AGENDA – REGULAR MEETING
PLANNING COMMISSION
CITY OF REDONDO BEACH
THURSDAY OCTOBER 20, 2016 – 7:00 P.M.
CITY COUNCIL CHAMBERS
415 DIAMOND STREET

I. OPENING SESSION

1. Call Meeting to Order
2. Roll Call
3. Salute to the Flag

II. APPROVAL OF ORDER OF AGENDA

III. CONSENT CALENDAR

Routine business items, except those formally noticed for public hearing (agendized as either a "Routine Public Hearing" or "Public Hearing"), or those items agendized as "Old Business" or "New Business" are assigned to the Consent Calendar. The Commission Members may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up immediately following approval of remaining Consent Calendar items. Remaining Consent Calendar items will be approved in one motion.

4. Approval of Affidavit of Posting for the Planning Commission meeting of October 20, 2016.
5. Approval of the following minutes: Regular Meeting of September 15, 2016.
6. Receive and file the Strategic Plan Update of October 4, 2016.
7. Receive and file written communications.

IV. AUDIENCE OATH

V. EX PARTE COMMUNICATIONS

This section is intended to allow all officials the opportunity to reveal any disclosure or ex parte communication about the following public hearings.

VI. EXCLUDED CONSENT CALENDAR ITEMS

VII. PUBLIC HEARINGS

8. A public Hearing for consideration of an Exemption Declaration and amendment to a Conditional Use Permit to allow the expansion of a body art business within a commercial building on property located in a Commercial (C-2) zone.

APPLICANT:	Envy Inc.
PROPERTY OWNER:	Cardinal Equities LLC
LOCATION:	**2615 190th Street, #103**
CASE NO.:	2016-10-PC-020
RECOMMENDATION:	Approve with conditions

9. A Public Hearing for consideration of an Exemption Declaration, Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, and Vesting Tentative Tract Map No. 74543 to allow the construction of a 7-unit residential condominium project on property located within a Medium-Density Multiple-Family Residential (RMD) zone, in the Coastal Zone.

APPLICANT:	iFrancisca Partners, LP
PROPERTY OWNER:	Same as applicant
LOCATION:	**800 N. Catalina Avenue**
CASE NO.:	2016-10-PC-021
RECOMMENDATION:	Approve with conditions

VIII. OLD BUSINESS

Items continued from previous agendas.

10. A Public Hearing for consideration of an Exemption Declaration, Conditional Use Permit, and Planning Commission Design Review to allow the demolition of an existing commercial building and construction of a new commercial building for the operation of a coffee shop with drive-up service on property located within a Commercial (C-2) zone.

APPLICANT:	Coffee Bean and Tea Leaf
PROPERTY OWNER:	Tim Foley
LOCATION:	**2521 – 2525 Artesia Boulevard**
CASE NO.:	2016-09-PC-017
RECOMMENDATION:	Approve with conditions

11. A Public Hearing for consideration of an Exemption Declaration and Conditional Use Permit to allow the operation of an automobile sales lot on property located within a Commercial (C-2B) zone.

APPLICANT:	Jim Sarmast dba Platinum Autohaus
PROPERTY OWNER:	Sigi Werner
LOCATION:	**600 N. Pacific Coast Highway**
CASE NO.:	2016-09-PC-019
RECOMMENDATION:	Approve with conditions

IX. NEW BUSINESS

Items for discussion prior to action.

12. Planning Commission Nominations and Election of Chair, Vice-Chair, and Secretary.

RECOMMENDATION:

a. That the Chairperson opens nominations for the positions of Chairperson, Vice-Chair and Secretary;
b. That the Chairperson closes nominations;
c. That the Chairperson calls for a motion; and
d. That the new Officers assume seats.

X. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

This section is intended to provide members of the public with the opportunity to comment on any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Commission. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.

XI. COMMISSION ITEMS AND REFERRALS TO STAFF

Referrals to staff are service requests that will be entered in the City's Customer Service Center for action.

XII. ITEMS FROM STAFF

XIII. COUNCIL ACTION ON PLANNING COMMISSION MATTERS

XIV. ADJOURNMENT

The next meeting of the Planning Commission of the City of Redondo Beach will be a Regular Meeting to be held at 7:00 p.m. on Thursday, November 17, 2016 in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California.

Any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda will be made available for public inspection at the City Clerk's Counter at City Hall located at 415 Diamond Street, Door C, Redondo Beach, Ca. during normal business hours. In addition, such writings and documents will be posted, time permitting, on the City's website at www.redondo.org.

It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.

An agenda packet is available 24 hours at www.redondo.org under the City Clerk and during City Hall hours, agenda items are also available for review in the Planning Department.

CONSENT CALENDAR

The Planning Commission has placed cases, which have been recommended for approval by the Planning Department staff, and which have no anticipated opposition, on the Consent Calendar section of the agenda. Any member of the Planning Commission may request that any item on the Consent Calendar be removed and heard, subject to a formal public hearing procedure, following the procedures adopted by the Planning Commission.

All cases remaining on the Consent Calendar will be approved by the Planning Commission by adopting the findings and conclusions in the staff report, adopting the Exemption Declaration or certifying the Negative Declaration, if applicable to that case, and granting the permit or entitlement requested, subject to the conditions contained within the staff report.

Cases which have been removed from the Consent Calendar will be heard immediately following approval of the remaining Consent items, in the ascending order of case number.

RULES PERTAINING TO ALL PUBLIC TESTIMONY

(Section 6.1, Article 6, Rules of Conduct)

1. No person shall address the Commission without first securing the permission of the Chairperson; provided, however, that permission shall not be refused except for a good cause.

2. Speakers may be sworn in by the Chairperson.

3. After a motion is passed or a hearing closed, no person shall address the Commission on the matter without first securing permission of the Chairperson.

4. Each person addressing the Commission shall step up to the lectern and clearly state his/her name and city for the record, the subject he/she wishes to discuss, and proceed with his/her remarks.

5. Unless otherwise designated, remarks shall be limited to three (3) minutes on any one agenda item. The time may be extended for a speaker(s) by the majority vote of the Commission.

6. In situations where an unusual number of people wish to speak on an item, the Chairperson may reasonably limit the aggregate time of hearing or discussion, and/or time for each individual speaker, and/or the number of speakers. Such time limits shall allow for full discussion of the item by interested parties or their representative(s). Groups are encouraged to designate a spokesperson who may be granted additional time to speak.

7. No person shall speak twice on the same agenda item unless permission is granted by a majority of the Commission.

8. Speakers are encouraged to present new evidence and points of view not previously considered, and avoid repetition of statements made by previous speakers.

9. All remarks shall be addressed to the Planning Commission as a whole and not to any member thereof. No questions shall be directed to a member of the Planning Commission or the City staff except through, and with the permission of, the Chairperson.

10. Speakers shall confine their remarks to those which are relevant to the subject of the hearing. Attacks against the character or motives of any person shall be out of order. The Chairperson, subject to appeal to the Commission, shall be the judge of relevancy and whether character or motives are being impugned.

11. The public participation portion of the agenda shall be reserved for the public to address the Planning Commission regarding problems, question, or complaints within the jurisdiction of the Planning Commission.

12. Any person making personal, impertinent, or slanderous remarks, or who shall become boisterous while addressing the Commission, shall be forthwith barred from future audience before the Commission, unless permission to continue be granted by the Chairperson.

13. The Chairperson, or majority of the members present, may at any time request that a police officer be present to enforce order and decorum. The Chairperson or such majority may request that the police officer eject from the place of meeting or place under arrest, any person who violates the order and decorum of the meeting.

14. In the event that any meeting is willfully interrupted so as to render the orderly conduct of such meeting unfeasible and order cannot be restored by the removal of individuals willfully interrupting the meeting, the Commission may order the meeting room cleared and continue its session in accordance with the provisions of Government Code subsection 54957.9 and any amendments.

APPEALS OF PLANNING COMMISSION DECISIONS:

All decisions of the Planning Commission may be appealed to the City Council. Appeals must be filed, in writing, with the City Clerk's Office within ten (10) days following the date of action of the Planning Commission. The appeal period commences on the day following the Commission's action and concludes on the tenth calendar day following that date. If the closing date for appeals falls on a weekend or holiday, the closing date shall be the following business day. All appeals must be accompanied by an appeal fee

of 25% of original application fee up to a maximum of $500.00 and must be received by the City Clerk's Office by 5:00 p.m. on the closing date.

Planning Commission decisions on applications which do not automatically require City Council review (e.g. Zoning Map Amendments and General Plan Amendments), become final following conclusion of the appeal period, if a written appeal has not been filed in accordance with the appeal procedure outline above.

No appeal fee shall be required for an appeal of a decision on a Coastal Development Permit application.

October 13, 2016

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

AFFIDAVIT OF POSTING

Pursuant to the requirements of Government Code Section 54955, agendas for a regular Planning Commission meeting must be posted at least seventy-two (72) hours in advance and in a location that is freely accessible to members of the public. As Planning Analyst of the City of Redondo Beach, I declare, under penalty of perjury, that in compliance with the requirements of Government Code Section 54955, I caused to have posted on Thursday October 13, 2016, the agenda for the October 20, 2016 Regular Meeting of the City of Redondo Beach Planning Commission in the following locations:

City Hall, Door "A", 415 Diamond Street, Redondo Beach
City Clerk's Counter, Door "C", 415 Diamond Street, Redondo Beach

Lina Portolese
Planning Analyst

CITY OF REDONDO BEACH

PROOF OF POSTING

PLANNING COMMISSION MEETING AGENDA

I, Lina Portolese, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, and that the following document: Planning Commission Regular Meeting Agenda of October 20, 2016 was posted by me at the following location(s) on the date and hour noted below:

Posted on: 10/13/2016 (date) at 4:30 pm (time)

Posted at: City Hall, Door "A", 415 Diamond Street, Redondo Beach

City Clerk's Counter, Door "C", 415 Diamond Street, Redondo Beach

Signature

10/13/16

Date

Minutes
Regular Meeting
Planning Commission
September 15, 2016

CALL TO ORDER
The Regular Meeting of the Planning Commission was called to order by Chair Rodriguez at 7:00 p.m. in the City Hall Council Chambers, 415 Diamond Street.

ROLL CALL

Commissioners Present:	Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
Commissioners Absent:	Vice Chair Goodman
Officials Present:	Sean Scully, Planning Manager
	Genny Ochoa, Recording Secretary

SALUTE TO THE FLAG
Commissioner Biro led the Commissioners and audience in a Salute to the Flag.

APPROVAL OF ORDER OF AGENDA
Moved by Commissioner Sanchez, seconded by Commissioner Mitchell, to approve the Order of Agenda as presented.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman

CONSENT CALENDAR ITEMS
4. Approval of Affidavit of Posting for the Planning Commission meeting of September 15, 2016.

5. Approval of the following minutes: Regular Meeting of July 21, 2016.

6. Receive and file the Strategic Plan Update of August 16, 2016.

7. Receive and file written communications.

Moved by Commissioner Biro, seconded by Commissioner Sanchez, to approve the Consent Calendar Items, as presented.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman

AUDIENCE OATH
Chair Rodriguez asked that those people in the audience who wished to address the Commission on any of the hearing issues stand and take the following oath:

> Do each of you swear or affirm that the testimony you shall give shall be the truth, the whole truth, and nothing but the truth?

Audience members stood and answered, “I do.”

EX PARTE COMMUNICATIONS
Commissioner Gaian disclosed that he spoke to a resident regarding Item 9.

Chair Rodriguez disclosed that he spoke to citizens regarding Items 9 and 10.

EXCLUDED CONSENT CALENDAR – NONE

PUBLIC HEARINGS

8. Public Hearing for consideration of an Exemption Declaration, Conditional Use Permit and Planning Commission Design Review to allow the demolition of an existing commercial building and construction of a new commercial building for the operation of a coffee shop with drive-up service on property located within a Commercial (C-2) zone.

APPLICANT:	Coffee Bean and Tea Leaf
PROPERTY OWNER:	Tim Foley
LOCATION:	**2521-2525 Artesia Boulevard**
CASE NO.**:**	2016-09-PC-017
RECOMMENDATION:	Continue to October 20, 2016

Moved by Commissioner Sanchez, seconded by Commissioner Ung, to:

Open the Public Hearing and receive and file all documents regarding Case No. 2016-09-PC-017.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman

Planning Manager Sean Scully stated that staff would conduct further review of site access and circulation and added that staff recommended continuance of the item to the Planning Commission meeting of October 20, 2016. Mr. Scully gave a PowerPoint presentation which included review of:

On-Site Circulation and Ingress/Egress

- Applicant working on site configuration of the drive-thru to provide safe on-site and off-site ingress/egress
- Applicant's Traffic Engineer is working with City's Traffic Engineer and Planning Division to remedy
- Two email communications were received this week (expressed concerns with adjacent traffic conditions and forwarded to applicant and City's Traffic Engineer) (Blue Folder)

Recommendation

- Open the public hearing and continue this item to the next regularly scheduled Planning Commission meeting of October 20, 2016

Chair Rodriguez asked for comments from the applicant.

Tim Foley, property owner, gave a brief summary of their efforts in developing the site and finding the best alternative for the property. Mr. Foley stated that the community wanted this type of use and added that (they) were working with staff to improve the design and configuration of the proposed project, and asked for Planning Commission support of the project.

Chair Rodriguez asked for anyone else wishing to speak on the item. No one came forward.

Moved by Commissioner Sanchez, seconded by Commissioner Mitchell, to close public testimony.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman

Moved by Commissioner Sanchez, seconded by Commissioner Mitchell, to continue Case No. 2016-09-PC-017 to the Planning Commission meeting of October 20, 2016.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman

9. Public Hearing for consideration of an Exemption Declaration and Amendment to a Conditional Use Permit for the operation of an automobile sales business on property located within a Commercial (C-2B) zone.

APPLICANT: Jim Sarmast (dba Platinum Autohaus)
PROPERTY OWNER: Sigi Werner
LOCATION: **610 N. Pacific Coast Highway**
CASE NO.**:** 2016-09-PC-018
RECOMMENDATION: Approve with conditions

Moved by Commissioner Sanchez, seconded by Chair Rodriguez, to:

Open the Public Hearing and receive and file all documents regarding Case No. 2016-09-PC-018.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman,

Planning Manager gave a PowerPoint presentation which included review of:

Existing Conditions

- Corner of PCH and N. Irena Avenue
- Zoned C-2B
- Two lots, approximately 8,798 sq. ft.
- 816 to 818 N. Irena – display and repair
- R-3 to the east

Photographs of Subject Site

Existing Entitlement

- 1971 Similar Use Permit, Resolution No. 3505
- Required grading/paving
- Pole sign, daytime hours only, no lighting
- No repairs, no auto wrecking, no inoperable vehicles
- Minimal site improvements: striping, steel posts/chains, no landscaping

Existing Development – Platinum Autohaus

- Since approximately 1998
- 40-foot wide driveway at N. Irena
- 18-inch planter, approximately 25 Queen Palms
- One-story sales office (781 sq. ft.)
- 8 light standards, 20-ft. in height
- Two-story commercial building immediately adjacent and south of the car sales lot (southern property line)

Existing Operations

- Approximately 50 luxury vehicles ($25,000-$500,000)
- Average sales 30 vehicles/month
- Top ten (10) sales tax generator
- 6 employees
- Open every day at 10 a.m., closed 7 p.m., M-F / 5:00 p.m. weekends
- Note: There are 4 existing used vehicle sales locations in City

CUP for Existing Business

- To amend the existing Use Permit with a new CUP that will serve to reconcile the existing development with a new use permit

Issues of Concern – Staff/Neighborhood

- Lighting
- Noise from loading and unloading of cars
- Parking of vehicles on adjacent streets
- Test drives through residential neighborhoods

Photograph depicting existing F.C. (foot candles) area ranges surrounding the subject site

Mitigation-Conditions

- Modify lighting pursuant to lighting study: 1.0 F.C. required at centerline of N. Irena
- No amplified sound
- Obtain building permits as required for unpermitted office structure
- No parking on streets
- Delivery/loading hours – 10 a.m. to 2 p.m., M-F
- Limited signage with 24/7 phone number
- No test drives on residential streets
- Limit auto washing hours, no off-site runoff

Outreach

- Numerous meetings between staff and some concerned neighbors were held
- Numerous meetings between the applicant and some concerned neighbors were also held

Recommendation

- Make findings in staff report Resolution
- Adopt Exemption Declaration
- Approve the Conditional Use Permit

In response to Commissioner Sanchez, Planning Manager Scully stated that in researching the history of the business, permits for improvements to the site were not found. Mr. Scully added that Code Enforcement focused on the calls reported and did not investigate the property or permits. Mr. Scully stated that there were no conditions addressing the inventory on the street, and that it appeared that there was no entitlement issue. Mr. Scully further stated that the proposed entitlement would give the City a mechanism to enforce the issues raised by the neighbors.

