by Kimley-Horn Associates.

### *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 95<sup>th</sup> 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 are 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 SUMMARY<sup>1</sup>  
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	32.6	C
		PM	46.3	D
2. Carson Street at Easement Driveway	Unsignalized Control	AM	9.1	A
		PM	9.9	A
3. Carson Street at Project Driveway	Traffic Signal Control	AM	13.8	B
		PM	13.5	B

**Note:**  
s/v = seconds per vehicle

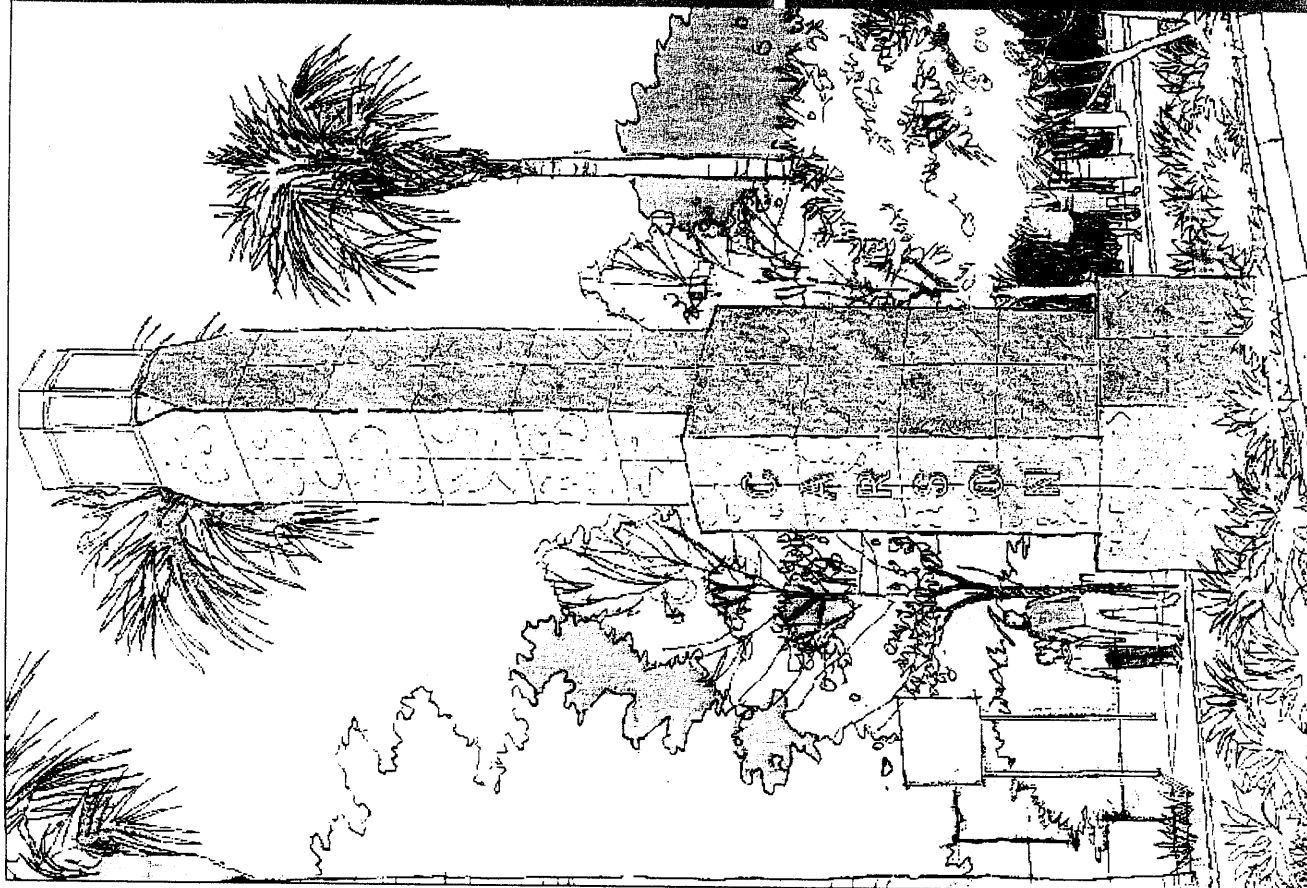
<sup>1</sup> Source: *Synchro 7.0*, HCM Methodology. *Appendix A* contains LOS calculations sheets.

TABLE 2  
YEAR 2014 PEAK HOUR INTERSECTION QUEUING SUMMARY<sup>2</sup>  
616 E. CARSON SYNCHRO, CARSON

Key Intersections	AM Peak Hour			PM Peak Hour		
	Max. Queue (ft.)	Storage Provided (ft.)	Adequate Storage – Yes / No	Max. Queue (ft.)	Storage Provided (ft.)	Adequate Storage – Yes / No
2. <u>Carson Street at Easement Driveway</u>						
• Northbound Right-Turn	22' <sup>3</sup>	22'	Yes	22' <sup>3</sup>	22'	Yes
• Westbound Left-Turn	22' <sup>3</sup>	80'	Yes	22' <sup>3</sup>	80'	Yes
3. <u>Carson Street at Project Driveway</u>						
• Northbound Shared Left/Thru/Right	53'	60'	Yes	50'	60'	Yes
• Westbound Left-Turn	22' <sup>3</sup>	70'	Yes	22' <sup>3</sup>	70'	Yes

<sup>2</sup> Source: *Synchro 7.0*, Percentile Delay Methodology.

<sup>3</sup> Storage lengths calculated to less than one vehicle are reported as 22 feet.



# CARSON STREET MASTER PLAN

Implementation of Public Improvements

**GRUENASSOCIATES**  
**KOA Corporation**  
selbert perkins design



## OVERALL GOALS:

- MAXIMIZE PEDESTRIAN ENVIRONMENT
- ENCOURAGE DEVELOPMENT
- ENHANCED WALKABILITY
- DESIGN FOR CURRENT AND FUTURE USERS
- LINKING USES

**ESSENTIAL ELEMENTS:**

**-ENHANCED LANDSCAPE FOR PEDESTRIANS**

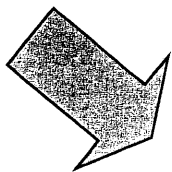
**-STREETSCAPE AMENITIES**

**-STREET TREES**

**-ICONIC GATEWAY MONUMENTS**



PROJECT LIMITS



FIGUEROA ST.

MONETA AVE

MAIN ST.

ORRICK AVE.

DOLORES ST.



WEST GATEWAY DISTRICT

COMMUNITY SHOPPING DISTRICT

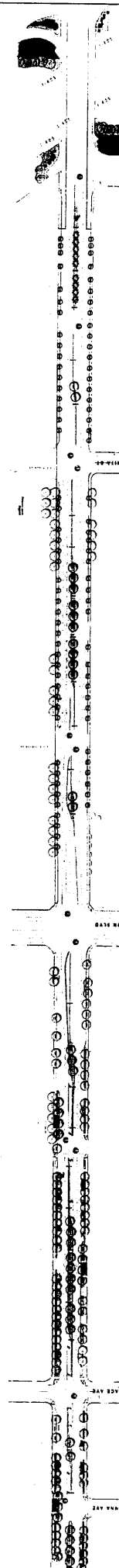
BOULEVARD RESIDENTIAL DISTRICT

GRACE AVE.

AVALON BLVD

CIVIC PLAZA DR.

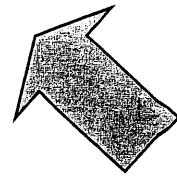
I-405



DOWNTOWN DISTRICT

EAST GATEWAY DISTRICT

PROJECT LIMITS

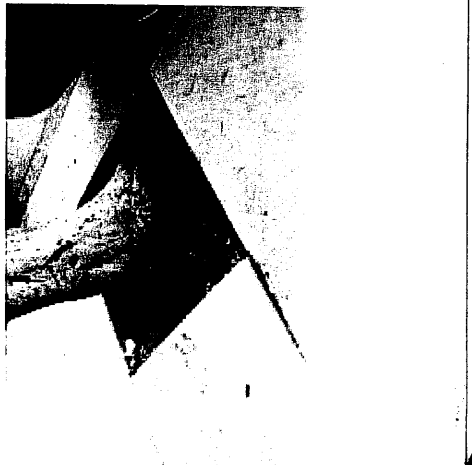
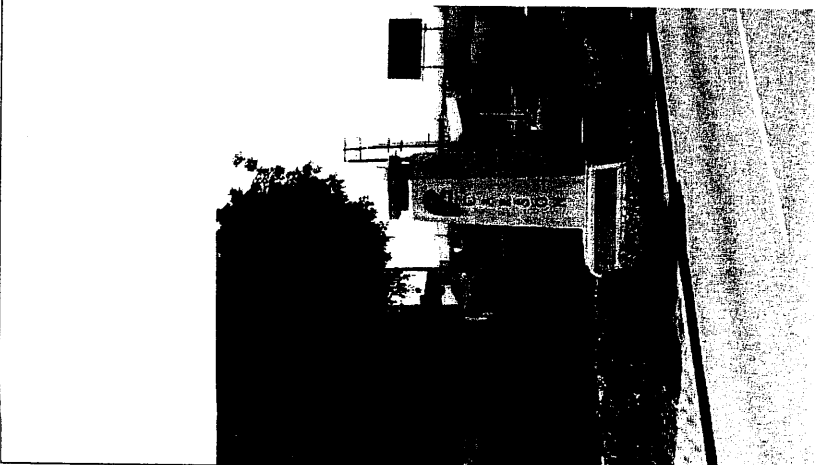
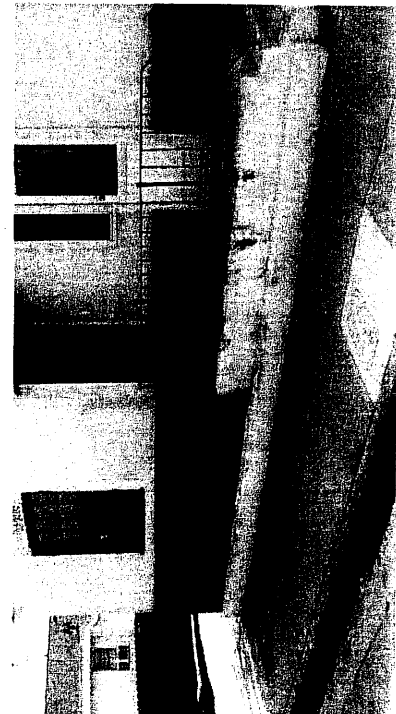
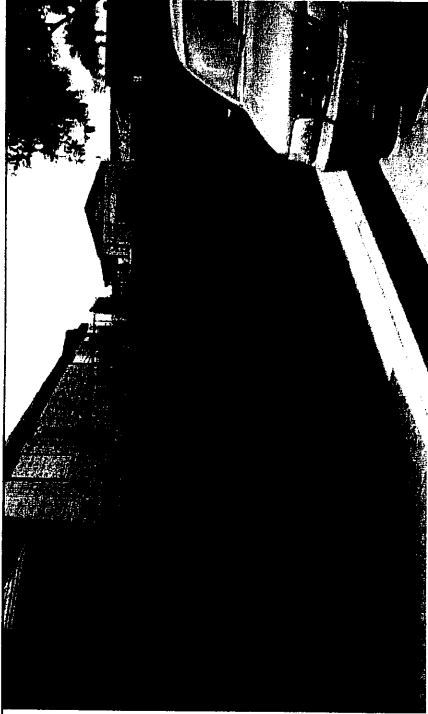
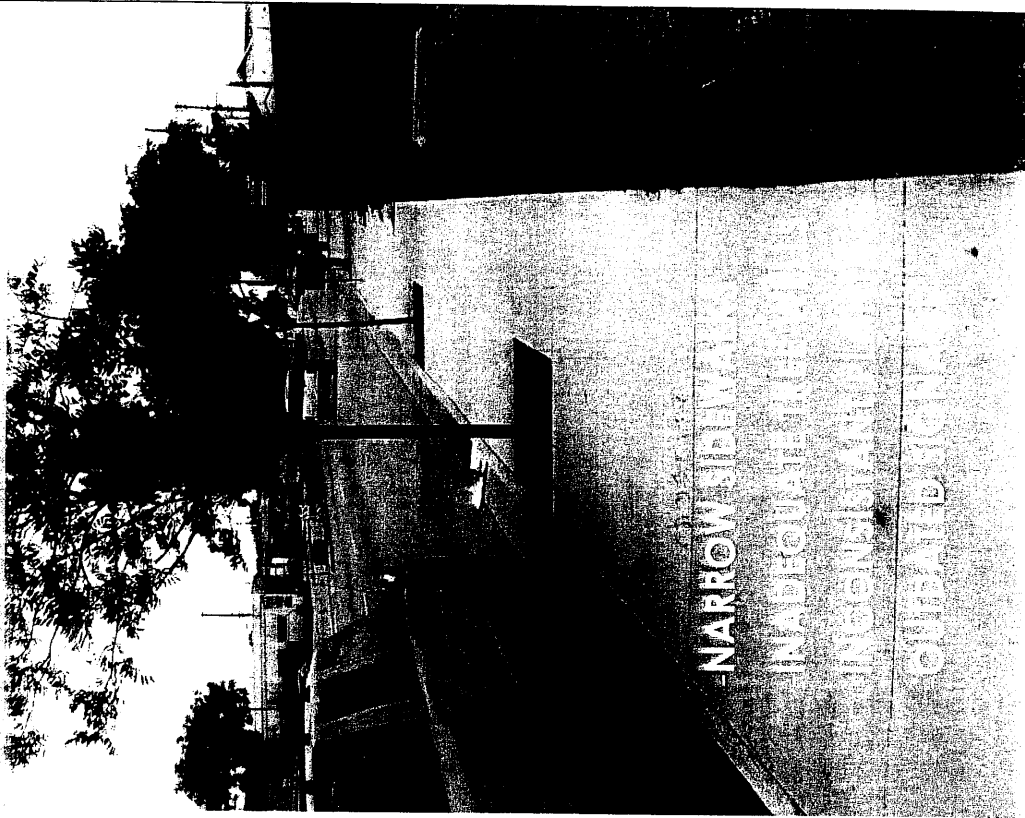




