



CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING: October 26, 2021

SUBJECT: Site Plan and Design Review (DOR) No. 1866-21

APPLICANT: Merona Enterprises, Inc.
9451 Firestone Blvd. Suite B
Downey, CA 90241

PROPERTY OWNER: Merona Enterprises, Inc.
9451 Firestone Blvd. Suite B
Downey, CA 90241

REQUEST: Consider approval of a Site Plan and Design Review No. 1866-21 for a proposed Starbucks restaurant with Drive-Thru.

PROPERTY INVOLVED: 860 E. Carson Street

COMMISSION ACTION

AYE	NO		AYE	NO	
		Chairperson Thomas			Monteclaro
		Vice-Chair Palmer			D. Thomas
		Diaz			Rashad
		Guerra			vacant
		Huff			Alt. Docdocil Alt. Hernandez Alt. Wilson

Item No. 5A

I. Introduction

Applicant

Merona Enterprises, Inc.
9451 Firestone Blvd. Suite B
Downey, CA 90241

Property Owner

Merona Enterprises, Inc.
9451 Firestone Blvd. Suite B
Downey, CA 90241

II. Project Description

The applicant, Merona Enterprises, Inc., requests approval of DOR No. 1866-21 to demolish an existing 3,600 square foot free standing restaurant and to construct a new Starbucks restaurant with drive-thru and in the CR-D (Commercial, Regional Center; Design Overlay District) zone.

Carson Municipal Code Section 9172.23 (Site Plan and Design Review) requires Planning Commission review of projects within the Design Overlay District having construction valuation of \$50,000 or more.

Starbucks is one of the largest American coffee & craft chains. Its headquarters are in Seattle, Washington. The company operates more than 30,000 retail stores, in 83 countries. Hours of operation are Monday through Sunday 6 AM to 11:00 PM.

III. Project Site and Surrounding Land Uses

The subject property site is located in the CR-D zone and is designated Regional Commercial under the Land Use Element of the General Plan. The subject property is located at the intersection of Carson Street and Bonita Street.

Land uses surrounding the proposed project site are primarily commercial & residential uses.



Figure (a) Project Site in context to surrounding zoning.

The following table provides a summary of information regarding the project site:

Site Information	
General Plan Land Use	Regional Commercial
Zone District	CR-D (Commercial, Regional - Design Overlay District)
Site Size	87,768.21 SF (2.0 acres)
Present Use and Development	Restaurant
Surrounding Uses/Zoning	North: Commercial, CR-D South: Residential, RM-25 East: Residential, RS West: Commercial, CR-D
Access	Ingress/Egress: Bonita Street & Carson Street

IV. Analysis

Site History

The subject property was originally developed in 1989 as a shopping center with an at grade parking lot. The currently vacant building to be demolished measures 3,600 square feet and was formerly occupied by a Filipino restaurant known as DJ Bibinkahan. The subject property is located on the Corner of Carson Street and Bonita Street, across the street from the Carson Community Center and located on a strip mall property amongst numerous and fast-casual restaurants and retail stores.



Site Plan

The subject property measures approximately 2.0 acres. The project will include the complete demolition and removal of the existing 3,600 square foot restaurant, associated parking and landscaped areas. The proposed drive-thru restaurant measures 2,000 square feet. The new restaurant will allow the existing parking lot to be expanded and this will include Americans with Disabilities Act (ADA) accessible parking. In addition, there will be a new pedestrian hardscaped area, landscape planters with permanent irrigation and the existing trash enclosure will be remodeled.

Access

The applicant will maintain two existing ingress/egress driveways located along Carson Street and Bonita Street for vehicular access to the subject property.

Parking & Traffic

Parking

Carson Municipal Code Section 9162.21 (Parking Spaces Required) generally requires 1 parking space for every 100 square-feet of gross floor area for dining and drinking establishments. The proposed restaurant with drive-thru requires 20 parking spaces (2,000sf/100sf=20 parking spaces); 19 regular and 1 ADA compliant parking spaces. However, the proposed Starbucks will share parking with the other tenants of the shopping center on the subject property, per the property's 2009 shared parking agreement.

Currently the shopping center is deficient 47 parking spaces according to CMC Section 9162.21. The proposed project includes the demolition of a 3,600 square foot vacant restaurant and replace it with a 2,000 square foot drive-thru Starbucks coffee shop. This proposal has a lower parking demand per CMC Section 9162.21 by 16 spaces (20 stalls versus 36: 3,600sf/100sf). The new development will eliminate 10 parking spaces but the decrease in parking demand results in a NET gain of six (6) spaces for the shopping center relative to code; the shopping center will be deficient by 41 spaces according to CMC Section 9162.21 thereafter. Per the 2019 parking study, approved by the City's traffic engineer, the subject property had a peak parking demand of 122 with the prior restaurant use, which again had a greater demand per code than the proposed use. As indicated by the shared parking arrangement and hours of operation of the current tenants, as well as the aforementioned parking study, peak parking demand for any day of the week will not exceed the 122 parking spaces provided at the site. In addition, the proposed coffee shop includes a drive-thru that will absorb the majority of traffic volume to the proposed restaurant which will further alleviate parking demand at the shopping center.

Traffic

The applicant submitted a transportation impact analysis, also approved by the City's traffic engineer, which confirms the development will have minimal, if any, effects to nearby intersections. The project has a NET trip generation of 21 inbound trips and 20 outbound trips in the AM peak hour, 17 inbound and 16 outbound trips in the PM peak hour and 471 daily trips.

Upon project completion, the immediate adjacent intersection of East Carson Street and Bonita Street/Civic Plaza Drive is expected to maintain LOS D or better during the AM and PM peak hours, which is deemed acceptable and consistent with the majority of roadways in the City of Carson, according to the Transportation and Infrastructure Element chapter of Carson's General Plan, Policy TI-2.1. The proposed development can be presumed to have no or less than significant impact to nearby intersections.

Building and Architecture

The project is designed in a modern architectural style combining stucco, wood, metal roofing and parapet, dark bronze storefront entrance, and storefront windows to create interest in the façade. The material selection and featured articulation effectively breaks-up the facade and produces a modern design aesthetic. The applicant will also improve the façade of the strip mall to be cohesive with the proposed Starbucks. The project is compatible with the surrounding area in that it is in keeping with other commercial restaurants in the vicinity using similar massing, articulation and fenestration.

Signage

Carson Municipal Code Section 9136.7 (Signs) allows two square feet of signage for every one linear foot of lot frontage. The proposed restaurant with drive-thru has approximately 240' feet of lot frontage along Carson Street allowing 480 (240 x 2 = 480) square feet of signage, and approximately 344' feet of lot frontage along Bonita Street allowing 688 (344 x 2 = 688) square feet of signage. Therefore, the subject property is allowed a total signage square footage of 1,168. Signage will be authorized under a separate permit.

Landscaping

Carson Municipal Code Section 9162.52 (Landscaping Requirements) requires automobile parking facilities and any parking facilities visible from the public right-of-way to have interior landscaping of not less than 5%. The proposed restaurant with drive-thru requires a total of 4,388 (87,768 x .05 = 4,388.41) square feet of landscaping. The applicant proposes 6,781 square feet of landscaping which totals to about 8% of the land area.

Four new Strawberry trees and two to three new Jacaranda trees will be installed along Carson Street (25' feet on center) Permanent irrigation utilizing best water conversation practices will be installed for both on-site and off-site landscaped areas.

V. CFD/DIF Discussion

On April 16, 2019, the City Council adopted Ordinance No. 19-1931 to implement the City's Interim Development Impact Fee ("IDIF") Program. In accordance with this IDIF program, the project will be subject to payment of a one-time development impact fee.

Based on the adopted CFD, the project is exempt due to the subject property's land use (commercial).

VI. Zoning and General Plan Consistency

The proposed project is consistent with the standards of the CR (Commercial, Regional Center) zoning designation and Regional Commercial General Plan land use designation and will remain consistent with the surrounding uses.

VII. Environmental Review

Environmental review is properly limited to the design-related issues within the Commission's discretion pursuant to CMC 9172.23, such as scale, orientation, bulk, mass, materials and color. With respect to such design-related issues, the proposed project is covered by the commonsense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. It can be seen with certainty that there is no possibility that any of the design-related issues or aspects of the proposed project will have a significant effect on the environment. (CEQA Guidelines Section 15061(b)(3)).

VIII. Public Notice

Notice of public hearing was posted to the project site on October 14, 2021. Notices were mailed to property owners and occupants within a 750' radius on October 14, 2021. The agenda was posted at City Hall no less than 72 hours prior to the Planning Commission meeting.

IX. Recommendation

That the Planning Commission:

- **ADOPT** Resolution No. 21-____, entitled “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING SITE PLAN AND DESIGN OVERLAY REVIEW NO. 1866-21 FOR A PROPOSED STARBUCKS RESTAURANT AT 860 E. CARSON STREET.”

X. Exhibits

1. Draft Resolution
 - A. *Legal Description*
 - B. *Conditions of Approval*
2. Development Plans
3. Transportation Impact Analysis
4. Parking Study
5. Shared Parking Agreement

Prepared by: Kaneca Pompey, Assistant Planner

CITY OF CARSON
PLANNING COMMISSION

RESOLUTION NO. 21-

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF CARSON APPROVING SITE PLAN AND
DESIGN OVERLAY REVIEW NO. 1866-21 FOR A
PROPOSED STARBUCKS COFFEE SHOP AT 860 E.
CARSON STREET**

WHEREAS, on June 30, 2021, the Department of Community Development received an application from Merona Enterprises, Inc. for real property located at 860 E. Carson Street and legally described in Exhibit “A” attached hereto, requesting approval of Design Overlay Review No. 1866-21 to demolish an existing 3,600 square foot free-standing restaurant and to construct a new 2,000 square foot Starbucks coffee shop with drive-thru; and

WHEREAS, studies and investigations were made and a staff report with recommendations was submitted, and the Planning Commission, upon giving the required notice, did on the twenty-sixth day of October, 2021, conduct a duly noticed public hearing as required by law to consider said design overlay application. Notice of the hearing was originally posted and mailed to property owners and properties within a 750-foot radius of the project site by October 14, 2021; and

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY RESOLVES AS FOLLOWS:

SECTION 1. The Planning Commission finds that the foregoing recitals are true and correct, and are incorporated herein by reference.

SECTION 2. The Planning Commission finds as follows:

- a) The proposed project is consistent with the General Plan of the City of Carson. The project site has a General Plan Land Use designation of Regional, Commercial and the proposed coffee shop development is compatible with the surrounding uses.
- b) The proposed project is compatible in architecture and design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance and scale of structures, open spaces, and other features relative to a harmonious and attractive development of the area. The proposed project consists of developing a 2,000 square foot coffee shop in place of an existing 3,600 sq. ft. restaurant building to be demolished. The project is compatible with the surrounding area in that it is in keeping with other commercial restaurants in the vicinity using similar massing, articulation and fenestration. The project site is located within an existing shopping center and a condition of approval of the project is that the shopping center façade be improved to match the exterior of the proposed coffee shop development.
- c) The project design will allow for and promote safe and convenient circulation for pedestrians and vehicles.

Evidence: The applicant will reinstall one new ingress/egress driveway located along Carson Street for vehicular access to the subject property. Carson Municipal Code Section 9162.21 (Parking Spaces Required) generally requires 1 parking space for every 100 square-feet of gross floor area for dining and drinking establishments. The proposed coffee shop with drive-thru would generally require 20 parking spaces ($2,000\text{sf}/100\text{sf} = 20$ parking spaces) according to Carson Municipal Code Section 9162.21; 19 regular and 1 ADA compliant parking spaces. However, the project will utilize a shared parking arrangement for the existing shopping center that includes the subject property.

The existing shopping center is deficient by 47 parking spaces according to the requirements of Carson Municipal Code Section 9162.21 (122 spaces existing, 178 required per code). To address the deficiency, a shared parking conditional use permit and agreement was approved in 2009 for the shopping center pursuant to Planning Commission Resolution No. 09-2267 (the "Shared Parking CUP"). Pursuant to Condition No. 18 of the Shared Parking CUP, changes to the commercial tenant uses identified in Table No. 1 of the Shared Parking CUP shall warrant review and approval by the Planning Division for compliance with the shared parking requirements if those uses exceed the parking requirement for general commercial. The Planning Division shall review commercial tenancy changes to ensure that hours of operation between tenants in the development do not substantially overlap as to create a parking impact. Substantial changes in tenancy shall warrant review and approval by the Commission. The proposed use is and will remain subject to the Shared Parking agreement and this is reflected in the attached conditions of approval.

The proposed project involves a change in tenancy as well as a change in operating hours from the prior restaurant, which operated from 7am to 9pm, to the proposed coffee shop, which would be permitted to operate from 6am to 11pm. The proposed project will reduce the overall number of shared parking spaces in the shopping center by 10 spaces but will reduce the parking space requirement by 16 spaces according to Carson Municipal Code Section 9162.21 based on the smaller size of the proposed coffee shop development, which requires 20 parking spaces as stated above, as compared to the existing restaurant building to be demolished, which requires 36 spaces ($3,600\text{sf}/100\text{sf} = 36$ parking spaces). Accordingly, the proposed development will result in a net increase of 6 parking spaces relative to the general requirement of CMC Section 9162.21.

Traffic and parking studies submitted by the applicant and reviewed by the Planning Commission and staff (including but not limited to the City Traffic Engineer, who has approved the studies), as well as analysis reflected in the Shared Parking CUP and the lower parking requirement of the proposed use according to CMC 9162.21, indicate that the shared parking arrangement, inclusive of the net effect of the proposed project, will sufficiently accommodate parking demand even at peak hours. Although the hours of operation of the proposed coffee shop use would at least partially overlap with the hours of most of the existing tenants in the shopping center, the anticipated peak hours of demand of the proposed coffee shop use (the early morning hours) do not substantially overlap with the hours of operation of existing shopping center tenants so as to create a parking impact, as the existing tenants' operations do not result in a high level of demand for the existing parking spaces during such hours. Likewise, study showing peak AM Peak does not demonstrate a parking impact to other tenants, as the coffee shop opens much earlier than existing tenant mix. Furthermore, the proposed coffee shop will include a drive-thru, which is anticipated to absorb the majority of traffic volume to the proposed coffee shop, further

alleviating parking demand in the shopping center lot. The project is conditioned to be subject to the Shared Parking agreement.

The transportation impact analysis submitted by the applicant, also reviewed by staff and the Commission and approved by the City's traffic engineer, confirms the development will have minimal, if any, effects to nearby intersections. The project has a NET trip generation of 21 inbound trips and 20 outbound trips in the AM peak hour, 17 inbound and 16 outbound trips in the PM peak hour and 471 daily trips. Upon project completion, the immediate adjacent intersection of East Carson Street and Bonita Street/Civic Plaza Drive is expected to maintain LOS D or better during the AM and PM peak hours, which is deemed acceptable and consistent with the majority of roadways in the City of Carson, according to the Transportation and Infrastructure Element chapter of Carson's General Plan, Policy TI-2.1. The proposed development is anticipated to have no or less than significant impact to nearby intersections.

Accordingly, the finding required by CMC 9172.23(D)(1)(c) is made in the affirmative.

- d) All signage associated with this project shall comply with applicable Carson Municipal Code provisions, and shall exhibit attractiveness, effectiveness and restraint in signing graphics and color. Signage will be reviewed pursuant to a separate sign permit.
- e) The proposed development will be in one phase (i.e., will not be a phased development).
- f) The required findings pursuant to Section 9172.23 (D), "Site Plan and Design Review", can be and are made in the affirmative.

SECTION 3. Environmental review is limited to the design-related issues within the Commission's discretion pursuant to CMC 9172.23, such as scale, orientation, bulk, mass, materials and color. With respect to such design-related issues, the proposed project is covered by the commonsense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. It can be seen with certainty that there is no possibility that any of the design-related issues or aspects of the proposed project will have a significant effect on the environment. (CEQA Guidelines Section 15061(b)(3)). A Notice of Exemption shall be filed with the County Clerk of the County of Los Angeles pursuant to the California Environmental Quality Act.

SECTION 4. The Planning Commission of the City of Carson, pursuant to the findings noted above, does hereby approve Design Overlay Review No. 1866-21 for the proposed demolition of an existing 3,600 square foot free-standing restaurant and to construct a new 2,000 square foot Starbucks coffee shop with drive-thru at 860 E. Carson Street, subject to the Conditions of Approval contained in Exhibit "B," attached hereto.

SECTION 5. This decision of the Planning Commission shall become effective and final 15 days after the date of the action unless an appeal is filed in accordance with Section 9173.4 of the Zoning Ordinance.

THIS SECTION INTENTIONALLY LEFT BLANK

SECTION 6. The Secretary of the Planning Commission shall certify to the adoption of this Resolution.

PASSED, APPROVED and ADOPTED this 26th day of October, 2021.

CHAIRPERSON

ATTEST:

SECRETARY

LEGAL DESCRIPTION

EXHIBIT A

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE EAST 255.00 FEET OF LOT 1, OF TRACT 4546, IN THE CITY OF CARSON, AS PER MAP RECORDED IN BOOK 50, PAGES 21 AND 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE NORTHERLY 20.00 FEET, CONVEYED TO THE COUNTY OF LOS ANGELES, BY DEED RECORDED APRIL 5, 1968 AS INSTRUMENT NO. 3713 IN BOOK D3962 PAGE 877, OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION THEREOF WITHIN THE FOLLOWING DESCRIBED BOUNDARIES:

BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID LOT; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID LOT, A DISTANCE OF 5.00 FEET TO THE WESTERLY LINE OF THE EASTERLY 5 FEET OF SAID LOT; THENCE NORTHERLY ALONG SAID WESTERLY LINE TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 19 FEET, TANGENT TO SAID WESTERLY LINE AND TANGENT TO THE SOUTHERLY LINE OF THE NORTHERLY 20 FEET OF SAID LOT; THENCE NORTHWESTERLY ALONG SAID CURVE 29.36 FEET TO SAID LAST MENTIONED SOUTHERLY LINE;

THENCE EASTERLY ALONG SAID LAST MENTIONED SOUTHERLY LINE TO THE EASTERLY LINE OF SAID LOT; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE POINT OF BEGINNING, AS CONVEYED IN THE ABOVE MENTIONED DEED.

EXCEPTING THEREFROM AN UNDIVIDED 1/2 INTEREST IN AND TO ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND BELOW A DEPTH OF 500 FEET, BUT WITHOUT THE RIGHT OF SURFACE ENTRY THERETO, AS RESERVED BY MARGARET B. BURCH IN DEED RECORDED NOVEMBER 21, 1972 AS INSTRUMENT NO. 330.

ALSO EXCEPT THE REMAINDER OF INTEREST IN AND TO ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND BELOW A DEPTH OF 500 FEET, BUT WITHOUT THE RIGHT OF SURFACE ENTRY THERETO, AS RESERVED BY HOROWITZ KLING DEVELOPMENT COMPANY IN DEED RECORDED MARCH 26, 1975 AS INSTRUMENT NO. 3530.