In response to Commissioner Ung, Planning Manager Scully stated that the current office building would be required to be permitted and accessibility requirements would have to be met. Mr. Scully further responded that the applicant would be required to design the lighting and create a lighting study that will determine the ambient lighting.

In response to Commissioner Gaian, Planning Manager Scully stated that he was not aware of any correspondence between the City and the existing property lease holder regarding any lighting and landscaping restrictions, as well as permits for the office building.

In response to Commissioner Biro, Planning Manager Scully stated that the existing use was a legal non-conforming car lot for 45+ years and the Similar Use Permit was the initial entitlement that granted the use of the car sales lot. He added that the new application is for a Conditional Use Permit that will supersede and amend the non-compliant Similar Use Permit, and will serve as remediation of the existing violation. Mr. Scully further responded regarding lighting and stated that the City's standards were that no direct source of light be visible from adjacent residential properties, and the 1.0 F.C. standard be consistent with outdoor lighting on residential properties. Mr. Scully responded to Commissioner Biro that the Conditions of Approval addressed the limiting of car washing hours and mitigation of water runoff.

In response to Commissioner Mitchell, Planning Manager Scully stated that the General Plan Update process could be used to develop a policy on City-wide outdoor commercial lighting standards as they relate to residential properties. Mr. Scully further responded to Commissioner Mitchell regarding Condition No. 22 and stated that the City's standard is to provide sidewalk accessibility compliance on all new developments.

In response to Commissioner Gaian, Planning Manager Scully stated that the City was not aware of the default of the use. He further explained how the F.C. measurements were taken.

Discussion followed on the definition of Foot Candle and lighting emitted by street lights. Commissioner Sanchez explained that 1 F.C. is a 1-inch in diameter candle and the amount of light it gives off from its flame.

In response to Chair Rodriguez, Commissioner Sanchez stated that this case was to put conformity and formalize what currently exists on the site and allow City enforcement of the use.

Chair Rodriguez asked for comments from the applicant.

Charles Belak-Berger, 521 Rosecrans Ave., Gardena, CA, project architect, stated that they would be working with Charles Muñoz, Pacific Lighting, on the lighting issues for the subject site. He spoke in support of the request and stated the applicant wanted to resolve the issues associated with the project.

Charles Muñoz, Pacific Lighting, stated that he was experienced in light studies and residential and outdoor lighting layouts. Mr. Muñoz gave a detailed explanation of F.C. reading calculations.

In response to Commissioner Biro, Mr. Muñoz explained lighting measurement methods used for grocery store parking lots and neighborhood street lights, and stated that lighting standards were based on the use, e.g. auto dealers, retail, walkways, as well as municipality standards. Mr. Muñoz further responded that with new technology, dimming timers were available as well as options to limit lighting in particular areas and/or times.

In response to Commissioner Mitchell, Mr. Muñoz stated that the residential street adjacent to the car dealership was a priority for light shielding.

In response to Commissioner Ung, Mr. Muñoz stated that proper use of technology would accommodate the business and residential lighting requirements.

In response to Commissioner Gaian, Mr. Muñoz stated that commercial and residential lighting standards vary by City. He further responded that even if lighting is shielded, ambient lighting would still be present; however, through available technology lighting could be redirected away from a residential area as well as the use of a dimming process set on timers.

Chair Rodriguez called for comments from the project's applicant.

Jim Sarmast, applicant, stated he has operated the business for 18 years without issues. Applicant Sarmast stated that 4-5 years ago he replaced their lighting to LED and immediately adjusted the lighting after receiving a complaint from a resident on Irena Avenue. He added that no other complaints had been received until recently. He submitted a letter of support from a neighbor across the street on Irena Avenue.

Moved by Commissioner Biro, seconded by Commissioner Sanchez, to receive and file the document. Motion carried unanimously.

In response to Commissioner Gaian, Applicant Sarmast stated that since the concerns have been raised, he has instructed his employees that when exiting the dealership, to not turn right onto the neighborhood streets. He has addressed street parking and has limited auto delivery times, which are twice a month. He stated that regular water and hoses are not used for auto washing and there is no water runoff.

In response to Chair Rodriguez regarding test drives, Applicant Sarmast stated that his employees have been instructed to turn left onto Irena Avenue when moving cars and that cars be driven only on commercial streets. He further stated that he favored speed bumps on Irena Avenue. Applicant Sarmast further responded that he has communicated with “a couple” of residents who supported the project.

In response to Commissioner Sanchez, Applicant Sarmast summarized the dealership operation and explained that sales of high-end performance vehicles were generated through online (Internet) communication from interested parties who visit the dealership through appointments. He stated that auto sales could be made without the client visiting the dealership and that “hardly any traffic” was generated by the operation.

Commissioner Biro thanked the applicant for operating in the City and asked the applicant if he had read and understood the Conditions of Approval as recommended by staff. Applicant Sarmast stated that he was agreeable with the Conditions and to upgrading the site, including landscaping and lighting.

In response to Commissioner Ung, Applicant Sarmast stated that the dealership is open until 7 p.m. and the lights stay on to up to 3 a.m. and added that he has a camera surveillance system. Mr. Sarmast stated that in 18 years of operation there was no issue regarding theft, although he had been a victim of a robbery in front of the dealership. He stated that there were times car alarms were set off by noise and/or traffic.

Chair Rodriguez called for those in the audience wishing to speak.

Chris (last name inaudible), 828 N, Juanita Ave., Redondo Beach, stated that he was mostly concerned with the persistent lighting from the subject site and submitted copies of photographs of the subject site lighting.

Moved by Chair Rodriguez, seconded by Commissioner Mitchell, to receive and file the document. Motion carried unanimously.

Chris stated that he agreed with the City’s recommendations, however added the following comments: 1) that staff’s recommended lighting study post construction be

required; and 2) security lighting levels should be equal or lower than the operating light levels.

Moved by Commissioner Biro, seconded by Commissioner Mitchell, to extend the speaker's time. Motion carried unanimously.

Chris requested that (they) would like to review the lighting survey.

In response to Commissioner Mitchell, Chris stated he was not impacted by the lighting, but was speaking on lighting at the request of the residents because of his optical engineering background. He added that the business operator ran a "classy lot" and wanted to reach a "happy medium."

In response to Commissioner Biro, Chris stated that he would be available to review the lighting study and provide recommendations on behalf of the neighbors and work with the applicant.

Chair Rodriguez stated that the study would be public record and added the applicant was willing to meet and work with the neighbors.

Elizabeth Morefield came forward and stated that in speaking with neighbors, 80% of respondents were "extremely negative," and that they complained of parking and traffic in the neighborhood. Ms. Morefield submitted a survey of comments she took from the neighbors.

Moved by Chair Rodriguez, seconded by Commissioner Mitchell, to receive and file the document. Motion carried unanimously.

Ms. Morefield stated that comments received included use of compressors, vehicle repairs, cars on sidewalks, and test drives.

Moved by Chair Rodriguez, seconded by Commissioner Mitchell, to extend the time of Ms. Morefield to speak. Motion carried unanimously.

Ms. Morefield commented that in 40 years of business the operator has ignored the City's building codes and guidelines. She questioned how the City would ensure this would not be repeated in the future.

In response to Commissioner Sanchez regarding residents not reporting (violations), Ms. Morefield stated that City residents believe they do not get help from City Hall.

Commissioner Sanchez stated the City could not take action unless it is made aware of violations and issues cannot be addressed if they are not reported.

Ms. Morefield stated the survey results was on SurveyMonkey (website). She added that she collected responses until 5 p.m. tonight.

Moved by Commissioner Sanchez, seconded by Commissioner Biro, to extend the speaker's time. Motion carried unanimously.

In response to Commissioner Mitchell, Ms. Morefield stated that she expressed concerns to City Hall in June of this year and filed a Freedom of Information Act request. She further responded that she has resided at her residence for 30 years.

Chair Rodriguez commented on City Council approval of the speed cushion(s) after a (neighborhood) appeal.

Commissioner Biro commented that everyone is heard at public meetings and asked if any of the concerned residents were present (at tonight's meeting). Ms. Morefield stated that she was asked to speak on their behalf and that the comments provided were unfiltered. Ms. Morefield asked how security lighting would be enforced. She stated that the lighting study should be a requirement and that there should be a consequence if a lighting measurement is taken that exceeds the lighting study (recommended standards).

In response to Commissioner Ung, Planning Manager Scully explained the due process in correcting violation(s) of Conditions of Approval could lead to Planning Commission revocation of the Conditional Use Permit, up to prosecution by the City Attorney's Office for non-compliance. Mr. Scully further responded that the applicant would be required to provide a contact number for issues arising after hours.

Commissioner Gaian stated that the City has historically been a reactionary City and reacts based on complaints. He stated there was no enforcement of the original permit, and complaints were not received (until now). He expressed concern with placing the burden on residents to enforce the conditions based on complaints, and approving conditions without (City) enforcement.

Chris Prystalski, address on N. Irena Ave., came forward and stated that he met with residents who spoke in opposition of the project. He added that he had photographed two of the applicant's vehicles parked on the street (tonight), and on Sunday vehicles parked on the street as well as one on the sidewalk. He stated that a parking plan was necessary to control the applicant's vehicle inventory and to "get them off the street." Mr. Prystalski further commented on the traffic on N. Irena Ave. jeopardized by vehicles exiting the lot. He stated that he got involved because of the auto sales lot moving "closer to him."

Rolf Strassenburg, address on Avenue F, came forward and thanked Commissioners Biro and Sanchez for their service, and Planning Manager Scully for his work. He requested that the item be continued until the existing code violations on the property are corrected, and added that it was an opportunity for the applicant to show good faith to the public and Planning Commission. He commented on needed clarification of the City's lighting standards, specifically, item C on page 14 of the Administrative Report. Mr. Strassenburg stated that he has lived in the City since 1996. He added that his connection to the case was his former landlord, Doris Krebs.

Harmik Nazarian, 507 Agate St., Redondo Beach, spoke in favor of the project and stated that within the last 2-3 months there has been a reduction of vehicles parked on the street. Mr. Nazarian added that Platinum was an "awesome neighbor" and he had no complaints.

In response to Commissioner Ung, Planning Manager Scully stated that there were no regulations on “parking merchandise on the street” that Code Enforcement Department could enforce (because it is a public street). Commissioner Ung asked if it was possible to limit the number of vehicles on a parcel. Mr. Scully responded that it would be easier to not permit street parking to vehicles associated with the property.

Chair Rodriguez asked if the applicant wished to respond to comments made by the speakers.

Applicant Jim Sarmast stated that they try to keep the neighborhood clean and added that there were no “no parking” signs on Irena Avenue.

Sid Sylla came forward and asked for fairness and that if restrictions are placed on the operation, the same be applied to everyone in the City.

Moved by Commissioner Sanchez, seconded by Chair Rodriguez, to close the Public Hearing.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman

In response to Commissioner Sanchez, Planning Manager Scully stated that the lot was very limited and that a long-term solution to alleviate the overcrowded conditions and parking issues was to get another lot (reference made to Item 10).

Commissioner Biro commented on the site plan which has 3 parking spaces and stated that the required guest parking would limit the lot’s capacity. He stated that in bringing the lot in compliance with the requirements would help take cars off the street.

In response to Commissioner Gaian, Planning Manager Scully stated that he was not aware of the applicant leaving cars parked overnight on Irena Avenue.

In response to Chair Rodriguez, Planning Manager Scully stated that the use of the street would occur for a short time for vehicle loading or unloading, however extended street use would become an issue. He further responded that the additional lot (Item 10) would be for vehicle storage and add more inventory (to the auto sales operation).

Commissioner Gaian commented on the relevance of Item 10 to Item 9 (the subject case) and the need to be informed to make a proper ruling.

In response to Commissioner Biro, Planning Manager Scully stated that the Conditional Use Permit runs with the land and the two cases (Items 9 and 10) were independent and separate and had their own issues, however, are connected in that they have the same property owner and applicant/business operator.

In response to Chair Rodriguez, Planning Manager Scully confirmed that the guest and handicap parking were required to be available, unless used by a customer. He stated

that it would be made clear to the applicant that street parking associated with the business would not be allowed, and if there was non-compliance, it could be brought to the Commission to consider revocation of the business use. Mr. Scully further responded by explaining the lighting item addressed in page 14 of staff's report.

Commissioner Gaian questioned who would enforce the Conditions of Approval.

Commissioner Mitchell stated that staff would be reporting back to the Commission on the applicant's compliance with the Conditions of Approval in March (2017).

Commissioner Biro requested a 6-month review of the project with an update on the light study and discussion on how complaints have been addressed.

Commissioner Gaian commented that he believed the applicant would abide by the Conditions of Approval.

In response to Chair Rodriguez, Planning Manager Scully stated that auto repairs were not allowed on the site. Mr. Scully further responded that complaints of vehicles being painted on the street could be referred to Code Enforcement for investigation, and that a condition could be added requiring that a 24-hour contact telephone number be posted.

In response to Commissioner Biro, Planning Manager Scully stated that loading and unloading of vehicles was done in the public right-of-way.

Commissioner Sanchez commented that a reasonable solution (to the complaints) between the applicant and neighbors could be reached, and Commissioner Gaian agreed.

Moved by Commissioner Biro, seconded by Commissioner Mitchell, to approve Case No. 2016-09-PC-018 with the 7 Findings and 26 Conditions of Approval and:

> **ADOPT RESOLUTION NO. 2016-09-PCR-018**, **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A CONDITIONAL USE PERMIT TO ALLOW THE CONTINUED OPERATION OF AN AUTOMOBILE SALES LOT ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2B) ZONE AT 610 N. PACIFIC COAST HIGHWAY**

Motion carried by the following vote:

AYES:	Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez		
NAYS:	None	ABSTAINED:	None
ABSENT:	Vice Chair Goodman		

10. Public Hearing for consideration of an Exemption Declaration and Conditional Use Permit to allow the operation of an automobile sales lot on property located within a Commercial (C-2B) zone.

    APPLICANT: Jim Sarmast (dba Platinum Autohaus)
    PROPERTY OWNER: Sigi Werner

LOCATION: **600 N. Pacific Coast Highway**
CASE NO.**:** 2016-09-PC-019
RECOMMENDATION: Approve with conditions

Moved by Commissioner Sanchez, seconded by Commissioner Mitchell, to:

Open the Public Hearing and receive and file all documents regarding Case No. 2016-09-PC-019.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman

Planning Manager Scully gave a PowerPoint presentation which included review of:

Existing Conditions

- North side of Agate Street
- Zoned C-2B
- Unpaved dirt lot, vacant SFR
- Approximately 7,621 sq. ft.
- R-3 to the south and east

Photographs of Subject Site

Description of the Request

- New 30-foot wide driveway at Agate
- Perimeter landscaping – on-site in in ROW
- 6-foot block wall, smooth stucco
- 3 parking spaces – 2 customers, 1 employee
- 580 sq. ft. sales office
- LED shielded lights
- Hours: M-F 10 a.m.-7 p.m., Saturday 10 a.m.-5 p.m., Sunday 12 p.m.-5 p.m.

Issues of Concern – Staff/Neighborhood

- Lighting
- Noise from loading and unloading of cars
- Parking of vehicles on adjacent streets
- Test drives through residential neighborhoods

Additional Conditions

- No outdoor speaker system
- Limit vehicle deliveries – 10 a.m. to 2 p.m.
- No test drives on residential streets
- Limit signage to 2 wall signs
- Lighting standards – lighting study after installation
- Washing – no off-site runoff, must cease at 5 p.m.

Recommendation

- Make findings in staff report and Resolution
- Adopt the Exemption Declaration
- Approve the Conditional Use Permit

Chair Rodriguez asked for comments from the applicant.

Charles Belak-Berger, 521 Rosecrans Ave., Gardena, CA, project architect, stated that he concurred with the recommended conditions and that they would be working with the lighting consultant. He stated that they have resolved the noise and traffic issues and were making improvements to the property, including landscaping. He stated that he would like to have a few parking spaces on Agate designated to the site. He stated that the issues raised could be resolved and that the site is currently unsafe.

In response to Commissioner Gaian, Mr. Belak-Berger stated that the existing dwelling in the middle of the lot would be removed and that a 6-foot wall with landscaping would be installed. He stated that the improved site would be an asset (to the area).

In response to Commissioner Mitchell, Planning Manager Scully stated that the existing house was not listed as a significantly historic property and that there was no record of the structure.