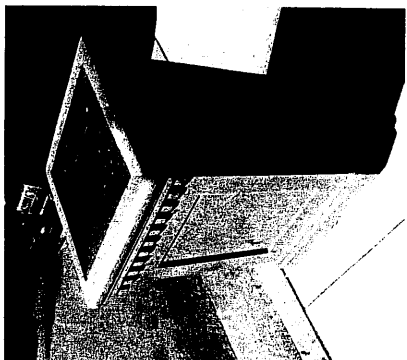
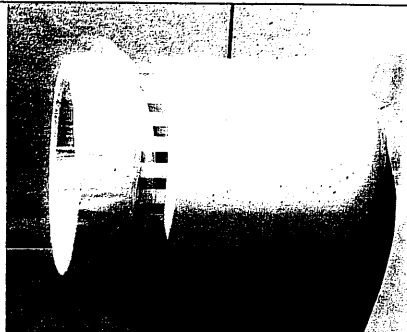
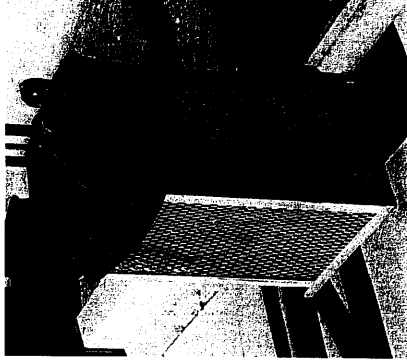




Existing Conditions



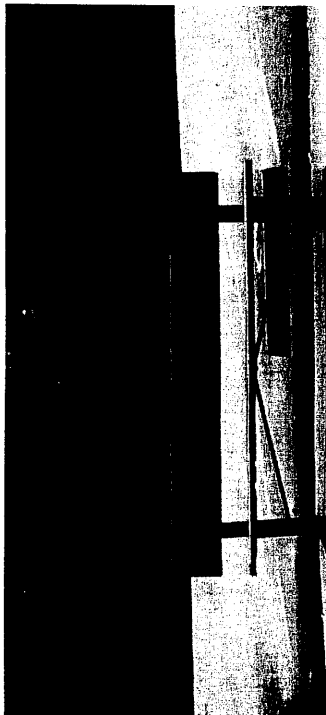
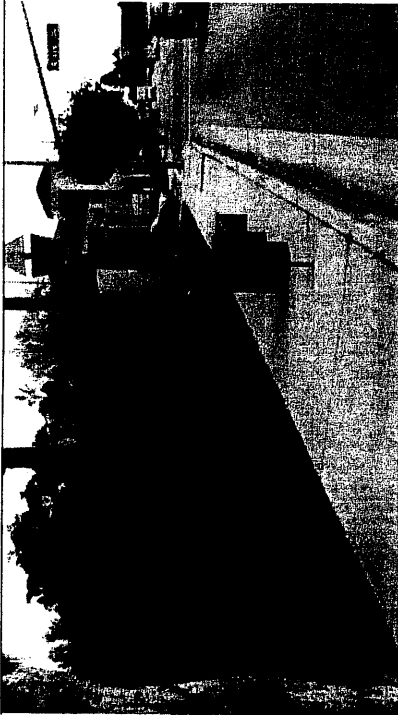
# Existing Conditions



-INCONSISTANT SITE FURNITURE

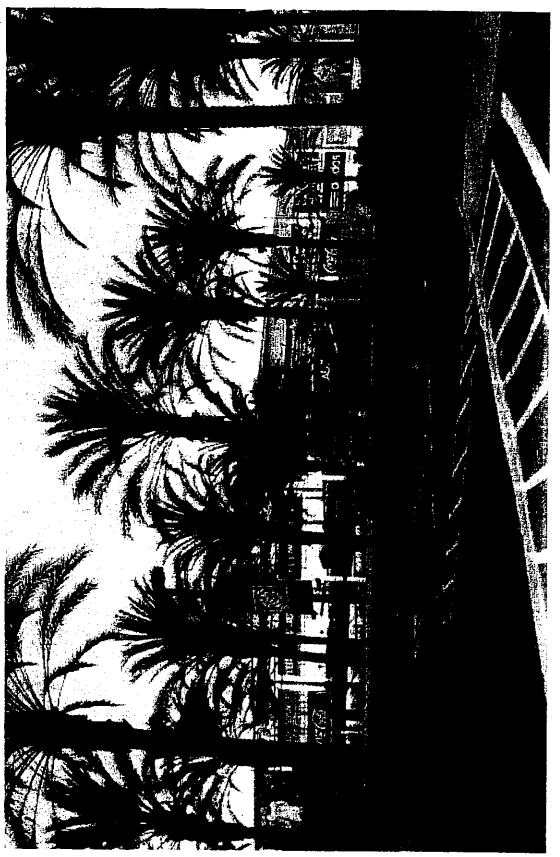
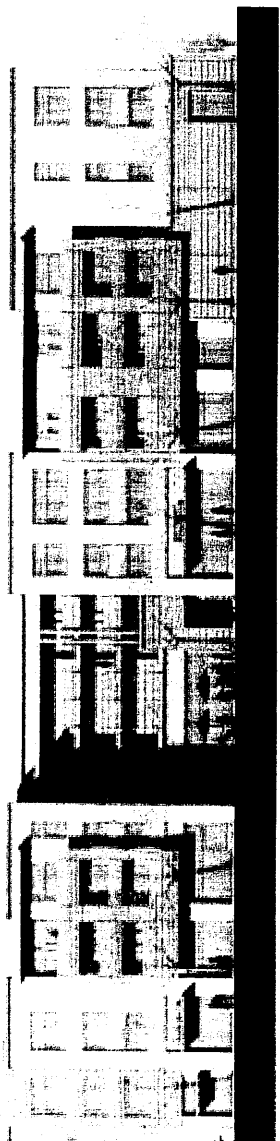
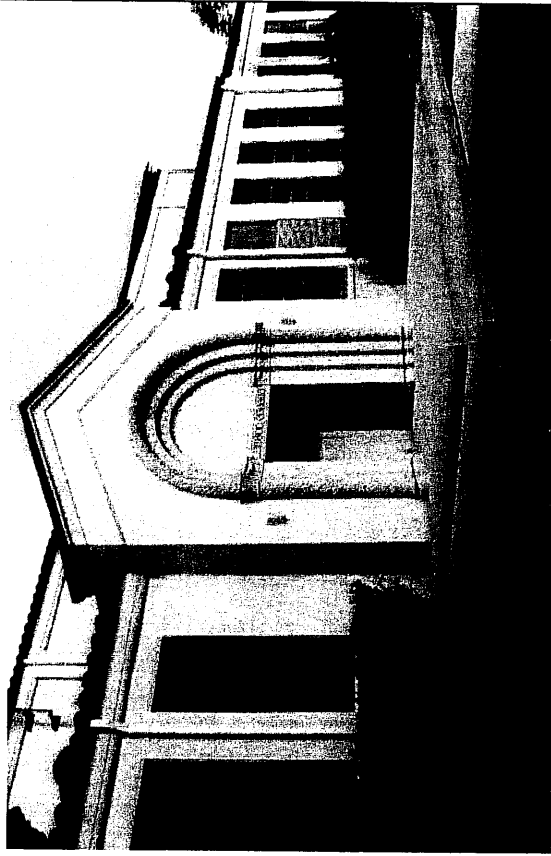
-MISSING AMENITIES