APN: 7332-001-011

**CITY OF CARSON
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION**

**EXHIBIT "B"
CONDITIONS OF APPROVAL
DESIGN OVERLAY REVIEW NO. 1866-21**

I. GENERAL CONDITIONS

1. **Interim Development Impact Fee:** In accordance to Article XI (Interim Development Impact Fee Program) of the Carson Municipal Code and the current Fiscal Year 2021-2022 fees (effective July 1, 2021 through June 30, 2022) the applicant, property owner, and/or successor to whom these project entitlements are assigned ("Developer") shall be responsible for payment of a one-time development impact fee at the rate of \$4.71 per square foot of commercial building constructed. The proposed development includes development impact fees estimated at **\$9,420** [2,000 sq. ft. (Proposed Project) X \$4.71 per sq. ft. = \$9,420). If the Project increases or decreases in size, the development impact fee amount will be adjusted accordingly at the same rate.

Additionally, subject to the review, verification, and approval of the Community Development Director, the applicant may be eligible for development impact fee credits for demolition of an existing permitted structure or structures. Awarded fee credits shall reduce the final development impact fee amount and are applied when development impact fees are due. To apply for development impact fee credits or understand the requirements in more detail, please contact James Nguyen at jnguyen@carsonca.gov or 310-952-1700 ext. 1310 **prior** to demolition.

Final development impact fee amounts are calculated and due prior to issuance of a building permit in one lump sum installment. Fees are subject to adjustments every July 1st based on State of California Construction Cost Index (Prior March to Current March Adjustment). No building permits shall be issued prior to the full payment of the amount.

2. If a building permit for Design Overlay Review No. 1866-21 is not issued within **two years** of their effective date, said permit shall be declared null and void unless an extension of time is approved by the Planning Commission.
3. The approved Resolution, including the Conditions of Approval contained herein, and signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.
4. Developer shall submit two complete sets of plans that conform to all the Conditions of Approval to be reviewed and approved by the Planning Division prior to the issuance of a building permit.
5. Developer shall comply with all city, county, state and federal regulations applicable to this project.
6. Any substantial project revisions will require review and approval by the Planning Commission. Any revisions shall be approved by the Planning Division prior to Building and Safety plan check submittal.

7. The applicant and property owner shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the Planning Commission Resolution.
8. A modification of these conditions, including additions or deletions, may be considered upon filing of an application by the owner of the subject property or his/her authorized representative in accordance with Section 9173.1 of the Zoning Ordinance.
9. It is further made a condition of this approval that if any condition is violated or if any applicable law, statute, ordinance or regulation is violated, this permit may be revoked by the Planning Commission or City Council, as may be applicable; provided the Developer has been given written notice to cease such violation and has failed to do so for a period of thirty days.
10. **Precedence of Conditions.** If any of these Conditions of Approval alter a commitment made by the Developer in another document, the conditions enumerated herein shall take precedence unless superseded by a Development Agreement, which shall govern over any conflicting provisions of any other approval.
11. **City Approvals.** All approvals by City, unless otherwise specified, shall be by the department head of the department requiring the condition. All agreements, covenants, easements, deposits and other documents required herein where City is a party shall be in a form approved by the City Attorney. The Developer shall pay the cost for review and approval of such agreements and deposit necessary funds pursuant to a deposit agreement.
12. **Deposit Account.** A trust deposit account shall be established for all deposits and fees required in all applicable conditions of approval of the project. The trust deposit shall be maintained with no deficits. The trust deposit shall be governed by a deposit agreement. The trust deposit account shall be maintained separate from other City funds and shall be non-interest bearing. City may make demands for additional deposits to cover all expenses over a period of 60 days and funds shall be deposited within 10 days of the request therefor, or work may cease on the Project.
13. **Indemnification.** The applicant, property owner, and tenant(s), for themselves and their successors in interest ("Indemnitors"), agree to defend, indemnify and hold harmless the City of Carson, its agents, officers and employees, and each of them ("Indemnitees") from and against any and all claims, liabilities, damages, losses, costs, fees, expenses, penalties, errors, omissions, forfeitures, actions, and proceedings (collectively, "Claims") against Indemnitees to attack, set aside, void, or annul any of the project entitlements or approvals that are the subject of these conditions, and any Claims against Indemnitees which are in any way related to Indemnitees' review of or decision upon the project that is the subject of these conditions (including without limitation any Claims related to any finding, determination, or claim of exemption made by Indemnitees pursuant to the requirements of the California Environmental Quality Act), and any Claims against Indemnitees which are in any way related to any damage or harm to people or property, real or personal, arising from Indemnitors' operations or any of the project entitlements or approvals that are the subject of these conditions. The City will promptly notify Indemnitors of any such claim, action or proceeding against Indemnitees, and, at the option of the City, Indemnitors shall either undertake the defense of the matter or pay Indemnitees' associated legal costs or shall advance funds assessed by the City to pay for the defense of the matter by the City Attorney. In the event the City opts for Indemnitors to undertake defense of the matter, the City

will cooperate reasonably in the defense, but retains the right to settle or abandon the matter without Indemnitors' consent. Indemnitors shall provide a deposit to the City in the amount of 100% of the City's estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorneys' fees, and shall make additional deposits as requested by the City to keep the deposit at such level. If Indemnitors fail to provide or maintain the deposit, Indemnitees may abandon the action and Indemnitors shall pay all costs resulting therefrom and Indemnitees shall have no liability to Indemnitors.

II. AESTHETICS

1. There shall be no deviation of architectural design or details from the approved set of plans. Any alteration shall be first approved by the Planning Division.
2. **Down spouts shall be interior to the structure or architecturally integrated into the structure to the satisfaction of the Planning Division.**
3. **Vines on Carson street building exterior to be maintained and/or replaced immediately if growth is not sufficient.**
4. **Strip Mall facade is to be improved to match Starbucks exterior and subject to the approval of the Planning Division.**
5. Any roof-mounted equipment shall be screened to the satisfaction of the Planning Division.
6. Graffiti shall be removed from all areas within twenty-four (24) hours of written notification by the City of Carson, including graffiti found on perimeter walls and fences. Should the graffiti problem persist more than twice in any calendar year, the matter may be brought before the Planning Commission for review and further consideration of site modification (i.e. fencing, landscaping, chemical treatment, etc.).
7. The proposed project site shall be maintained free of debris, litter and inoperable vehicles at all times. The subject property shall be maintained to present an attractive appearance to the satisfaction of the Planning Division.

III. LANDSCAPE/IRRIGATION

1. Comply with the provisions of Section 9168 of the Zoning Ordinance, "Water Efficient Landscaping."
2. Landscaping shall be provided with a permanently installed, automatic irrigation system and operated by an electrically-timed controller station set for early morning or late evening irrigation.
3. Installation of 6" x 6" concrete curbs are required around all landscaped planter areas, except for areas determined by National Pollutant Discharge Elimination System (NPDES) permit or other applicable condition of approval that requires certain landscaped areas to remain clear of concrete curbs for more efficient storm water runoff flow and percolation. Revised landscaping and irrigation plans shall be reviewed and approved by the Planning Division should subsequent modifications be required by other concerned agencies regarding the removal of concrete curbs.
4. The proposed irrigation system shall include best water conservation practices.
5. Installation, maintenance, and repair of all landscaping shall be the responsibility of the property owner.
6. **Trees/Shrubs around drive-thru shall be maintained at a height to screen cars from public right-of-way**

7. **New 24-inch box Strawberry Trees and 36-inch Jacaranda Trees to be installed along Carson Street (25 feet on center)**
8. **All new and retrofitted landscape of 500 square feet or greater is subject to the Model Water Efficient Landscape Ordinance (MWELO) per Department of Water Resources Title 23, Chapter 2.7**
9. Prior to Issuance of Building Permit, the applicant shall submit two sets of landscape and irrigation plans drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Planning Division.

IV. LIGHTING

1. Developer shall provide adequate lighting for the parking areas.
2. All exterior lighting shall be provided in compliance with the standards pursuant to Section 9147.1 of the Zoning Ordinance.
3. Such lights are to be directed on-site in such a manner as to not create a nuisance or hazard to adjacent street and properties, subject to the approval of the Planning Division.

V. PARKING/TRAFFIC

1. The project shall be subject to compliance with the Shared Parking agreement/arrangement for the existing shopping center, which is described in (without limitation) Planning Commission Resolution No. 2009-2267, and as may be modified from time to time.
2. All driveways shall remain clear. No encroachment into driveways shall be permitted.
3. The parking areas will be re-slurry sealed and re-stripped with a new parking configuration that complies with ADA, Fire, and Traffic Engineering standards.
4. All areas used for movement, parking, loading, or storage of vehicles shall be paved, striped and provided with wheel stops in accordance with Section 9162.0 of the Zoning Ordinance.
5. **Install 20-ft red curb at the northerly side of Bonita St Driveway.**

VI. Pavement

1. **The parking lot shall be repaved and re-stripped in its entirety.**

VII. TRASH

1. Trash collection from the project site shall comply with the requirements of the City's trash collection company.
2. **Trash enclosures are to be renovated to match new modern architectural style as proposed new building and maintained going forward.**

VIII. UTILITIES

1. All utilities and aboveground equipment shall be constructed and located pursuant to Section 9146.8 of the Zoning Ordinance, unless otherwise provided for in these conditions.
2. Developer shall remove, at its own expense, any obstructions within the utility easements that would interfere with the use for which the easements are intended.

3. Any aboveground utility cabinet or equipment cabinet shall be screened from the public right-of-way by a decorative block wall or landscaping, to the satisfaction of the Planning Division.

IX. BUILDING AND SAFETY DIVISION

1. Applicant shall submit development plans for plan check review and approval.
2. Developer shall obtain all appropriate building permits and an approved final inspection for the proposed project.
3. Prior to issuance of building permit, proof of worker's compensation and liability insurance for Developer must be on file with the Los Angeles County Building and Safety Division.

X. FIRE DEPARTMENT

The proposed development shall obtain approval and comply with all Los Angeles County Fire Department requirements.

XI. ENGINEERING SERVICES DEPARTMENT – CITY OF CARSON

GENERAL

1. Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
2. A construction permit is required for any work to be done in the public right-of-way.
3. Construction bond for all work to be done within the public right of way shall be submitted and approved by Engineering Division prior to issuance of permit by Engineering Division.
4. Proof of Worker's Compensation and Liability Insurance shall be submitted to the city prior to issuance of permit by Engineering Division.
5. The Developer shall submit a copy of **approved** Grading/Site plans on bond paper to the City of Carson – Engineering Division, prior to issuance of grading permits.
6. The Developer shall submit an electronic copy of **approved** plans (*such as, Sewer, Street and/or Storm Drain Improvements, whichever applies*), to the City of Carson – Engineering Division, prior to the issuance of construction permits.

BUILDING PERMITS

Prior to issuance of **Building Permit**, the proposed development is subject to the following:

7. Drainage/Grading plan shall be submitted for approval of the Building and Safety Division. The Developer shall submit a **copy of approved** Drainage/Grading plans on bond paper to the City of Carson – Engineering Division.
8. Soil report, sewer area study, drainage concept, hydrology study and stormwater quality plan shall be reviewed and approved. Building Permit issuance will not be granted until the required soils, sewer, drainage concept, hydrology study and stormwater information have been received and found satisfactory. Comply with mitigation measures recommended in the approved soils, sewer area study, drainage concept, hydrology study and stormwater quality plan.

9. The Developer shall submit a sewer area study to the Los Angeles County Department of Public Works (LACDPW) to determine if capacity is adequate in the sewerage system to be used as the outlet for the sewer of this development. If the system is found to have insufficient capacity, the problem must be addressed and resolved to the satisfaction of the L.A. County Sewer Department.
10. The Developer shall submit improvement plans to the Engineering Division showing all the required improvements in the public right of way for review and approval of the City Engineer. A copy of approved conditions of approval shall be attached to the plans when submitted. The following are required as a part of the project's improvement plans.
 - a. Repair any broken or raised/sagged sidewalk, curb and gutter within the public right of way along Carson Street abutting this proposed development per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
 - b. The Developer shall modify existing driveways within the public right of way along Carson Street abutting this proposed development per City of Carson PW Standard Drawings to comply with the ADA requirements and to the satisfaction of the City Engineer.
 - c. The Developer shall modify the existing HC Ramp at the South West corner of Carson Street and Bonita Street to meet the ADA compliance.
11. Off-site improvements (*eg. driveways, sidewalk, parkway drains, trees, curb/gutter etc*) shown on the grading plans must provide a concurrent submittal to City of Carson Engineering Division. Prior to issuance of Grading permit, Developer shall obtain clearance from City of Carson Engineering Division.

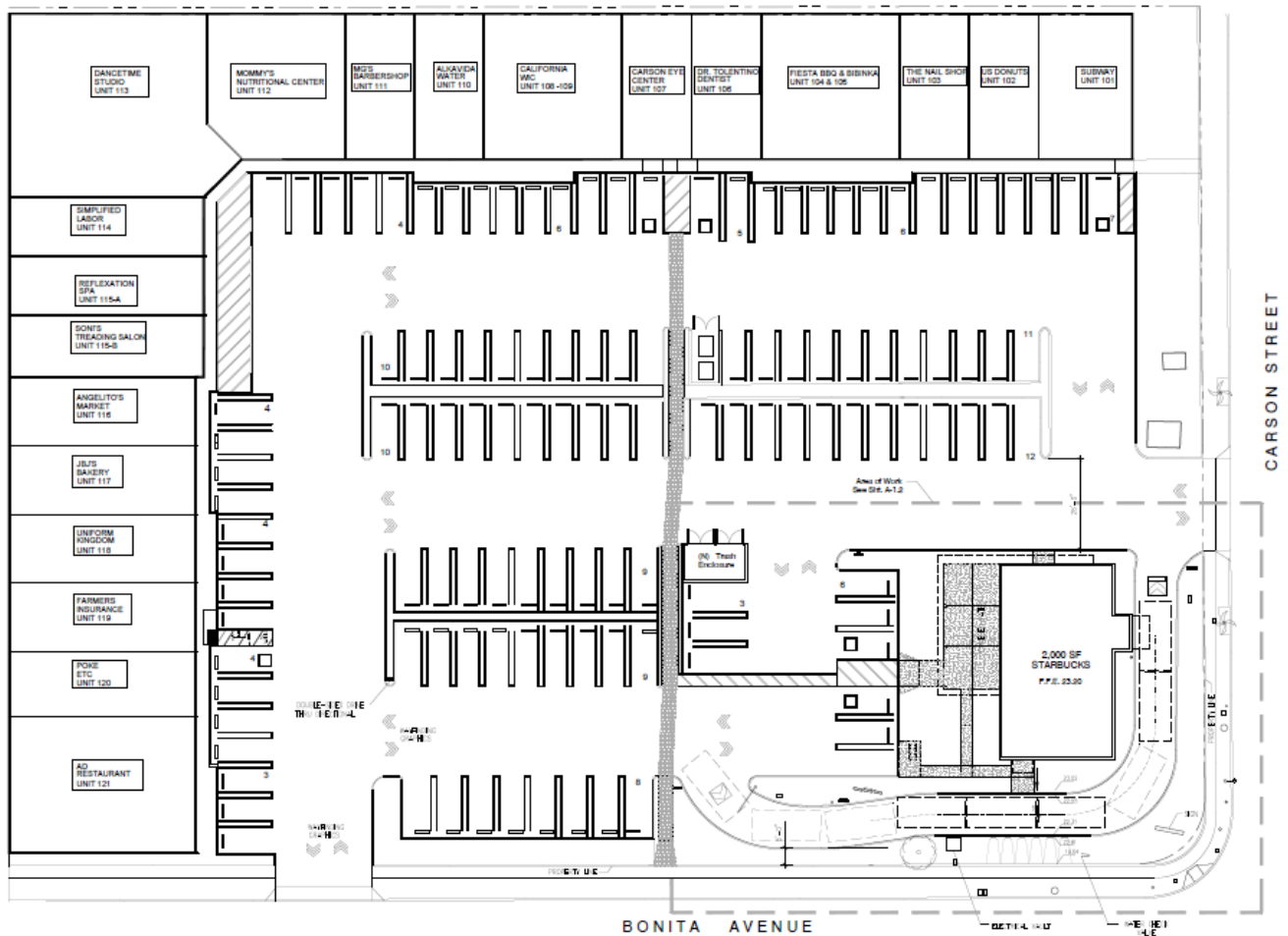
CERTIFICATE OF OCCUPANCY

Prior to issuance of **Certificate of Occupancy**, the proposed development is subject to the following:

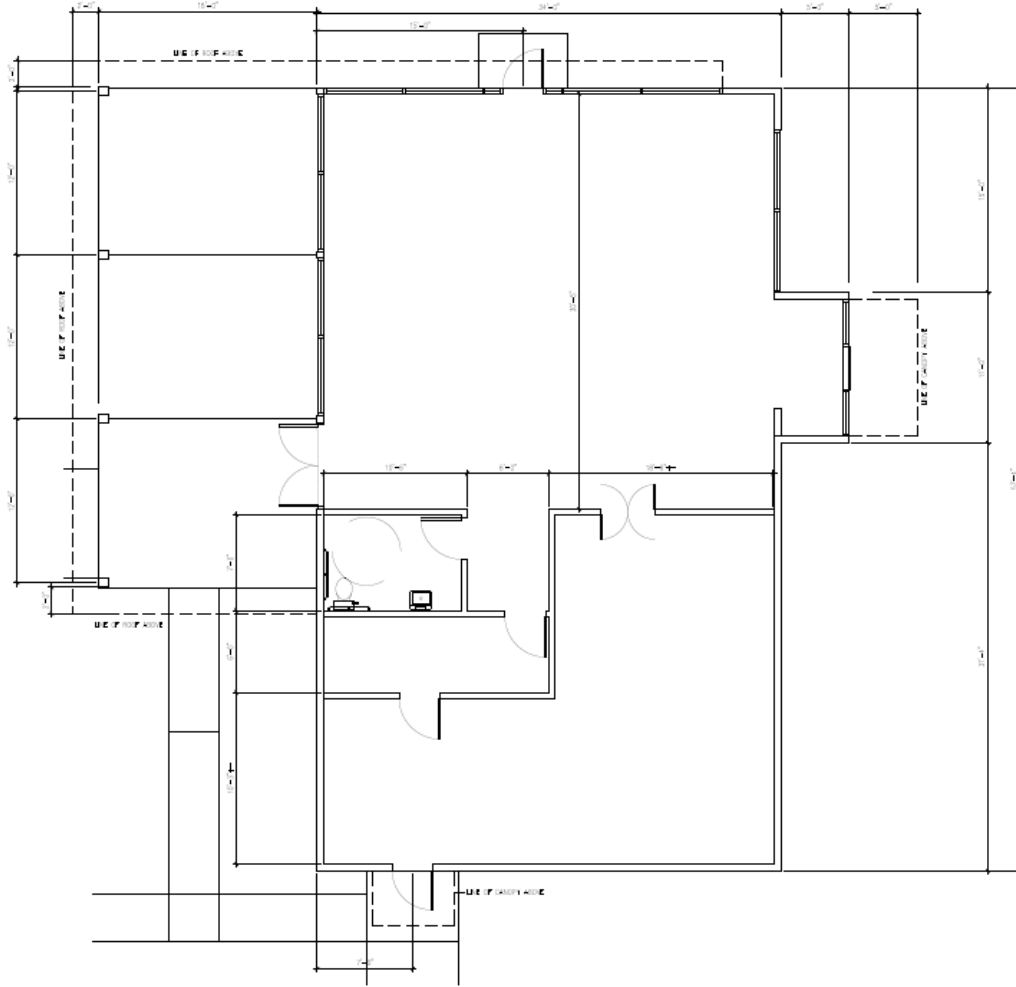
12. The Developer shall comply with all requirements from L.A. County Sewer Maintenance Division for maintenance of new and/or existing sewer main, relating to this development, prior to release of all improvement bonds.
13. The Developer shall execute and provide to the City Engineer, a written statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building.
14. The Developer shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer.
15. Comply with any additional requirements, if any, as means of mitigating any traffic impacts as identified in the traffic study approved by the City Traffic Engineer.
16. All infrastructures necessary to serve the proposed development (water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy.