In response to Commissioner Biro, Mr. Belak-Berger stated that due to back-up issues, the driveway and parking spaces were proposed as presented (in the plan). He stated that they would work with staff to make adjustments to the plans to modify the driveway and optimize the parking spaces. He stated that reduction of the approach width would add available parking on Agate Street.

Planning Manager Scully interjected and stated that the City has a minimum code requirement for 30' wide driveway approach on commercial 2-way streets.

Chair Rodriguez asked for comments from the applicant.

Charles Muñoz, Pacific Lighting, stated that this project would be easier in addressing lighting concerns since they were starting (development) from the very beginning and they would be able to focus on keeping light away from residential areas.

Chair Rodriguez called for those in the audience wishing to speak.

Patty Wong, representing Doris Krebs of 725 N. Irena Ave., read a statement from Ms. Krebs wherein she stated that the proposed project is not compatible with the existing residential area. Concerns were addressed regarding negative impacts of the development created by lighting, noise, public safety and the violation of regulations.

Moved by Commissioner Sanchez, seconded by Commissioner Mitchell, to extend the speaker's time. Motion carried unanimously.

Ms. Wong continued reading the statement from Ms. Krebs, stating that the proposed development would not be an asset to the residential neighborhood.

Sidney Ruiz, 725 N. Irena Ave., #7, Redondo Beach, stated that he is a commercial airline pilot and often has red-eye flights and sleeps during the day. He expressed concern with noise pollution which would affect his sleep causing him fatigue, which would affect his job.

In response to Commissioner Mitchell, Mr. Ruiz stated that he has lived at the address for 16 years and has been a pilot for 15 years

Chris Prystalski, address on N. Irena Ave., came forward and stated that a plan and parking layout was needed to maximize the lot and minimize street parking. He asked that the parking spaces be labeled for customers and employees. He added that Ms. Doris Krebs was great to her tenants, and asked to move forward with the proposed project after the project at 610 N. Pacific Coast Highway (Item 9) is in "good shape."

Elizabeth Morefield came forward and presented more data.

Moved by Commissioner Mitchell, seconded by Commissioner Sanchez, to receive and file the document. Motion carried unanimously.

Ms. Morefield reviewed the charts and stated that 80 percent of surveyed residents strongly objected to a second lot (associated with the car dealership). She stated that 70 percent expressed concern with walking safety, noise and parking. Ms. Morefield stated that two of the three lots on the site have street addresses and that the notice sent out by the City addressed only one (600 N. Pacific Coast Highway). She added that addressing the 801 N. Irena Avenue address would have generated more concern from the public. Ms. Morefield state that there were 42 respondents to the survey and added that 100 percent of residents facing the lot signed a letter opposing the project.

In response to Commissioner Mitchell, Ms. Morefield stated residents did not provide clarity on what type of use should be allowed for the site, and that their focus was to figure out how to make the subject site neighbor-friendly.

Rolf Strassenburg, address on Avenue F, came forward and stated that the subject site is zoned C-2B, however the City's website shows a different zoning designation and asked that it be updated. Mr. Strassenburg commented that further discussion was needed on the enforcement of the conditions and restrictions. He questioned if Condition No. 11 would supersede or work in concurrence (with code) and that further clarification was needed. Mr. Strassenburg requested that a condition be added that issuance of the permit to begin work would be subject to the successful completion and meeting all the terms and conditions of the property at 610 N. Pacific Coast Highway. He stated that if (they) have waited 45 years, a little more time would not hurt.

Commissioner Sanchez clarified that the applicant had not waited 45 – "the property has been set up that way."

Mr. Strassenburg agreed with Commissioner Sanchez.

In response to Commissioner Mitchell, Applicant Sarmast stated that he was acceptable to adding the condition as requested. Commissioner Mitchell commented regarding the installation of a living wall.

Planning Manager Scully commented on considering a 42" high hedge along Agate to Irena allowing visibility to cars entering and exiting the driveway. Applicant Sarmast expressed concern with view obstruction to the lot.

Project Architect Belak-Berger explained that they had considered placing a grass area and park bench at the corner between Irena and Agate, and expressed opposition to building a long wall or 42" hedge.

Applicant Sarmast commented that the City would require streets.

Commissioner Mitchell stated that the residents of Agate Street wanted and needed a separation and a living wall would allow visibility.

Planning Manager stated that a living wall was a screening tool and demonstrated a drawing to the applicant. Mr. Sarmast stated that he was agreeable to a 42" living wall.

In response to Commissioner Sanchez, Applicant Sarmast stated that he would be working on both projects (600 and 610 N. Pacific Coast Hwy.) concurrently. He further responded that he was agreeable that the car lot would be" worthy of a case study."

In response to Commissioner Ung, Applicant Sarmast stated that the main office would be at 600 N. Pacific Coast Highway for sales, with 99.9 percent of client visits at 610 N. Pacific Coast Highway. He added that the 600 address was to get cars off the street and extra room for additional inventory.

In response to Commissioner Biro, Applicant Sarmast confirmed a 10-foot dedication on PCH as required by the City, and added that the lighting would be mainly in the front and minimal in the back.

Planning Manager Scully stated that the lighting and landscaping plans were conceptual and would be detailed in the lighting study.

In response to Commissioner Biro, Applicant Sarmast stated that the building would be constructed on the site (not a prefabricated structure).

Planning Manager Scully further responded that the proposed building would be a one-story stucco building and that architectural elements/design elements could be added. He added that palm trees could be added to maintain continuity (of landscaping).

Applicant Sarmast stated that signage would be installed in front of the building.

Harmik Nazarian, 507 Agate St., Redondo Beach, stated that the referenced survey was not evenly distributed and (he was not given the opportunity to respond). Mr. Nazarian stated that he welcomed the proposed project (because it would be an improvement to the site.) Mr. Nazarian commented that it was unfair to apply restrictions to the subject auto dealership lot when other dealerships also park vehicles on the street.

Sid Sylla came forward and reiterated his request for fairness to the subject auto dealership and that no more rules be applied to this property than to other properties.

Moved by Commissioner Sanchez, seconded by Commissioner Mitchell, to close public testimony of the Public Hearing.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman

In response to Commissioner Sanchez, Planning Manager Scully confirmed that there was no Conditional Use Permit, Similar Use Permit, or other entitlement on the property, and that permits on the structure were not found. He further responded regarding 801 N. Irena Avenue and stated that without a structure, an address could not be issued by the City's Building Official. Mr. Scully further responded that measurement for noticing requirements is taken from the project address. He added that three parcels on the subject site were tied together by the Assessor's Office for tax purposes, as they were registered with a single property owner.

Commissioner Biro commented that (from his experience as an applicant in other jurisdictions), Assessor Parcel Numbers (APN) are used for noticing of public hearings, and added that if noticing included the three APNs for this project, it "should be okay."

Commissioner Gaian commented that in the past, the Commission has asked for reposting if notification was not properly made in identifying every lot.

Planning Manager Scully stated that the notice was based on the radius of the boundaries of the three properties that make up the project.

Commissioner Gaian stated that it was important to ensure that everyone within the noticing requirements of the subject site was notified. He commented that the required lighting should not exceed the current lighting conditions.

Speaking from her seat in the audience, Ms. Morefield stated that notice for the subject hearing was not published in *Easy Reader News* for 600 N. Pacific Coast Highway as required. She stated that she had a copy of the unpublished notice.

Commissioner Biro, Chair Rodriguez, and Commissioner Gaian reported that they did not receive a notice for the public hearing prior to receiving the Commission meeting agenda packet.

Speaking from her seat, Ms. Morefield reported that she had a copy of the *Easy Reader*.

Moved by Commissioner Biro, seconded by Commissioner Mitchell, to reopen the Public Hearing for Case No. 2016-09-PC-019.

Motion carried by the following vote:

AYES: Commissioners Biro, Mitchell, Sanchez, Ung, Gaian, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman,

Moved by Commissioner Mitchell, seconded by Commissioner Sanchez, to receive and file the documents submitted by Ms. Morefield. Motion carried unanimously.

Ms. Morefield stated that the notices for both hearings indicated a publication date of August 25, 2016, in the *Easy Reader*; and that only the hearing for the 610 lot (610 N. Pacific Coast Highway, Item 9) was published (in the August 25, 2016 edition).

In response to Commissioner Biro, Ms. Morefield stated that she did not believe that the notice showed the three APN numbers listed on the cover sheet of the site plan.

Review of the documents and discussion of publication requirements ensued.

Moved by Commissioner Biro, seconded by Commissioner Mitchell, to return the documents to Ms. Morefield ("nothing to receive and file"). Motion carried unanimously.

In response to Chair Rodriguez, Planning Manager Scully confirmed that it was a requirement that a notice be published at least once in a weekly newspaper of general circulation in the City not less than 10 calendar days prior to the public hearing, and recommended continuance of the Public Hearing in order to re-notice.

The Commission and staff concurred that staff re-notice the Public Hearing for the next Planning Commission meeting (October 20, 2016). In response to Commissioner Gaian, Planning Manager Scully stated that there was sufficient time to meet the noticing requirements.

Planning Manager Scully confirmed that the notice for Item 9 was published as indicated in the notice.

Commissioner Gaian requested that copies of the published announcements (for public hearings) be included in future agenda packets.

Chair Rodriguez responded to Applicant Sarmast that he (Applicant) was not at fault for (the non-publication of the hearing).

Moved by Chair Rodriguez, seconded by Commissioner Mitchell, to continue the Public Hearing for Case No. 2016-09-PC-019 to the Planning Commission meeting of October 20, 2016.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman

OLD BUSINESS - NONE

NEW BUSINESS - NONE

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - NONE

COMMISSION ITEMS AND REFERRALS TO STAFF

Commissioner Mitchell commented that policy regarding lighting parameters (inclusive of outdoor commercial lighting standards) be incorporated in the City's General Plan update as discussed under Item 9.

Commissioner Sanchez requested 1) that notice be sent to (property owner/resident) at the corner of 4th and Palm to trim a palm tree that is obstructing view to traffic; and 2) inspection of street grade at the corner of Carver and Artesia.

Chair Rodriguez announced that the Redondo Union High School Marching Band would be having a fundraiser pancake breakfast at the High School on Saturday, September 17, 2016.

ITEMS FROM STAFF

11. Recognition of Phil Sanchez and Nicholas Biro for their service on the Planning Commission.

Commissioner Gaian stated he enjoyed working with Commissioners Sanchez and Biro and gave them his best wishes.

Commissioner Mitchell commended Commissioners Sanchez and Biro for their commitment to the community, integrity and fairness, and added that he was honored to have served with them.

Chair Rodriguez agreed with Commissioner Mitchell, and commended Commissioners Biro and Sanchez.

Planning Manager Sean Scully thanked Commissioners Sanchez and Biro for their service and relayed a thank you message from Community Development Director Aaron Jones for their hard work.

Commissioner Sanchez expressed appreciation to his fellow Commissioners and staff.

COUNCIL ACTION ON PLANNING COMMISSION MATTERS

Planning Manager Scully reported on upcoming meetings and community workshops on the General Plan Update, as well as study sessions with the Commission.

ADJOURNMENT: 11:10 PM

Moved by Commissioner Sanchez, seconded by Commissioner Biro, to adjourn the meeting at 11:10 p.m. to a regular meeting to be held at 7:00 p.m. on Thursday, October 20, 2016, in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California.

Motion carried by the following vote:

AYES: Commissioners Biro, Gaian, Mitchell, Sanchez, Ung, Chair Rodriguez
NAYS: None ABSTAINED: None
ABSENT: Vice Chair Goodman

Respectfully submitted,

Sean Scully
Planning Manager

Memorandum

Action Date: October 4, 2016

To: **CITY COUNCIL**

From: **STEVE ASPEL, MAYOR**

Subject: **REVIEW AND ADOPTION OF STRATEGIC PLAN**

RECOMMENDATION

1. Adopt the 2016-2019 City of Redondo Beach Strategic Plan six-month objectives and the Core Values/Clarifying Statements as established at the September 14, 2016 Strategic Planning Workshop.

2. Set April 20, 2017 as the next Strategic Planning Workshop.

EXECUTIVE SUMMARY

On September 14, 2016, as part of its biannual Strategic Planning Workshop, the City Council restated the City's 10 Year Strategic Plan goals as well as the three year goals.

The City's 10 year goals for 2016-2026 remain (not in priority order):

- Be the premier waterfront location on the West Coast
- Secure funding for new safety facilities and City Hall
- Create the most innovative law enforcement agency in America
- Secure a voter-approved plan for a de-industrialized AES site
- Revitalize the South Bay Galleria
- Increase and enhance parks and public open space

The three year goals (2016-2019) remain as follows: (not in priority order):

- Modernize City communication systems
- Vitalize the Waterfront, Riviera Village, Artesia Corridor and South Bay Galleria
- Ensure Sustainability, Livability, and Health by completing the General Plan update and by implementing environmentally responsible programs
- Assess, prioritize and plan for park/open space acquisition and for reconstruction of major City facilities and infrastructure
- Maintain a high level of public safety with public engagement

The City Council reviewed and commented on six-month objectives for the three year goals included as part of the September 14th Strategic Planning packet. The City Manager has incorporated the City Council modifications to the attached plan as discussed at the Strategic Planning Workshop.

Additionally, as part of the September 14th Strategic Planning Workshop, the City Council and staff revisited the City's core values and developed clarifying statements for each of the core values as shown below:

The City of Redondo Beach values…

Openness and Honesty
We welcome input from our employees and community. Our conduct, policies and programs reflect decisions made openly based on information that is easily accessible to all.

Integrity, Ethics and Accountability
We demonstrate the moral character to do what is right, thus building trust and transparency while taking ownership for our decisions.

Outstanding Customer Service
We are committed to providing proactive customer service that is responsive to the residents of Redondo Beach and exceeds expectations. We will engage with the community in a respectful, approachable and sincere manner.

Teamwork
We use communication, collaboration, and cooperation to work together while providing clear roles and expectations across the organization and in participation with the community.

Excellence
We provide quality services beyond expectations. We inspire and empower innovative practices that set standards.

Fiscal Responsibility
We are committed to careful stewardship of public funds and resources in a manner that ensures the sustainable provision of efficient and high quality services desired by the community.

Environmental Responsibility
We incorporate environmentally sustainable practices, policies, and programs and educate the public to preserve our quality of life for future generations.

The facilitator, Susan Berk, was particularly skilled and helped make our Strategic Planning Session a worthwhile activity for all involved. It was also helpful to have a draft set of six month objectives prepared and presented by the City Manager and staff as part of our workshop.

In terms of next steps, should the City Council adopt the updated Strategic Plan, the City Manager will provide monthly progress reports to the City Council on the six-month

objectives and staff liaisons will provide similar reports to City Commissions as part of their ongoing work.

The City Council set the date for the next Strategic Planning workshop as April 20, 2017.

COORDINATION

Each department responsible for specific objectives within the Strategic Plan has reviewed the document and provided support for this recommendation.

FISCAL IMPACT

Funds for activities related to Strategic Planning are included in the Mayor and City Council FY 2016-17 Budget.

Attachment:

- 2016-2019 Strategic Plan and Six Month Objectives, September 15, 2016 to March 15, 2017

C I T Y O F R E D O N D O B E A C H

STRATEGIC PLANNING RETREAT

September 14, 2016 * Redondo Beach Library

MISSION STATEMENT

The City of Redondo Beach is committed to providing the finest services

to enhance the quality of life for those who live, work, visit and play in our community.

CORE VALUES

The City of Redondo Beach values…
(not in priority order)

Openness and Honesty
We welcome input from our employees and community. Our conduct, policies and programs reflect decisions made openly based on information that is easily accessible to all.

Integrity, Ethics and Accountability
We demonstrate the moral character to do what is right, thus building trust and transparency while taking ownership for our decisions.

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We are committed to careful stewardship of public funds and resources in a manner that ensures the sustainable provision of efficient and high quality services desired by the community.

Environmental Responsibility
We incorporate environmentally sustainable practices, policies, and programs and educate the public to preserve our quality of life for future generations.

VISION STATEMENT

Redondo Beach will be the most livable, friendly and attractive California beach city.