-OUTDATED SHELTERS



-MIX OF ARCHITECTURAL STYLES

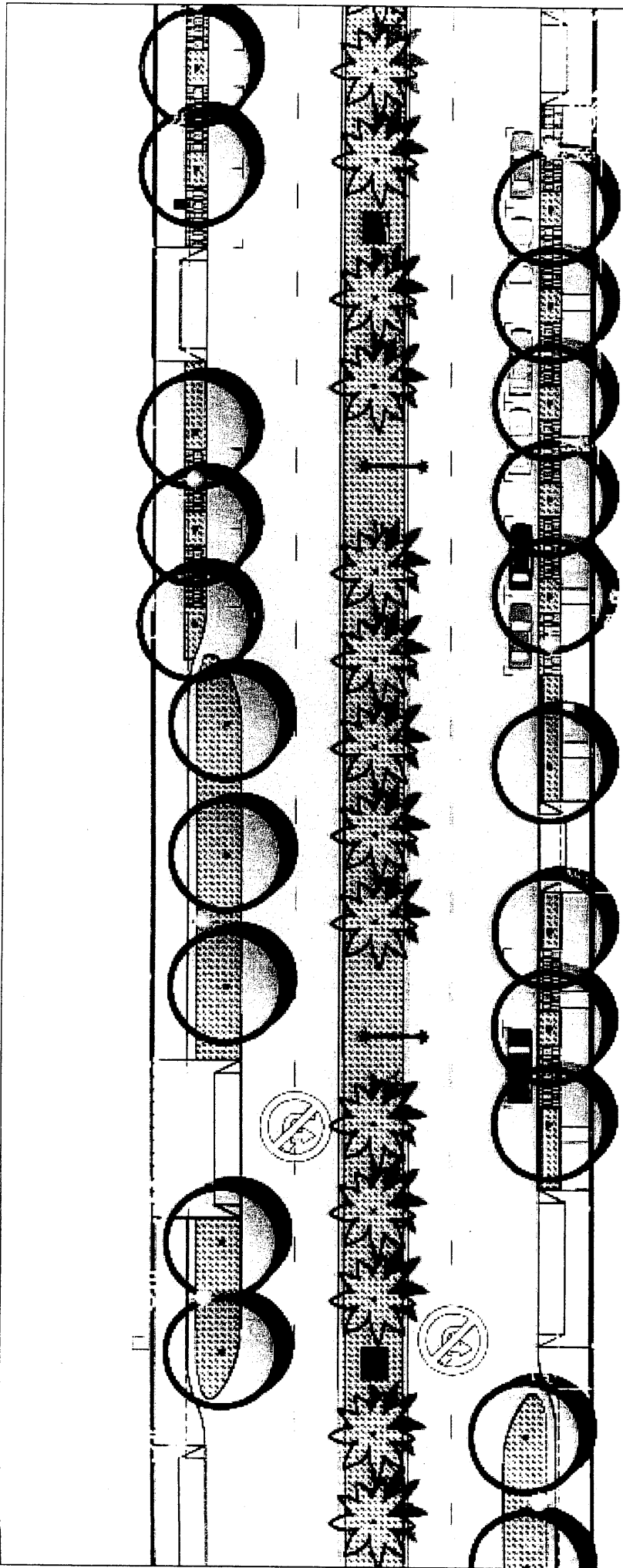
-NEW MIXED USE DEVELOPMENT



# CARSON STREET MASTER PLAN

Implementation of Public Improvements

## STREETSCAPE PREFERRED OPTION

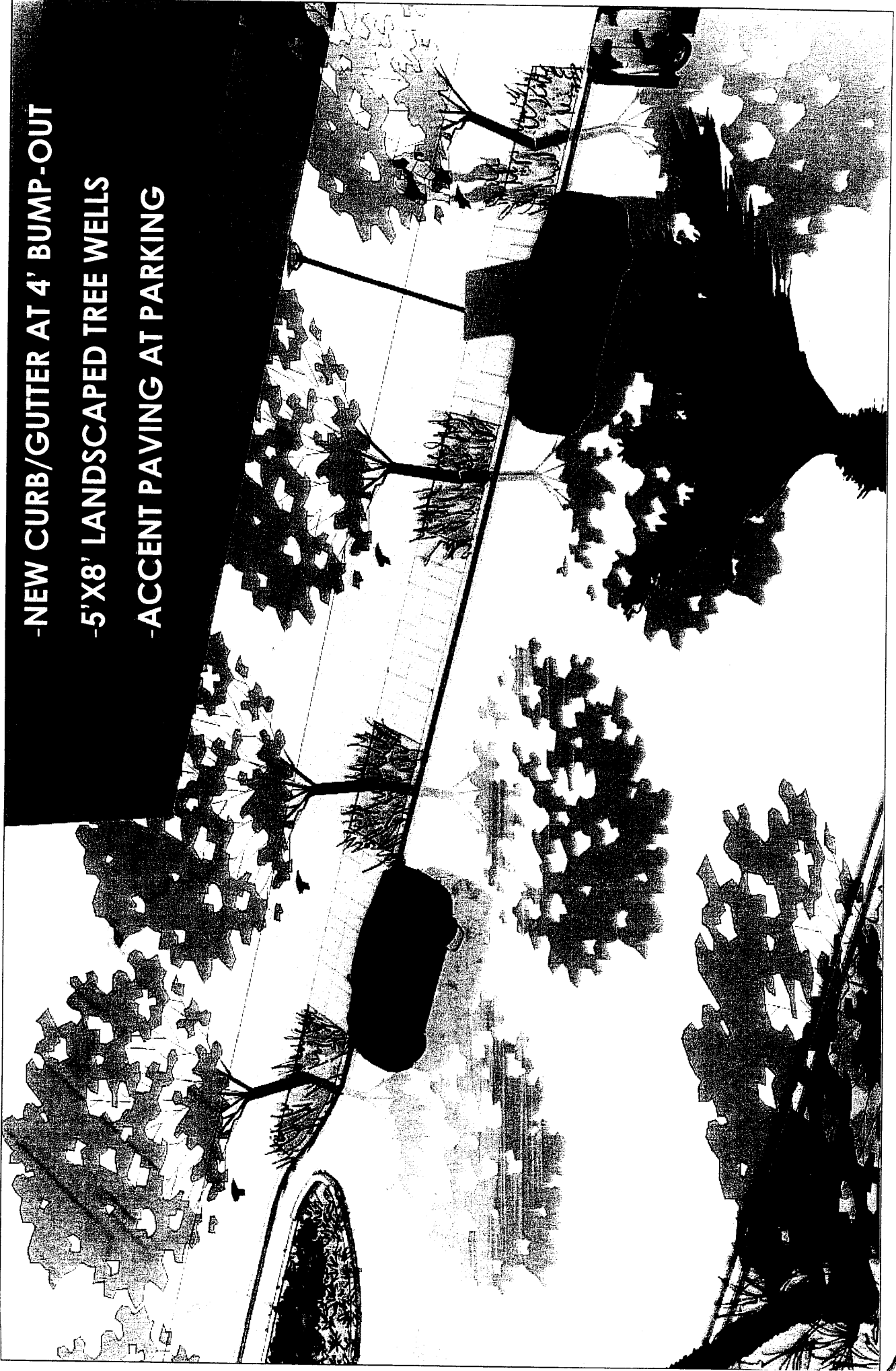


-PRESERVE ON-STREET PARKING

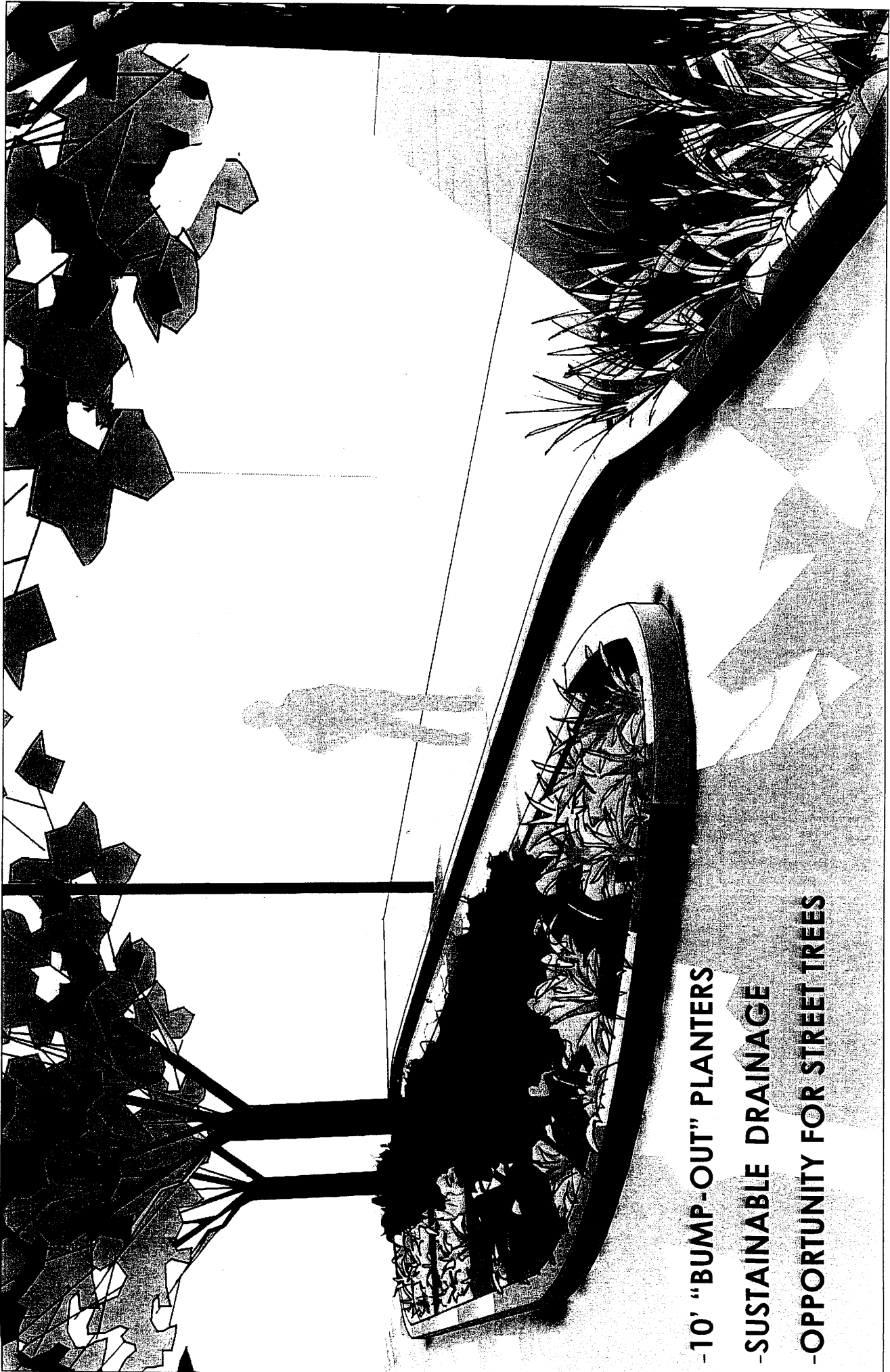
-PRESERVE STREET LIGHTS IN MEDIANS

-INCREASED LANDSCAPE/STREET TREE OPPORTUNITIES

- NEW CURB/GUTTER AT 4' BUMP-OUT
- 5'X8' LANDSCAPED TREE WELLS
- ACCENT PAVING AT PARKING







- 10' "BUMP-OUT" PLANTERS
- SUSTAINABLE DRAINAGE
- OPPORTUNITY FOR STREET TREES

# CARSON STREET MASTER PLAN

Implementation of Public Improvements

## SEATING NODES

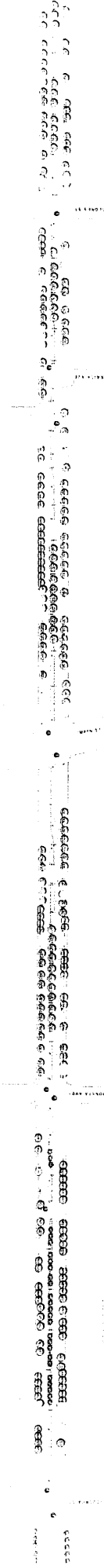
FIGUEROA ST.

MONETA AVE

MAIN ST.

ORRICK AVE.

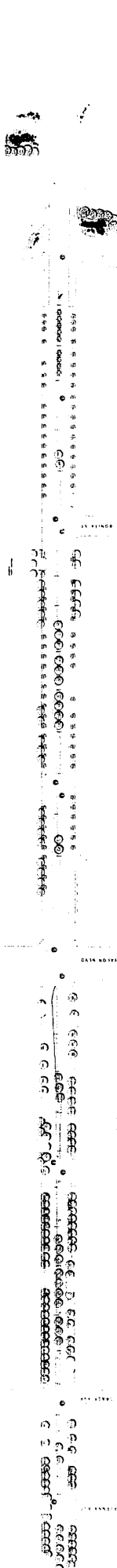
DOLORES ST.



GRACE AVE.

AVALON BLVD

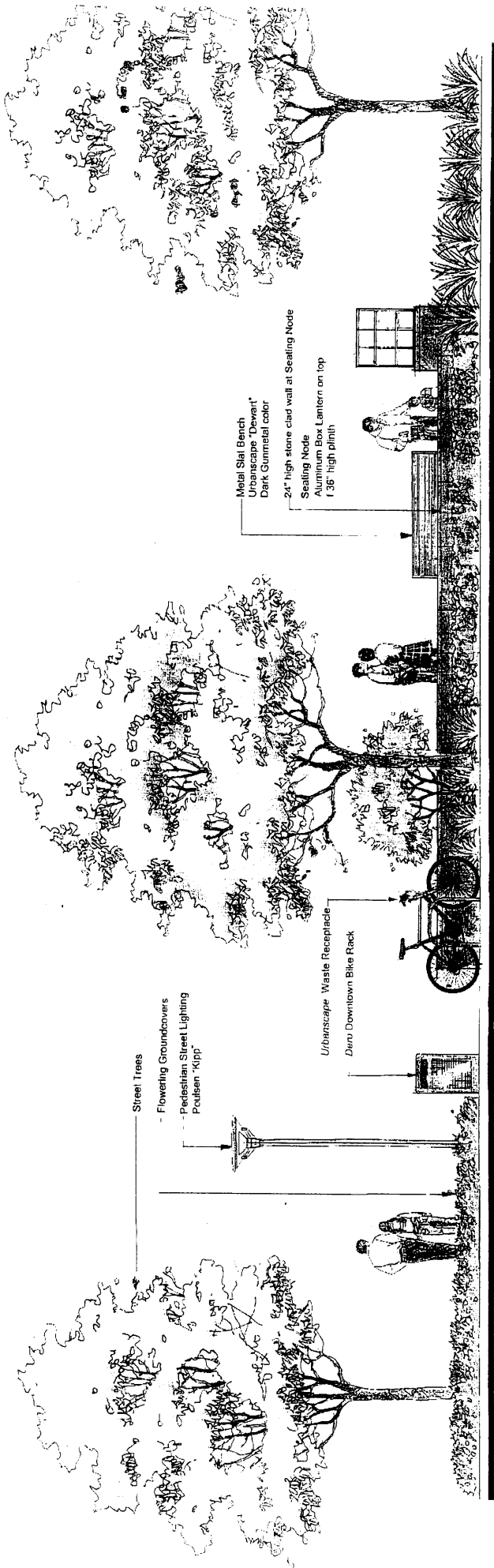
CIVIC PLAZA DR.



LOCATION OF SEATING NODES



LOCATION OF TRANSIT STOPS

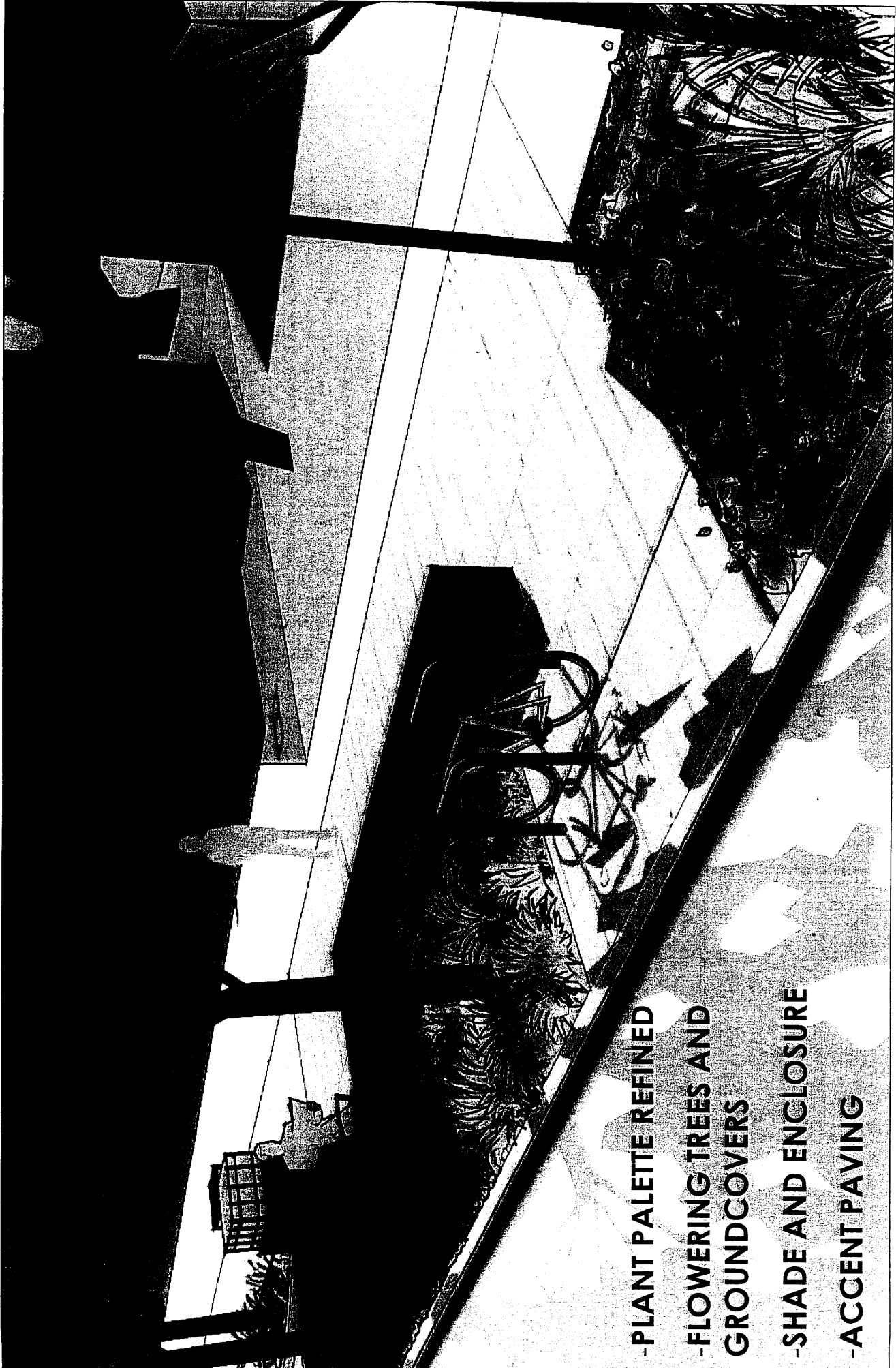


Street Trees  
 Flowering Groundcovers  
 Pedestrian Street Lighting  
 Poulsen "Kipp"

Metal Slat Bench  
 Urbanscape "Devant"  
 Dark Gunmetal color  
 24" high stone clad wall at Seating Node  
 Seating Node  
 Aluminum Box Lantern on top  
 1.36' high plinth

Urbanscape Waste Receptacle  
 Deru Downtown Bike Rack

Elevation: Mid Block Seating Node  
 with Planters

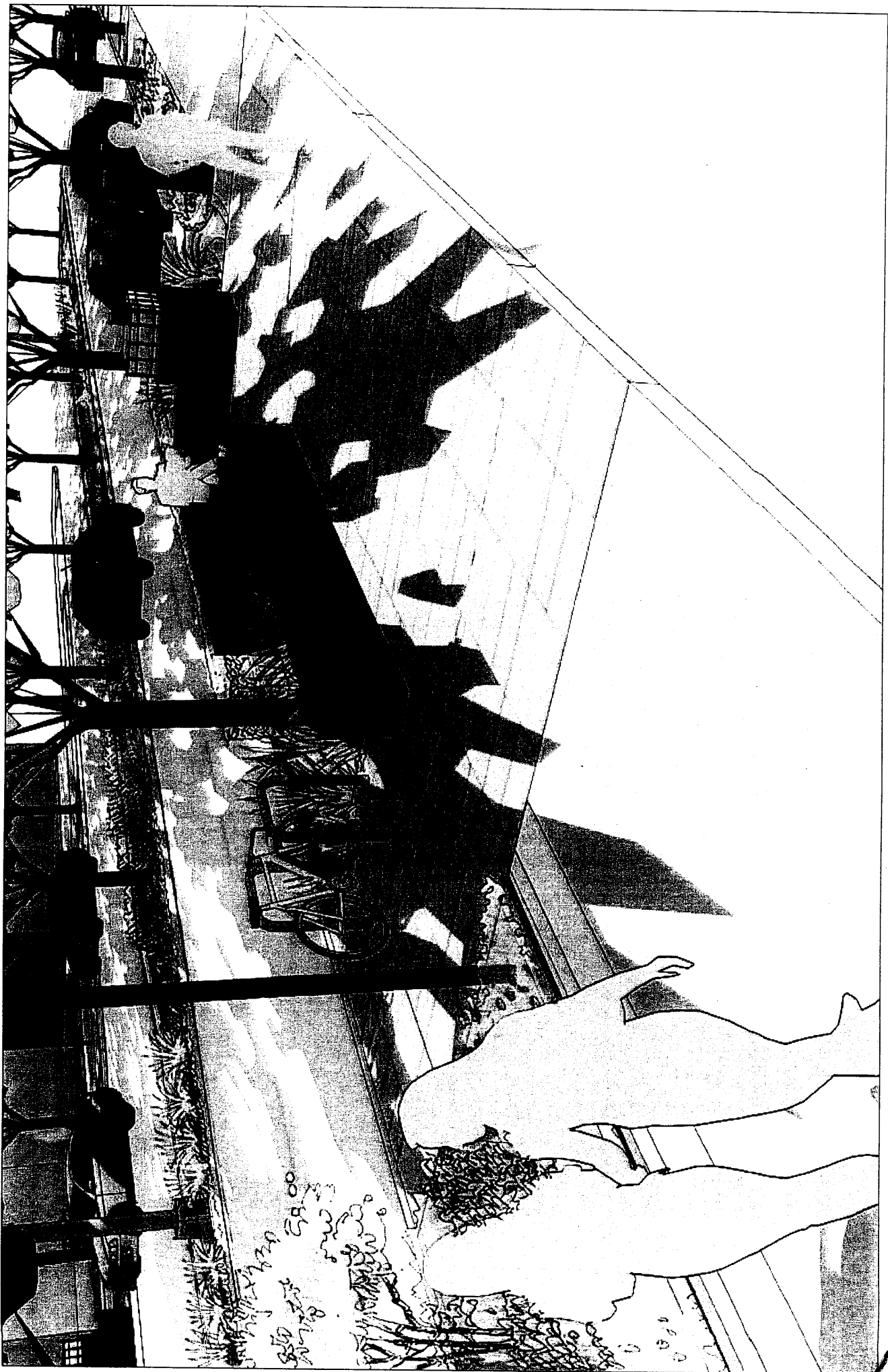


- PLANT PALETTE REFINED

- FLOWERING TREES AND  
GROUNDCOVERS

- SHADE AND ENCLOSURE

- ACCENT PAVING



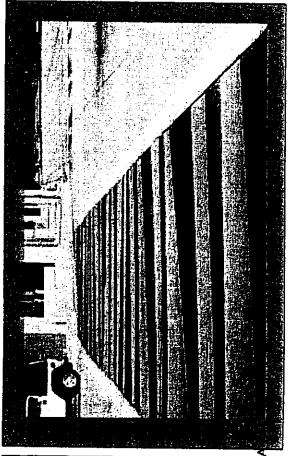
# DECORATIVE CROSSWALKS

COLOR HARDENER CONCRETE WITH SAWCUT JOINTS

COLOR/TEXTURE:

DAVIS- "MESA BUFF"

DAVIS- "GRAPHITE"



7343 008-040

519 \* CASCO, S  
7343-008-041

# ACCENT PAVING AT SEATING NODES

6"X 24" AND 12"X24" MODULAR CONCRETE PAVING

COLOR/TEXTURE:

STEPSTONE: "ALMOND" - LIGHT SANDBLAST

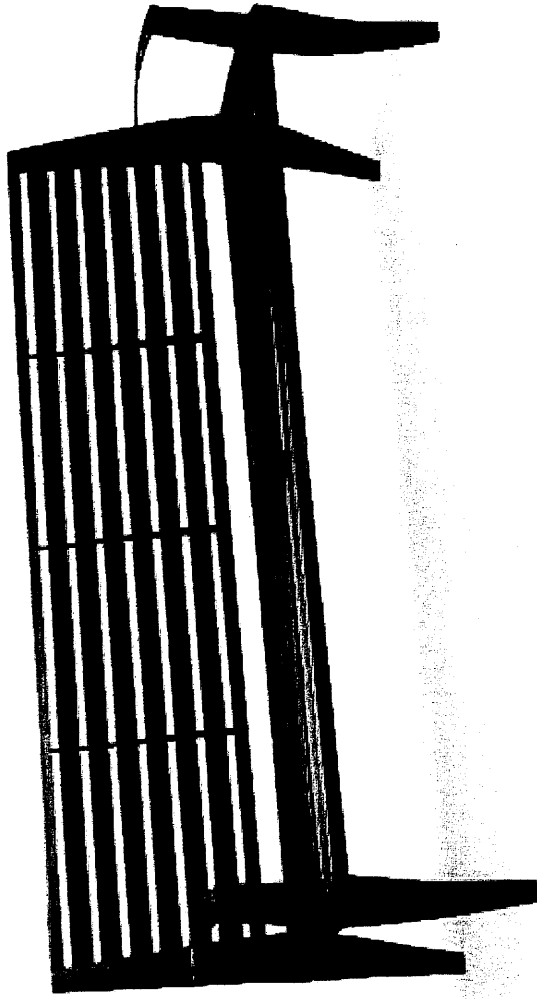
STEPSTONE: "GRANADA WHITE" - LIGHT SANDBLAST



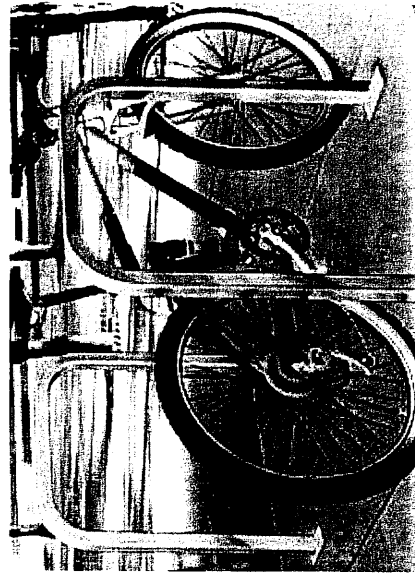
FRIES

EAST WEST B/  
150-118-20

**SITE AMENITIES**



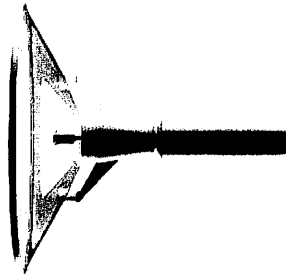
**URBANSCAPE "DEWART" - BENCH**



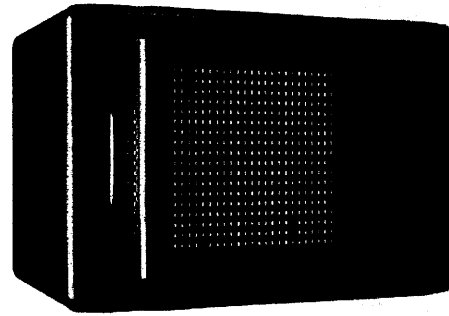
**DERO "DOWNTOWN" BIKE RACK**



**CUSTOM BIKE RACK- OPTIONAL**



**POULSON "KIPP"  
PEDESTRIAN LIGHTING**



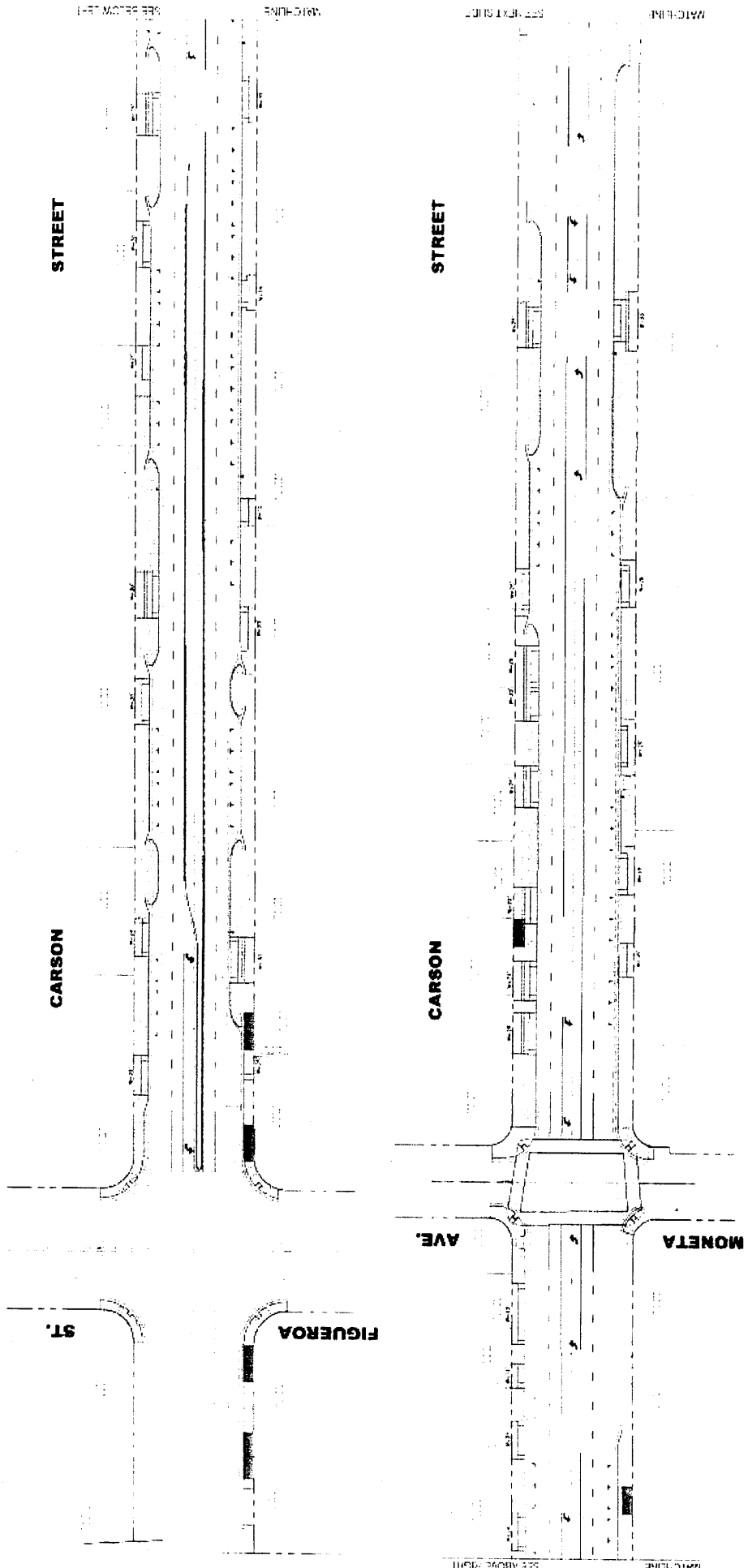
**URBANSCAPE- WASTE RECEPTACLE**

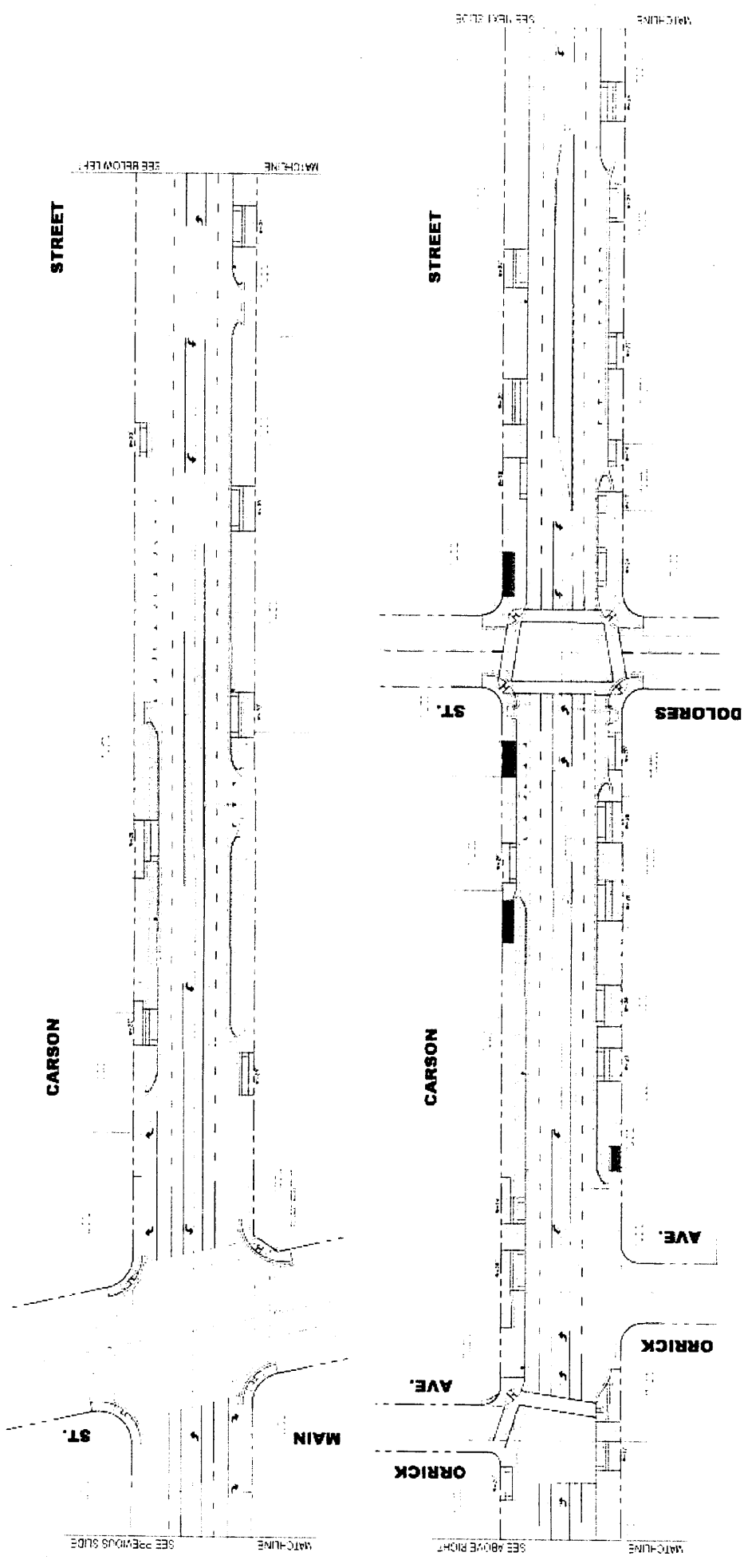


# CARSON STREET MASTER PLAN

Implementation of Public Improvements

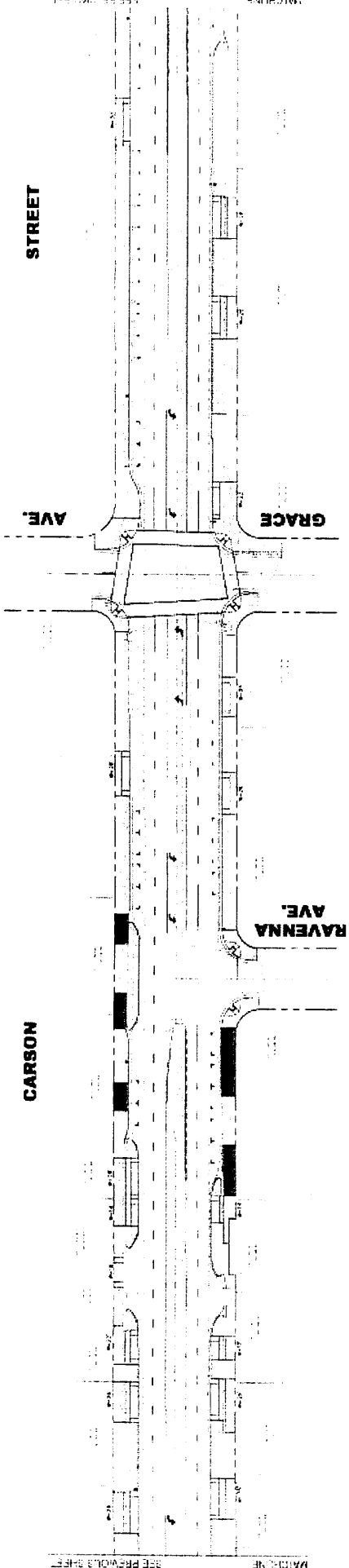
## DRIVEWAY AND MEDIAN CLOSURES



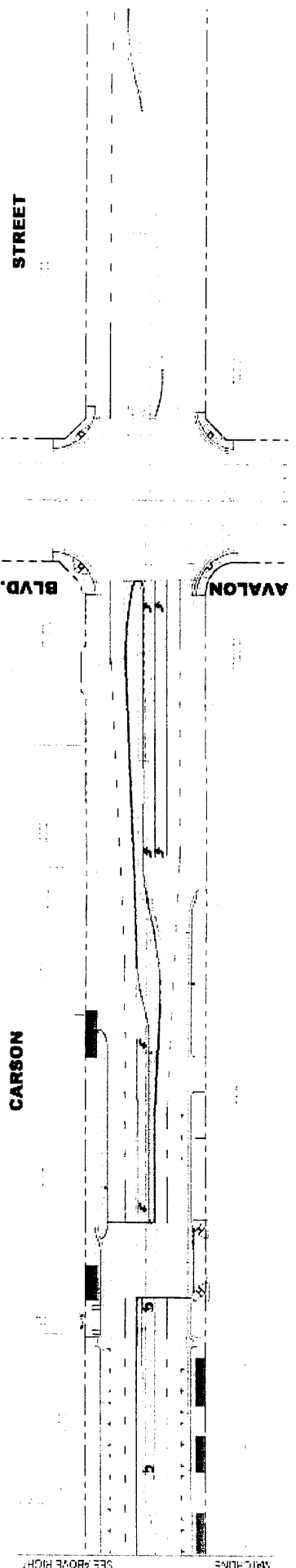


■ DRIVEWAY CLOSURES  
 □ MEDIAN CLOSURES

SEE BELOW SHEET MATCHLINE



SEE PREVIOUS SHEET MATCHLINE



SEE ABOVE RIGHT MATCHLINE

 DRIVEWAY CLOSURES  
 MEDIAN CLOSURES

# CARSON STREET MASTER PLAN

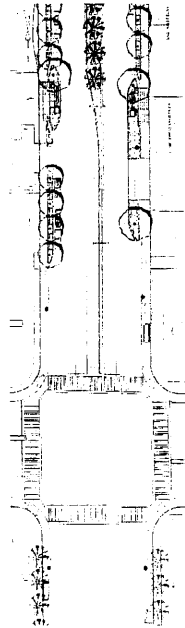
Implementation of Public Improvements

## STREET TREES/ PLANT PALETTE

# STREET TREE LAYOUT



DATE PALM  
PHOENIX DACTYLIBEFA



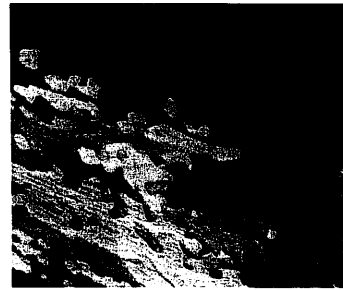
## West Gateway District

- Accent Entry Tree
- Street Tree/ Large Planter
- Street Tree/ at Parking
- Accent Median Tree

- Date Palm
- London Plane
- Golden Rain Tree
- Date Palm



LONDON PLANE TREE  
PLATANUS ACERIOIA



LONDON PLANE TREE  
PLATANUS ACERIOIA



LONDON PLANE TREE  
PLATANUS ACERIOIA

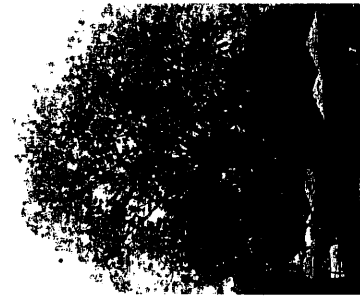
## Downtown/Shopping/ Residential District- Typical

- Street Tree/ Large Planter
- Street Tree/ at Parking
- Median Tree
- Accent Sealing Node Tree

- London Plane
- Golden Rain Tree
- London Plane
- Tabebuia



PINK TRUMPET TREE  
TABEBUIA IMPETIGHOSA



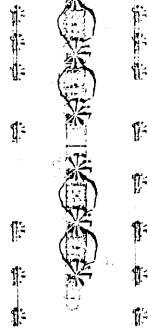
PINK TRUMPET TREE  
TABEBUIA IMPETIGHOSA



GOULDEN BAIN TREE  
KOEBERUTERIA PANICULATA



MEXCAN FAN PALM  
WASHINGTONIA ROBINIA



## East Gateway District

- Accent Entry Tree
- Street Tree
- Median Tree

- Date Palm
- Mexican Fan Palm
- London Plane



GOULDEN BAIN TREE  
KOEBERUTERIA PANICULATA