XII. Business License

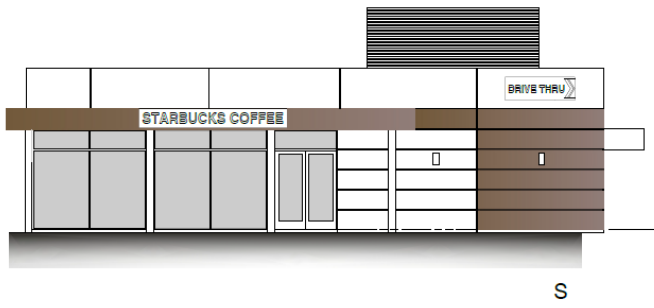
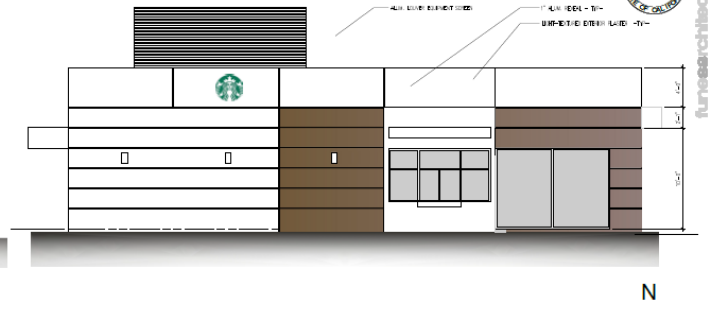
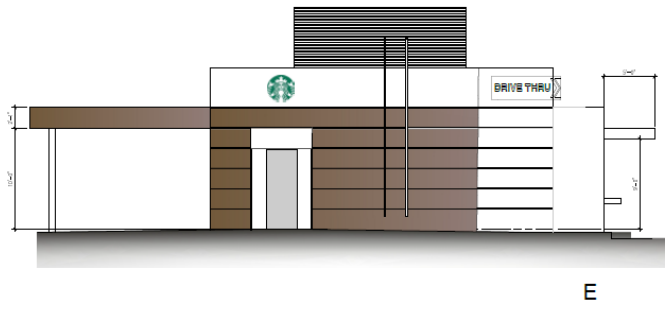
1. All parties involved in the subject project including but not limited to contractors and subcontractors are required to obtain a city business license per Section 6310 of the Carson Municipal Code.



Site Plan



Floor Plan



Elevations

TRANSPORTATION IMPACT ANALYSIS

New Starbucks Coffee with Drive-Through

Carson Bonita Plaza

860 East Carson St, Carson

Date: September 20, 2021

Prepared For:

Merona Enterprises

9451 Firestone Blvd, Suite B

Downey, CA 90341

Prepared By:

K2 Traffic Engineering, Inc.

1442 Irvine Blvd, Suite 210

Tustin, CA 92780

(714) 832-2116

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Transportation Impact Analysis
New Starbucks Coffee with Drive-Through
860 East Carson Street
In the City of Carson



Prepared under the supervision of

A handwritten signature in black ink, appearing to read "Jende Kay Hsu".

Jende Kay Hsu, P.E., T. E.

Lic. # T2285

EXECUTIVE SUMMARY

The purpose of this study is to evaluate the local traffic impact of the proposed development at 860 E. Carson Street in the City of Carson. The proposed development consists of demolishing the former DJ Bibingkahan restaurant building of 3,600 square feet and constructing a new Starbucks Coffee building of 2,000 square feet with a drive-through lane. The project has a NET trip generation of 21 inbound trips and 20 outbound trips in the AM peak hour, 17 inbound and 16 outbound trips in the PM peak hour and 471 daily trips.

Upon project completion, the immediate adjacent intersection of E. Carson Street and Bonita Street/Civic Plaza Drive is expected to maintain LOS D or better during the AM and PM peak hours, which is deemed acceptable and consistent with the majority of roadways in the City of Carson, according to the Transportation and Infrastructure Element chapter of Carson's General Plan. The proposed development can be presumed to have no or less than significant impact to nearby intersections.

The study examined the 95th percentile queue for left turns and found that inadequate pocket length is a pre-existing condition for the westbound left turn on East Carson Street at Bonita Street, likely affected by the access to Carnegie Middle School and Bonita Street Elementary School that are both on Bonita Street south of Carson Street. However, with the existing back-to-back left turn pocket on Carson Street that allows eastbound left turns into Jack in the Box restaurant, there is no feasible solution to increase the queuing capacity for westbound left turns.

Site access at the shopping center has been provided by two existing driveways. The driveway on East Carson Street faces the raised median and turning movement is restricted to right-in-right-out only. The driveway on Bonita Street allows full access. Both existing access driveways have appeared to function properly and provided adequately sight distances for site access.

On-site circulation appears efficient and safe without unnecessary bottlenecks. Nonetheless, the site plan is subject to review and approval by the City.

INTRODUCTION

The purpose of this study is to evaluate the local traffic impact of the proposed development at 860 E. Carson Street in the City of Carson. The proposed development consists of demolishing the former DJ Bibingkahan restaurant building of 3,600 square feet and constructing a new Starbucks Coffee building of 2,000 square feet with a drive-through lane. Vicinity map is shown in **Exhibit 1**. The proposed site plan is shown in **Exhibit 2**.

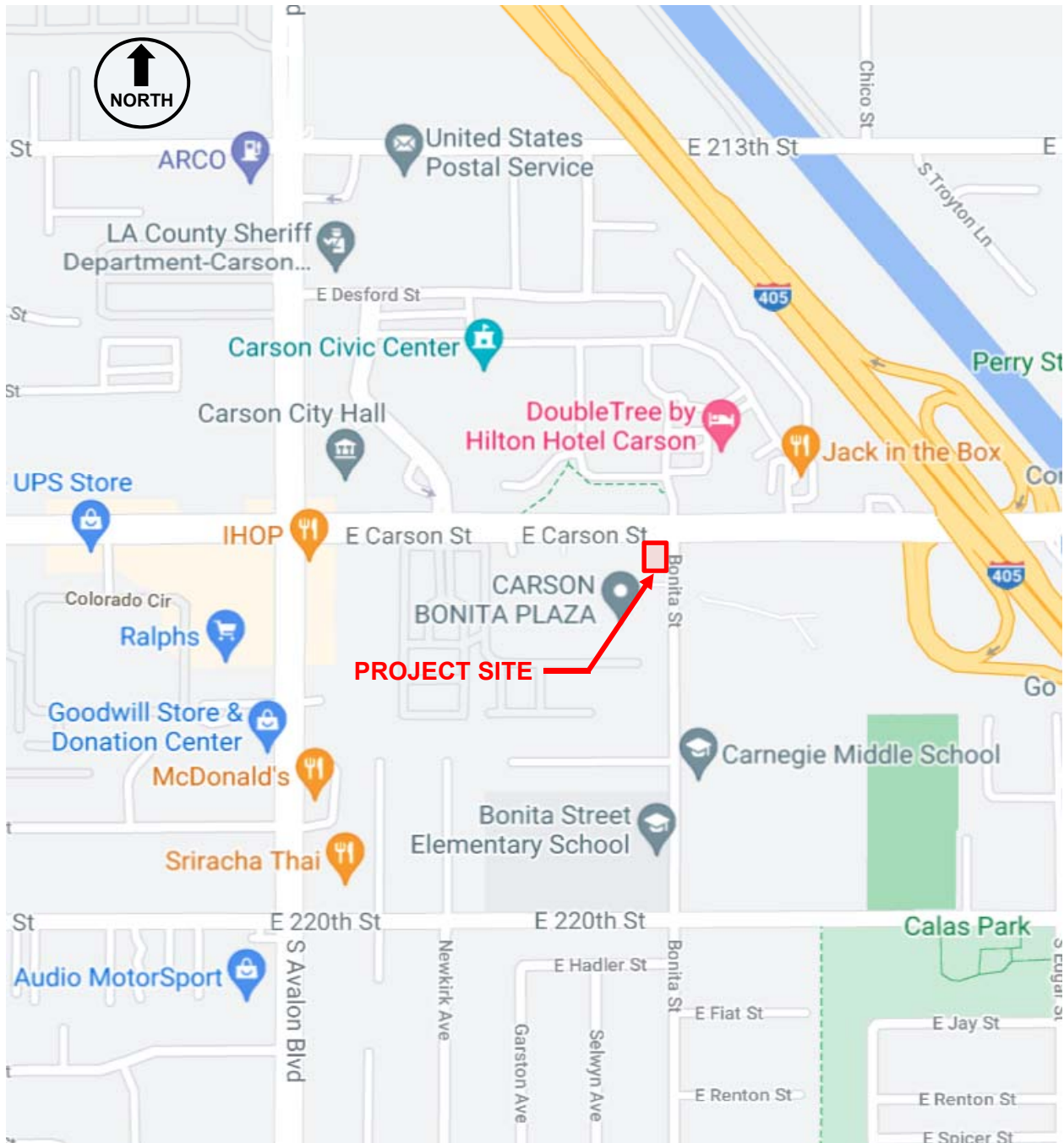


EXHIBIT 1. VICINITY MAP

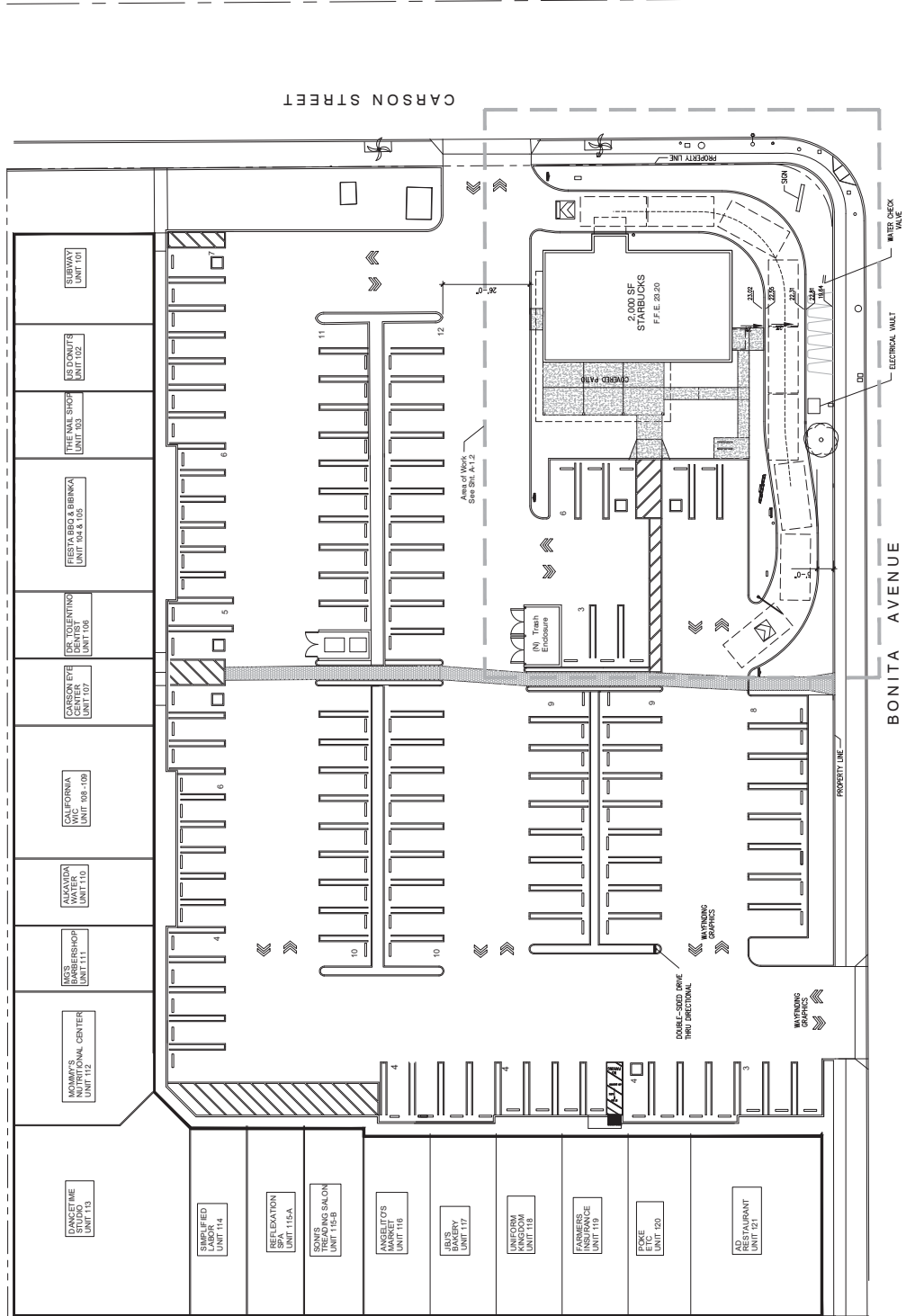
Not to Scale



Project Data

SITE AREA: 87,781 SF
 BUILDING AREA:
 EXISTING STRUCTURES: 28,215 SF
 STRUCTURES TO BE DEMOLISHED: 9,600 SF
 STRUCTURES AFTER DEMOLITION: 24,615 SF
 STRUCTURES TO BE ADDED: 2,000 SF
 NET BUILDING AREA AFTER ADDITION: 24,615 SF

EXISTING FLOOR AREA RATIO (FAR): 32.1%
 PROPOSED FLOOR AREA RATIO (FAR): 30.5%
 NO. OF PHASES: 1
 LANDSCAPE AREA: 8,287 SF 9.5% OF SITE AREA
 PAVED AREA 52,869 SF 60% OF SITE AREA
 TYPE OF OCCUPANCY: M
 TYPE OF CONSTRUCTION: VB
 ROOF MATERIAL: SINGLE-PLY



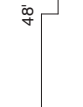
Parking Analysis

Suite	Business Name	Use	Sq. Ft.	Parking Requirement (left./5p. Spaces/1000 sq. ft.)	Req'd parking spaces
101	Subway	Restaurant	1,323	100	132.3
102	US Donuts	Restaurant	860	100	86.0
103	The Nail Shop	Nail Salon	860	300	259.2
104-105	Fiesta BBQ	Restaurant	1,720	100	172.0
106	Dr. Toledano Dentistry	Dentist	860	300	259.2
107	Carson Eye Center	Optomery	860	300	259.2
108-109	VACANT OFFICE	Office	1,720	300	57.0
110	Simplified Labor	Retail	860	300	259.2
111	MG's Barbershop	Barbershop	860	300	259.2
112	Mommy's Nutritional Ctr.	Retail	1,050	300	35.0
113	Dance Time Studio	Retail	3,179	150	212.0
114	VACANT OFFICE	Office	925	300	31.0
115-A	Reflexology Foot Massage	Massage by app.	1,000	300	33.0
115-B	Son's Threading Salon	Beauty Salon	1,000	300	33.0
116	Angelitos Market	Retail	1,120	300	37.0
117	JB's Bakery	Bakery	1,120	300	37.0
118	Uniform Kingdom	Retail	1,120	300	37.0
119	Farmers Insurance	Office	1,120	300	37.0
120	Poke Etc.	Restaurant	1,008	100	101.1
121	Aling Delia's Restaurant	Restaurant	2,050	100	205.0
122	Proposed Starbucks	Restaurant	2,000	100	200.0
				26,615	1,591
TOTAL PARKING PROVIDED					122
TOTAL PARKING REQ'D					159
PARKING DEFICIT					(37)

A-1.1

Site Plan

1/16" = 1'-0"



Rev	Date	Issue
1		
2		
3		

OWNERS REPRESENTATIVE: CARLOS LOSADA
 9451 FIRESTONE BLVD., STE B
 DOWNEY, CA 90341
 car.los@meronainc.com

ARCHITECT: MANUEL A. FUNES, A.I.A.
 6385 COLLINS AVE., #2909
 MIAMI BEACH, FL 33141
 215 321 7589
 manuel@funesarchitecture.com

OWNER: MERONA ENTERPRISES
 9451 FIRESTONE BLVD., STE B
 DOWNEY, CA 90341

PROJECT: COMMERCIAL BUILDING
 CARSON BONITA PLAZA
 860 E. CARSON ST.
 CARSON, CA

EXHIBIT 2. SITE PLAN

STUDY SCENARIOS

This study includes collecting traffic counts and Level-of-Service (LOS) analysis for the immediate adjacent intersection of E. Carson Street and Bonita Street/Civic Plaza Drive. In accordance with the approved scoping agreement, provided in **Appendix A**, this study will include the following study scenarios:

- i. Existing Conditions
- ii. Opening Year (Existing + Ambient Growth)
- iii. Opening Year Plus Project

The LOS analysis is performed using the SYNCHRO software based on the methodologies prescribed in the Highway Capacity Manual (HCM). For signalized intersections, the average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The definitions for Level-of-Service (LOS) are provided in **Table 1**.

Table 1. LOS Definitions

LOS	Signalized Average Control Delay (sec/veh)	General Description
A	0 - 10	Free Flow
B	> 10 - 20	Stable Flow (slight delays)
C	> 20 - 35	Stable Flow (acceptable delays)
D	> 35 - 55	Approaching Unstable Flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 55 - 80	Unstable Flow (intolerable delay)
F	> 80	Forced Flow (congested and queues fail to clear)

EXISTING CONDITIONS

The subject building is situated within a shopping center at the southwest corner of East Carson Street and Bonita Street/Civic Plaza Drive in the City of Carson. East Carson Street is classified as a Major Highway in the City's General Plan, running east-westerly with three through lanes in each direction with a left-turn pocket at the study intersection. The posted speed limit is 40 mph in the project vicinity.