10 YEAR GOALS FOR THE CITY OF REDONDO BEACH VISION

2016-2026 * not in priority order

Be the premier waterfront location on the West Coast

Secure funding for new safety facilities and City Hall

Create the most innovative law enforcement agency in America

Secure a voter-approved plan for a de-industrialized AES site

Revitalize the South Bay Galleria

Increase and enhance parks and public open space

THREE YEAR GOALS

2016-2019 * not in priority order

Modernize City communication systems

Vitalize the Waterfront, Riviera Village, Artesia Corridor and South Bay Galleria

Ensure sustainability, livability, and health by completing the General Plan update and by implementing environmentally responsible programs

Assess, prioritize, and plan for park/open space acquisition and for reconstruction of major City facilities and infrastructure

Maintain a high level of public safety with public engagement

CITY OF REDONDO BEACH ☼ SIX-MONTH STRATEGIC OBJECTIVES

September 15, 2016 – March 15, 2017

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services IT=Information Technology FS=Financial Services HR=Human Resources

THREE-YEAR GOAL: *Modernize City communication systems*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. On September 20, 2016	IT Director, working with Community Services Director, Police Chief, and City Attorney	Present to the City Council for action a contract with ArchiveSocial and determine naming convention, configuration of each social media account, and contact persons in order to launch the social media pilot project by November 1, 2016	X			
2. By November 1, 2016	Police Chief and CS Director, working with IT, City Attorney and City Manager's Office	Police Department and Community Services launch pilot program with approved uses of social media				
3. By February 1, 2017	IT Director, working with several departments, Workforce Investment Board, SBCCOG staff and consultants	Continue participation in the development of a South Bay regional broadband fiber optic master plan feasibility study in anticipation of a completed feasibility report by January 2017				
4. By March 15, 2017	Police Chief, working with Fire Chief, the Board of the Interoperability Network of the South Bay (INSB) and RBUSD	Proactively seek funding and identify the equipment necessary to migrate the Redondo Beach analog radio communications to the new digital format once the INSB's infrastructure is built out				
5. By November 1, 2016	IT Director and Library Director	Complete Library broadband connection to the CalREN (California Research and Education Network) as part of CENIC (Corporation for Education Network Initiatives in California) to implement the next generation of high speed broadband service for patrons of the Main and the North Branch libraries				
6. By January 1, 2017	IT Director, working with all City Departments	Install digital signage highlighting City news and events in lobbies of City buildings, including the libraries				
7. By January 1, 2017	IT Director, working with all City Departments	Complete upgrade and launch of new City website with a presentation to the City Council planned in January 2017				

8. At the January 3, 2017 Council meeting	IT Director, working with all City Departments	Present to City Council for action a contract for a phone system upgrade to be implemented over a six-month period ending July 1, 2017				
9. By March 1, 2017	IT Director, working with Police Chief, Fire Chief and RBUSD	Provide follow up information on possible alternatives for establishing an emergency notification system either with an expanded use of Nixle or through a separate system				
10. By February 1, 2017	IT Director, working with all City Departments	Implement Office 365 in place of Office 2013 for all computer users resulting in enhanced file storage, user access, and system reliability				
11. By January 1, 2017	City Clerk, working with IT Director	Implement NOVUS agenda management and video streaming of City Council and City Commission meetings				

CITY OF REDONDO BEACH ☼ SIX-MONTH STRATEGIC OBJECTIVES

September 15, 2016 – March 15, 2017

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services IT=Information Technology FS=Financial Services HR=Human Resources

THREE-YEAR GOAL: *Vitalize the Waterfront, Artesia Corridor, Riviera Village and South Bay Galleria*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. On October 18, 2016	CD Director, working with WED, legal counsel, ACM & City Manager	Present to the City Council materials to conduct the appeal hearing regarding the Waterfront Project				
2. By December 1, 2016	WED Director, working with legal counsel, ACM & City Manager	Present to the City Council for action the transaction documents for the Waterfront Project				
3. By November 14, 2016	WED Director, working with CD Director and ACM	Present to the Harbor Commission an application for construction of a Public Boat Launch Facility				
4. By February 1, 2017	WED Director, working with ACM	Prepare and submit materials to the State Lands Commission for consideration of a Trust Exchange of applicable Tidelands and Uplands property for more consistent boundaries				
5. On November 1, 2016	PW Director, working with CD Director and WED Director	Conduct public hearing on the proposed renaming of Artesia Blvd to Redondo Beach Blvd				
6. By March 15, 2017	CD Director working with PW Director	Prepare and present to City Council an update report on the Dining Deck Pilot Program in Riviera Village				
7. By November 1, 2016	CD Director	Release the draft EIR for the South Bay Galleria for public review and comment				
8. By March 15, 2017	WED Director working with Fire Chief	Present to the City Council for consideration a report on options for the potential transitioning of the responsibility for vessel moorings to a third party operator				

9. FUTURE	WED Director, working with the CM and ACM	Following discussions with representatives of the Redondo Beach Chamber of Commerce, provide a report to the City Council outlining potential partnership programs to help attract businesses to vacant storefronts on Artesia Boulevard and other locations				
10. FUTURE	WED Director and PW Director	Report on sea level rise and potential impacts on the Redondo Beach Waterfront				

CITY OF REDONDO BEACH ☼ SIX-MONTH STRATEGIC OBJECTIVES

September 15, 2016 – March 15, 2017

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services IT=Information Technology FS=Financial Services HR=Human Resources

THREE-YEAR GOAL: *Ensure sustainability, livability, and health by completing the General Plan update and by implementing environmentally responsible programs*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. On October 4, 2016	CD Director, working with City Manager and City Attorney	Recommend to the City Council for action the selection of a General Plan Update consultant.				
2. By November 15, 2016	CD Director, working with City Manager and City Attorney	Present to the City Council for consideration the formation and composition of a citizens' General Plan Advisory Committee, including representatives from Neighborhoods				Per our "Project Schedule" the first meeting of the GPAC is scheduled in "Month 7" (March 2017). Tasks that must occur prior to initial GPAC Meeting are the following: 1. Kick-off Meeting and Project Protocols; 2. Project Format, Branding, Templates and Base Map; 3. Data Gathering and Review; 4. Develop Community Participation Plan; 5. Stakeholder Interviews; 6. Initial Communitywide Workshop

3. By January 17, 2017	CD Director and IT Director	Initiate General Plan Social Media Platform(s) for ongoing Community Input on the General Plan Update				This date assumes the City Council approves the pending "social media policy". This date is based upon three (3) drivers: 1. The completion of "Task 2.1 Develop Community Participation Plan; 2. The completion of the GPU website link(s) which will require coordination between the consult and City's IT Department; and 3. Prior to initial Communitywide Workshop
4. By March 17, 2017	CD Director, working with City Manager	Convene formal, public meetings of the General Plan Advisory Committee				
5. By February 2, 2017	CD Director, working with City Manager	Convene City-wide public workshops (one for each of the 5 Districts) for discussion and input on recommendations and policies for the General Plan Update				
6. By March 1, 2017	PW Director, working with CD Director and West Basin Municipal Water District Representatives	Present a feasibility analysis for recycling water options for use in regular City irrigation and operations				
7. By March 1, 2017	CD Director, working with PW Director	Present a feasibility analysis for solar power installations on public facilities and public spaces				
8. On January 3, 2017	CS Director, working with City Manager and Police Department	Present to the City Council options for extending the agreement with People Assisting The Homeless (PATH) for an additional calendar year				Current agreement expires January 17, 2017.
9. By February 1, 2017	City Manager working with CD Director and City Attorney	City and AES Representatives to meet and confer as necessary and discuss implementation of an AES Task Force, its purpose, organization and membership and other details relevant to the formation of the AES Task Force consistent with the terms of the Settlement Agreement between AES and the City				
10. By March 15, 2017	CD Director working with City Attorney	Prepare a report outlining options for restricting youth access to tobacco through possible licensing of tobacco sales and review options for smoking limitations in certain public places				
11. FUTURE	PW Director	Prepare a report seeking direction on whether the City is desirous of enacting a Community Choice Aggregation Program that would allow residents and businesses an option to purchase electricity from alternative environmentally friendly sources				

CITY OF REDONDO BEACH ☼ SIX-MONTH STRATEGIC OBJECTIVES

September 15, 2016 – March 15, 2017

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services IT=Information Technology FS=Financial Services HR=Human Resources

THREE-YEAR GOAL: *Assess, prioritize, and plan for park/open space acquisition, and for reconstruction of major City facilities and infrastructure*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. On March 21, 2017	CS Director, working with PW Director	Survey, assess and record the condition of existing parks, park amenities, open spaces and park facilities in the City				
2. On March 21, 2017	CS Director, working with CD Director	Present to the City Council a policy to provide a modern definition of Public Open Space in the City				
3. On February 7, 2017	CD Director and CS Director, working with FS Director and City Attorney	Present to the City Council options to update the City's QUIMBY Developer fee, used to develop parkland and recreational facilities				
4. By February 1, 2017	CS Director, ACM and PW Director	Renew the City's Right Of Way Agreement (ROW) with Southern California Edison for the North Redondo Beach Bike Path parcel and Catalina Avenue Landscaped parcel and report back to the City Council on the possible installation of public parking on the Herondo ROW and new parking, landscape, and exercise stations in the ROW near Artesia Blvd.				
5. By March 1, 2017	CD Director and CS Director, working with PW Director	Create a survey of successful "green roof" strategies utilizing public and private facilities in other cities for urban cooling and/or public engagement				
6. By February 1, 2017	PW Director, working with Police Chief, FS Director, ACM, and in coordination with the LA Air Force Base and other police departments	Complete an assessment and preliminary cost estimate for the demolition and construction of a new enclosed police shooting range at the existing shooting range site				
7. By March 15, 2017	ACM, working with PW Director, Police Chief, Fire Chief and FS Director	Complete a high-level assessment and develop revised cost estimates for the repair and/or replacement of major facilities (police station, fire stations, PW yard) on the "Unfunded" CIP list				

8. By January 17, 2017	PW Director, working with WED Director and ACM	Complete the assessment, constructions plans, and specifications for the completion of Phase 1 repairs to the Pier Parking Structure				

CITY OF REDONDO BEACH ☼ SIX-MONTH STRATEGIC OBJECTIVES

September 15, 2016 – March 15, 2017

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services IT=Information Technology FS=Financial Services HR=Human Resources

THREE-YEAR GOAL: *Maintain a high level of public safety with public engagement*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By March 15, 2017	Fire Chief, working with FS Director and City Manager	As part of mid-year budget review, research options for restoration of the Fire Training Officer Position in the Fire Department				
2. By November 1, 2016	Fire Chief, working with all City Departments	Present to the City Council for action a contract with Film LA to implement a City Film Permitting program				
3. By January 31, 2017	Fire Chief working with HR Director	Conduct recruitment, establish eligibility list, and implement hiring of budgeted entry level Firefighter/Paramedics				
4. By March 15, 2017	Fire Chief, working with HR Director and City Manager	Evaluate feasibility with goal of full implementation by June 2017, of a Fire Department Rescue Swimmer Program				
5. By March 31, 2017	Police Chief working with HR Director	Reach goal of full hiring and retention of the budgeted complement of 96 police officer positions				
6. By November 30, 2016	Police Chief working with HR Director	Complete promotional recruitment and testing process for replacement of retiring Police Captain position, followed by Lieutenant and Sergeant promotional tests				

7. By December 31, 2016	Police Chief, working with newly established RBPD Foundation	Increase beach police presence and response capability via implementation of donated Utility Terrain Vehicles (UTV's) on the sand				
8. By March 15, 2017	Police Chief working with IT Director	Research and expand usage of the existing Police Records Management System to full system capability thus increasing department efficiency				
9. By January 1, 2017	Police Chief working with City Attorney's Office	Establish a Redondo Beach Police Foundation to help fund equipment, programs, and enhancements in the Police Department				
10. By October 1, 2017	Police Chief working with PW Director, City Attorney and City Manager	Develop policies and procedures for the handling and storage of materials recovered in calls involving homeless individuals				
11. DATE TO BE DETERMINED (Possibly July 2017)	Fire Chief, working with HR Director, PW Director and IT Director	If awarded the ambulance transport contract by Los Angeles County, proceed with hiring of part-time personnel, purchase of apparatus and equipment, and provide associated training				

Administrative Report

Planning Commission Hearing Date: **October 20, 2016**

AGENDA ITEM: 8 (PUBLIC HEARING)

PROJECT LOCATION: 2615 W. 190th STREET, SUITES 103 & 107

APPLICATION TYPE: AMENDMENT TO A CONDITIONAL USE PERMIT AND AN EXEMPTION DECLARATION

CASE NUMBER: 2016-10-PC-020

APPLICANT'S NAME: ENVY INC. C/O DANIEL QUINTANA

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of an Amendment to a Conditional Use Permit and an Exemption Declaration to allow the expansion of an existing Body Art Studio in an existing commercial building on property located within a Commercial (C-2) zone.

DEPARTMENT'S RECOMMENDATION:

The Community Development Department recommends that the Planning Commission make the findings as set forth in the staff report and the attached resolution, adopt the Exemption Declaration and approve the Amendment to the Conditional Use Permit, subject to the plans and applications submitted as well as the conditions contained in the staff report and the attached resolution.

BACKGOUND INFORMATION:

The property at 2615 190th Street is a multi-tenant commercial building developed in 1987 on the northwest corner of Inglewood Avenue and 190th Street. The existing building is approximately 13,960 square feet and includes various businesses such as retail, beauty salons, and professional offices. The property is zoned Commercial (C-2) as is the property on the eastern side of Inglewood Avenue facing 190th Street. Properties to the south of the site are in the City of Torrance and include a neighborhood shopping center. Vehicle access is off of 190th Street with an existing 24-foot wide driveway and there is also secondary access off of Inglewood Avenue through a 20-foot wide rear driveway. There are 51 parking spaces that are shared by all of the tenants located on the site.

The Planning Commission approved the original Conditional Use Permit (CUP) on February 18, 2016. The body art studio is located on the first floor in Suite 107 and only provides piercing services. While the CUP included the potential for tattooing in Suite 107, the applicant would prefer to utilize the currently vacant Suite 103 for the tattooing portion of the business. Thus, Suite 107 would continue to only provide piercing services and the business would expand to include Suite 103, which would only provide tattooing services. There are currently no contiguous tenant spaces available.

CURRENT REQUEST:

The applicant, Envy Inc., is requesting an Amendment to the existing Conditional Use Permit (CUP) to expand the body art business into two separate tenant spaces.

Per Code Section 10-2.1630, all body art businesses require a Conditional Use Permit, which includes permanent tattooing as well as piercing. The proposed expansion will allow for both tattooing and piercing services to be provided, but in separate spaces. Suite 107 is approximately 1,000 square feet and Suite 103 is approximately 770 square feet. The tenant spaces are around 60 feet apart. The piercing studio is open 10:00 a.m. to 10:00 p.m., seven days a week. The tattoo studio in Suite 103 will have the same hours of operation.

The floor plan for Suite 103 reflects that there will be a small seating area at the front of the space, five (5) tattoo stations along the western wall, a sink area, and a bathroom to the rear of the unit. Minor improvements include two new pony walls immediately adjacent to the front seating area. No new square footage is proposed.

DEPARTMENT'S ANALYSIS OF REQUEST:

The purpose for the review of body art businesses is to "ensure compliance with state and city requirements regarding health and safety, and maintain the compatibility of this particularly sensitive land use with surrounding land uses" (RBMC 10-2.1630).

The Code outlines the following criteria for body art studios: 1) Body art studios shall not operate between the hours of 10:00 p.m. and 10:00 a.m.; 2) The operator of the body art studio shall be responsible for ensuring that all body art employees have obtained all necessary training, certification and permits to perform Body art services; 3) All requirements set forth in California Assembly Bill 300, the Safe Body Art Act are incorporated by reference in this Chapter and all operators of body art studios shall comply with all requirements included therein; 4) Live animals, except for service animals, shall not be allowed on the premises; 5) Temporary or mobile studios or events are not authorized; 6) Under no circumstance shall alcohol be sold, consumed or purchased in any body art studio; and 7) The minimum separation between site

boundaries of properties containing body art businesses shall be 1,000 feet, except that this standard may be waived by the decision making body upon a finding that the addition of the body art business will not contribute to or create a blighting influence in its vicinity.

The expanded tattoo space will only operate during the allowable hours of 10:00 a.m. to 10:00 p.m. The applicant indicates within his project materials that there will be no live animals, no temporary or mobile events, and no consumption or sale of alcohol on the premises. He also notes that he will be responsible for ensuring that all employees have obtained all necessary training and certifications as well as meet all the requirements of the Safe Body Art Act.

There are three (3) approved Body Art businesses in the City including the subject site. The other two sites are located at 417 Torrance Boulevard and 2505 Artesia Boulevard. This location is well beyond 1,000 feet to the other studio locations, however, the two tenant spaces within the subject site are only 60 feet apart. It is Staff's opinion that Suite 103 and Suite 107 should be considered two separate spaces that comprise one body art business. To further solidify the two suites as one business and to avoid two separate body art studios in one commercial site, the following conditions of approval are suggested (conditions 4, 5, and 6 of the attached Draft Resolution):

4. That Suite 103 and Suite 107 shall be jointly part of the same body art business and be managed by the same owner.
5. That Suite 103 shall solely provide tattooing services with a maximum of two artists working at one time and Suite 107 shall solely provide piercing services.
6. At no time shall Suite 103 and Suite 107 function as two separate body art studios.