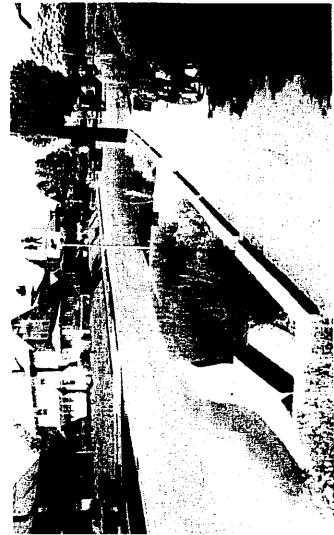
DATE PALM  
PHOENIX DACTYLIBEFA

# PLANT PALETTE

DROUGHT TOLERANT PLANT MATERIALS  
 LOW MAINTENANCE  
 LOW WATER USE  
 COLORFUL AND VIBRANT



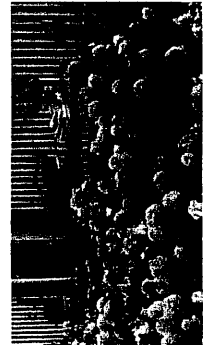
LANDSCAPE BUMP OUT PLANTER ALTERNATING WITH STREET PARKING



LANDSCAPE BUMP OUT PLANTER



WYOMING PARVIFOLIUM



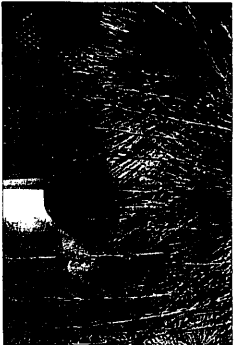
AMBER GROUNDCOVER ROSE  
 ROSA X INOXYPTERIS



FORTAL AGAVE  
 AGAVE LUTEA



YELLOW WAVE NEW ZEALAND FLAX  
 PHORMIUM YELLOW WAVE



RED TICCA  
 HESPERALOE PARVIFLORA



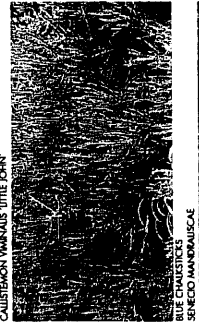
SMALL CLAS RIVER  
 CHONDRORRHIZA TECTORUM



WESTERNGHIA  
 WESTERNGHIA SP.



LITTLE JOHN BUTTERFLY  
 CAUSTIBOMBON VIMINALIS LITTLE JOHN



BLUE CHARISTICKES  
 SENECIO MANNINGIAE



STYLIS  
 OCTOPUS AGAVE  
 AGAVE YIMORIANA



PAPERBLOSSOM TRICUSPIDATA  
 PAPERBLOSSOM TRICUSPIDATA



FLAX LILY  
 DANIELA LITTLE KEY



WINDMILL AGAVE  
 AGAVE KAMA'S STRIPES



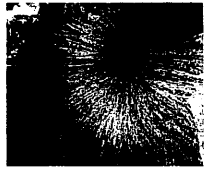
STEER AGAVE  
 AGAVE X SPINOSISSIMA



ROSEMARY  
 ROSEMARYNIUS OFFICINALIS



WAGTAILS  
 DITES GRANDELIA VAREGATA



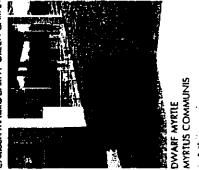
ANTAS FESCUE  
 FESTUCA MAERI



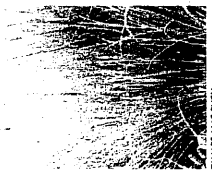
COCAL AGAVE  
 AGAVE STRATA



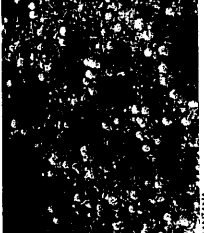
GREEN CARPET NATAL FLUM  
 CAISSA WAIKICIANA GREEN CARPET



DWARF WHITE  
 AGAVE COMPAUS



DWARF ART BUSH  
 LOMAHNERIA LONGIFOLIA BREEZE



LANTANA NEW GOLD  
 LANTANA



ANGUSANTHUS STRATUS  
 ANGUSANTHUS STRATUS



WESTERN AGAVE  
 AGAVE YEA



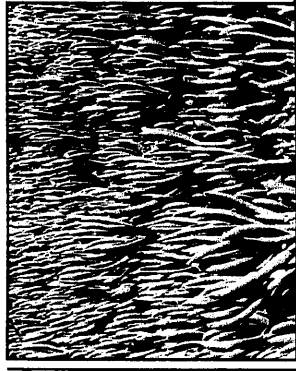
JINSEI FLAX  
 AGAVE STRATUS



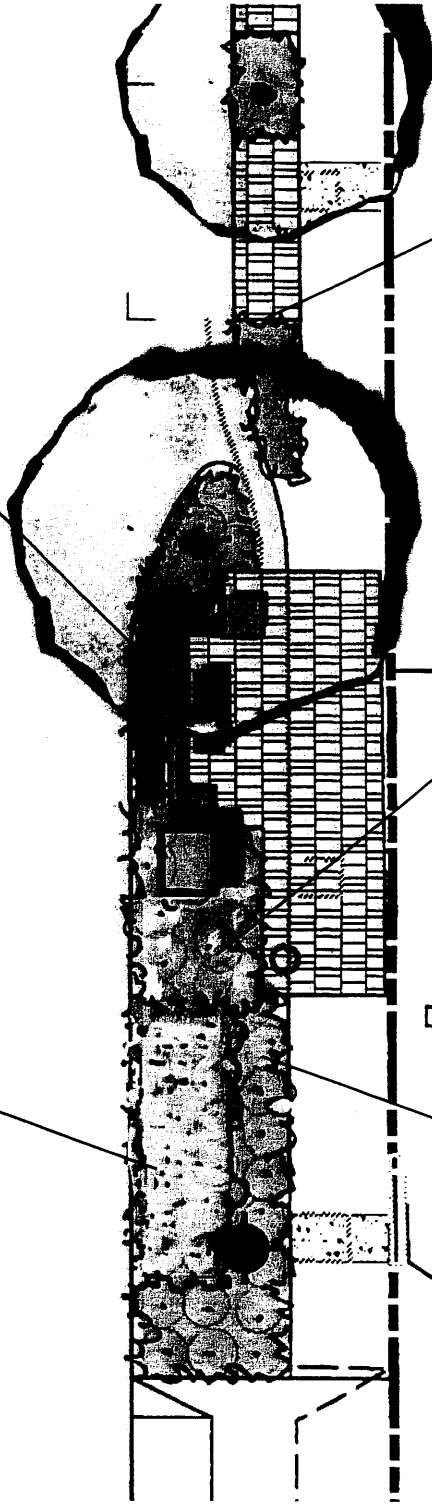
RODGARVILLE LA IOULA

**TYPICAL PLANTING  
-SEATING NODES**

**BLUE CHALKSTICKS**



**BOXWOOD EUONYMOUS**



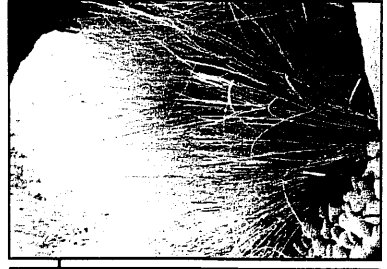
**"DUET" NEW ZEALAND FLAX**



**AMBER GROUNDCOVER ROSE**



**DWARF MAT RUSH**

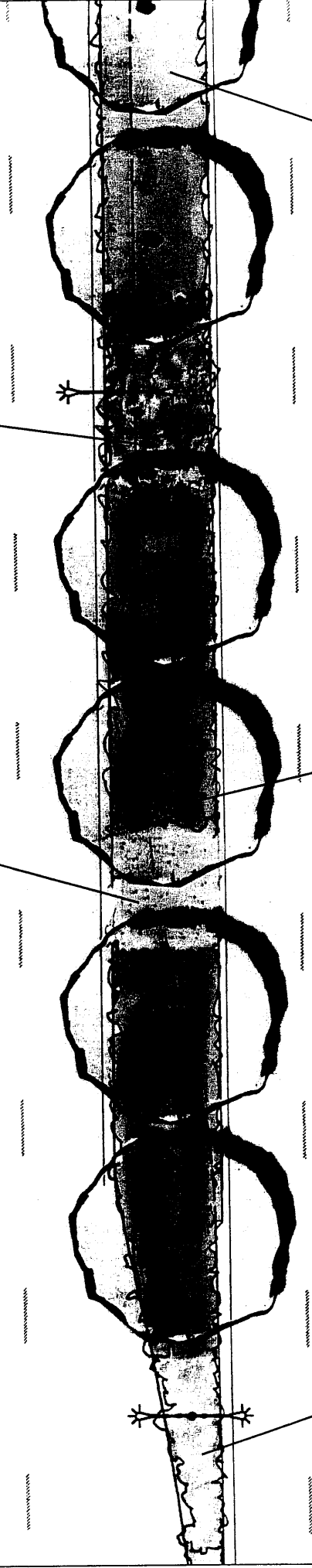


# TYPICAL PLANTING - MEDIANS

LA JOLLA BOUGAINVILLEA



DECOMPOSED GRANITE  
PAD FOR PUBLIC ART



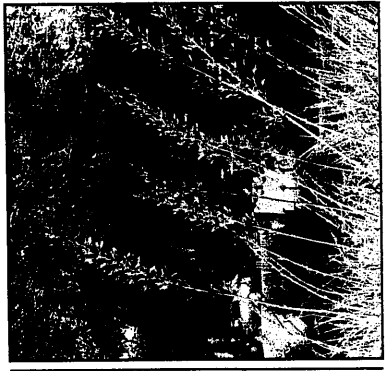
DWARF MAT RUSH



GROUNDCOVER WESTRINGIA



RED YUCCA



# CARSON STREET MASTER PLAN

Implementation of Public Improvements

**PUBLIC ART**

FIGUEROA ST.

MONETA AVE

ORRICK AVE.

MAIN ST.

DOLORES ST.