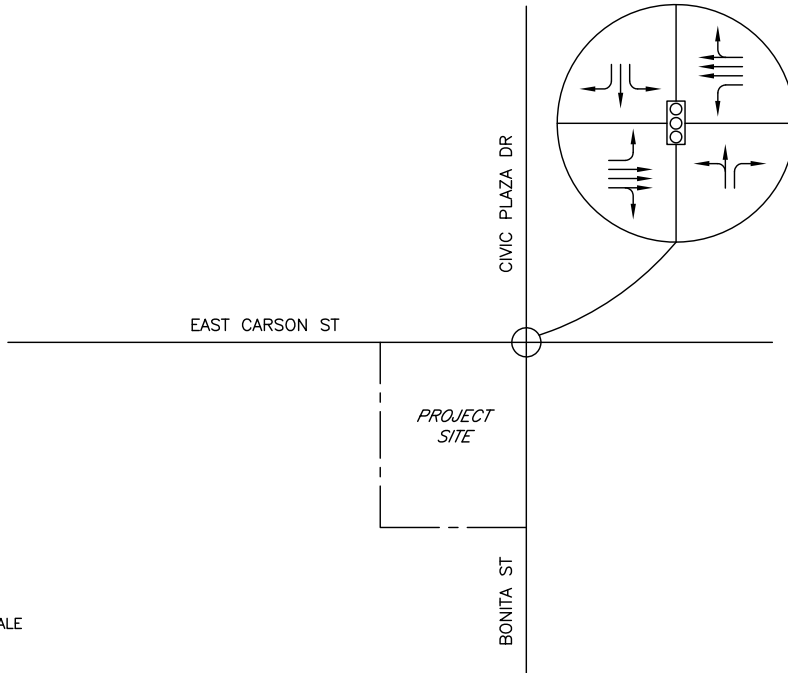
Bonita Street is classified as a Collector Street running north-southerly with one lane in each direction. The posted speed limit is 25 mph. Civic Plaza Drive is a local street that starts at the subject intersection and connects northerly to Carson Civic Plaza. The intersection of East Carson Street and Bonita Street/Civic Plaza Drive is controlled by traffic signals.

Turning movement counts in the AM and PM peak hour were collected on Tuesday, August 31, 2021. Traffic data is collected on a typical weekday with schools open. The existing lane configuration and traffic volumes at the study intersection are shown in **Exhibit 3**. Complete traffic data can be found in **Appendix B**.



The LOS and overall delay for existing conditions are shown in **Table 2**. The study intersection operates at LOS C in the AM and PM peak hours under existing conditions. The analysis worksheets can be found in **Appendix C**.

Table 2. Existing Conditions Analysis

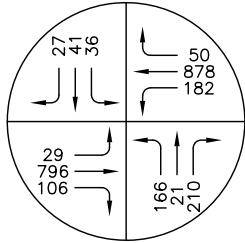
Study Intersection	AM Peak		PM Peak	
	LOS	Delay	LOS	Delay
E. Carson St at Bonita St/Civic Plaza Dr	C	24.4 sec	C	32.8 sec



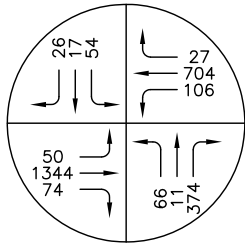
LEGEND:

-  STUDY LOCATION
-  TRAFFIC SIGNAL

AM PEAK HOUR



PM PEAK HOUR



**EXISTING LANE CONFIGURATION
AND TRAFFIC VOLUMES**

EXHIBIT 3

TRIP GENERATION

Passenger vehicle trips are estimated utilizing the rates and methodologies outlined in “*Trip Generation, 10th Edition*”, published by the Institute of Transportation Engineers (ITE). The applicable trip generation rates are shown in **Table 3**.

Table 3. Trip Generation Rate

Land Use (ITE Code)	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Fast-Food Restaurant with Drive-Through Window (934)	1,000 Sq. Ft.	470.95	40.19	51%	49%	32.67	52%	48%

Based on ITE’s “*Trip Generation Handbook, 3rd Edition*,” the study has applied pass-by reduction rates for the proposed use of fast-food restaurant with drive-through. The project is expected to have a NET trip generation of 21 inbound trips and 20 outbound trips in the AM peak hour, 17 inbound trips and 16 outbound trips in the PM peak hour, and 471 daily trips. The projected trips associated with the project are provided in **Table 4**.

Table 4. Project Trip Generation

Land Use	Unit	Quantity (KSF)	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	
Fast-Food Restaurant with Drive-Through Window (934)	1000 Sq. Ft.	2	80	41	39	66	34	32	942
Pass-By Trip Reduction		AM 49% PM 50% Daily 50% ¹	-39	-20	-19	-33	-17	-16	-471
NET Trip Generation			41	21	20	33	17	16	471

¹ Daily pass-by trip reduction rate is an estimated average

TRIP DISTRIBUTION




Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the site, among many other factors. The trip distribution pattern for the project is illustrated in **Exhibits 4** and **5**.

TRAFFIC ASSIGNMENT

The traffic assignment to and from the site has been based upon the results of trip generation, trip distribution, and access layouts. Consistent with the general practice of traffic impact study, traffic assignment for the immediate adjacent intersection does not apply pass-by reductions. Traffic assignment of NET trip generation, pass-by trips, and the combined trip generation are illustrated in **Exhibit 6**.

EXHIBIT 4. TRIP DISTRIBUTION: NET TRIP

LEGEND

-  Outbound Trips
-  Inbound Trips
-  Directional Split

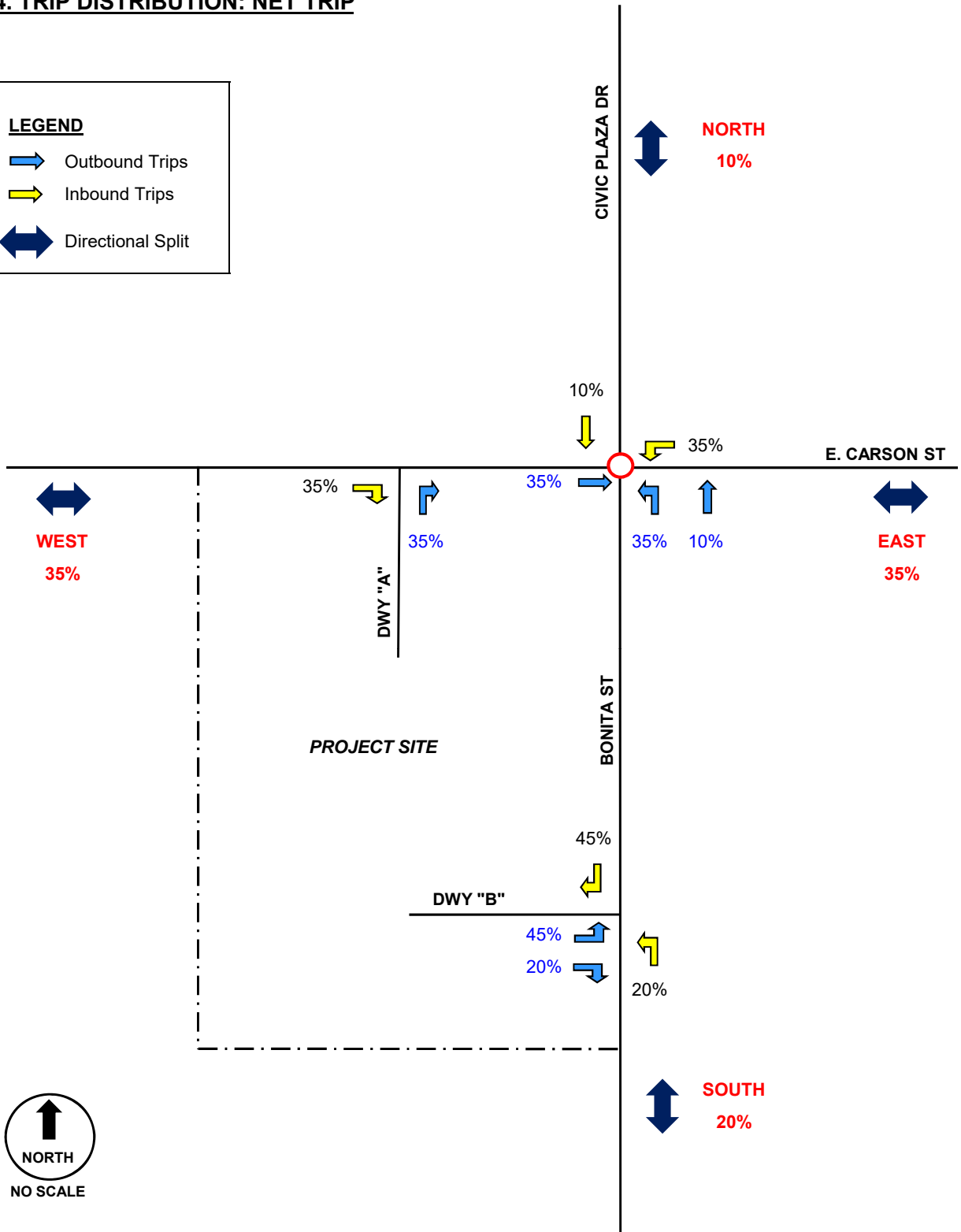



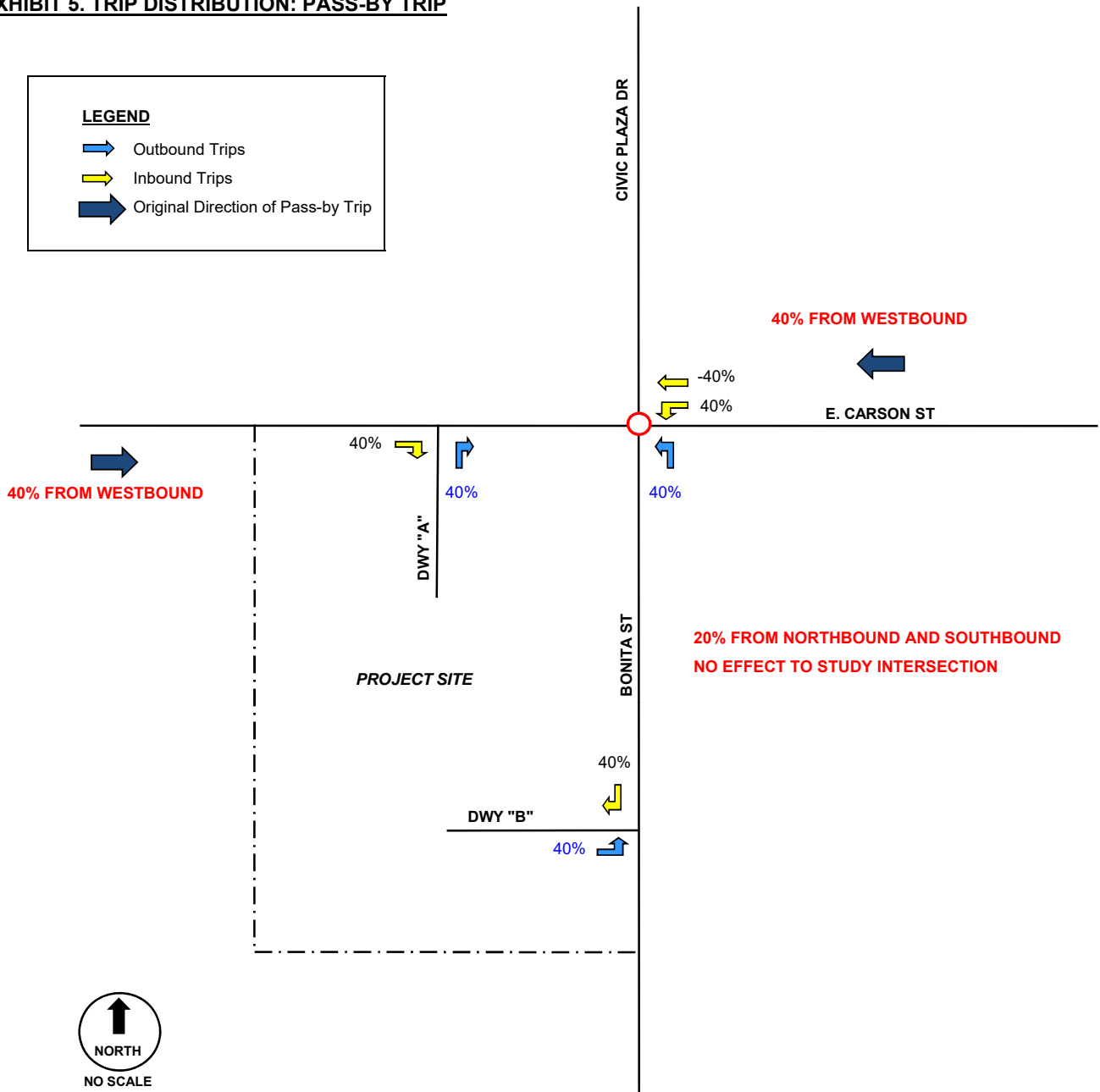
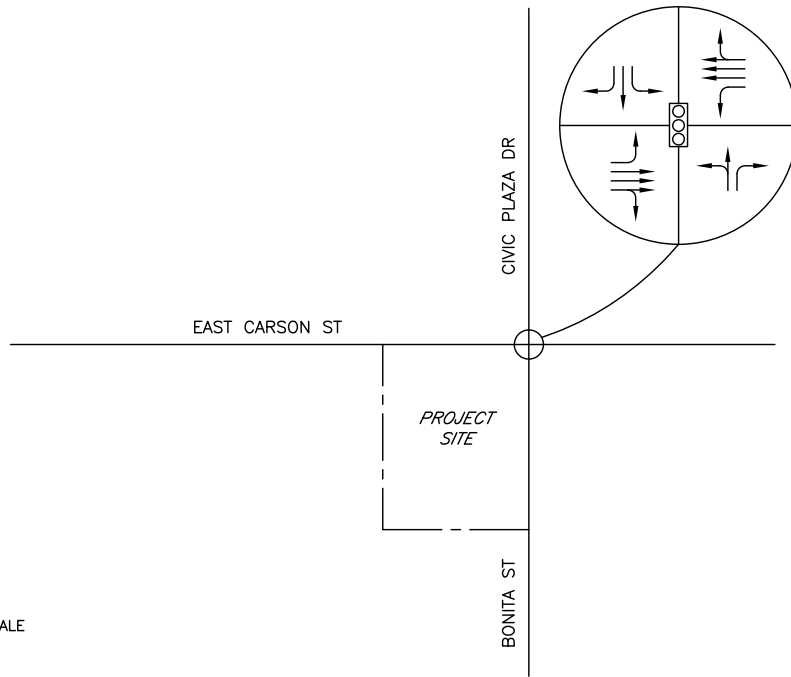


EXHIBIT 5. TRIP DISTRIBUTION: PASS-BY TRIP



LEGEND

-  Outbound Trips
-  Inbound Trips
-  Original Direction of Pass-by Trip

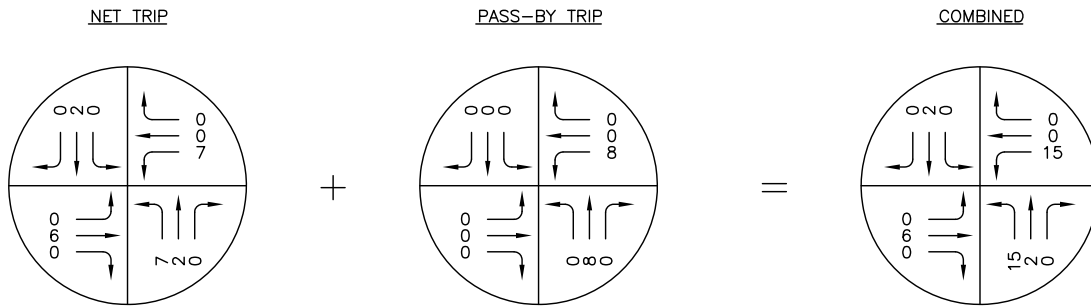




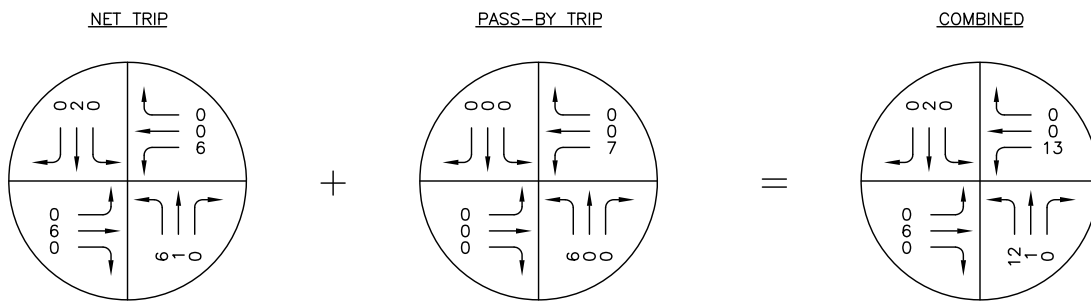
LEGEND:

-  STUDY LOCATION
-  TRAFFIC SIGNAL

AM PEAK HOUR



PM PEAK HOUR



TRAFFIC ASSIGNMENT

EXHIBIT 6

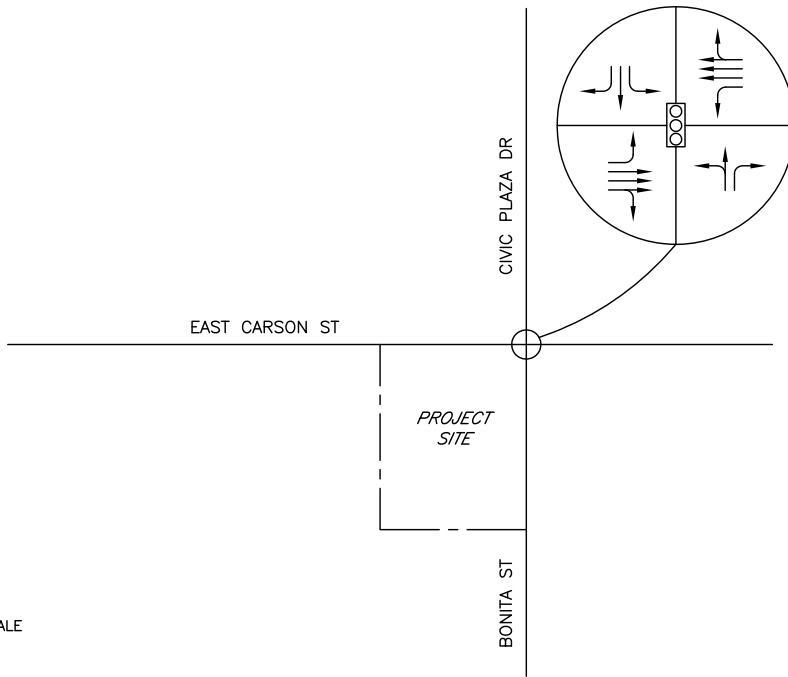
OPENING YEAR (EXISTING + AMBIENT GROWTH)

For the project opening year 2023, the annual ambient growth rate of one and a half percent (1.5%) is used. This factor represents traffic increases resulting from regional development growth. Traffic volumes for the project opening year without project are illustrated in **Exhibit 7**.



The level of services in the AM and PM peak hour in this scenario are shown in **Table 5**. The studied intersection maintains acceptable LOS D or better for this scenario. The analysis worksheets can be found in **Appendix C**.