The CUP review process is designed to ensure "that the establishment or significant alteration of those uses will not adversely affect surrounding uses and properties nor disrupt the orderly development of the community".

The following criteria are outlined by Section 10-2.2506 to help determine if the proposed use is appropriate for the site: 1) The site for the proposed use shall be in conformity with the General Plan and shall be adequate in size and shape to accommodate such use and all setbacks, spaces, walls and fences, parking, loading, landscaping, and other features required by this chapter to adjust such use with the land and uses in the neighborhood; 2) The site for the proposed use shall have adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the proposed use; 3) The proposed use shall have no adverse effect on abutting property or the permitted use thereof; and 4) The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general welfare.

The subject property is approximately 26,600 square feet and the existing commercial building is approximately 13,960 square feet. To the north is an R-1 single family residential zone and to the west is an R-3 multi-family residential zone. There is an existing block wall along the rear northerly side of the lot, immediately adjacent to the existing rear driveway. Both the block wall and the 20-foot rear driveway provide horizontal relief between the northerly residential neighbors and the existing commercial building. Along the westerly side of the parking lot, there is existing mature vegetation and a 10-space parking area providing a horizontal buffer between the residential neighbors and the commercial building. Similar commercial shopping centers are located to the east across Inglewood Avenue and to the south across 190th Street (City of Torrance).

The site has adequate access to both 190th Street as well as Inglewood Avenue with existing driveways located on each street. Both tenant spaces face 190th Street, thus, the majority of business activity will be facing the major arterial. Because the existing second floor extends beyond the first floor, the first floor tenants are tucked behind a promenade with heavy columns. Thus, the two spaces are not readily visible from the street.

Conceptual signage is included in the application materials and meets the criteria and standards set forth in Sections 10-2.1802 and 10-2.1810. It should also be noted that the proposed signage is consistent in design with the approved signage for the piercing space in Suite 107.

The site has 51 parking spaces located on all four sides of the structure. As a retail use, the previous clothing shop required one parking space for every 250 square feet. With the space being approximately 770 square feet, the clothing shop had an allotment of four (4) spaces. Per the floor plan, there will be five (5) tattoo stations, however, the applicant notes that there will be a maximum of two artists working at a time with one client each. This level of volume is consistent with the retail parking requirement of four (4) parking spaces, therefore, it is anticipated that the parking will be adequate to support the proposed use.

The expansion of the body art business will be complimentary to the other uses within the center. The applicant indicates that his business primarily caters to female clients who may wish to also utilize the adjacent skin or nail businesses.

The original CUP included various conditions to reduce potential impacts to the adjacent residential zone to the north. Staff recommends carrying these conditions forward with minor revisions to ensure compliance for both tenant spaces (conditions 7, 8, and 9 of the attached Draft Resolution):

7. The whole of the business shall be conducted entirely inside the tenant space.

8. There shall be no loitering at or around the eastern, western, or the rear northerly side of the building at any given time.
9. The rear door shall remain closed after 7:00 p.m.

The Community Development Department recommends that the Planning Commission make the findings as set forth in the staff report, adopt the Exemption Declaration, and grant the request for an Amendment to the Conditional Use Permit.

ENVIRONMENTAL STATUS:

Pursuant to the California Environmental Quality Act (CEQA), Section 15301 of the Guidelines, the proposed project is categorically exempt from the preparation of environmental analyses.

FINDINGS:

1. In accordance with Section 10-2.1630 of the Redondo Beach Municipal Code, the proposed body art studio is conditionally permitted within the Commercial (C-2) zone.

2. The proposed use meets the criteria set forth in Section 10-2.1630 for the operation of a body art business.

3. In accordance with Section 10-2.2506 (B) of the Redondo Beach Municipal Code, the applicant's request for a Conditional Use Permit is consistent with the criteria set forth therein for the following reasons:

   a. The proposed use is permitted in the land use district in which the site is located, and the site is adequate in size and shape to accommodate the use, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

   b. The site of the project has adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the use.

   c. The use of the site will have no adverse effect upon abutting property or the permitted use thereof, subject to the conditions of approval.

   d. That approval of the Conditional Use Permit request, as submitted, is in accordance with the objectives and policies of the City of Redondo Beach General Plan, in that the area is designated as Commercial (C-2) and the proposed use is compatible with that designation.

e. That the proposed use will not have an adverse impact upon abutting properties, the neighborhood, or the City, and the use will be designed in a manner to protect the public health, safety, convenience, interest and general welfare, in that the conditions of project approval appropriately limit the intensity of the activity to maintain compatibility with surrounding uses.

4. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission and are approved.

5. Pursuant to Chapter 3, Title 10 of the Redondo Beach Municipal Code, the project is exempt from the preparation of environmental documents pursuant to Section 15301 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA).

6. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

CONDITIONS:

1. The approval granted herein is for the operation of a body art business within two existing commercial tenant spaces (Suites 103 and 107) totaling approximately 1,770 square feet. The body art business shall be maintained and operated in substantial compliance with the application materials and plans reviewed and approved by the Planning Commission at its meetings on February 18, 2016 and October 20, 2016.

2. The operator of the body art business shall be responsible for ensuring that all body art employees have obtained all necessary training, certification and permits to perform Body art services.

3. The operator of the body art business shall comply with all requirements set forth in California Assembly Bill 300, the Safe Body Art Act.

4. That Suite 103 and Suite 107 shall be jointly part of the same body art business and be managed by the same owner.

5. That Suite 103 shall solely provide tattooing services with a maximum of two artists working at one time and that Suite 107 shall solely provide piercing services.

6. At no time shall Suite 103 and Suite 107 function as two separate body art studios.

7. The whole of the business shall be conducted entirely inside the tenant space.

8. There shall be no loitering at or around the eastern, western, or the rear northerly side of the building at any given time.

9. The rear door shall remain closed after 7:00 p.m.

10. That all exterior and interior alterations to the building shall comply with all applicable codes, regulations and requirements and the applicant shall obtain all necessary permits from the Building Department, Engineering Department, Fire Department and any other agency with jurisdiction over interior and exterior improvements to the site.

11. That the body art studio shall be allowed to operate from 10:00 a.m. to 10:00 p.m., seven days a week.

12. That the applicant shall obtain a separate sign permit and that no signs shall be installed prior to the approval by the Community Development Department in accordance with the City's Sign Regulation Criteria in Section 10-2.1802 and Standards in Section 10-2.1810.

13. That the Community Development Department is authorized to approve minor changes.

14. That, in the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit.

15. That the Planning Commission shall retain jurisdiction of the matter for the purpose of enforcing compliance with these conditions and for the purpose of modification thereof as circumstances may subsequently indicate.

Submitted by:

Stacey Kinsella
Associate Planner

Approved for forwarding by:

Aaron Jones
Community Development Director

Attachments:

Draft Resolution

Planning Commission Resolution 2016-02-PCR-003 original CUP
Application
Site Photos
Project Drawings

redondo
BEACH

CITY OF REDONDO BEACH

EXEMPTION DECLARATION
PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

DATE: October 20, 2016

PROJECT ADDRESS: 2615 W. 190th Street, Suites 103 & 107

PROPOSED PROJECT: Consideration of an Exemption Declaration and an Amendment to a Conditional Use Permit to allow the expansion of a Body Art Business into two tenant spaces within an existing commercial building on property located within a Commercial (C-2) zone

In accordance with Chapter 3, Title 10, Section 10-3.301(a) of the Redondo Beach Municipal Code, the above-referenced project is Categorically Exempt from the preparation of environmental review documents pursuant to:

> Section 15301 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), which states, in part, that projects that involve negligible or no expansion of an existing use, including interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances, have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

Stacey Kinsella
Associate Planner

RESOLUTION NO. 2016-10-PCR-***

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND AN AMENDMENT TO A CONDITIONAL USE PERMIT TO ALLOW THE EXPANSION OF A BODY ART BUSINESS INTO TWO TENANT SPACES WITHIN AN EXISTING BUILDING LOCATED WITHIN THE COMMERCIAL (C-2) ZONE AT 2615 WEST 190TH STREET

WHEREAS, an application was filed on behalf of the owners of property located at 2615 West 190th Street for approval of an Exemption Declaration and an Amendment to a Conditional Use Permit to allow the expansion of a Body Art Business into two tenant spaces within an existing building located within a Commercial (C-2) zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and application would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, and other interested parties at the public hearing held on the 20th day of October, 2016, with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Section 10-2.1630 of the Redondo Beach Municipal Code, the proposed body art business is conditionally permitted within the Commercial (C-2) zone.

2. The proposed use meets the criteria set forth in Section 10-2.1630 for the operation of a body art business.

3. In accordance with Section 10-2.2506 (B) of the Redondo Beach Municipal Code, the applicant's request for a Conditional Use Permit is consistent with the criteria set forth therein for the following reasons:

   a. The proposed use is permitted in the land use district in which the site is located, and the site is adequate in size and shape to accommodate the use, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo

Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

b. The site of the project has adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the use.

c. The use of the site will have no adverse effect upon abutting property or the permitted use thereof, subject to the conditions of approval.

d. That approval of the Conditional Use Permit request, as submitted, is in accordance with the objectives and policies of the City of Redondo Beach General Plan, in that the area is designated as Commercial (C-2) and the proposed use is compatible with that designation.

e. That the proposed use will not have an adverse impact upon abutting properties, the neighborhood, or the City, and the use will be designed in a manner to protect the public health, safety, convenience, interest and general welfare, in that the conditions of project approval appropriately limit the intensity of the activity to maintain compatibility with surrounding uses.

4. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission and are approved.

5. Pursuant to Chapter 3, Title 10 of the Redondo Beach Municipal Code, the project is exempt from the preparation of environmental documents pursuant to Section 15301 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA).

6. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That based on the above findings, the Planning Commission does hereby approve the Exemption Declaration and grant the Conditional Use Permit pursuant to the plans and applications considered by the Planning Commission at its meeting of the 18th day of February, 2016.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. The approval granted herein is for the operation of a body art business within two existing commercial tenant spaces (Suites 103 and 107) totaling approximately 1,770 square feet. The body art business shall be maintained and operated in substantial compliance with the application materials and plans reviewed and approved by the Planning Commission at its meetings on February 18, 2016 and October 20, 2016.

2. The operator of the body art business shall be responsible for ensuring that all body art employees have obtained all necessary training, certification and permits to perform Body art services.

3. The operator of the body art business shall comply with all requirements set forth in California Assembly Bill 300, the Safe Body Art Act.

4. That Suite 103 and 107 shall be jointly part of the same body art business and be managed by the same owner.

5. That Suite 103 shall solely provide tattooing services with a maximum of two artists working at one time and that Suite 107 shall solely provide piercing services.

6. At no time shall Suite 103 and Suite 107 function as two separate body art studios.

7. The whole of the business shall be conducted entirely inside the tenant space.

8. There shall be no loitering at or around the eastern, western, or the rear northerly sides of the building at any given time.

9. The rear door shall remain closed after 7:00 p.m.

10. That all exterior and interior alterations to the building shall comply with all applicable codes, regulations and requirements and the applicant shall obtain all necessary permits from the Building Department, Engineering Department, Fire Department and any other agency with jurisdiction over interior and exterior improvements to the site.

11. That the body art studio shall be allowed to operate from 10:00 a.m. to 10:00 p.m., seven days a week.

12. That the applicant shall obtain a separate sign permit and that no signs shall be installed prior to the approval by the Community Development Department in accordance with the City's Sign Regulation Criteria in Section 10-2.1802 and Standards in Section 10-2.1810.

13. That the Community Development Department is authorized to approve minor changes.

14. That, in the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit.

15. That the Planning Commission shall retain jurisdiction of the matter for the purpose of enforcing compliance with these conditions and for the purpose of modification thereof as circumstances may subsequently indicate.

Section 3. That the approved Conditional Use Permit shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 4. That, prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 20th day of October, 2016.

_____
Planning Commission Chair
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Aaron Jones, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2016-10-PCR-*** was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 20th day of October, 2016 by the following roll call vote:

AYES:

NOES:

ABSENT:

_____
Aaron Jones
Community Development Director

APPROVED AS TO FORM:

_____
City Attorney's Office

RESOLUTION NO. 2016-02-PCR-003

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND CONDITIONAL USE PERMIT TO ALLOW THE OPERATION OF A BODY ART STUDIO IN AN EXISTING BUILDING LOCATED WITHIN THE COMMERCIAL (C-2) ZONE AT 2615 WEST 190TH STREET

WHEREAS, an application was filed on behalf of the owners of property located at 2615 West 190th Street for approval of an Exemption Declaration and Conditional Use Permit to allow the operation of a Body Art Studio in an existing building located within a Commercial (C-2) zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and application would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, and other interested parties at the public hearing held on the 18th day of February, 2016, with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Section 10-2.1630 of the Redondo Beach Municipal Code, the proposed body art studio is conditionally permitted within the Commercial (C-2) zone.

2. The proposed use meets the criteria set forth in Section 10-2.1630 for the operation of a body art business.

3. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, the applicant's request for a Conditional Use Permit is consistent with the criteria set forth therein for the following reasons:

   a. The proposed use is permitted in the land use district in which the site is located, and the site is adequate in size and shape to accommodate the use, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

b. The site of the project has adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the use.

c. The use of the site will have no adverse effect upon abutting property or the permitted use thereof, subject to the conditions of approval.

d. That approval of the Conditional Use Permit request, as submitted, is in accordance with the objectives and policies of the City of Redondo Beach General Plan, in that the area is designated as Commercial (C-2) and the proposed use is compatible with that designation.

e. That the proposed use will not have an adverse impact upon abutting properties, the neighborhood, or the City, and the use will be designed in a manner to protect the public health, safety, convenience, interest and general welfare, in that the conditions of project approval appropriately limit the intensity of the activity to maintain compatibility with surrounding uses.

4. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission and are approved.

5. Pursuant to Chapter 3, Title 10 of the Redondo Beach Municipal Code, the project is exempt from the preparation of environmental documents pursuant to Section 15301 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA).

6. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That based on the above findings, the Planning Commission does hereby approve the Exemption Declaration and grant the Conditional Use Permit pursuant to the plans and applications considered by the Planning Commission at its meeting of the 18th day of February, 2016.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. The approval granted herein is for the operation of a body art studio within an existing commercial tenant space of approximately 1,000 square feet. The body

art studio shall be maintained and operated in substantial compliance with the proposal and plans reviewed and approved by the Planning Commission at its meeting of February 18, 2016.

2. The operator of the body art studio shall be responsible for ensuring that all body art employees have obtained all necessary training, certification and permits to perform Body art services.

3. The operator of the body art studio shall comply with all requirements set forth in California Assembly Bill 300, the Safe Body Art Act.

4. The whole of the business shall be conducted entirely inside the tenant space.

5. There shall be no loitering at or around the eastern side or the rear northerly side of the building at any given time.

6. The rear door shall remain closed after 7:00 p.m.

7. That all exterior and interior alterations to the building shall comply with all applicable codes, regulations and requirements and the applicant shall obtain all necessary permits from the Building Department, Engineering Department, Fire Department and any other agency with jurisdiction over interior and exterior improvements to the site.

8. That the body art studio shall be allowed to operate from 10:00 a.m. to 10:00 p.m., seven days a week.

9. That the applicant shall obtain a separate sign permit and that no signs shall be installed prior to the approval by the Community Development Department in accordance with the City's Sign Regulation Criteria in Section 10-2.1802 and Standards in Section 10-2.1810.

10. That the Community Development Department is authorized to approve minor changes.

11. That, in the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit.

12. That the Planning Commission shall retain jurisdiction of the matter for the purpose of enforcing compliance with these conditions and for the purpose of modification thereof as circumstances may subsequently indicate.

Section 3. That the approved Conditional Use Permit shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 4. That, prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 18th day of February, 2016.