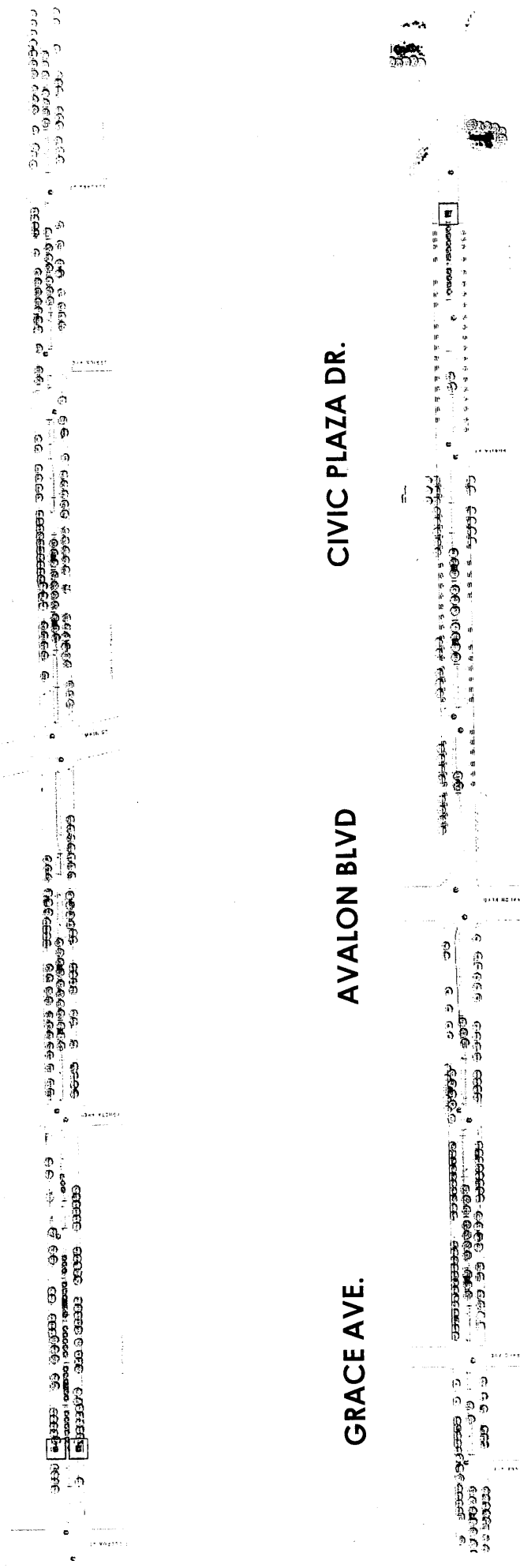
GRACE AVE.

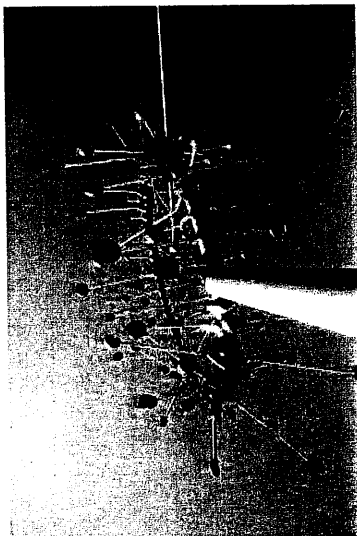
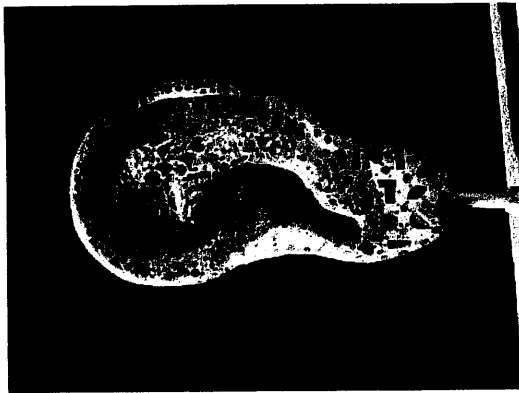
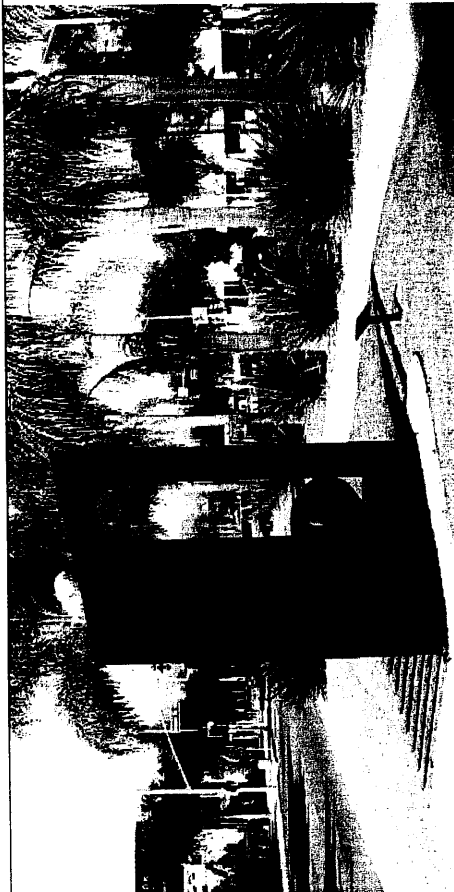
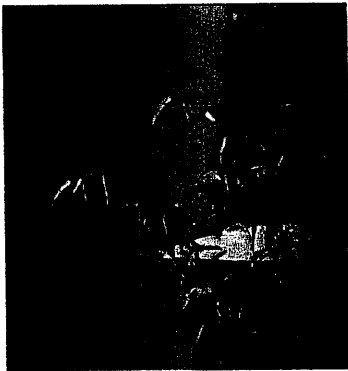
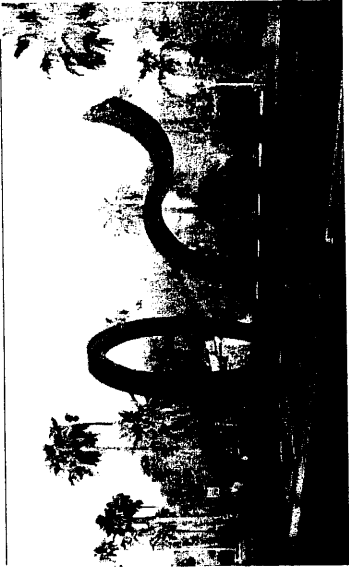
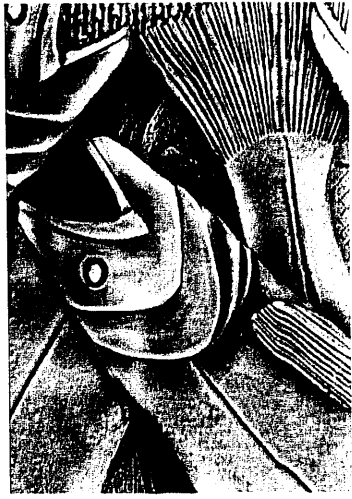
AVALON BLVD

CIVIC PLAZA DR.

■ FUTURE LOCATION OF PUBLIC ART IN MEDIANS

□ LOCATION OF GATEWAY ELEMENTS



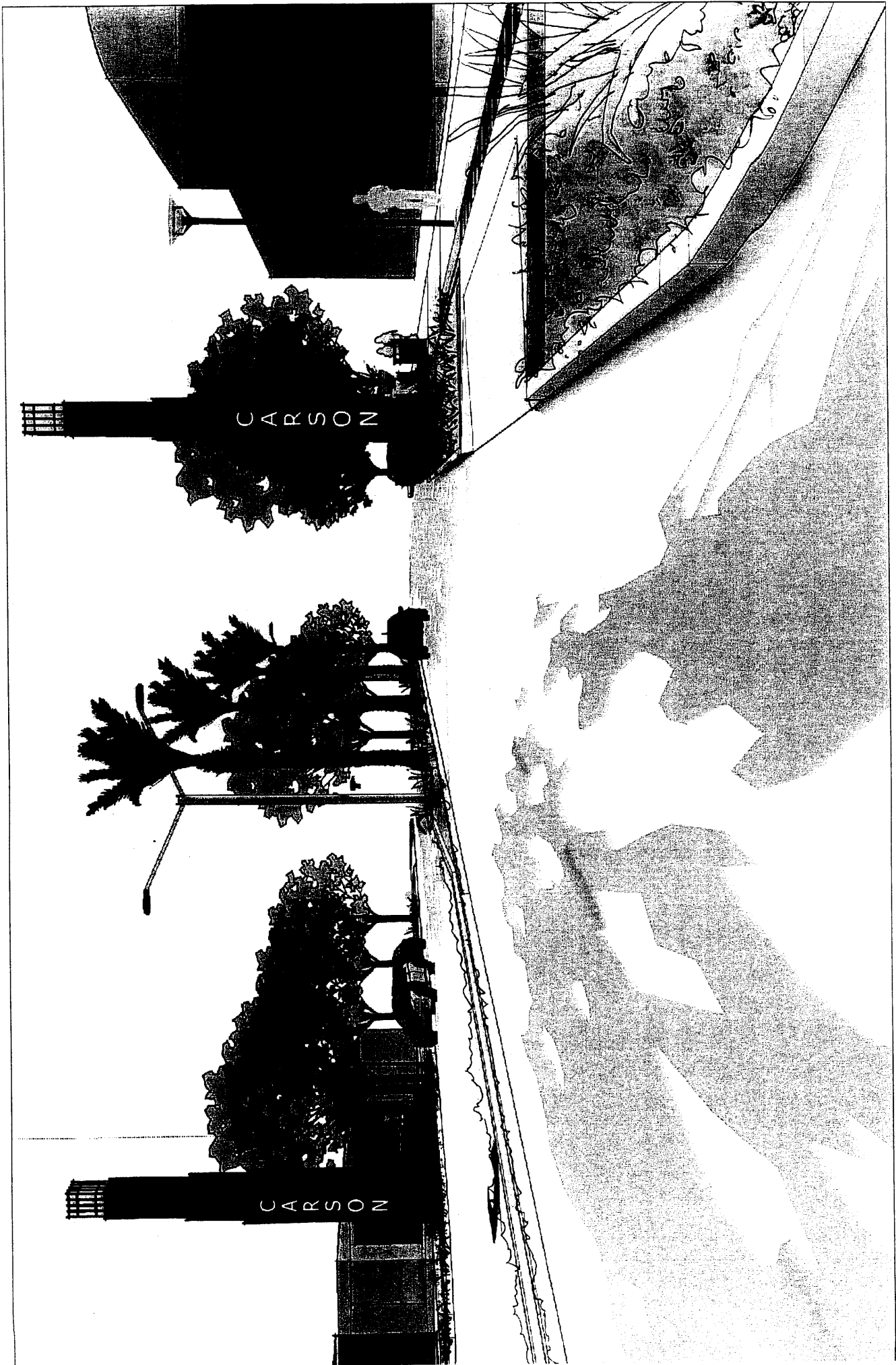


# CARSON STREET MASTER PLAN

Implementation of Public Improvements

## GATEWAY TREATMENTS





6



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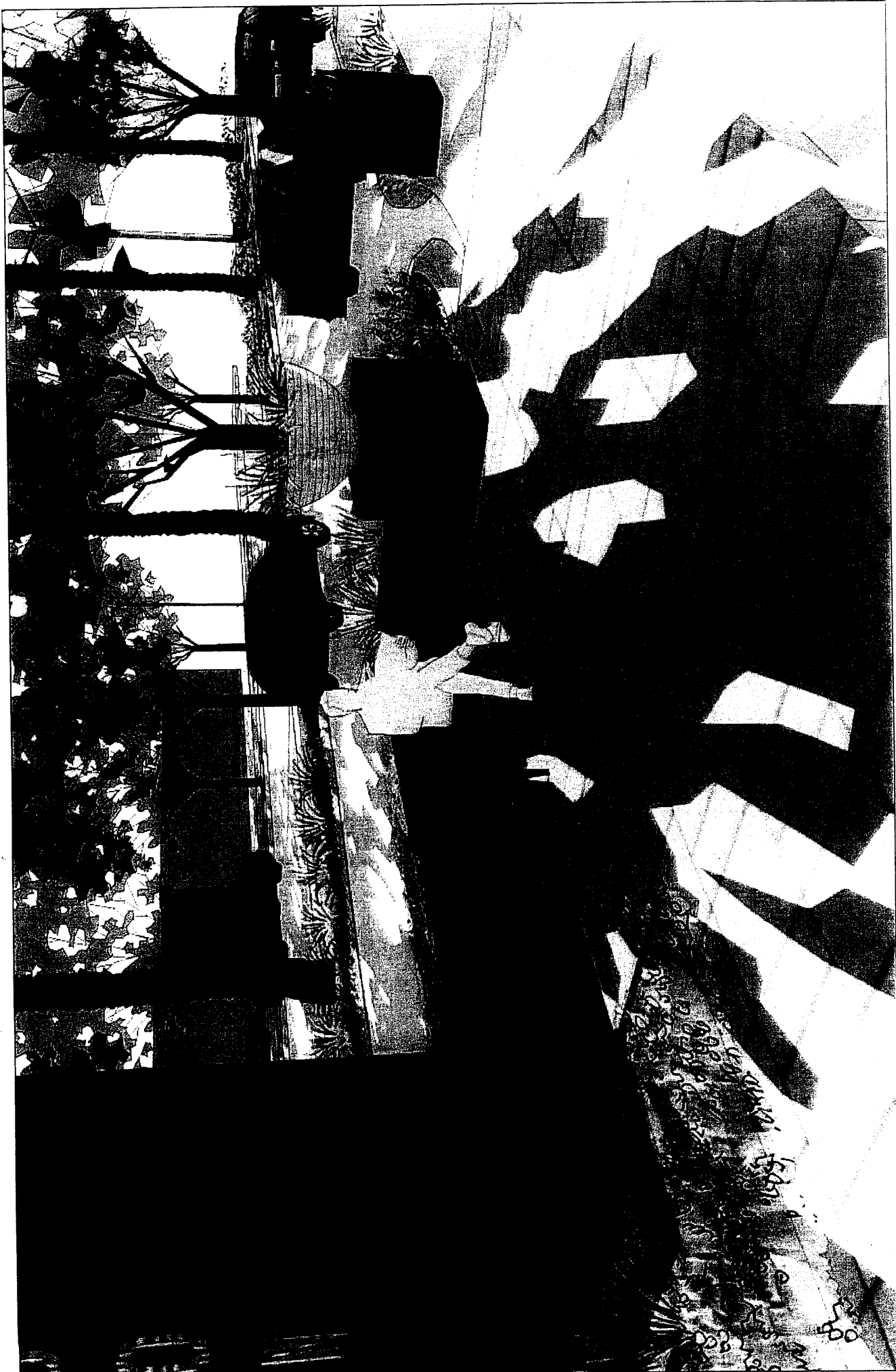