Table 5. Opening Year Conditions Analysis

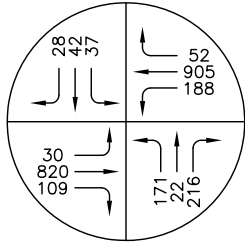
Study Intersection	AM Peak		PM Peak	
	LOS	Delay	LOS	Delay
E. Carson St at Bonita St/Civic Plaza Dr	C	25.1 sec	D	35.2 sec



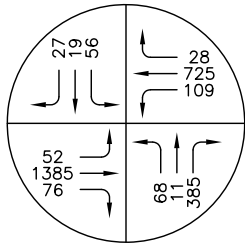
LEGEND:

-  STUDY LOCATION
-  TRAFFIC SIGNAL

AM PEAK HOUR



PM PEAK HOUR



OPENING YEAR (EXISTING + AMBIENT)
TRAFFIC VOLUMES
EXHIBIT 7

OPENING YEAR PLUS PROJECT

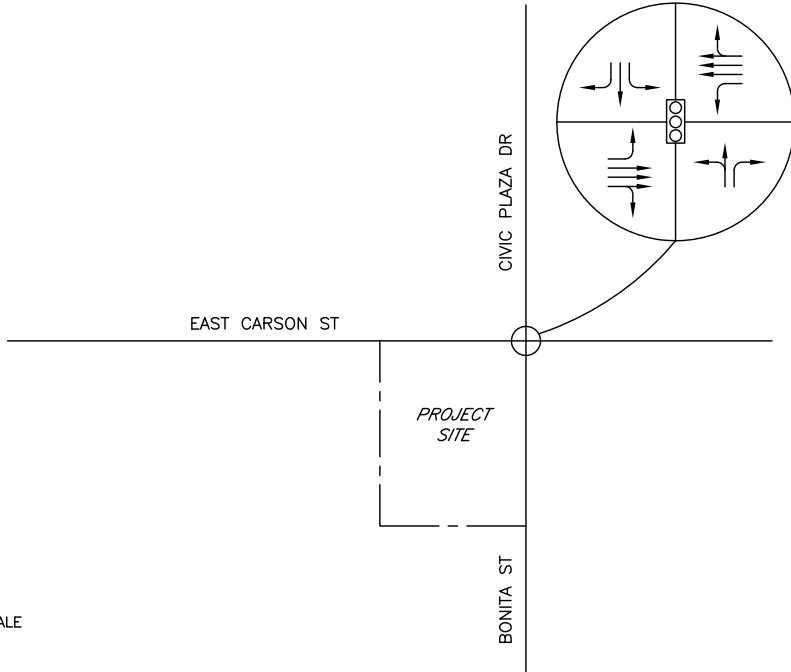
Traffic volumes for the project opening year plus project scenario are illustrated in **Exhibit 8**. The level of services in the AM and PM peak hour in this scenario are shown in **Table 6**. The study intersection remains operating at acceptable LOS D or better for the project opening year plus project. Analysis worksheets can be found in **Appendix C**.

Table 6. Project Opening Year plus Cumulative Projects Analysis



Study Intersection	AM Peak		PM Peak	
	LOS	Delay	LOS	Delay
E. Carson St at Bonita St/Civic Plaza Dr	C	25.1 sec	D	35.2 sec

LEVEL OF SERVICE SUMMARY

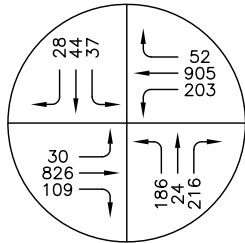
Upon project completion, the subject intersection is expected to maintain LOS D or better during the AM and PM peak hours, which is deemed acceptable and consistent with the majority of roadways in the City of Carson, according to the Transportation and Infrastructure Element chapter of Carson's General Plan. The proposed development can be presumed to have no or less than significant impact to nearby intersections.



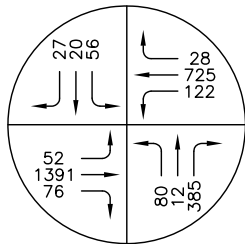
LEGEND:

-  STUDY LOCATION
-  TRAFFIC SIGNAL

AM PEAK HOUR



PM PEAK HOUR



**OPENING YEAR PLUS PROJECT
TRAFFIC VOLUMES
EXHIBIT 8**

QUEUE ANALYSIS

The study examined the 95th percentile queue for left turns at the study intersection of East Carson Street and Bonita Street/Civic Plaza Drive. Analysis worksheets are provided in **Appendix D**.

Table 7. Queue Analysis

Intersection	Peak Hour	Traffic Movement	Existing Turn Bay Length (ft)	95th Percentile Queue (ft)			Exceeds Capacity
				Existing Conditions	Opening Baseline	Opening + Project	
E. Carson St at Bonita St/Civic Plaza Dr	AM	EBL	200	38	39	38	No
		WBL	90	179	186	186	Yes
		SBL	50	27	28	28	No
	PM	EBL	200	58	60	60	No
		WBL	90	118	123	123	Yes
		SBL	50	41	42	42	No

As shown in **Table 7**, inadequate pocket length for the westbound left turn is a pre-existing condition, likely affected by the access to Carnegie Middle School and Bonita Street Elementary School that are both on Bonita Street south of Carson Street. Ideally speaking, the westbound left-turn lane should be at least 200 feet long. However, with the existing back-to-back left turn pocket on Carson Street that allows eastbound left turns into Jack in the Box restaurant, there is no feasible solution to increase the queuing capacity for westbound left turns.

SITE ACCESS

Site access at the shopping center has been provided by two existing driveways. The driveway on East Carson Street faces the raised median and turning movement is restricted to right-in-right-out only. The driveway on Bonita Street allows full access. Both existing access driveways have appeared to function properly and provided adequately sight distances for site access.

ON-SITE CIRCULATION

On-site circulation appears efficient and safe without unnecessary bottlenecks. Nonetheless, the site plan is subject to review and approval by the City.

APPENDIX A
SCOPING AGREEMENT

CITY OF CARSON

SCOPING AGREEMENT FOR TRANSPORTATION IMPACT ANALYSIS

This study acknowledges and follows the Los Angeles County Public Works Transportation Impact Analysis Guidelines dated July 23, 2020.

Project Name: New Starbucks Coffee with Drive-Through
 Project Address: Carson Bonita Plaza
860 E. Carson St, Carson, CA 90745
 Project Description: Demolish the existing restaurant building of 3,600 square feet and construct a new Starbucks Coffee of 2,000 square feet with drive through. (See Exhibit 1 for Site Plan)

	<u>Consultant</u>	<u>Developer</u>
Name:	<u>Kay Hsu, PE, TE (K2 Traffic Engineering)</u>	<u>Carlos Losada (Merona Enterprises)</u>
Address:	<u>1442 Irvine Blvd, Ste 210</u> <u>Tustin, CA 92780</u>	<u>9451 Firestone Blvd., Suite B</u> <u>Downey, CA 90341</u>
Phone:	<u>714-832-2116</u>	<u>562-307-4735</u>
Email:	<u>khsu@k2traffic.com</u>	<u>carlos@meronainc.com</u>

A. Trip Generation Source: ITE Trip Generation Manual, Tenth Edition

Current Zoning Commercial-Regional (CR) Proposed Zoning Commercial-Regional (CR)

Total Daily Trips 471

	In	Out	Total
AM Trips	<u>41</u>	<u>39</u>	<u>80</u>
PM Trips	<u>34</u>	<u>32</u>	<u>66</u>

(See Exhibit 2 for Trip Generation)

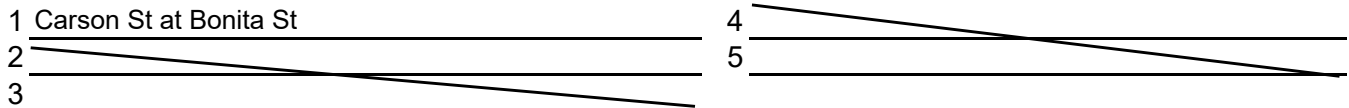
Internal Trip Allowance Yes No (0% Trip Discount)
 Pass-By Trip Allowance Yes No (AM 49%, PM 50%, Daily 50% Trip Discount)

B. Trip Distribution: See Exhibit 3

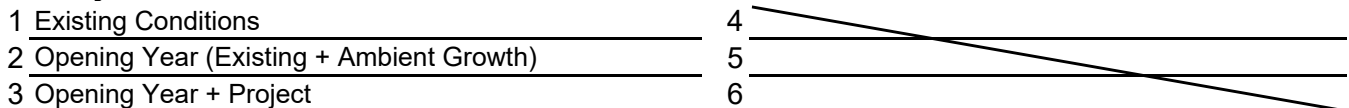
C. Background Traffic

Project Completion Year: 2023 Annual Ambient Growth Rate: 1.5%
 Model/Forecast methodology Apply growth onto existing traffic

D. Study Intersections: *New count to be conducted after schools open.*



E. Study Scenario



F. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)

Include left turn queuing analysis at the study intersection. Provide separate pass-by trip figure in report

Recommended by:



Consultant's Representative

8/23/2021

Date

Scoping Agreement Submitted on

8/23/2021

Date

Scoping Agreement Resubmitted on

8/25/2021

Date

Approved Scoping Agreement:

Nicholas Lowe

City of Carson

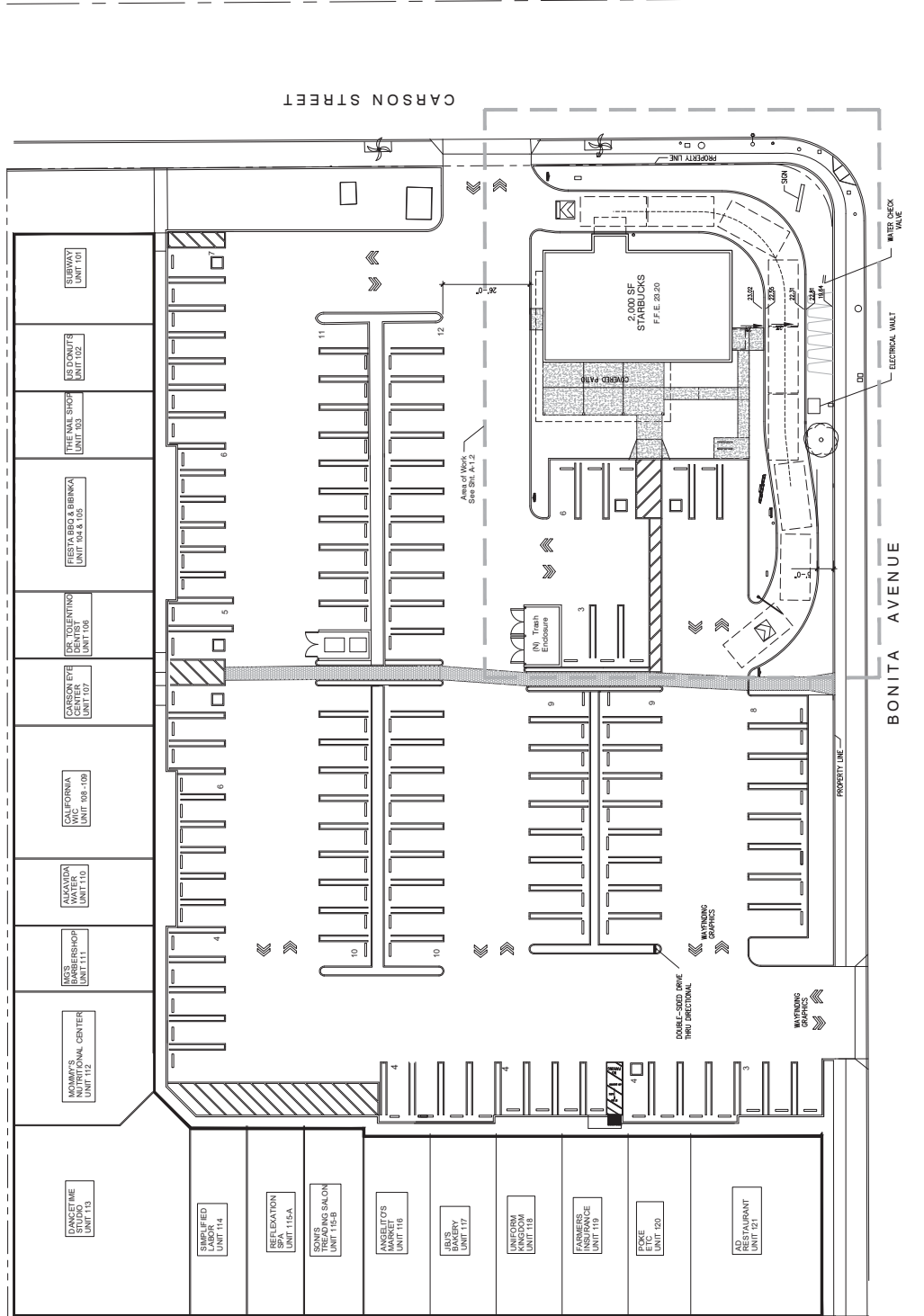
8/26/2021

Date



Project Data

SITE AREA: 87,781 SF
 BUILDING AREA:
 EXISTING STRUCTURES: 28,215 SF
 STRUCTURES TO BE DEMOLISHED: 9,600 SF
 STRUCTURES AFTER DEMOLITION: 24,615 SF
 STRUCTURES TO BE ADDED: 2,000 SF
 NET BUILDING AREA AFTER ADDITION: 24,615 SF
 EXISTING FLOOR AREA RATIO (FAR): 32.1%
 PROPOSED FLOOR AREA RATIO (FAR): 30.5%
 NO. OF PHASES: 1
 LANDSCAPE AREA: 8,287 SF 9.5% OF SITE AREA
 PAVED AREA 52,869 SF 60% OF SITE AREA
 TYPE OF OCCUPANCY: M
 TYPE OF CONSTRUCTION: VB
 ROOF MATERIAL: SINGLE-PLY



Parking Analysis

Suite	Business Name	Use	Sq.Ft.	Parking Requirement (left./5p Spaces/1000 sq.ft.)	Req'd parking spaces
101	Subway	Restaurant	1,323	100	132.3
102	US Donuts	Restaurant	860	100	86.0
103	The Nail Shop	Nail Salon	860	300	259.2
104-105	Fiesta BBQ	Restaurant	1,720	100	172.0
106	Dr. Tolentino Dentistry	Dentist	860	300	259.2
107	Carson Eye Center	Optomery	860	300	259.2
108-109	VACANT OFFICE	Office	1,720	300	57.0
110	Simplified Labor	Retail	860	300	259.2
111	MG's Barbershop	Barbershop	860	300	259.2
112	Mommy's Nutritional Ctr.	Retail	1,050	300	35.0
113	Dance Time Studio	Retail	3,179	150	212.0
114	VACANT OFFICE	Office	925	300	31.0
115-A	Reflexology Foot Massage	Massage by app.	1,000	300	33.0
115-B	Son's Threading Salon	Beauty Salon	1,000	300	33.0
116	Angelitos Market	Retail	1,120	300	37.0
117	JB's Bakery	Bakery	1,120	300	37.0
118	Uniform Kingdom	Retail	1,120	300	37.0
119	Farmers Insurance	Office	1,120	300	37.0
120	Poke Etc.	Restaurant	1,008	100	101.1
121	Aling Delia's Restaurant	Restaurant	2,050	100	205.0
122	Proposed Starbucks	Restaurant	2,000	100	200.0
				24,615	1591
TOTAL PARKING PROVIDED					122
TOTAL PARKING REQ'D					159
PARKING DEFICIT					(37)

A-1.1 Site Plan
 1/16" = 1'-0"

Rev	Date	Issue
1		
2		
3		

EXHIBIT 1. PROPOSED SITE PLAN

OWNERS REPRESENTATIVE: CARLOS LOSADA
 9451 FIRESTONE BLVD., STE B
 DOWNEY, CA 90341
 562-307-4735
 carlos@meronainc.com

ARCHITECT: MANUEL A. FUNES A.I.A.
 6385 COLLINS AVE., #2909
 MIAMI BEACH, FL 33141
 215 321 7589
 manuel@funesarchitecture.com

OWNER: MERONA ENTERPRISES
 9451 FIRESTONE BLVD., STE B
 DOWNEY, CA 90341

PROJECT: COMMERCIAL BUILDING
 CARSON BONITA PLAZA
 860 E. CARSON ST.
 CARSON, CA

EXHIBIT 2. TRIP GENERATION

TABLE 1. TRIP GENERATION RATE (ITE)

Land Use	Unit	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Fast-Food Restaurant with Drive-Through Window (934)	1000 Sq. Ft.	470.95	40.19	51%	49%	32.67	52%	48%

Source: *Trip Generation Manual, 10th Edition*

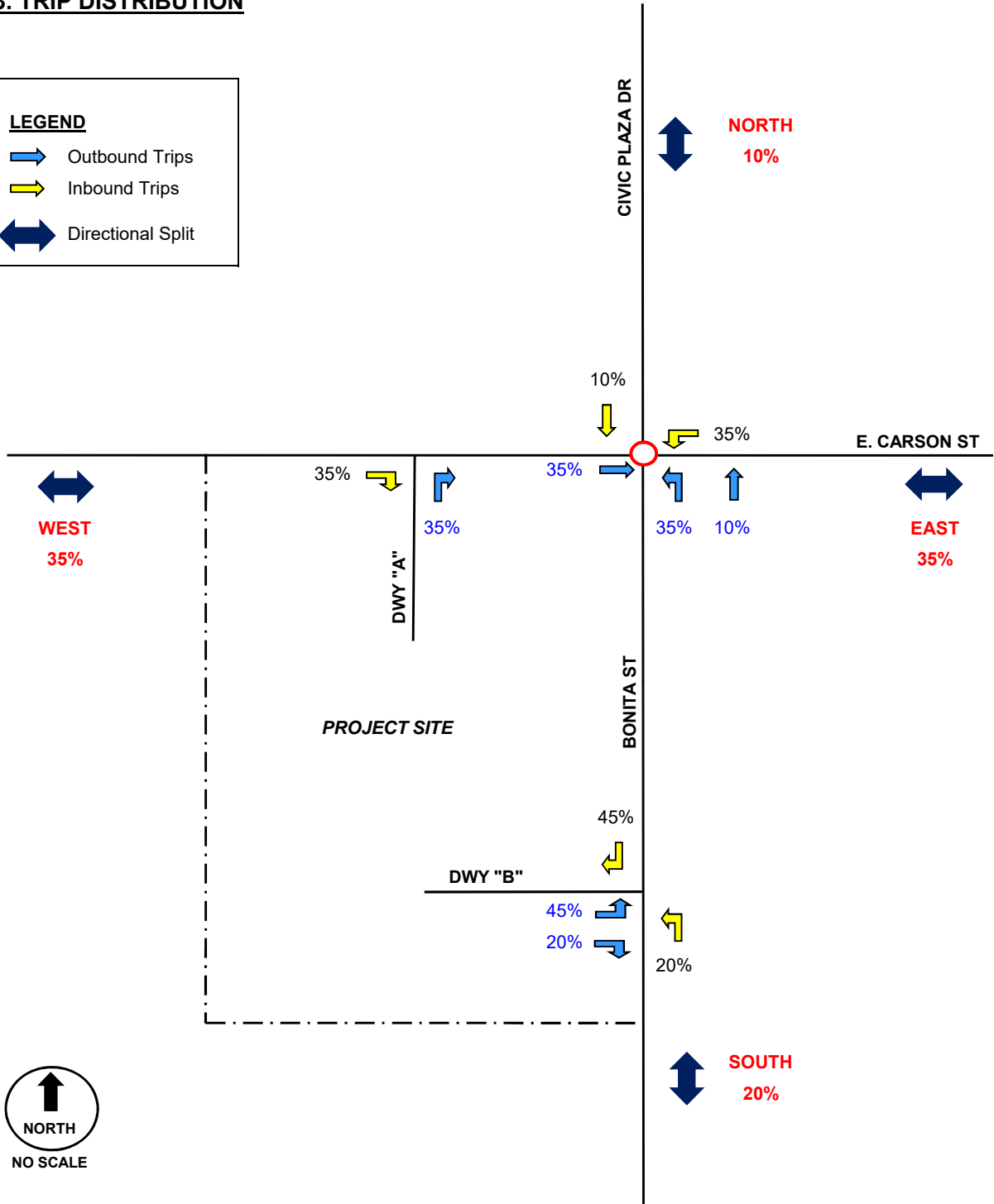
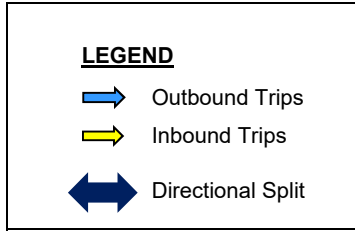
TABLE 2. NET TRIP GENERATION