Doug Rodriguez, Chair
Planning Commission
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Aaron Jones, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2016-02-PCR-003 was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 18th day of February, 2016, by the following vote:

AYES: Chair Rodriguez, Commissioners Goodman, Ung, Mitchell, and Gaian

NOES: None

ABSENT: Commissioners Biro and Sanchez

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

CITY OF REDONDO BEACH

PLANNING DIVISION

RECEIVED BY:
SK
DATE RECEIVED: 9/12/16

APPLICATION FOR AMENDMENT TO AN EXISTING CONDITIONAL USE PERMIT

Application is hereby made to the Planning Commission of the City of Redondo Beach, for an amendment to an existing Conditional Use Permit, pursuant to Section 10-2.2506 of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A APPLICANT INFORMATION

STREET ADDRESS OF PROPERTY:
2615 190th Street, suite 103, Redondo Beach, CA 90278

EXACT LEGAL DESCRIPTION OF THE PROPERTY:
APN 4158-017-018 (see attached legal description)
LOT: BLOCK: TRACT:

ZONING:
RB C-2

RECORDED OWNER'S NAME:	APPLICANT'S NAME:	AUTHORIZED AGENT'S NAME: (if different than applicant)
Cardinal Equities LLC	Envy Inc. A CA Corporation c/o Daniel C. Quintana	Peter Cohen
MAILING ADDRESS: 8665 Wilshire Boulevard, Suite 401 Beverly Hills, CA 90211	**MAILING ADDRESS:** 2615 190th Street Suite 107 Redondo Beach, CA 90278	**MAILING ADDRESS:** 8665 Wilshire Boulevard Suite 401
TELEPHONE: 310-271-7273	**TELEPHONE:** 424-236-9698	**TELEPHONE:** 310-271-7273

B REQUEST

The applicant requests an amendment to an existing Conditional Use Permit for the above described property for the following purposes:

Envy Inc.'s original CUP to operate a "Body Art Studio" was approved February 18, 2016 and Envy Inc. wishes to increase it's rentable area from 1,000 sq. ft. to 1,770 sq. ft. by leasing suite 103 in the same commercial building they are current approved for. There are three leased suites all on the ground level between the current Envy Inc. suite (107) and the proposed expansion suite (103 which is approximately sixty feet to the west) with multi-year lease terms. Suite 103 is the only vacant space at the subject property. Mr. Quintana (owner of Envy Inc.) wanted to clarify his proposed use and occupancy of suite 103 would not be a new business, but rather the expansion of his current business. The Redondo Beach Municipal Code Section 10-2.1630 (7) reads:

The minimum separation between site boundaries of properties containing Body art businesses shall be 1,000 feet, except this standard may be waived by the decision making body upon a finding that the addition of the Body art business will not contribute to or create a blighting influence in its vicinity.

CUP 16-1823

2016-2388

C	SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2506(B) of the Zoning Ordinance.
	1. Describe existing site improvements and their present use. If vacant, please specify. Suite 103 is currently vacant and was formerly leased to Miks, a retail store selling womens clothing from Japan. The space is 770 sq. ft. and is approximately 20' X 39' on the ground level and faces 190th Street. It is an open floor plan with one 3/4 height wall dividing the space and a private restroom. It has both a front and rear entrance with an acoustical dropped ceiling comprised os 2 X 4 acoustical tires and flourscent lighting. While the existing CUP allows Envy Inc. to both perform piercing and tattooing, the expansion space (suite 103) will be used for tattooing while the existing space (suite 107) will be used for piercing. While the expansion space will have five chairs, only two artists perform services at any given time. There is no manager present in the expansion space.
	2. Describe the site in terms of its ability to accommodate the proposed use and conform to the development standards of the Zoning Ordinance (i.e., setbacks, parking, landscaping, etc.) No changes are being made to the exterior of the mixed use commercial building. The applicant is interested in leasing suite 103 having approximately 770 rentable square feet on the ground floor for expansion of his "Body Art Studio. The use is compatible with the existing businesses at the subject property and the existing ground floor retail tenants have benefited with the increased retail traffic created by their current studio in suite 107 and look forward to his expansion and additional retail traffic to the property. Envy Inc.'s business caters mostly to women as do the majority of the existing tenants at the subject property. The existing floor plan will be retained with the addition of two half-height walls approximately seven feet from the entrance, a single sink and new flooring material as the current floor is bare concrete.
	3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics. The subject property is located on the NWC of 190th Street and Inglewood Avenue at a signalized intersection. There is a left hand turn lane along 190th Street at the intersection of 190th and Inglewood allowing for access to the subject property off of 190th Street. There is an alley (19.5 feet in width) behind the subject property that is accessed from a dedicated right hand turn lane on Inglewood Avenue and runs the entire length of the block to Pruitt Drive on the West. The property has parking along all sides of the property and can be accessed from 190th Street or Inglewood Avenue as well as along 190th Street in front of the property. 190th Street has two lanes of through traffic in both directions and 190th Street has a dedicated left hand turn lane eastbound and a dedicated right and left hand turn lanes heading west at the intersection of 190th and Inglewood Avenue. Inglewood Avenue has two lanes of traffic on each side with one lane for dedicated right and left hand turns depending on direction of traffic.

4. Describe the expected impact of the proposed use on adjoining uses and activities and on future development of the neighborhood.

The approval of the Amendment to the existing CUP for Envy Inc. allowing for its expansion into suite 103 will aid several existing ground floor retail tenants at the property who primarily cater to women, these being the nail salon and skin care palor. Many of the existing tenants welcome Envy's use at the subject property. As most of the customers for Envy Inc. (Body Art Studio) are women, it is expected the expansion will continue to have a beneficial and synergistic effect with many of the retail tenants on the ground floor.

Applicant will not operate between the hours of 10:00 p.m. and 10:00 a.m., will be responsible for ensuring that ell Body art employees have obtained all necessary training, certification and permits to perform Body art services, meet all the requirements set forth in California Assembly Bill 300, the Safe Body Art Act and shall not allow live enimals, except for service animals to be allowed on the premises. Furthermore, application agrees temporary or mobile studios or events are not authorized and under no circumstance shall alcohol be sold, consumed or purchased in any body art studio.

5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.

The intented use falls within the proposed changes to an ordinance of the city council of the City of Redondo Beach to (1) amend sections 10-2.402, 10-2.610, 10-2.620, 10-2.630, 10-2.640, and add section 10-2.1630 to amend the zoning ordinence to allow body art businesses, establishing standards for approving body art businesses end requiring all such businesses to obtain a conditional use permit end (1). The property is loceted in a C-2 commercial zone and is consistent with other uses and business et the subject property.

D. It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the establishment of the use as applied for in this request for an amendment to an existing Conditional Use Permit. Use reverse side of this sheet if more space is needed.

NAME	ADDRESS	LOT	BLOCK	TRACT
Kelly Nvuyen / Unique Nails	2615 190th Street, suite 104			
Maltew Kennel / Premier Discovery	2615 190th Street suite 200			
Michael Damsky, Esq.	2615 190th Street suite 105			
Dave Danhi / DD Factor	2615 190th Street suite 221			
Marie Sentivanez / Allstate Insurance	2615 190th Street suite 230			
Mike Walsh / Jimmy's Bar & Grill	2701 W 190th Street			

OWNER'S AFFIDAVIT

Project address: 2615 190th Street, Redondo Beach, CA 90278

Project description: A two story commercial building having approximately 13,899 rentable square feet.

I (We) Peter Cohen, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s): _____

Address: 8665 Wilshire Boulevard, Suite 410
Beverly Hills, California 90211

Phone No. (Res.) 310-266-5564
(Bus.) 310-274-7273

Subscribed and sworn to (or affirmed) before me this ____ day of _____,

20_____ by _____, proved to me on the basis

of satisfactory evidence to be the person(s) who appeared before me.

[Attached

FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) ss

Seal

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this Certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles } SS.

Subscribed and sworn to (or affirmed) before me on this 31st day of August, 2016, by

Peter Cohen, proved to me on the basis of satisfactory evidence

to be the person(s) who appeared before me.

SHANNEH ESHAGHIAN
COMM. # 2106034
NOTARY PUBLIC-CALIFORNIA
LOS ANGELES COUNTY
MY COMM. EXP. APR. 6, 2019

PLACE NOTARY SEAL IN ABOVE SPACE

NOTARY'S SIGNATURE

OPTIONAL INFORMATION

The information below is optional. However, it may prove valuable and could prevent fraudulent attachment of this form to an unauthorized document.

CAPACITY CLAIMED BY SIGNER (PRINCIPAL)

- ☐ INDIVIDUAL
- ☐ CORPORATE OFFICER _____ TITLE(S)
- ☐ PARTNER(S)
- ☐ ATTORNEY-IN-FACT
- ☐ TRUSTEE(S)
- ☐ GUARDIAN/CONSERVATOR
- ☐ OTHER: _____

DESCRIPTION OF ATTACHED DOCUMENT

TITLE OR TYPE OF DOCUMENT

NUMBER OF PAGES

DATE OF DOCUMENT

OTHER

ABSENT SIGNER (PRINCIPAL) IS REPRESENTING:
NAME OF PERSON(S) OR ENTITY(IES)

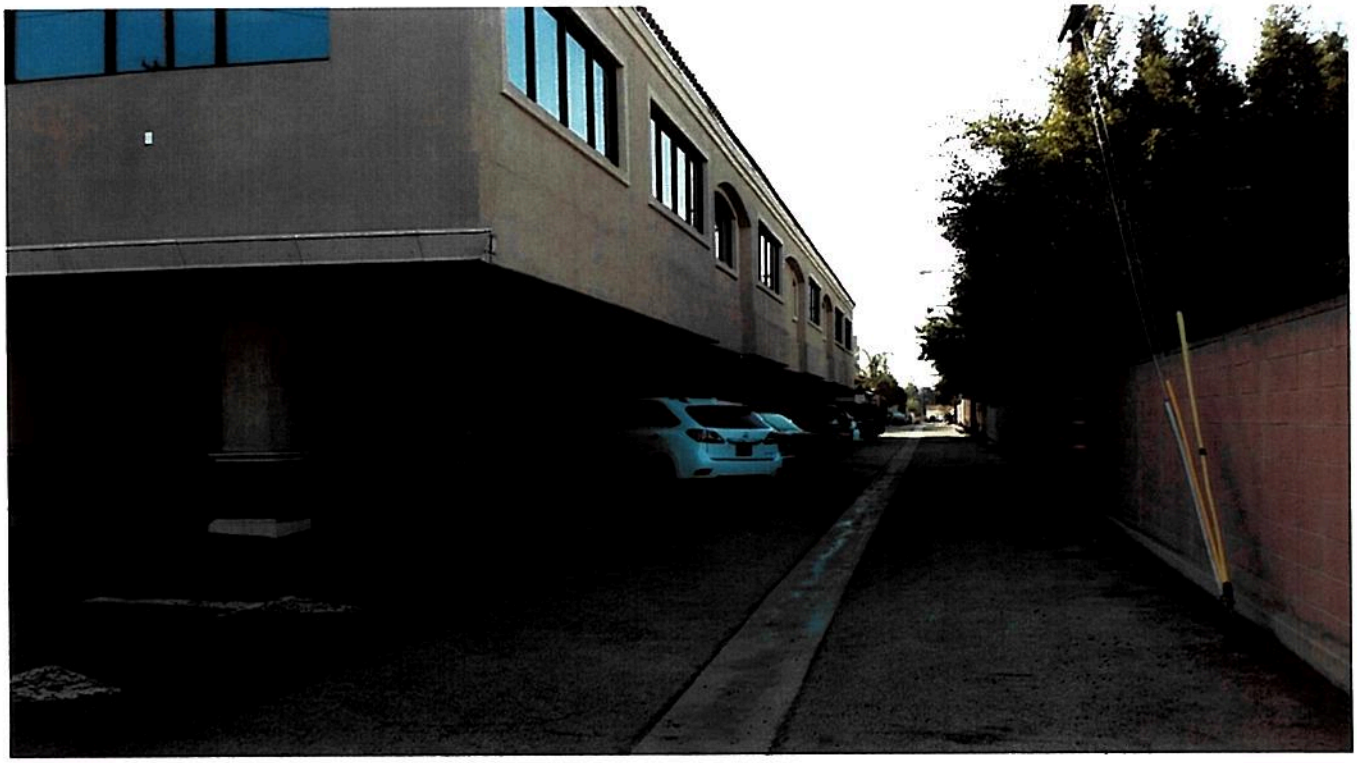
RIGHT THUMBPRINT OF SIGNER

Top of thumbprint here

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278

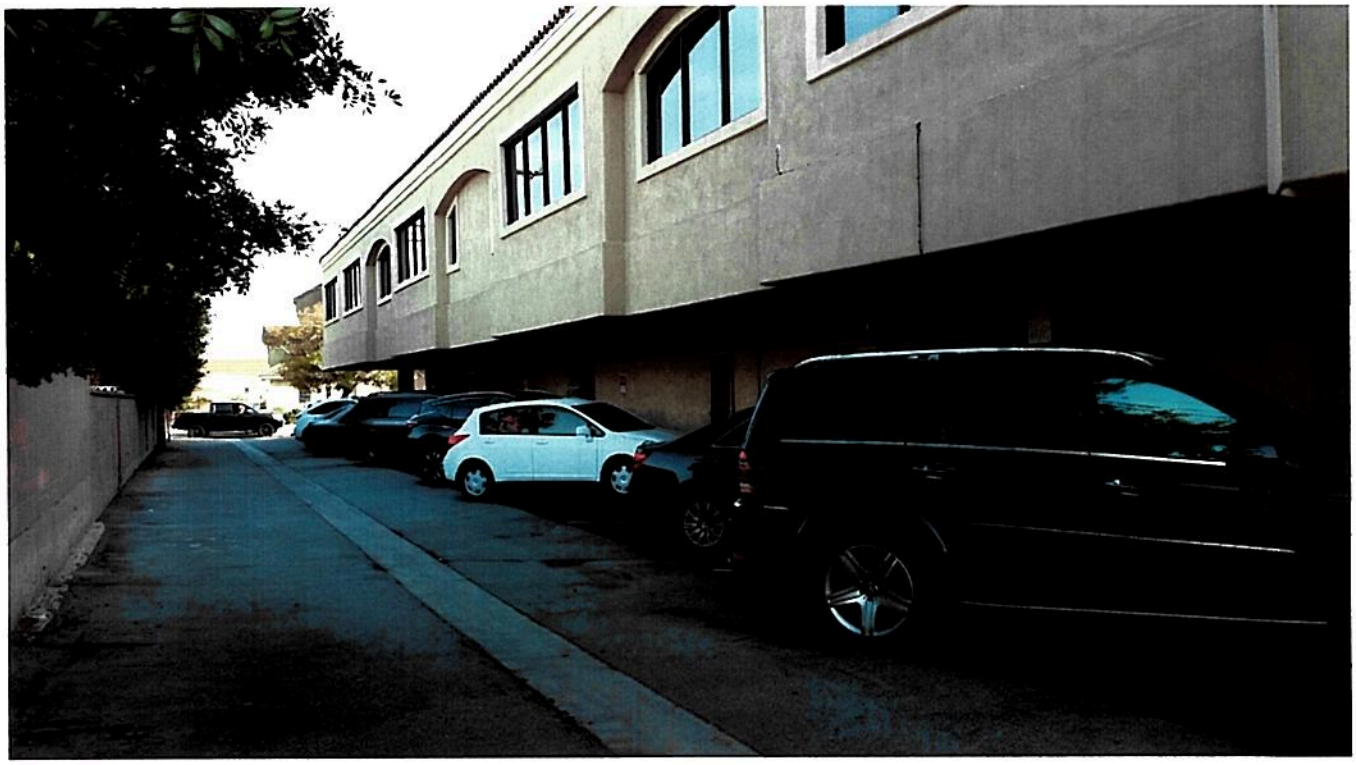
Front of the building noted location of suite 103