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CARSON

CARSON



@ I-405



**MONUMENT SIGNAGE**

- 35' Tall Gateway Towers/Lantern
- Transformed Updated/Classic Design
- "Signpost" Clad Red Sandstone Cladding
- Clad Stone Clad Landscape Marker Walls/Lantern at Sealing Nodes

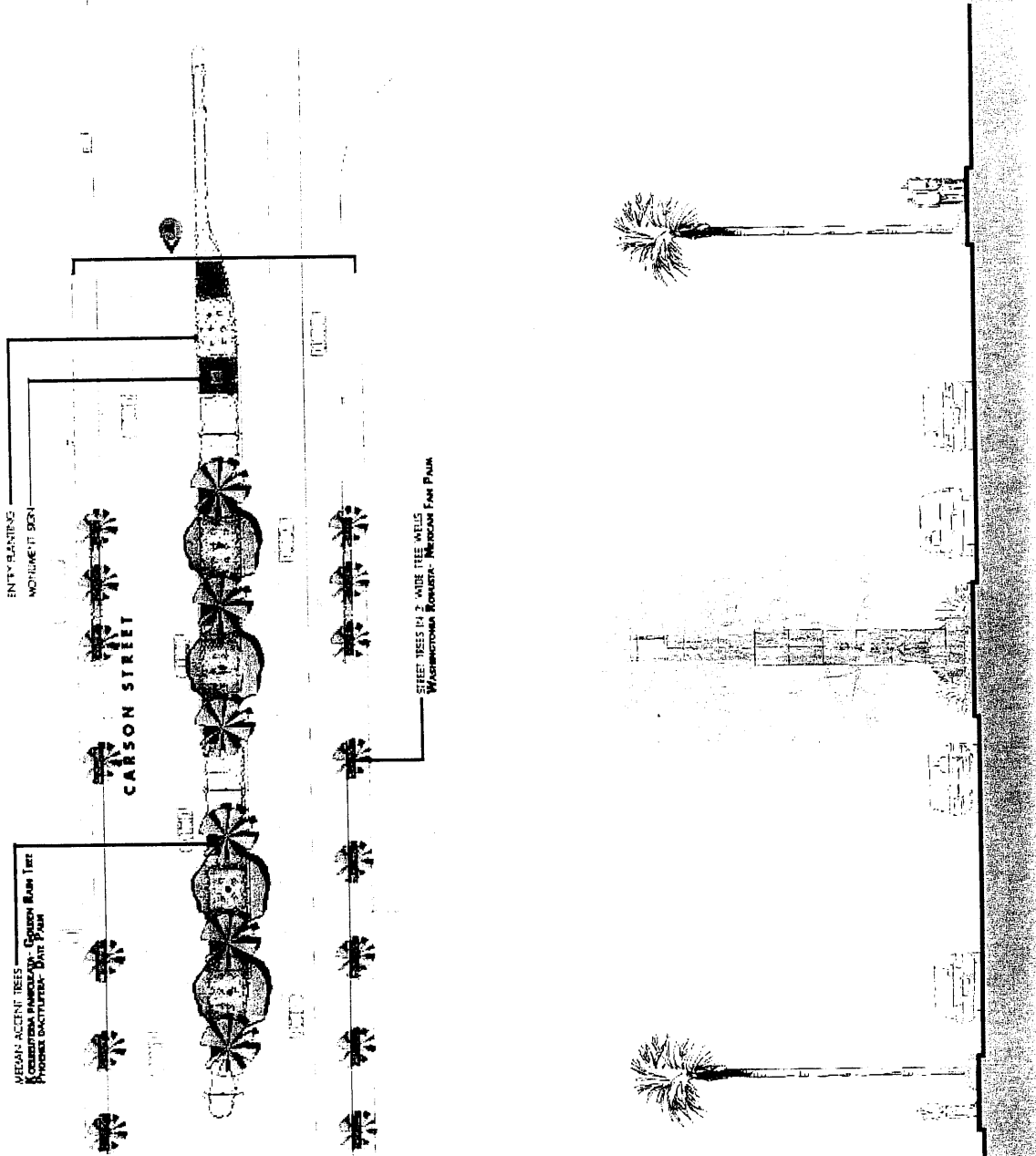
**ACCENT PAVING**

- Architectural Paver
- 24" x 12" and 24" x 6" Precast Concrete Paver in Running Band Pattern



**DECORATIVE CROSSWALK**

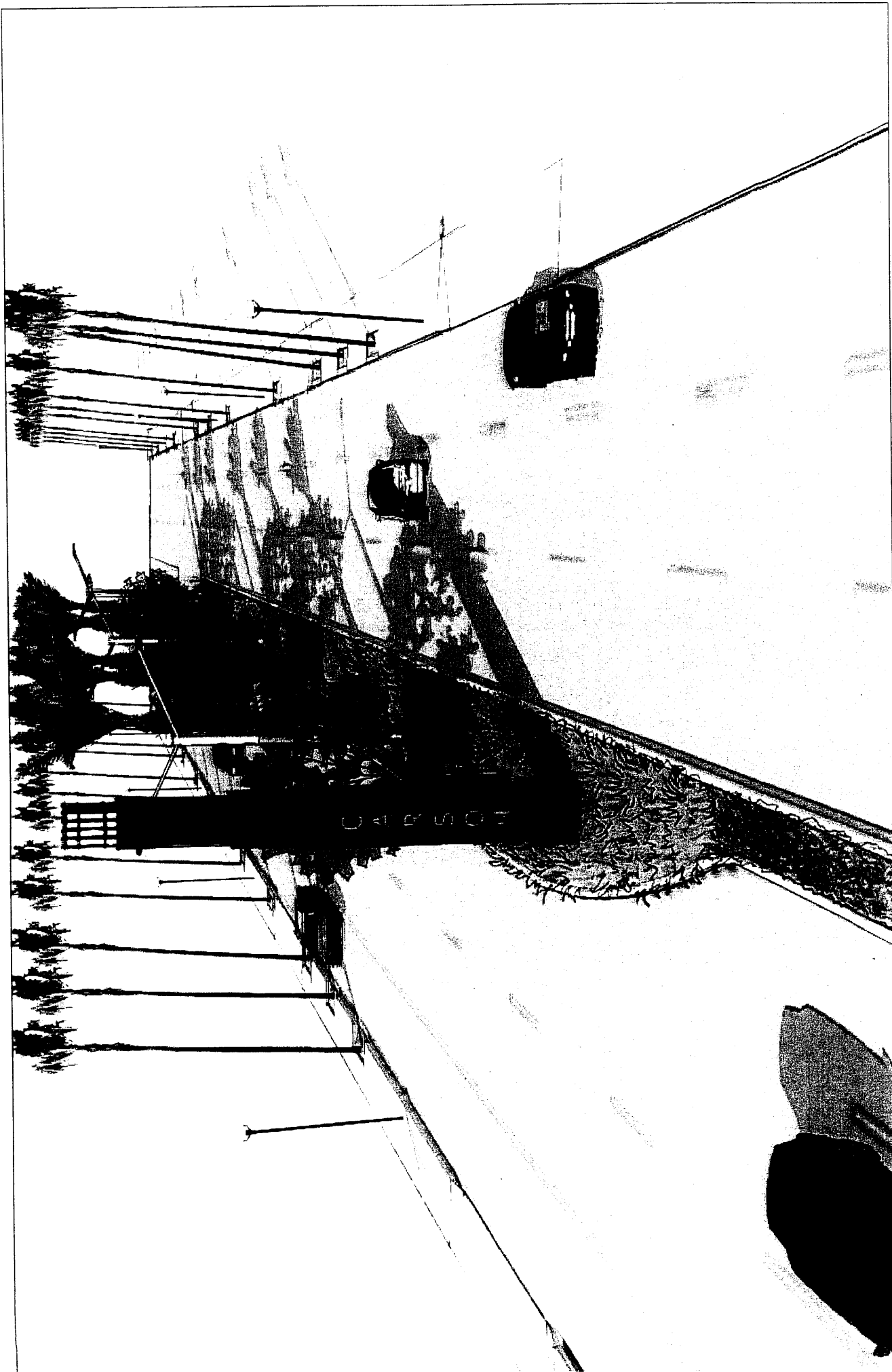
- Scored Color Concrete Paving
- Color Hardener - Concrete Paving
- Custom Scored Design to Complement Accent Paving Pattern
- Contrasting Color and Texture