Land Use	Unit	Quantity (KSF)	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	
Fast-Food Restaurant with Drive-Through Window (934)	1000 Sq. Ft.	2	80	41	39	66	34	32	942
Pass-By Trip Reduction		AM 49% ¹ PM 50% ¹ Daily 50% ²	-39	-20	-19	-33	-17	-16	-471
NET Trip Generation			41	21	20	33	17	16	471

Source: ¹ *Trip Generation Handbook, 3rd Edition*

² Daily pass-by trip reduction rate is an estimated average

EXHIBIT 3. TRIP DISTRIBUTION



APPENDIX B
TURNING MOVEMENT COUNT DATA

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Aug 31, 21

LOCATION:
NORTH & SOUTH:
EAST & WEST:

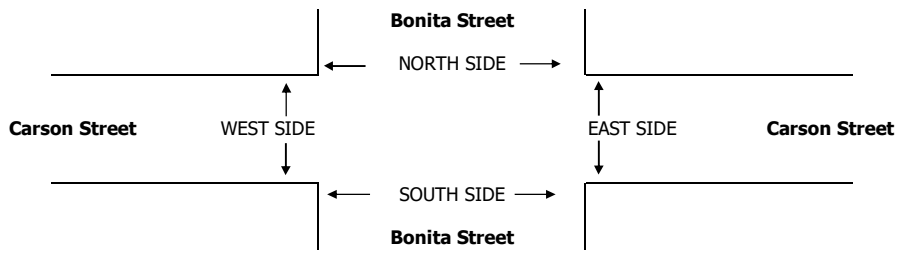
City of Carson
Bonita Street
Carson Street

PROJECT #: SC
LOCATION #: 1
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N S ▼
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LANES:	NORTHBOUND <small>Bonita Street</small>			SOUTHBOUND <small>Bonita Street</small>			EASTBOUND <small>Carson Street</small>			WESTBOUND <small>Carson Street</small>			TOTAL
	NL 0	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	

AM	7:00 AM	2	0	44	8	2	3	3	151	7	17	159	4	400
	7:15 AM	5	1	46	2	2	1	2	168	14	26	182	2	451
	7:30 AM	18	3	42	6	6	5	3	190	20	43	251	14	601
	7:45 AM	35	9	52	4	15	2	9	211	23	42	211	12	625
	8:00 AM	62	5	47	18	15	8	7	174	45	56	220	14	671
	8:15 AM	51	4	69	8	5	12	10	221	18	41	196	10	645
	8:30 AM	16	3	44	9	3	4	10	173	4	27	180	7	480
	8:45 AM	8	0	35	7	0	7	11	145	6	22	152	8	401
	VOLUMES	197	25	379	62	48	42	55	1,433	137	274	1,551	71	4,274
	APPROACH %	33%	4%	63%	41%	32%	28%	3%	88%	8%	14%	82%	4%	
APP/DEPART	601	/	133	152	/	443	1,625	/	1,890	1,896	/	1,808	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	166	21	210	36	41	27	29	796	106	182	878	50	2,542	
APPROACH %	42%	5%	53%	35%	39%	26%	3%	85%	11%	16%	79%	5%		
PEAK HR FACTOR	0.800			0.634			0.935			0.901			0.947	
APP/DEPART	397	/	90	104	/	321	931	/	1,050	1,110	/	1,081	0	
PM	4:00 PM	13	1	111	15	4	4	15	354	22	25	191	2	757
	4:15 PM	22	1	95	4	3	5	11	358	19	29	158	9	714
	4:30 PM	14	4	97	27	5	7	14	298	12	29	186	11	704
	4:45 PM	17	5	71	8	5	10	10	334	21	23	169	5	678
	5:00 PM	15	6	100	25	4	3	10	308	18	26	191	3	709
	5:15 PM	8	5	82	7	0	8	10	355	17	26	216	8	742
	5:30 PM	12	6	67	14	5	2	5	293	19	30	150	5	608
	5:45 PM	15	1	68	14	4	3	6	312	11	25	184	8	651
	VOLUMES	116	29	691	114	30	42	81	2,612	139	213	1,445	51	5,563
	APPROACH %	14%	3%	83%	61%	16%	23%	3%	92%	5%	12%	85%	3%	
APP/DEPART	836	/	115	186	/	344	2,832	/	3,455	1,709	/	1,649	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	66	11	374	54	17	26	50	1,344	74	106	704	27	2,853	
APPROACH %	15%	2%	83%	56%	18%	27%	3%	92%	5%	13%	84%	3%		
PEAK HR FACTOR	0.902			0.622			0.939			0.926			0.942	
APP/DEPART	451	/	61	97	/	178	1,468	/	1,791	837	/	823	0	
























APPENDIX C
LEVEL OF SERVICE ANALYSIS

HCM 2010 Signalized Intersection Summary

1: Bonita St/Civic Plaza Dr & Carson St






















09/09/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	796	106	182	878	50	166	21	210	36	41	27
Future Volume (veh/h)	29	796	106	182	878	50	166	21	210	36	41	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	32	865	115	198	954	54	180	23	228	39	45	29
Adj No. of Lanes	1	3	0	1	3	0	0	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1104	146	241	1701	96	476	55	496	395	781	664
Arrive On Green	0.03	0.24	0.24	0.14	0.35	0.35	0.31	0.31	0.31	0.04	0.42	0.42
Sat Flow, veh/h	1774	4545	602	1774	4926	278	1196	176	1583	1774	1863	1583
Grp Volume(v), veh/h	32	644	336	198	656	352	203	0	228	39	45	29
Grp Sat Flow(s),veh/h/ln	1774	1695	1757	1774	1695	1814	1372	0	1583	1774	1863	1583
Q Serve(g_s), s	1.2	11.9	12.0	7.3	10.5	10.5	7.6	0.0	7.7	0.9	1.0	0.7
Cycle Q Clear(g_c), s	1.2	11.9	12.0	7.3	10.5	10.5	7.9	0.0	7.7	0.9	1.0	0.7
Prop In Lane	1.00		0.34	1.00		0.15	0.89		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	823	427	241	1171	626	531	0	496	395	781	664
V/C Ratio(X)	0.54	0.78	0.79	0.82	0.56	0.56	0.38	0.00	0.46	0.10	0.06	0.04
Avail Cap(c_a), veh/h	146	913	473	279	1171	626	531	0	496	460	781	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	23.6	23.7	28.1	17.8	17.8	18.4	0.0	18.4	13.8	11.6	11.5
Incr Delay (d2), s/veh	7.4	4.1	7.9	15.6	0.6	1.1	2.1	0.0	3.1	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.0	6.7	4.6	5.0	5.5	3.3	0.0	3.8	0.5	0.5	0.3
LnGrp Delay(d),s/veh	39.1	27.7	31.5	43.7	18.4	18.9	20.5	0.0	21.5	13.9	11.7	11.6
LnGrp LOS	D	C	C	D	B	B	C		C	B	B	B
Approach Vol, veh/h		1012			1206			431			113	
Approach Delay, s/veh		29.3			22.7			21.0			12.4	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	7.1	25.4	13.6	20.7		32.5	6.7	27.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	10.5	18.0		28.0	5.5	23.0				
Max Q Clear Time (g_c+I1), s	2.9	9.9	9.3	14.0		3.0	3.2	12.5				
Green Ext Time (p_c), s	0.0	1.3	0.1	2.3		0.3	0.0	4.8				
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

1: Bonita St/Civic Plaza Dr & Carson St

09/09/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	820	109	188	905	52	171	22	216	37	42	28
Future Volume (veh/h)	30	820	109	188	905	52	171	22	216	37	42	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	891	118	204	984	57	186	24	235	40	46	30
Adj No. of Lanes	1	3	0	1	3	0	0	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1115	147	247	1723	100	470	55	490	383	774	658
Arrive On Green	0.03	0.25	0.25	0.14	0.35	0.35	0.31	0.31	0.31	0.04	0.42	0.42
Sat Flow, veh/h	1774	4547	600	1774	4918	284	1193	177	1583	1774	1863	1583
Grp Volume(v), veh/h	33	663	346	204	678	363	210	0	235	40	46	30
Grp Sat Flow(s),veh/h/ln	1774	1695	1757	1774	1695	1813	1370	0	1583	1774	1863	1583
Q Serve(g_s), s	1.2	12.4	12.5	7.5	10.9	11.0	8.1	0.0	8.1	1.0	1.0	0.8
Cycle Q Clear(g_c), s	1.2	12.4	12.5	7.5	10.9	11.0	8.4	0.0	8.1	1.0	1.0	0.8
Prop In Lane	1.00		0.34	1.00		0.16	0.89		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	831	431	247	1188	635	525	0	490	383	774	658
V/C Ratio(X)	0.54	0.80	0.80	0.83	0.57	0.57	0.40	0.00	0.48	0.10	0.06	0.05
Avail Cap(c_a), veh/h	145	905	469	276	1188	635	525	0	490	445	774	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	23.9	23.9	28.2	17.8	17.8	18.9	0.0	18.9	14.2	11.8	11.7
Incr Delay (d2), s/veh	7.4	4.7	9.0	16.8	0.7	1.2	2.3	0.0	3.3	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.3	7.1	4.8	5.2	5.7	3.5	0.0	4.0	0.5	0.5	0.4
LnGrp Delay(d),s/veh	39.4	28.6	32.9	45.0	18.4	19.0	21.2	0.0	22.2	14.3	12.0	11.9
LnGrp LOS	D	C	C	D	B	B	C		C	B	B	B
Approach Vol, veh/h		1042			1245			445			116	
Approach Delay, s/veh		30.4			23.0			21.7			12.7	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	7.1	25.4	13.9	21.0		32.5	6.8	28.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	10.5	18.0		28.0	5.5	23.0				
Max Q Clear Time (g_c+I1), s	3.0	10.4	9.5	14.5		3.0	3.2	13.0				
Green Ext Time (p_c), s	0.0	1.3	0.1	2.1		0.3	0.0	4.8				
Intersection Summary												
HCM 2010 Ctrl Delay				25.1								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

1: Bonita St/Civic Plaza Dr & Carson St






















09/16/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	820	109	188	905	52	171	22	216	37	42	28
Future Volume (veh/h)	30	820	109	188	905	52	171	22	216	37	42	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	891	118	204	984	57	186	24	235	40	46	30
Adj No. of Lanes	1	3	0	1	3	0	0	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1115	147	247	1723	100	470	55	490	383	774	658
Arrive On Green	0.03	0.25	0.25	0.14	0.35	0.35	0.31	0.31	0.31	0.04	0.42	0.42
Sat Flow, veh/h	1774	4547	600	1774	4918	284	1193	177	1583	1774	1863	1583
Grp Volume(v), veh/h	33	663	346	204	678	363	210	0	235	40	46	30
Grp Sat Flow(s),veh/h/ln	1774	1695	1757	1774	1695	1813	1370	0	1583	1774	1863	1583
Q Serve(g_s), s	1.2	12.4	12.5	7.5	10.9	11.0	8.1	0.0	8.1	1.0	1.0	0.8
Cycle Q Clear(g_c), s	1.2	12.4	12.5	7.5	10.9	11.0	8.4	0.0	8.1	1.0	1.0	0.8
Prop In Lane	1.00		0.34	1.00		0.16	0.89		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	831	431	247	1188	635	525	0	490	383	774	658
V/C Ratio(X)	0.54	0.80	0.80	0.83	0.57	0.57	0.40	0.00	0.48	0.10	0.06	0.05
Avail Cap(c_a), veh/h	145	905	469	276	1188	635	525	0	490	445	774	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	23.9	23.9	28.2	17.8	17.8	18.9	0.0	18.9	14.2	11.8	11.7
Incr Delay (d2), s/veh	7.4	4.7	9.0	16.8	0.7	1.2	2.3	0.0	3.3	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.3	7.1	4.8	5.2	5.7	3.5	0.0	4.0	0.5	0.5	0.4
LnGrp Delay(d),s/veh	39.4	28.6	32.9	45.0	18.4	19.0	21.2	0.0	22.2	14.3	12.0	11.9
LnGrp LOS	D	C	C	D	B	B	C		C	B	B	B
Approach Vol, veh/h		1042			1245			445			116	
Approach Delay, s/veh		30.4			23.0			21.7			12.7	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	7.1	25.4	13.9	21.0		32.5	6.8	28.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	10.5	18.0		28.0	5.5	23.0				
Max Q Clear Time (g_c+I1), s	3.0	10.4	9.5	14.5		3.0	3.2	13.0				
Green Ext Time (p_c), s	0.0	1.3	0.1	2.1		0.3	0.0	4.8				
Intersection Summary												
HCM 2010 Ctrl Delay			25.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary






















1: Bonita St/Civic Plaza Dr & Carson St

09/09/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1344	74	106	704	27	66	11	374	54	17	26
Future Volume (veh/h)	50	1344	74	106	704	27	66	11	374	54	17	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	1461	80	115	765	29	72	12	407	59	18	28
Adj No. of Lanes	1	3	0	1	3	0	0	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1699	93	147	1916	72	391	58	401	397	720	612
Arrive On Green	0.05	0.34	0.34	0.08	0.38	0.38	0.25	0.25	0.25	0.07	0.39	0.39
Sat Flow, veh/h	1774	4935	270	1774	5029	190	1179	230	1583	1774	1863	1583
Grp Volume(v), veh/h	54	1004	537	115	515	279	84	0	407	59	18	28
Grp Sat Flow(s),veh/h/ln	1774	1695	1815	1774	1695	1829	1410	0	1583	1774	1863	1583
Q Serve(g_s), s	2.2	19.9	19.9	4.6	8.0	8.0	3.0	0.0	18.3	0.0	0.4	0.8
Cycle Q Clear(g_c), s	2.2	19.9	19.9	4.6	8.0	8.0	3.4	0.0	18.3	0.0	0.4	0.8
Prop In Lane	1.00		0.15	1.00		0.10	0.86		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	1167	625	147	1292	697	450	0	401	397	720	612
V/C Ratio(X)	0.66	0.86	0.86	0.78	0.40	0.40	0.19	0.00	1.01	0.15	0.03	0.05
Avail Cap(c_a), veh/h	162	1206	646	194	1292	697	450	0	401	397	720	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	22.1	22.1	32.5	16.3	16.3	21.4	0.0	27.0	21.7	13.7	13.8
Incr Delay (d2), s/veh	9.0	6.3	11.1	14.1	0.2	0.4	0.9	0.0	48.7	0.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	10.2	11.8	2.8	3.8	4.1	1.4	0.0	13.3	1.0	0.2	0.4
LnGrp Delay(d),s/veh	42.9	28.4	33.2	46.6	16.5	16.7	22.3	0.0	75.7	21.9	13.8	14.0
LnGrp LOS	D	C	C	D	B	B	C		F	C	B	B
Approach Vol, veh/h		1595			909			491			105	
Approach Delay, s/veh		30.5			20.4			66.5			18.4	
Approach LOS		C			C			E			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.6	22.8	10.5	29.4		32.4	7.8	32.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	18.3	7.9	25.7		27.9	6.6	27.0				
Max Q Clear Time (g_c+I1), s	2.0	20.3	6.6	21.9		2.8	4.2	10.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.9		0.1	0.0	4.9				
Intersection Summary												
HCM 2010 Ctrl Delay				32.8								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary
 1: Bonita St/Civic Plaza Dr & Carson St






















09/09/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1385	76	109	725	28	68	11	385	56	18	27
Future Volume (veh/h)	52	1385	76	109	725	28	68	11	385	56	18	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	57	1505	83	118	788	30	74	12	418	61	20	29
Adj No. of Lanes	1	3	0	1	3	0	0	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1707	94	150	1929	73	388	56	399	390	715	608
Arrive On Green	0.05	0.35	0.35	0.08	0.38	0.38	0.25	0.25	0.25	0.07	0.38	0.38
Sat Flow, veh/h	1774	4933	272	1774	5028	191	1176	224	1583	1774	1863	1583
Grp Volume(v), veh/h	57	1034	554	118	531	287	86	0	418	61	20	29
Grp Sat Flow(s),veh/h/ln	1774	1695	1815	1774	1695	1829	1400	0	1583	1774	1863	1583
Q Serve(g_s), s	2.3	20.9	20.9	4.7	8.3	8.4	3.1	0.0	18.3	0.0	0.5	0.8
Cycle Q Clear(g_c), s	2.3	20.9	20.9	4.7	8.3	8.4	3.6	0.0	18.3	0.0	0.5	0.8
Prop In Lane	1.00		0.15	1.00		0.10	0.86		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	1173	628	150	1300	702	445	0	399	390	715	608
V/C Ratio(X)	0.68	0.88	0.88	0.79	0.41	0.41	0.19	0.00	1.05	0.16	0.03	0.05
Avail Cap(c_a), veh/h	161	1198	641	193	1300	702	445	0	399	390	715	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	22.4	22.4	32.6	16.4	16.4	21.7	0.0	27.2	22.2	14.0	14.1
Incr Delay (d2), s/veh	9.4	7.8	13.4	15.0	0.2	0.4	1.0	0.0	58.5	0.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.0	12.8	3.0	3.9	4.3	1.5	0.0	14.4	1.0	0.3	0.4
LnGrp Delay(d),s/veh	43.5	30.2	35.8	47.6	16.6	16.8	22.7	0.0	85.7	22.3	14.0	14.2
LnGrp LOS	D	C	D	D	B	B	C		F	C	B	B
Approach Vol, veh/h		1645			936			504			110	
Approach Delay, s/veh		32.5			20.6			74.9			18.7	
Approach LOS		C			C			E			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.6	22.8	10.6	29.7		32.4	7.9	32.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	18.3	7.9	25.7		27.9	6.6	27.0				
Max Q Clear Time (g_c+I1), s	2.0	20.3	6.7	22.9		2.8	4.3	10.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3		0.1	0.0	5.0				
Intersection Summary												
HCM 2010 Ctrl Delay				35.2								
HCM 2010 LOS				D								