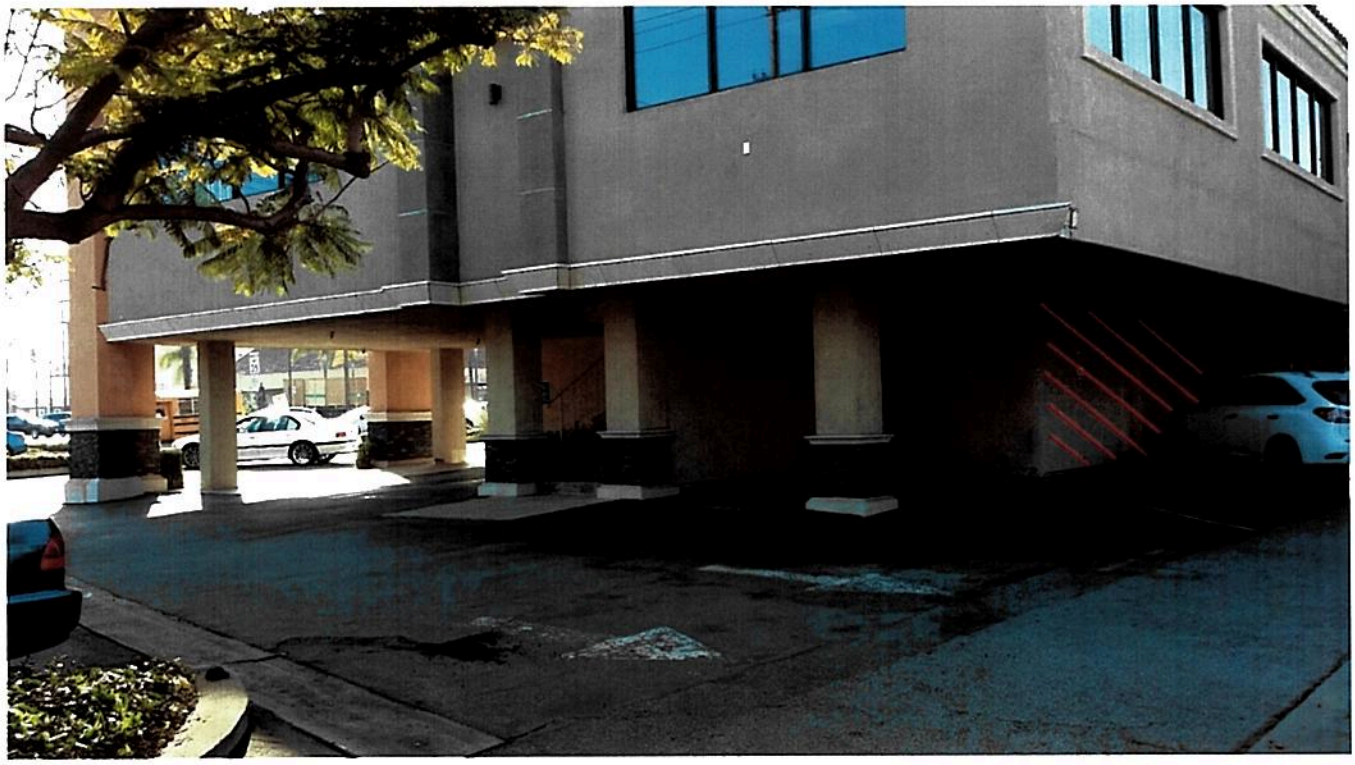
Rear of the building looked west down the alley

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278



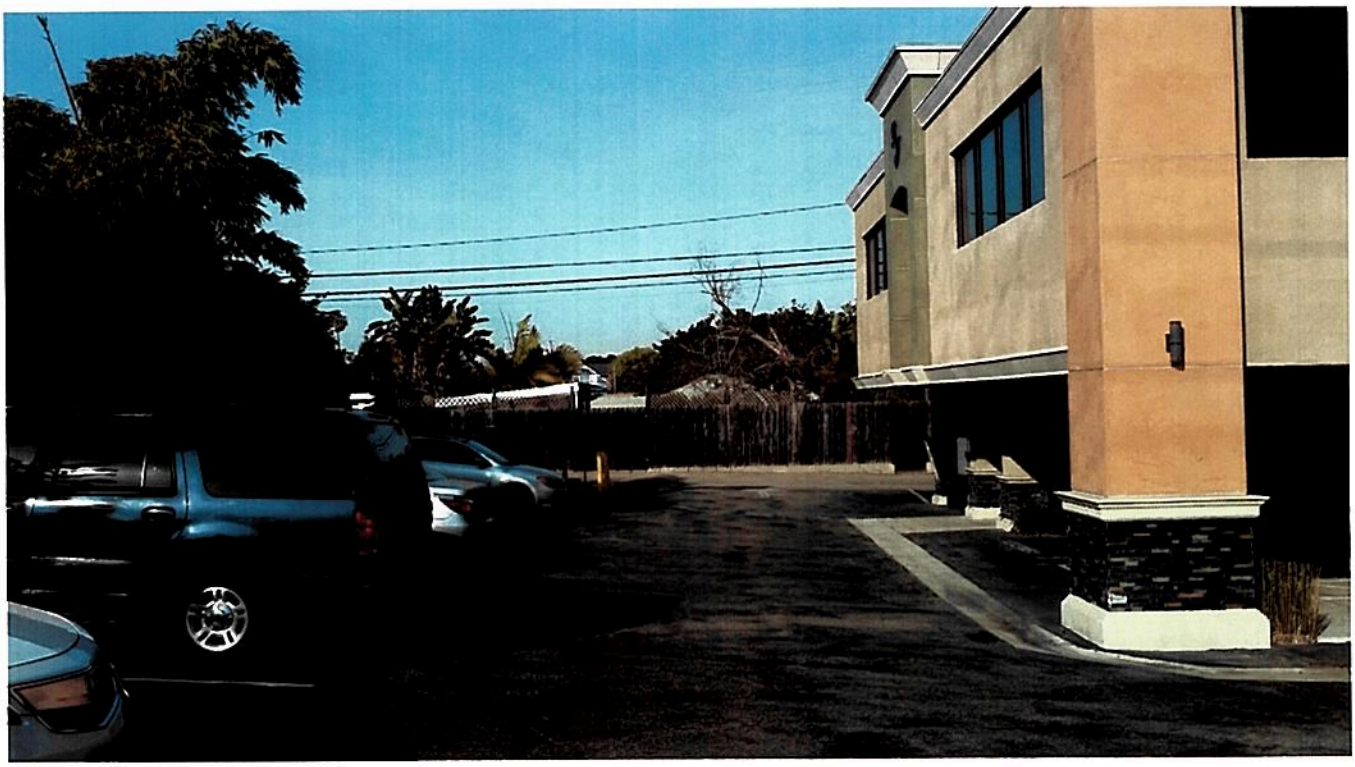
Rear of the building looking East down the alley



East side of the building from alley, shows rear of suite 107 in red hatch marks

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278



West side of the building looking towards alley

Looking West along 190th Street from West side of property.

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

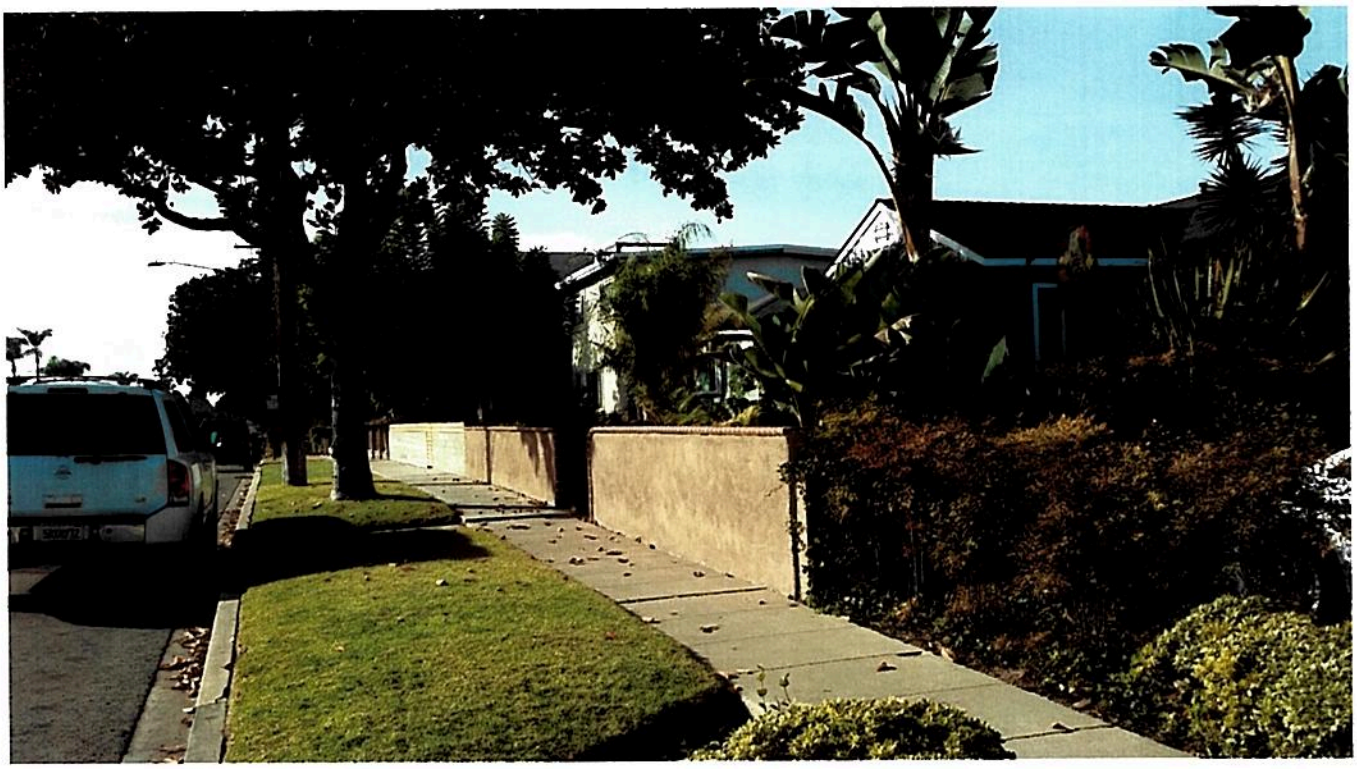
Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278

Looking from the subject property East down 190th Street

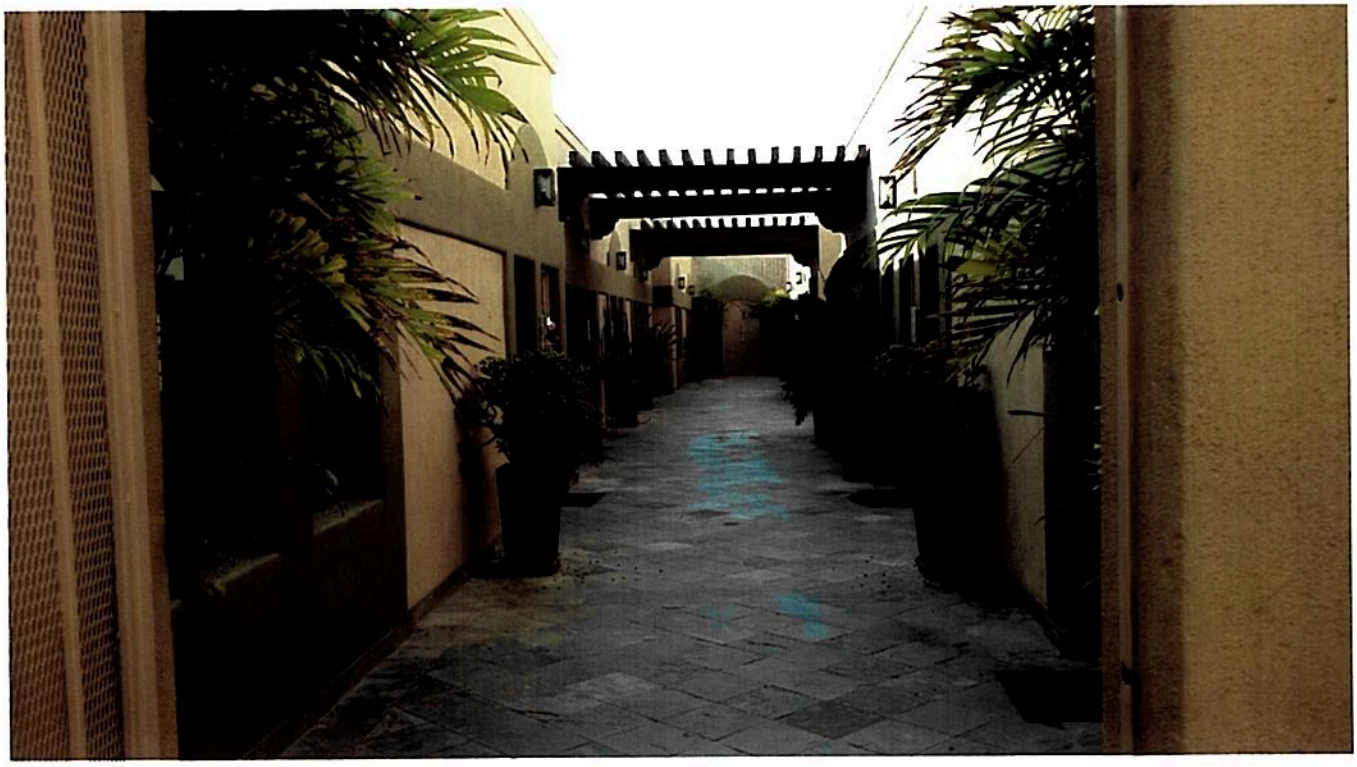
Looking East at property across the street on Inglewood Ave

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278



Looking West along 190th Street, north side of 190th Street



Second floor courtyard at the subject property

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278

Interior of suite 103 as seen from the front door

Suite 103 looking at entrance from midway in suite

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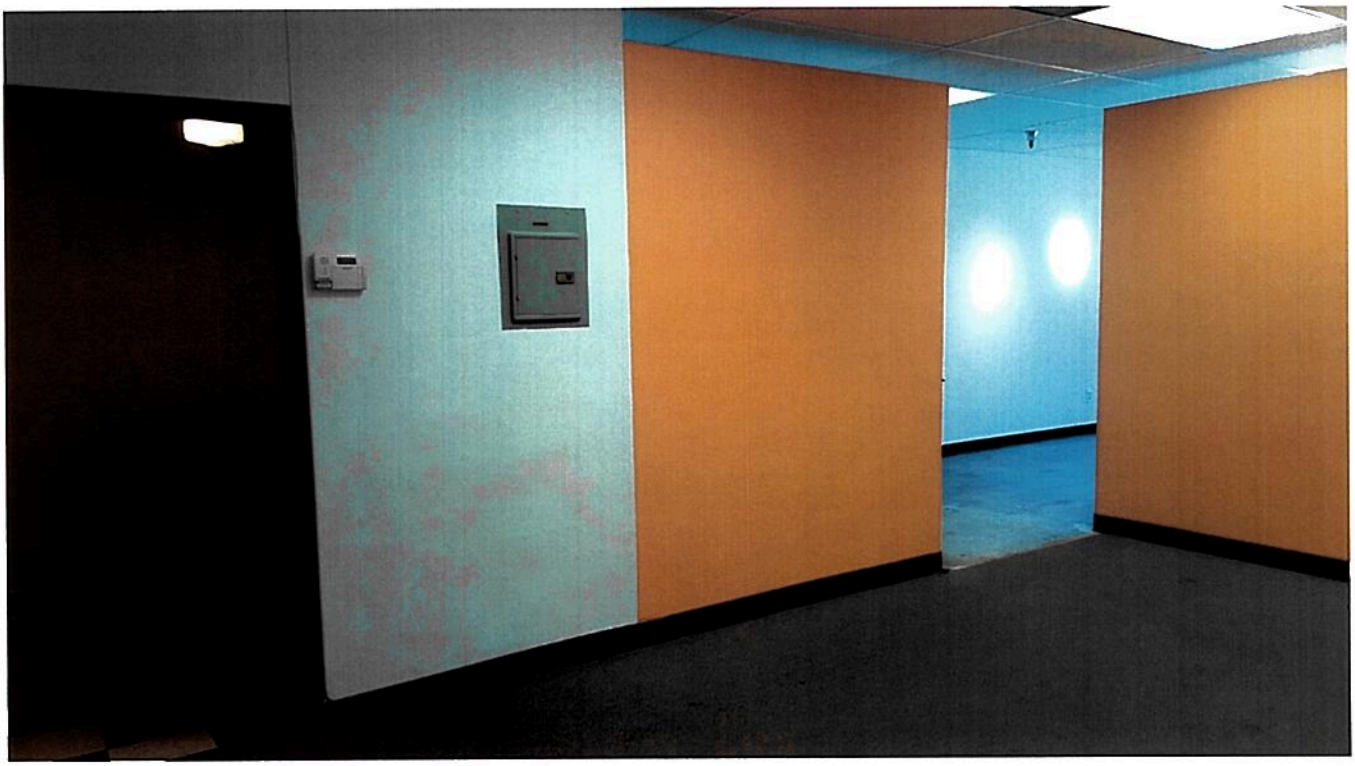