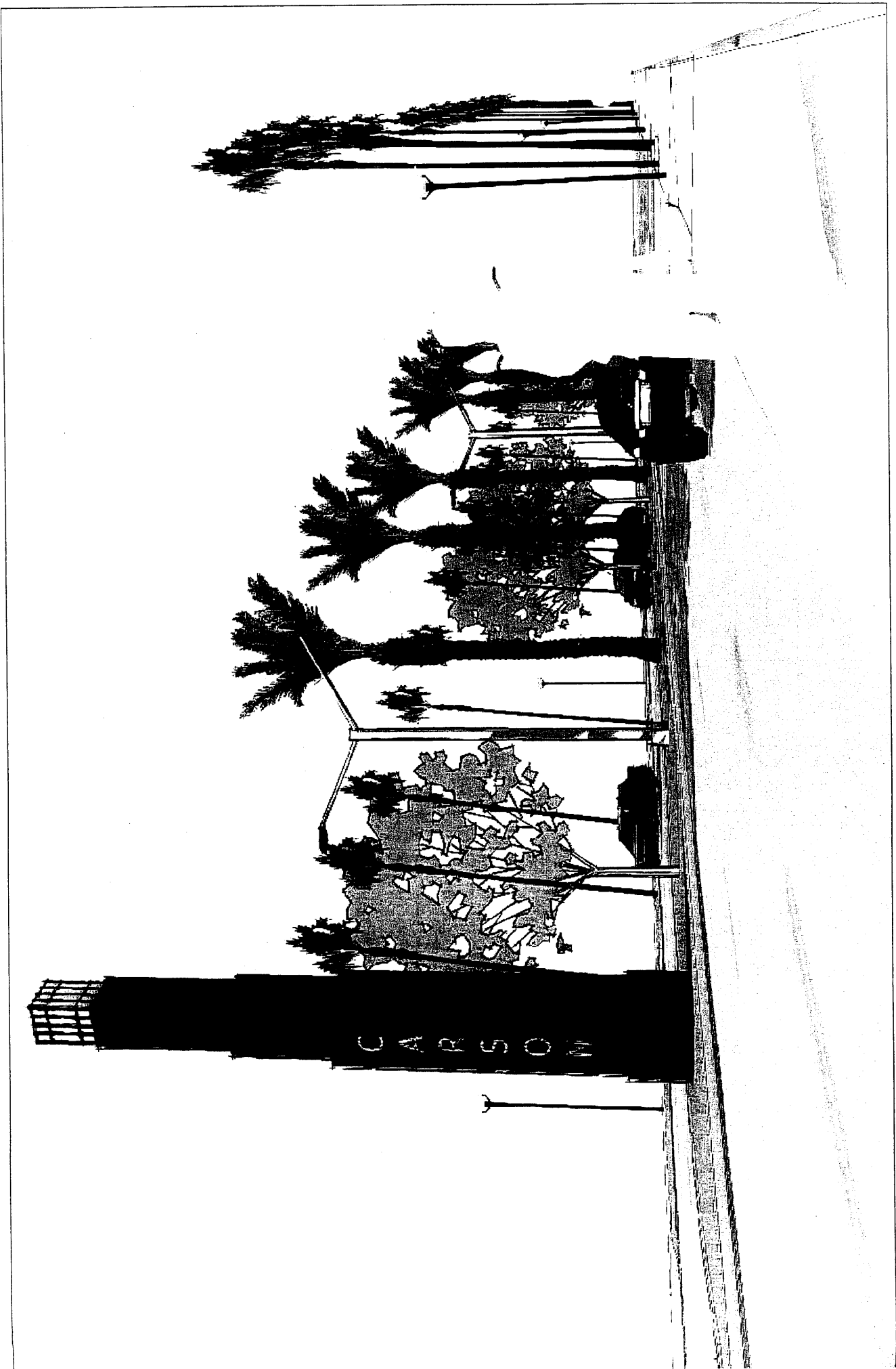


PLAN

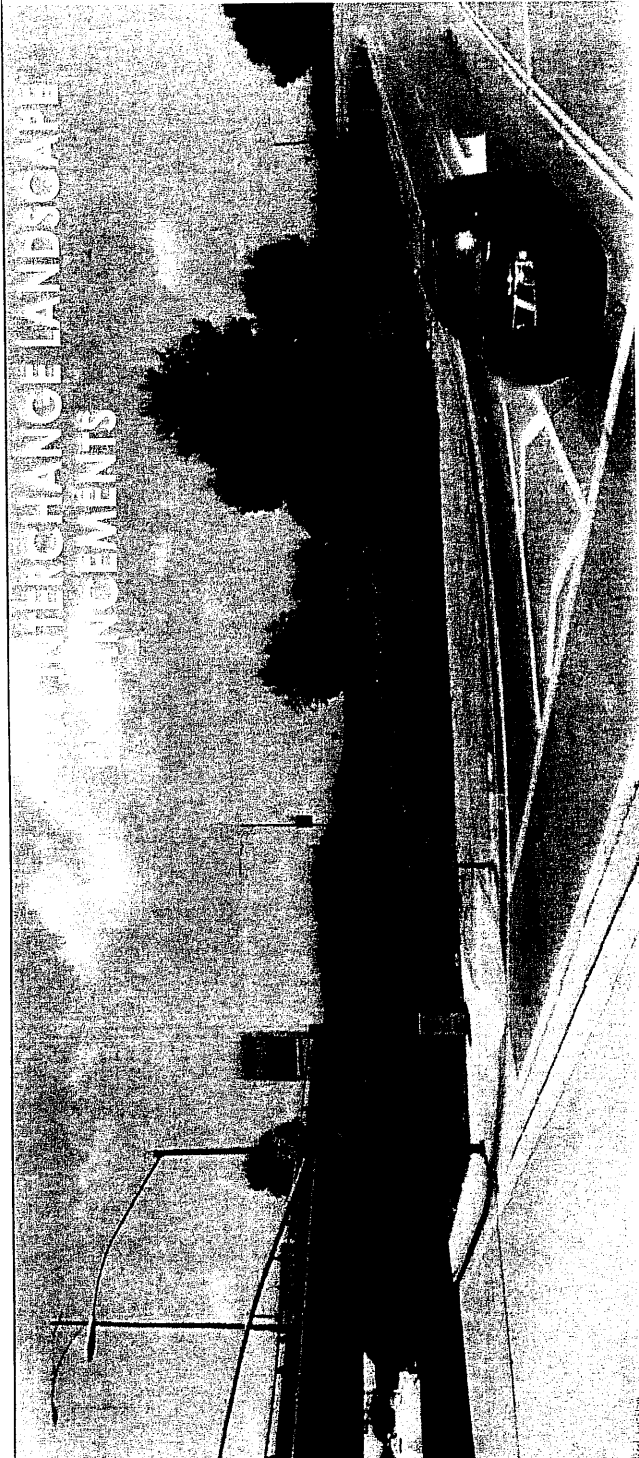
ELEVATION

65





EXCHANGE LANDSCAPE  
IMPROVEMENTS

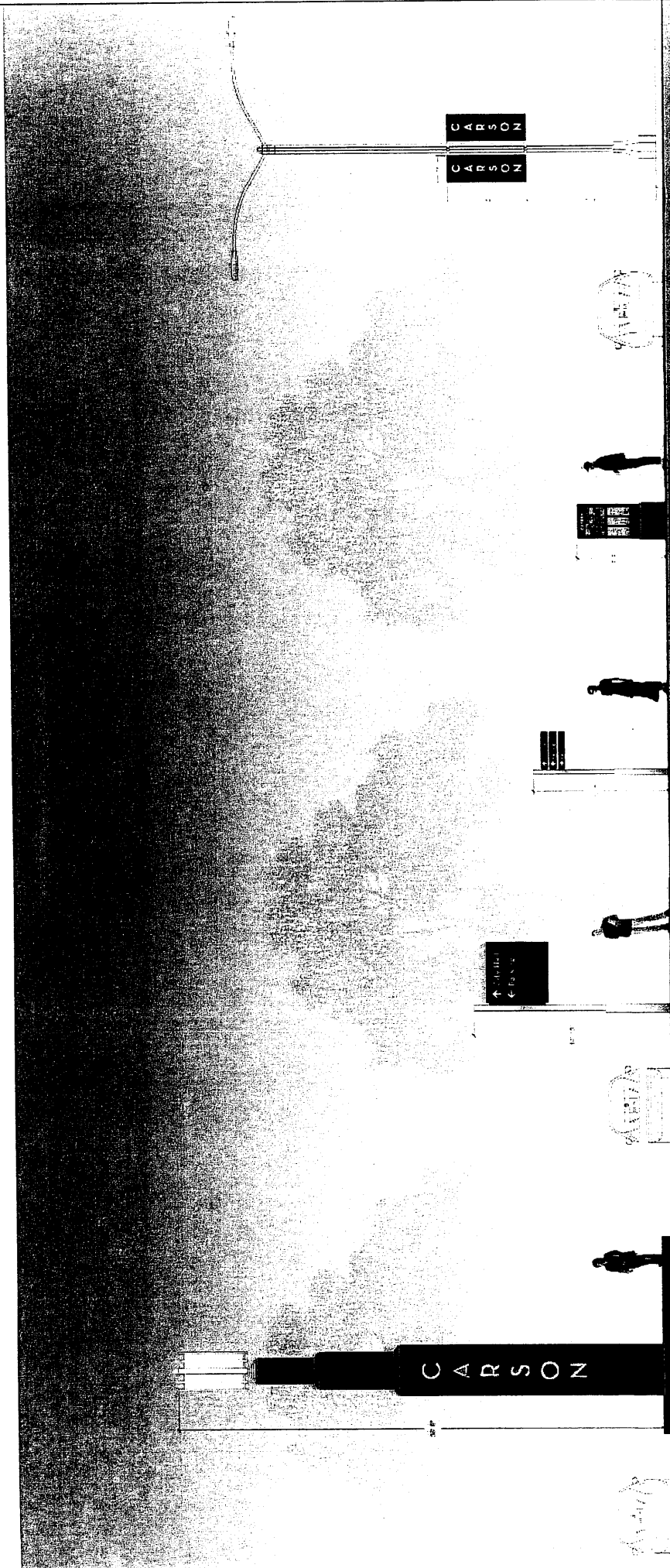
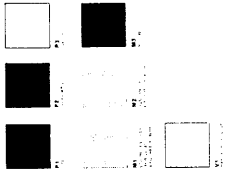


# CARSON STREET MASTER PLAN

Implementation of Public Improvements

## GATEWAY MONUMENT DETAILS/WAYFINDING

Neutra Text Demi  
ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz  
0123456789!@#\$%&'()\*



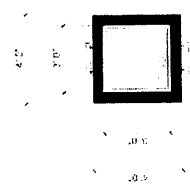
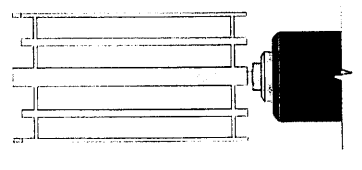
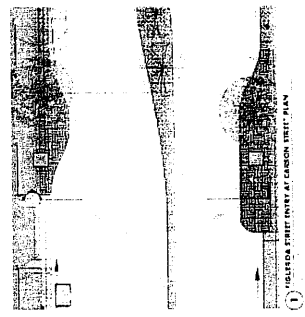
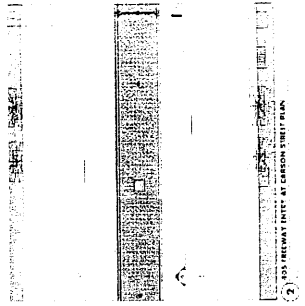
A1 Primary Gateways

Vehicle Direction

Pedestrian Direction

Directory

Banners



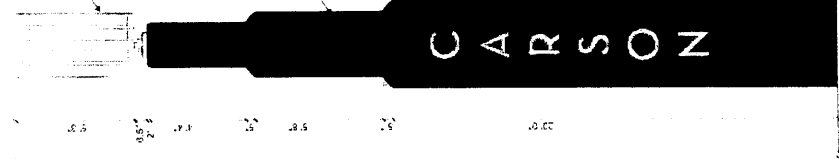
3 DETAIL VIEW

3 PLAN VIEW

DETAILS OF SIGN MOUNTING BRACKET

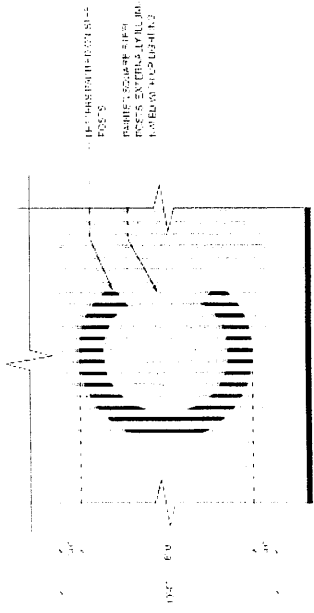
STONE CLAYTON WITH INTERNAL STRUCTURE AS SHOWN

FABRICATED WITH BRASS AND ALUMINUM WITH WHITE ILLUMINATION TUBES



2 SIDE ELEVATION

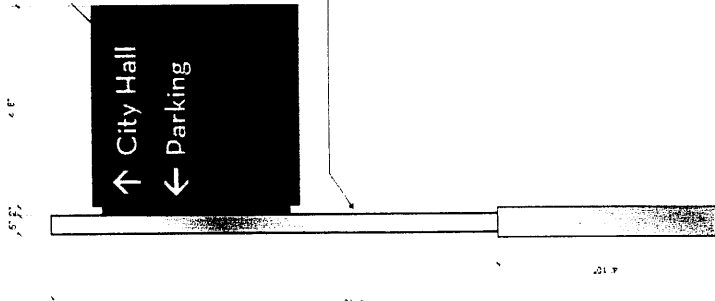
1 FRONT ELEVATION



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3 PLAN VIEW

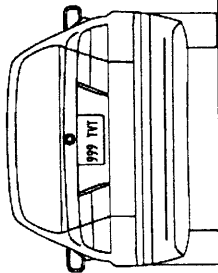


4' 0"

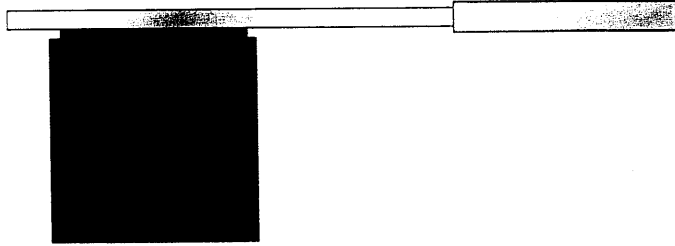
5' 0"

↑ City Hall  
← Parking

4' 10"



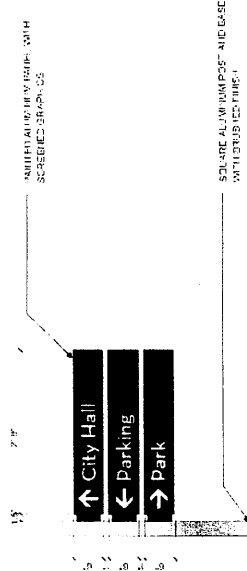
1 FRONT ELEVATION



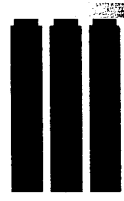
2 SIDE ELEVATION



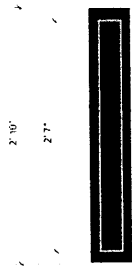
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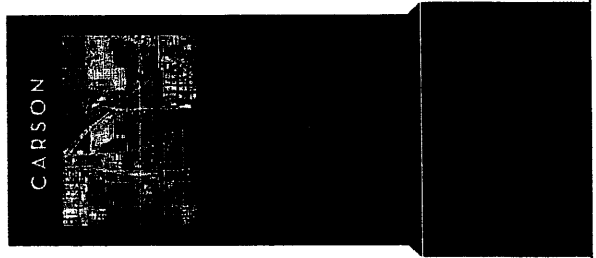
1 FRONT ELEVATION



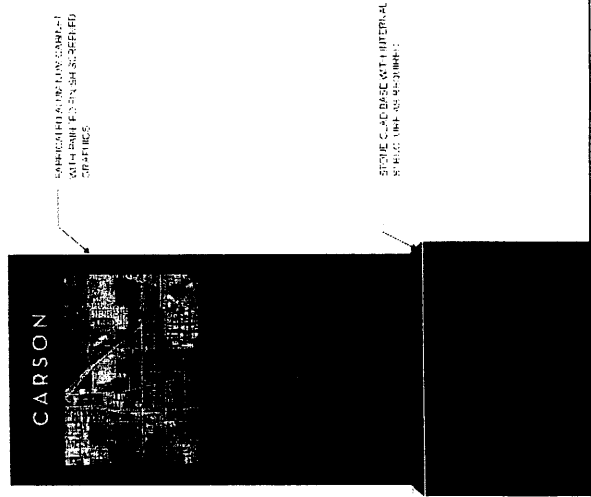
2 PLAN ELEVATION



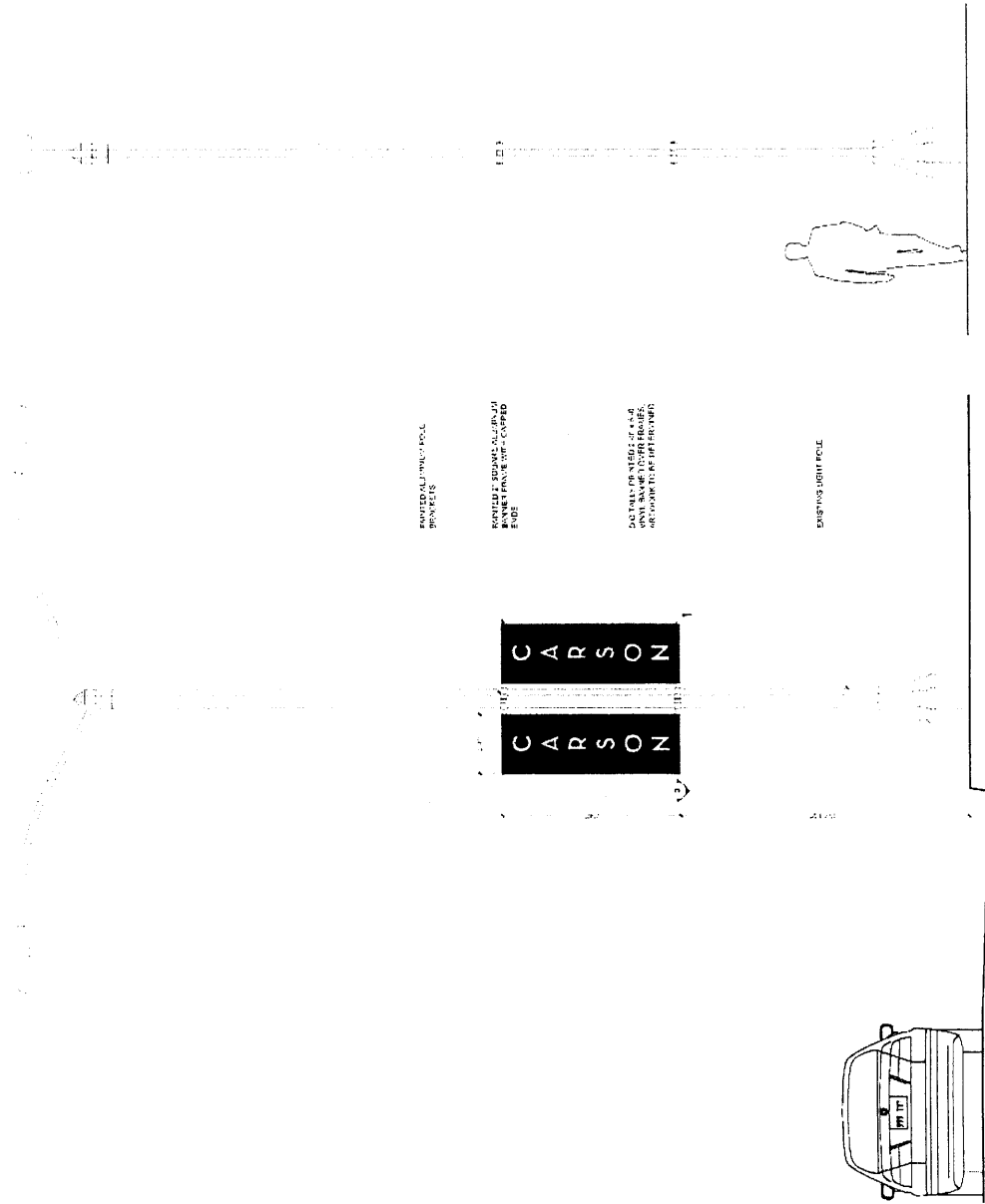
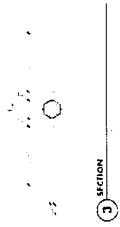
PLAN VIEW



REAR ELEVATION



FRONT ELEVATION



EXISTING LIGHT POLE  
REPLACES

ROUNDED SQUARE SIGN  
SIGNET FRAME WITH CORNER  
EDGE

EXISTING LIGHT POLE  
REPLACES

EXISTING LIGHT POLE

SECTION 1

SECTION 2

SECTION 1