HCM 2010 Signalized Intersection Summary

1: Bonita St/Civic Plaza Dr & Carson St

09/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1385	76	109	725	28	68	11	385	56	18	27
Future Volume (veh/h)	52	1385	76	109	725	28	68	11	385	56	18	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	57	1505	83	118	788	30	74	12	418	61	20	29
Adj No. of Lanes	1	3	0	1	3	0	0	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1707	94	150	1929	73	388	56	399	390	715	608
Arrive On Green	0.05	0.35	0.35	0.08	0.38	0.38	0.25	0.25	0.25	0.07	0.38	0.38
Sat Flow, veh/h	1774	4933	272	1774	5028	191	1176	224	1583	1774	1863	1583
Grp Volume(v), veh/h	57	1034	554	118	531	287	86	0	418	61	20	29
Grp Sat Flow(s),veh/h/ln	1774	1695	1815	1774	1695	1829	1400	0	1583	1774	1863	1583
Q Serve(g_s), s	2.3	20.9	20.9	4.7	8.3	8.4	3.1	0.0	18.3	0.0	0.5	0.8
Cycle Q Clear(g_c), s	2.3	20.9	20.9	4.7	8.3	8.4	3.6	0.0	18.3	0.0	0.5	0.8
Prop In Lane	1.00		0.15	1.00		0.10	0.86		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	1173	628	150	1300	702	445	0	399	390	715	608
V/C Ratio(X)	0.68	0.88	0.88	0.79	0.41	0.41	0.19	0.00	1.05	0.16	0.03	0.05
Avail Cap(c_a), veh/h	161	1198	641	193	1300	702	445	0	399	390	715	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	22.4	22.4	32.6	16.4	16.4	21.7	0.0	27.2	22.2	14.0	14.1
Incr Delay (d2), s/veh	9.4	7.8	13.4	15.0	0.2	0.4	1.0	0.0	58.5	0.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.0	12.8	3.0	3.9	4.3	1.5	0.0	14.4	1.0	0.3	0.4
LnGrp Delay(d),s/veh	43.5	30.2	35.8	47.6	16.6	16.8	22.7	0.0	85.7	22.3	14.0	14.2
LnGrp LOS	D	C	D	D	B	B	C		F	C	B	B
Approach Vol, veh/h		1645			936			504			110	
Approach Delay, s/veh		32.5			20.6			74.9			18.7	
Approach LOS		C			C			E			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.6	22.8	10.6	29.7		32.4	7.9	32.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	18.3	7.9	25.7		27.9	6.6	27.0				
Max Q Clear Time (g_c+I1), s	2.0	20.3	6.7	22.9		2.8	4.3	10.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3		0.1	0.0	5.0				
Intersection Summary												
HCM 2010 Ctrl Delay				35.2								
HCM 2010 LOS				D								

APPENDIX D
LEFT TURN QUEUE ANALYSIS

Queues

1: Bonita St/Civic Plaza Dr & Carson St

09/10/2021



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	980	198	1008	203	228	39	45	29
v/c Ratio	0.23	0.76	0.77	0.49	0.47	0.34	0.09	0.06	0.04
Control Delay	34.5	27.6	50.2	16.9	25.2	4.7	13.6	13.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	27.6	50.2	16.9	25.2	4.7	13.6	13.3	0.1
Queue Length 50th (ft)	13	137	83	97	76	0	10	12	0
Queue Length 95th (ft)	38	182	#179	170	141	45	27	30	0
Internal Link Dist (ft)		1285		826	1327			170	
Turn Bay Length (ft)	200		90			100	50		30
Base Capacity (vph)	141	1326	269	2061	433	671	424	755	739
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.74	0.74	0.49	0.47	0.34	0.09	0.06	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

1: Bonita St/Civic Plaza Dr & Carson St

09/10/2021



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	1009	204	1041	210	235	40	46	30
v/c Ratio	0.24	0.78	0.79	0.50	0.49	0.35	0.10	0.06	0.04
Control Delay	34.7	28.3	51.9	17.0	25.7	5.0	13.6	13.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.7	28.3	51.9	17.0	25.7	5.0	13.6	13.3	0.1
Queue Length 50th (ft)	14	142	86	101	79	0	10	12	0
Queue Length 95th (ft)	39	188	#186	176	146	48	28	30	0
Internal Link Dist (ft)		1285		826	1327			170	
Turn Bay Length (ft)	200		90			100	50		30
Base Capacity (vph)	140	1321	268	2068	431	670	417	753	737
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.76	0.76	0.50	0.49	0.35	0.10	0.06	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

1: Bonita St/Civic Plaza Dr & Carson St

09/16/2021



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	1009	204	1041	210	235	40	46	30
v/c Ratio	0.24	0.78	0.79	0.50	0.49	0.35	0.10	0.06	0.04
Control Delay	34.7	28.3	51.9	17.0	25.7	5.0	13.6	13.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.7	28.3	51.9	17.0	25.7	5.0	13.6	13.3	0.1
Queue Length 50th (ft)	14	142	86	101	79	0	10	12	0
Queue Length 95th (ft)	39	188	#186	176	146	48	28	30	0
Internal Link Dist (ft)		1285		826	1327			170	
Turn Bay Length (ft)	200		90			100	50		30
Base Capacity (vph)	140	1321	268	2068	431	670	417	753	737
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.76	0.76	0.50	0.49	0.35	0.10	0.06	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

1: Bonita St/Civic Plaza Dr & Carson St

09/10/2021



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	54	1541	115	794	84	407	59	18	28
v/c Ratio	0.35	0.86	0.62	0.39	0.19	0.54	0.11	0.02	0.04
Control Delay	38.9	28.3	48.4	16.8	23.5	6.9	16.3	15.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	28.3	48.4	16.8	23.5	6.9	16.3	15.2	0.1
Queue Length 50th (ft)	24	242	52	99	31	10	17	5	0
Queue Length 95th (ft)	58	#331	#118	132	67	82	41	17	0
Internal Link Dist (ft)		1285		826	1327			170	
Turn Bay Length (ft)	200		90			100	50		30
Base Capacity (vph)	161	1807	194	2050	448	753	538	721	706
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.85	0.59	0.39	0.19	0.54	0.11	0.02	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

1: Bonita St/Civic Plaza Dr & Carson St

09/10/2021



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	57	1588	118	818	86	418	61	20	29
v/c Ratio	0.37	0.88	0.64	0.40	0.19	0.56	0.11	0.03	0.04
Control Delay	39.5	29.7	49.4	17.0	23.6	7.5	16.4	15.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	29.7	49.4	17.0	23.6	7.5	16.4	15.2	0.1
Queue Length 50th (ft)	26	253	54	103	32	14	18	6	0
Queue Length 95th (ft)	60	#350	#123	136	69	92	42	19	0
Internal Link Dist (ft)		1285		826	1327			170	
Turn Bay Length (ft)	200		90			100	50		30
Base Capacity (vph)	161	1804	193	2045	445	751	537	720	705
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.88	0.61	0.40	0.19	0.56	0.11	0.03	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

1: Bonita St/Civic Plaza Dr & Carson St

09/16/2021



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	57	1588	118	818	86	418	61	20	29
v/c Ratio	0.37	0.88	0.64	0.40	0.19	0.56	0.11	0.03	0.04
Control Delay	39.5	29.7	49.4	17.0	23.6	7.5	16.4	15.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	29.7	49.4	17.0	23.6	7.5	16.4	15.2	0.1
Queue Length 50th (ft)	26	253	54	103	32	14	18	6	0
Queue Length 95th (ft)	60	#350	#123	136	69	92	42	19	0
Internal Link Dist (ft)		1285		826	1327			170	
Turn Bay Length (ft)	200		90			100	50		30
Base Capacity (vph)	161	1804	193	2045	445	751	537	720	705
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.88	0.61	0.40	0.19	0.56	0.11	0.03	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



September 2, 2021

Carlos Losada
Merona Enterprises
9451 Firestone Blvd, Ste. B
Downey, CA 90341

**Re: Shared Parking Analysis for Starbucks Coffee and Drive Through
860 E. Carson St, Carson**

Hi Carlos,

Per your request, we have prepared a parking analysis for the proposed Starbucks Coffee Drive Through. This letter presents our methodology, finding, and recommendation in regards to the sufficiency of on-site parking.

PROJECT INFORMATION

The project plans to replace the former “DJ Bibingkahan” Restaurant with a Starbucks Coffee and Drive Through at 860 E. Carson Street, Suite 124 in the City of Carson. The existing restaurant building of 3,600 square feet will be demolished and replaced with a new building of 2,000 square feet for Starbuck Coffee and Drive Through. The project will result in a net decrease of 12 parking spaces. Upon completion of the project, the shopping center will provide 121 parking spaces shared by all tenants and patrons. Aerial map is shown in **Exhibit 1**.

EXISTING CONDITIONS

The subject shopping plaza is situated at the southwest corner of Carson Street and Bonita Street. A complete list of tenant is shown in **Exhibit 2**. At the time of this analysis, there are two vacant office/retail units.

K2 Traffic Engineering, Inc.

1442 Irvine Blvd, Suite 210, Tustin, CA 92780 T.714-832-2116 Email: khsu@k2traffic.com

PARKING REQUIREMENT

Carson Municipal Code requires one parking space per 100 sq. ft. gross floor area (GFA) for restaurant use. The proposed Starbucks Coffee and Drive Through will replace the former restaurant building of 3,600 sq. ft. with a new building of 2,000 sq. ft. The project will result in a NET decrease in parking demand by 16 spaces, as shown in **Table 1**.

Table 1. Project Parking Demand

Business Name	Use	Sq. Ft.	Carson Municipal Code	
			Requirement (Sq. Ft./Space)	Req'd Parking
Proposed Starbucks Coffee and Drive-Through	Restaurant	2,000	100	20
Replacing DJ Bibingkahan	Restaurant	-3,600	100	-36
NET Parking Demand				-16

SUMMARY

Based on a previous shared parking study dated November 19, 2019, the shopping center has an empirical parking surplus of zero space as parking demand matched its parking capacity. Since the project will replace the building size of the same restaurant use, the project has a lower parking demand by 16 spaces. Despite a reduction of the overall parking capacity by 10 spaces, the project is expected to result in a NET gain of parking surplus by six (6) spaces for the shopping center, as shown in **Table 2**.

Table 2. Parking Surplus

#	Item	Current	NET Change	Future
(a)	Total Parking Capacity	131	-10	121
(b)	Empirical Parking Demand	131	-16	115
(c)	Parking Surplus (c) = (a) –(b)	0	+6	6

The future parking capacity of 121 spaces in the subject shopping plaza should sufficiently accommodate the parking demand of all existing and proposed uses. Nonetheless, it is the responsibility of the management and tenants to continuously monitor parking conditions and maintain reasonably sufficient parking at all times. The following strategies may be employed as part of the parking management plan:

1. Post proper signage to prohibit non-customer and/or overnight parking.
2. Encourage cooperation with food delivery and share riding programs such as DoorDash, Uber Eats, Grubhub, Lyft, Uber, etc. to reduce parking demand and increase parking turnover rates.
3. Provide employee carpool and transit incentives to encourage use of alternative transportation.
4. Provide bicycle parking racks to promote bicycle use.

Regards,

K2 Traffic Engineering, Inc.



Jende Kay Hsu, T.E.
California Licensed TR2285



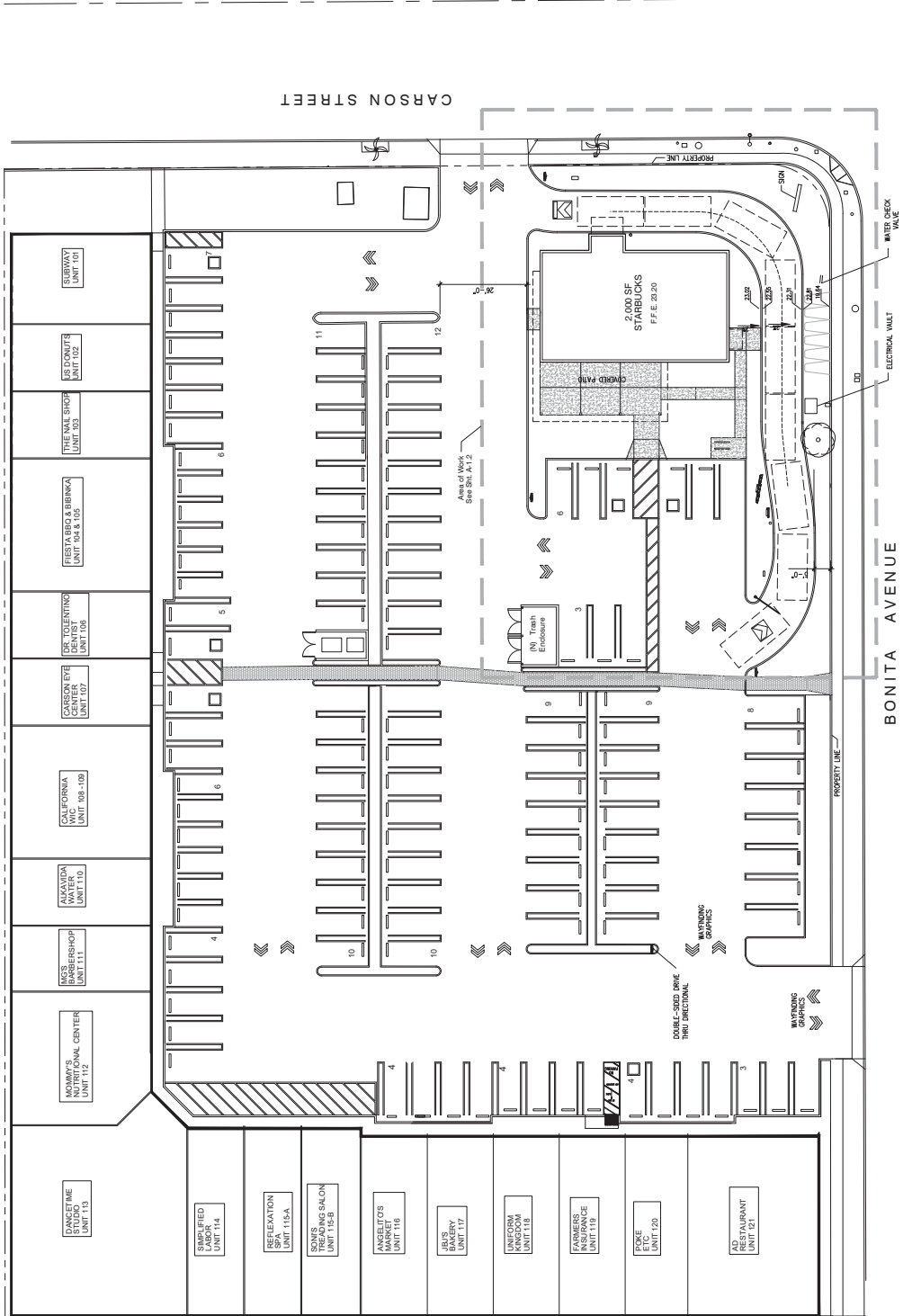


Project Data

SITE AREA: 87,781 SF
 BUILDING AREA:
 EXISTING STRUCTURES: 28,215 SF
 STRUCTURES TO BE DEMOLISHED: 9,600 SF
 STRUCTURES AFTER DEMOLITION: 24,615 SF
 STRUCTURES TO BE ADDED: 2,000 SF
 NET BUILDING AREA AFTER ADDITION: 24,615 SF

EXISTING FLOOR AREA RATIO (FAR): 32.1%
 PROPOSED FLOOR AREA RATIO (FAR): 30.5%
 NO. OF PHASES: 1
 LANDSCAPE AREA: 8,287 SF 9.5% OF SITE AREA
 PAVED AREA 52,869 SF 60% OF SITE AREA

TYPE OF OCCUPANCY: M
 TYPE OF CONSTRUCTION: VB
 ROOF MATERIAL: SINGLE-PLY



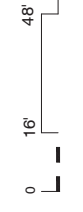
Parking Analysis

Suite	Business Name	Use	Sq.Ft.	Parking Requirement (left./5p Spaces/1000 sq.ft.)	Req'd parking spaces
101	Subway	Restaurant	1,323	100	132
102	US Donuts	Restaurant	860	100	86
103	The Nail Shop	Nail Salon	860	300	259
104-105	Fiesta BBQ	Restaurant	1,720	100	172
106	Dr. Tolentino Dentistry	Dentist	860	300	259
107	Carson Eye Center	Optomery	860	300	259
108-109	VACANT OFFICE	Office	1,720	300	57
110	Simplified Labor	Retail	860	300	259
111	MG's Barbershop	Barbershop	860	300	259
112	Mommy's Nutritional Ctr.	Retail	1,050	300	35
113	Dance Time Studio	Retail	3,179	150	212
114	VACANT OFFICE	Office	925	300	31
115-A	Reflexology Foot Massage	Massage by app.	1,000	300	33
115-B	Son's Threading Salon	Beauty Salon	1,000	300	33
116	Angelitos Market	Retail	1,120	300	37
117	JB's Bakery	Bakery	1,120	300	37
118	Uniform Kingdom	Retail	1,120	300	37
119	Farmers Insurance	Office	1,120	300	37
120	Poke Etc.	Restaurant	1,008	100	101
121	Aling Delia's Restaurant	Restaurant	2,050	100	205
122	Proposed Starbucks	Restaurant	2,000	100	200
				26,615	1591
TOTAL PARKING PROVIDED					122
TOTAL PARKING REQ'D					159
PARKING DEFICIT					(37)

A-1.1

Site Plan

1/16" = 1'-0"



Rev	Date	Issue
1		
2		
3		

OWNERS REPRESENTATIVE
 CARLOS LOSADA
 9451 FIRESTONE BLVD., STE B
 DOWNEY, CA 90341
 562-307-4735
 carlos@meronainc.com

ARCHITECT
 MANUEL A. FUNES A.I.A.
 6385 COLLINS AVE., #2909
 MIAMI BEACH, FL 33141
 215 321 7589
 manuel@funesarchitecture.com

OWNER
 MERONA ENTERPRISES
 9451 FIRESTONE BLVD., STE B
 DOWNEY, CA 90341

PROJECT
 COMMERCIAL BUILDING
 CARSON BONITA PLAZA
 860 E. CARSON ST.
 CARSON, CA

Exhibit 2. Tenant Information and Joint Use Parking Matrix

As of 8/16/2021

Existing Tenant

K2 Traffic Engineering, Inc.

Suite	Business Name	Use	Business Hours	Sq. Ft.	Carson Municipal Code	
					Parking Requirement (Sq.Ft./Space)	Req'd Parking Spaces
101	Subway	Restaurant	Daily 24 hours	1,323	100	13.2
102	US Donuts	Restaurant	M-F 4:30am-7:30 pm, Sa 4:30am - 5pm, Su 4:30am -2pm	860	100	8.6
103	The Nail Shop	Nail Salon	M-Sa 9am - 7pm, Su 10am-5pm	860	300	2.9
104, 105	Fiesta BBQ & Bibingka	Restaurant	M-Sa 10am- 8pm; Su 10am- 5pm	1,720	100	17.2
106	Dr. Tolentino Dentistry	Dentist	W-Sa 10 am - 7pm	860	300	2.9
107	Carson Eye Care	Optometry	T - F 9:30am - 5:30pm, Sa 9am-2pm	860	300	2.9
108, 109	Vacant Office	Office	N/A	1,720	300	5.7
110	Simplified Labor	Retail	M - F 10 am - 5 pm	860	300	2.9
111	MG'S Barber Shop	Barbershop	M-W 10am - 7pm, Th-Sa 8:30am-7:30pm, Su 10am-3pm	860	300	2.9
112	Mommy's Nutritional Center	Retail	M - F 8am-8pm, Sa 9am-5pm	1,050	300	3.5
113	DanceTime Studio	Dance studio	By Appointment	3,179	150	21.2
114	Vacant Office	Office	N/A	925	300	3.1
115A	Reflexology Foot Massage	Massage	By Appointment	1,000	300	3.3
115B	Soni Threading Salon	Beauty Salon	M - Sa 10am - 7pm, Su 11am-5pm	1,000	300	3.3
116	Angelto's Market	Retail	Daily 8am - 8pm	1,120	300	3.7
117	JBj's Bakery	Bakery	Daily 7am - 7pm	1,120	300	3.7
118	Uniform Kingdom	Retail	M - Sa 10am - 6:30pm, Sa 11am-4pm	1,120	300	3.7
119	Farmers Insurance	Office	M - F 9am - 6pm, Sa 10am-12pm	1,120	300	3.7
120	Poke Etc	Restaurant	Daily 10 am - 6 pm	1,008	100	10.1
121	Aling Delia's Restaurant	Restaurant	M - Sa 8am - 7pm	2,050	100	20.5
				23,292	Total	139

Proposed Use

Suite	Business Name	Use	Business Hours	Sq. Ft.	Carson Municipal Code	
					Requirement (Sq.Ft./Space)	Req'd Parking Spaces
122	Proposed Starbucks Coffee and Drive Thru	Restaurant	Daily 6 am- 12 am	2,000	100	20
NET Parking Demand						20

Parking Demand (=139+20)	159
Parking Capacity	131
Deficiency (= Parking Demand - Parking Capacity)	28

CITY OF CARSON
PLANNING COMMISSION
RESOLUTION NO. 09-2267

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING CONDITIONAL USE PERMIT NO. 740-09 FOR SHARED PARKING TO FACILITATE A DANCE STUDIO AND DANCE HALL USE LOCATED AT 860 EAST CARSON STREET.

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

Section 1. An application was duly filed by the applicant, Susan Mirzale, with respect to real property located at 860 East Carson Street, and described in Exhibit "A" attached hereto, requesting the approval to facilitate a dance studio and dance hall use in an existing multi-tenant commercial center in the CR-D (Commercial, Regional; Design Overlay) zone and within Redevelopment Project Area No. 4. The application includes:

- Conditional Use Permit (CUP) for parking facilities that are shared by two or more uses and whose hours of demand do not substantially overlap (CMC Section 9162.24.F.).

A public hearing was duly held on August 25, 2009, at 6:30 P.M. at City Hall, Council Chambers, 701 East Carson Street, Carson, California. Notices of time, place and purpose of the aforesaid meeting were duly given. Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid hearings.

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 General Plan designates the property as Regional Commercial which is compatible with the proposed use. The proposed use will be consistent with the surrounding commercial and residential uses, including adjacent properties to the north and west zoned CR-D and single family homes and Carnegie Middle School to the south and east zoned RS (Residential, Single-family), and is appropriate for the subject property as proposed, subject to the conditions of approval.
- b) The site is adequate in size, shape, topography, location, utilities, and other factors to accommodate the proposed use and development. The surrounding land uses are commercial and residential and the proposed project is compatible with those uses. The developed site is 2 acres in size, and is flat. The project will require shared parking in order to comply with the CMC.
- c) Safety and convenience of vehicular and pedestrian access is provided with one driveway on Bonita Street and one driveway on Carson Street. Bonita Street is a collector street that can accommodate the proposed development. Adequate interior vehicular and pedestrian circulation will be provided.

- d) Appropriate conditions of approval are associated with the development to ensure that the project will be served by adequate fire protection including adequate street access, driveway width, fire hydrants, and fire flow.
- e) The proposed use and development will be compatible with the intended character of the area.
 - The proposed use will be consistent with the surrounding commercial and residential uses, and is appropriate for the subject property as proposed, subject to the conditions of approval. Therefore, the proposed development will be compatible with the intended character of the area.
 - Previous permits were approved in 1987 for a commercial retail center. The current proposal will also be subject to the conditions of Design Overlay Review No. 383-87 and Variance No. 251-87.
- f) Based on the operating hours and days of each of the tenants, required parking exceeds the parking provided at the following times:
 - Monday – 9 a.m. – 11 p.m.
 - Tuesday – 9 a.m. - 5:30 p.m., 7 p.m. – 11 p.m.
 - Wednesday – 9 a.m. - 5:30 p.m., 7 p.m. – 11 p.m.
 - Thursday – 9 a.m. – 6 p.m., 7 p.m. – 11 p.m.
 - Friday – 9 a.m. - 5:30 p.m., 7 p.m. – 11 p.m.
 - Saturday – 10 a.m. – 5 p.m., 7 p.m. – 11 p.m.
 - Sunday – 7 p.m. – 11 p.m.

Based on information provided by the applicant of peak demand hours, the anticipated parking demand during daytime hours are as follows:

- Because retail use in the same tenant space would require 9 parking spaces (including the instructor), a maximum of 8 students would be allowed at the dance studio at any given time for private lessons. A condition of approval will be included to limit the dance studio to private lessons for 8 people or less between 9 a.m. to 6 p.m., Monday to Saturday.
- A condition of approval will be included to restrict special events at the dance studio during the daytime hours of 9 a.m to 6 p.m., Monday to Saturday.

Based on a condition of approval establishing a maximum occupancy of 100 people for the dance hall use, and certain operational assumptions, parking can be calculated at a lower demand during nighttime hours:

- A condition of approval shall establish a maximum occupancy of 100 people for the proposed dance hall tenant space. Assuming there is an average of 2 people per one vehicle arriving to the dance hall, 50 parking spaces would be the demand. Based on this calculation with approved deviation, the maximum parking demand for the entire site would be less than the parking spaces required. Per code, a peak total of 183 parking

spaces would be required from 7 p.m. to 11 p.m., Monday to Sunday while the re-calculated demand would peak at 110 parking spaces during the same period. The project, at night peak periods, will be able to provide adequate on-site parking since 132 spaces are provided.

To assure the center has adequate parking in the future, a condition of approval will be included that will require the applicant to provide an annual monitoring report for parking at the site. Another condition of approval will allow the Planning Commission to review and modify the shared parking CUP permit if complaints are received regarding parking at the site.

A condition of approval shall require the applicant to submit a legal instrument approved by the Director as to form and content that shows evidence that there is no substantial conflict or overlap in the principal operating hours of the buildings or uses for which the shared parking facilities are proposed.

- o Uses designated as " food take-out only" shall be limited to a maximum of two tables and four chairs. The Planning Division will have the right to review and approve the customer space layout for all "food take-out only" uses.

The total number of parking spaces available is 132 and peak parking demand for any day of the week will not exceed the 132 parking spaces provided at the site. The number of spaces that are provided would be sufficient according to the reduced parking rates approved by the Planning Commission and the maximum parking demands presented in the shared parking analysis. As the number of parking spaces provided exceeds the shared parking demand, the project would have an adequate parking capacity and would result in a less than significant parking impact, subject to the conditions of approval.

- g) The proposed shared parking conditional use permit meets the goals and objectives of the General Plan and is consistent with applicable zoning and design regulations. Therefore all of the required findings pursuant to Section 9162.24(B), "Automobile Parking Spaces Required for Mixed Uses" and Section 9172.21(D), "Conditional Use Permit" are made in the affirmative.

Section 4. The Planning Commission further finds that the use permitted by the proposed Conditional Use Permit No. 740-09 will not have a significant effect on the environment. The existing facility will not alter the predominantly character of the surrounding area and meets or exceeds all City standards for protection of the environment. Therefore, the proposed project is found to be categorically exempt under Section 15301(e) "Existing Facilities" of the California Environmental Quality Act (CEQA).

Section 5. Based on the aforementioned findings, the Commission hereby grants Conditional Use Permit No. 740-09 with respect to the property described in Section 1 hereof, subject to the conditions and plans set forth in Exhibit "B" respectively attached hereto.

Section 6. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

Section 7. This action shall become final and effective fifteen 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 25th DAY OF AUGUST, 2009



CHAIRMAN

ATTEST:



SECRETARY

EXHIBIT "A"

Legal Description

The East 255.00 feet of Lot 1 of Tract 4546, in the City of Carson, County of Los Angeles, State of California, as per map recorded in Book 50, Pages 21 and 22 of Maps, in the office of the County Recorder of said County.

EXCEPT therefrom the Northerly 20.00 feet, conveyed to the County of Los Angeles, by deed recorded April 5, 1968 as Instrument No. 3713, in Book D3962, Page 877, Official Records.

ALSO EXCEPT therefrom that portion thereof within the following described boundaries:

Beginning at the Southeastern corner of said Lot; thence Westerly along the Southern line of said Lot a distance of 5.00 feet to the Westerly line of the Easterly 5 feet or more lot; thence Northerly along said Westerly line to the beginning of a curve concave to the Southwest, having a radius of 19 feet, tangent to said Westerly line and tangent to the Southerly line of the Northerly 20 feet of said Lot; thence Northwesterly along said curve 29.36 feet to said last mentioned Southerly line; thence Easterly along said last mentioned Southerly line to the Easterly line of said Lot; thence Southerly along said Easterly line to the point of beginning, as conveyed in the above mentioned deed.

EXCEPT therefrom an undivided 1/2 interest in and all oil, gas, minerals and other hydrocarbon substances in and under said land below a depth of 500 feet, but without the right of surface entry thereto, as reserved by Margaret B. Burch in deed recorded November 21, 1972 as Instrument No. 330, Official Records.

ALSO EXCEPT the remainder of interest in and to all oil, gas minerals and other hydrocarbon substances in and under said land below a depth of 500 feet, but without right of surface entry thereto, as reserved by Horowitz Kling Development Company in deed recorded March 26, 1975 as Instrument No. 3530, Official Records.

CITY OF CARSON
DEVELOPMENT SERVICES
PLANNING DIVISION

EXHIBIT "B"

CONDITIONAL USE PERMIT NO. 740-09

GENERAL CONDITIONS

1. If a business license permit for said use is not issued within one year of the date of approval of Conditional Use Permit No. 740-09, said permit shall be declared null and void unless an extension of time is requested prior to expiration and approved by the Planning Commission.
2. The approved Resolution, including the Conditions of Approval contained herein, and signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet to be included with any development plans for the proposed use. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.
3. The applicant shall comply with all city, county, state and federal regulations applicable to this project.
4. The applicant shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission in order to comply with all the conditions of approval and applicable Zoning Ordinance provisions. Substantial revisions will require review by the Planning Commission.
5. The applicant and property owner shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the Planning Commission Resolution.
6. All buildings, grounds, parking areas and landscaping shall be maintained in a neat and orderly manner at all times.
7. Decision of the Planning Commission shall become effective and final 15 days after the date of its action unless an appeal is filed in accordance with Section 9173.4 of the Zoning Ordinance.
8. A modification of the conditions of this permit, including additions or deletions, may be considered upon filing of an application by the owner of the subject property or his/her authorized representative in accordance with Section 9173.1 of the Zoning Ordinance.
9. It is further made a condition of this approval that if any condition is violated, or if any law, statute ordinance is violated, or complaints are received regarding parking at the site, this permit may be revoked by the Planning Commission, provided the applicant has been given written notice to cease such violation and has failed to do so for a period of thirty days.

10. The Applicant shall defend, indemnify and hold harmless the City of Carson, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, and approval of the City, its advisory agencies, appeal boards, or legislative body concerning Conditional Use Permit No. 740-09. The City will promptly notify the Applicant of any such claim, action, or proceeding against the City and the Applicant will either undertake defense of the matter and pay the City's associated legal costs or will advance funds to pay for defense of the matter by the City Attorney. The City will cooperate fully in the defense. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent but should it do so, the City shall waive the indemnification herein, except, the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

PARKING

11. The required parking shall meet all applicable standards as outlined in the Carson Municipal Code, except as conditioned by the conditional use permit.
12. All parking areas and driveways shall remain clear. No encroachment into parking areas and/or driveways shall be permitted.
13. Compact spaces shall be properly designated pursuant to Section 9162.43 of the Zoning Ordinance.
14. Parking spaces shall be provided with perimeter guards as provided in Section 9162.55 of the Zoning Ordinance.
15. Parking spaces shall be identified (marked) as provided in Section 9162.56 of the Zoning Ordinance.
16. The hours of operation shall comply with the following Table No. 1. Modifications to Table No. 1, including changes in use, shall require review and approval by the Planning Division. Substantial modifications, as determined by the Planning Division, shall require review and approval by the Planning Commission:

Table No. 1 – Shopping Center Tenants

UNIT	TENANT NAME	Type of Business	Hours of Operation	UNIT SF
101	SUBWAY	Deli	7 am - 11pm Mon.-Sun.	1323
102	US DONUTS	Donut Shop – food take-out only	6am to 6pm Mon.-Sun.	860
103	Direct Dish Network	Satellite dish store	8:30 am to 6pm Mon-Sat. closed on Sun.	860
104	SLIM CONCEPT	doctor office	8:30am to 6:30pm Mon.-Fri. closed on sat.&Sun.	860
105	ASIAN CREAMERY	Ice cream shop – food take-out only	7 am to 6pm Mon.-Sat. closed on Sun.	860
106	DR TOLENTINO - DENTIST	Dentist Office	10am to 7pm thur. Fri. 10am-5pm sat.closed on Sun.Mon.Tue.Wed.	860
107	OPTOMETRIST	Optometrist Office	10am to 6pm Mon.-Sat. closed on Sun.	860
108-109	WIC	Public health Foundation	9:15am to 5:30pm Mon.-sat. closed on Sun.	1720
110	PACIFIC REMITTANCE SERVICES	Remittance office	10am to 4:30pm Mon.-Fri. 9am-3pm sat.closed on Sun.	860
111	VACANT		9am-5pm Mon-Fri 10am-3pm Sat. Closed on sun.	860
112	FAMILY NUTRITION	Public Family Nutrition	8am to 7:30pm mon.-fri 10am-4pm sat. closed on Sun.	1050
112 ½	VACANT	dance studio / dance hall	9am -6pm mon-sun. (dance studio); 7pm-12am mon-thur. & Sun. 7pm-1am Fri&sat. (dance hall)	1250
113	VACANT	dance studio / dance hall	9am -6pm mon-sun. (dance studio); 7pm-12am mon-thur. & Sun. 7pm-1am Fri&sat. (dance hall)	1340
114	Sumbody	Body shaper retail	9am-5pm Mon-Fri 10am-3pm Sat. Closed on sun.	925
115	ELLA HAIRS	Hair salon	9am to 6pm Tue.-Sun. closed on Mon.	2000
116	ANGELITOS MARKET	Market	8am to 8pm Mon.- sat. 10 am-7pm Sun.	1120
117	JB'S BAKERY	Bakery – food take-out only	7am to 7pm mon.-sat. 10am-6:30 sun.	1120
118	UNIFORM KINGDOM	Uniform Store	9 am to 5pm mon.-sat.closed on Sun.	1120
119	FARMERS INSURANCE	Insurance Agent	9 am to 6pm mon-fri 10am-12pm sat. closed on Sun.	1120
120	US PIZZA	Pizza – food take-out only	11am to 10pm Mon.to Sun.	1008
121	A D RESTAURANT	Restaurant	9am to 7pm mon-sat. 9am-4pm sun.	2052
124	D.J.BIBINGKAHAN RESTAURANT	Restaurant	7am to 9pm mon-sun	3600
	unleasable area	n/a	n/a	400

17. The applicant shall submit a legal instrument approved by the Director as to form and content that shows evidence that there is no substantial conflict or overlap in the principal operating hours of the buildings or uses for which the shared parking facilities are proposed.
18. Changes to the commercial tenant uses shall warrant review and approval by the Planning Division for compliance with the shared parking requirements if those uses exceed the parking requirement for general commercial. The applicant shall submit an updated table showing hours of operation table to the Planning Division in the event a more intense use is proposed. The updated table shall be submitted no later than 30 days after the modification of such use. The Planning Division shall review commercial tenancy changes to ensure that hours of operations between tenants in the development do not substantially overlap as to

create a parking impact. Substantial changes in tenancy shall warrant review and approval by the Planning Commission.

19. The dance studio use shall limit private lessons for 8 people or less between 9 a.m. to 6 p.m., Monday to Saturday.
20. Special events involving public assembly or entertainment shall be prohibited at the dance studio between 9 a.m. to 6 p.m., Monday to Saturday.
21. An annual monitoring report describing parking demand shall be submitted to the Planning Division to ensure adequate parking for the site.
22. Uses designated as "food take-out only" as listed in Condition No. 16 shall be limited to a maximum of two tables and four chairs. The Planning Division will have the right to review and approve the customer space layout for all "food take-out only" uses.
23. Customer tables and chairs shall not be permitted in those uses designated for food take-out only.

LANDSCAPING/IRRIGATION

24. Installation, maintenance, and repair of all landscaping shall be the responsibility of the property owner.

GRAFFITI LANDSCAPING

25. The applicant shall incorporate additional landscaping to screen and block specific project areas that could be subject to graffiti, as determined by the Planning Division.
26. Graffiti shall be removed from all project areas within three (3) days of written notification by the City of Carson. Should the graffiti problem persist more than twice in any calendar year, the matter may be brought before the Planning Commission for review and further consideration of site modifications (i.e., fencing, landscaping, chemical treatment, etc.).

SIGNS

27. Identification signs shall conform to the requirements of the sign program and shall be adequately maintained. Illegal signs, per Section 9167.3 of the Carson Municipal Code, shall be removed.

NOISE

28. All operations shall comply with the City of Carson Noise Ordinance.

FIRE DEPARTMENT - COUNTY OF LOS ANGELES

29. Provide water mains, fire hydrants, and fire flows as required by County Forester and Fire Warden.

30. The applicant shall comply with all other requirements of the LA County Fire Department.

PUBLIC SAFETY - CITY OF CARSON

31. Ensure compliance with current seismic mitigation codes.

BUILDING AND SAFETY

31. Appropriate permits shall be obtained for work that has been done on the property without required permits, or said work shall be removed. All work shall be brought into compliance with applicable codes.

BUSINESS LICENSE DEPARTMENT - CITY OF CARSON

32. Per Section 6310 of the Carson Municipal Code, all parties involved in the construction project, including but not limited to contractors and subcontractors, shall obtain a City Business License.