Interior of suite 103 as seen from rear entrance

Suite 103 looking at rear entrance and door to restroom

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278

Interior of suite 103 showing small work area midway in suite

Suite 103 showing restroom

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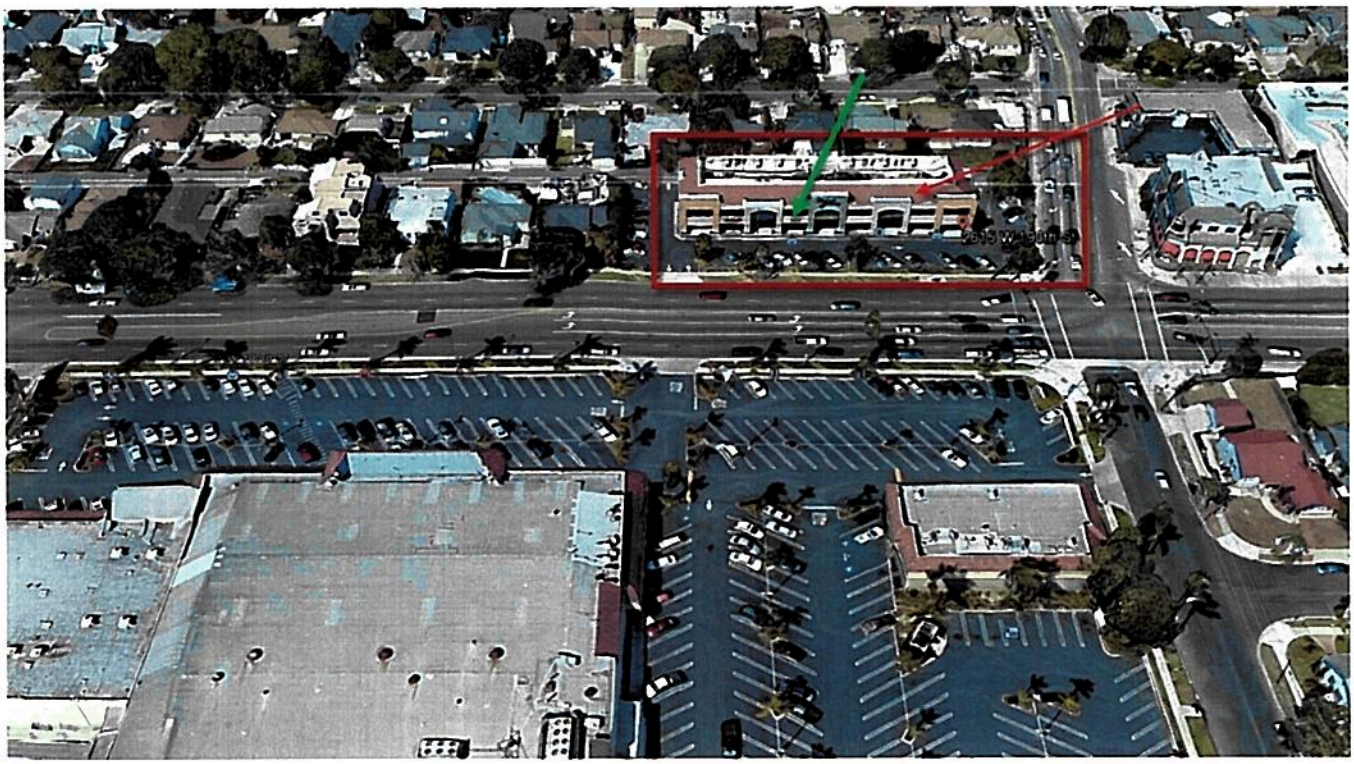
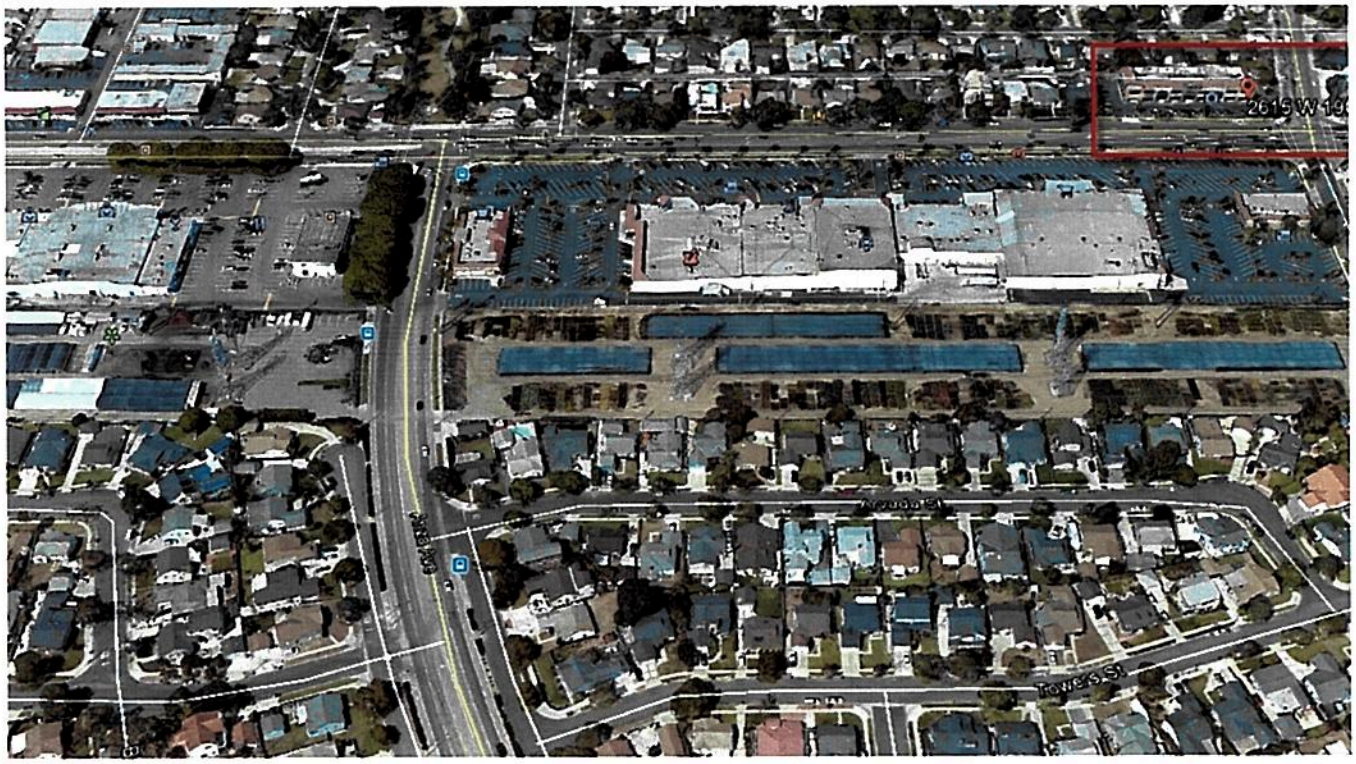


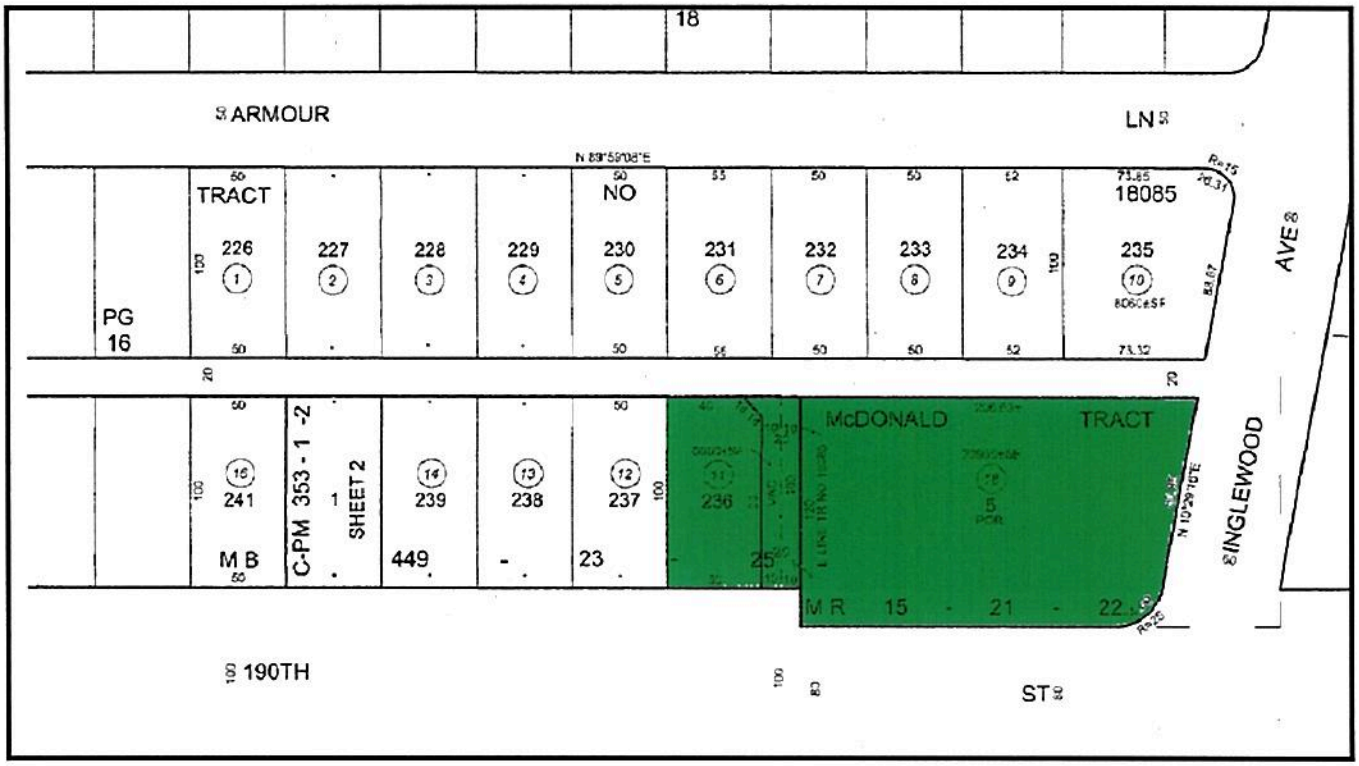
Existing suite shown with red arrow, expansion space with a green arrow



Aerial of the subject property

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278



Plat Map

Property Profile

Property Data

Site Address:
2615 190th St
Redondo Beach, CA 90278

Mail Address:
8665 Wilshire Blvd
Ste 410
Beverly Hills, CA 90211

Primary Owner: CARDINAL EQUITIES LLC; COHEN PETER
Secondary Owner:
APN: 4158-017-018 & 4158-017-011
Census Tract: 6206.02
Housing Tract Number: 18085
Legal Description: LOT:5 CITY:REGION/CLUSTER: 26/26682 SUBD:MC DONALD TRACT TR#:18085 MCDONALD TRACT SAN PEDRO RO 0.55 MORE OR LESS AC E 10 FT VAC ALLEY ADJ ON W AND LOT COM AT INTERSECTION OF E LINE OF TR NO
Subdivision: MC DONALD TRACT
Property County: Los Angeles County

Property Characteristics

Bedrooms: 0	Year Built: 1988	Square Feet: 13,960
Bathrooms: 0	Use Code: Commercial (General)	Lot Size: 28,960
Total Rooms:	Number of Units: 0	Garage:
Zoning: RBC-2	Amenities:	
Number of Stories: 1	Building Style:	Coords: 33.858536,-118.361775

Property Profile Information

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278

LEGAL DESCRIPTION

EXHIBIT "A"

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

Parcel 1:

That portion of the Southeasterly quarter of Lot 5 of the Mc Donald Tract, in the City of Redondo Beach, County of Los Angeles, State of California, as per map recorded in Book 15 Pages 21 and 22 of Miscellaneous Records, in the office of the County Recorder of said county, bounded on the North and West by Tract No. 18085, as per map recorded in Book 449 Page 23 of Maps, in the office of the County Recorder of said county, on the South by Dominguez Street, 80 feet wide, on the East by Inglewood Avenue, 60 feet wide, both as shown on the Map of said Tract No. 18085.

Parcel 2:

Lot 253 of Tract No. 18085, in the City of Redondo Beach, County of Los Angeles, State of California, as per map recorded in Book 449 Page(s) 23 to 25 inclusive of maps, in the office of the County Recorder of said county.

Parcel 3:

Lot 236 of Tract No. 18085, in the City of Redondo Beach, County of Los Angeles, State of California, as per map recorded in Book 449 Page(s) 23 to 25 inclusive of maps, in the office of the County Recorder of said county.

Parcel 4:

That portion of that certain alley, vacated as shown and dedicated on the Map of Tract No. 18085, in the City of Redondo Beach, County of Los Angeles, State of California, as per map recorded in Book 449 Pages 23, 24 and 25 of Maps, in the office of the County Recorder of said county, described as follows:

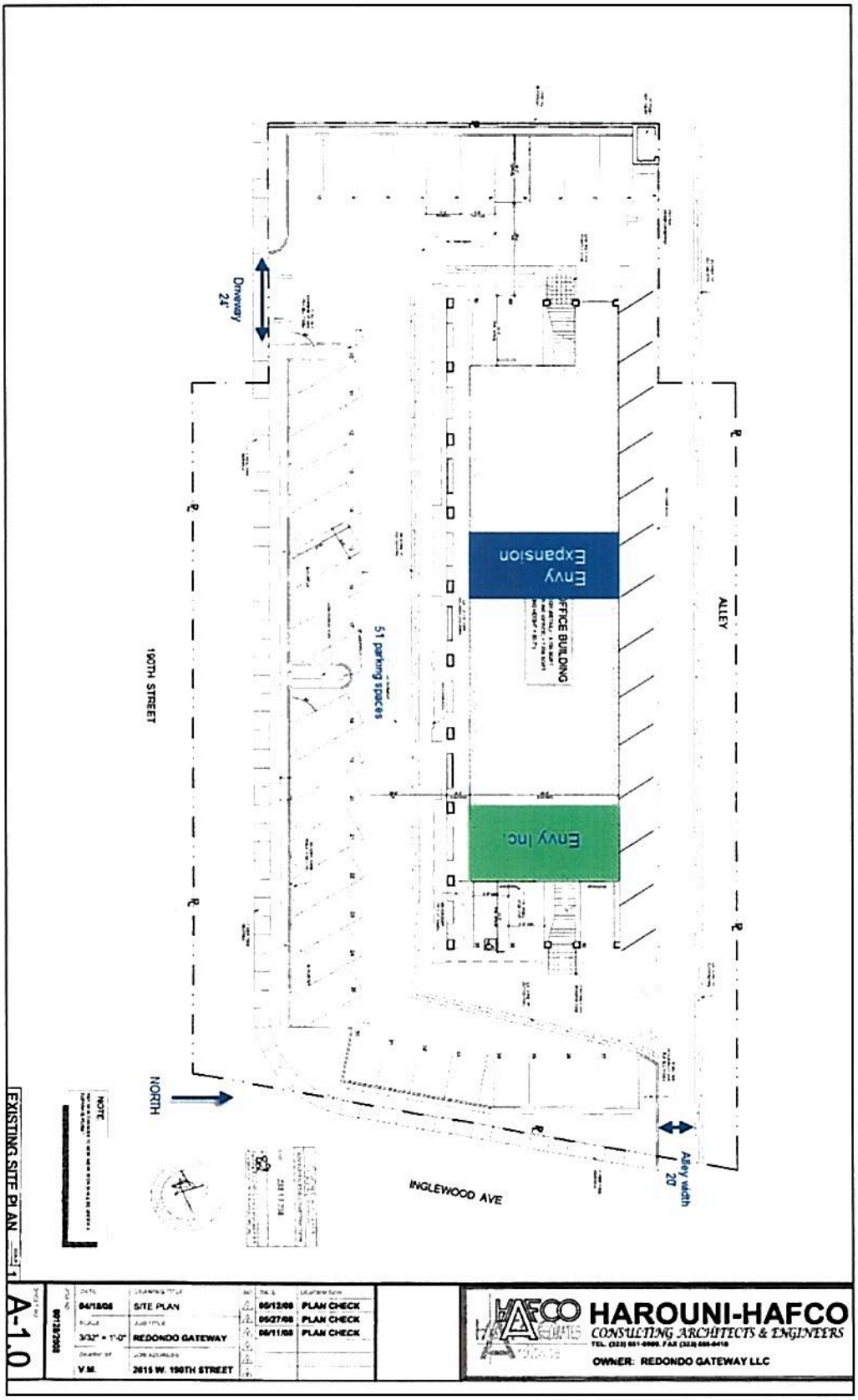
Beginning at the Southeast corner of Lot 236, Tract No. 18085, thence Northerly along the Easterly line of said Lot 236, a distance of 90.00 feet.

Thence North 45° 00' 52" West 14.14 feet to a point in the North line of said Lot; thence North 89° 59' 08" East along the Easterly prolongation of the Northerly line of Lot 236 to the Easterly line of a 20 foot public alley as delineated on said Map of Tract No. 18085; thence South 0° 00' 52" East 100.00 feet along the Easterly line of said public alley to the Easterly prolongation of the Southerly line of said Lot 236; thence Westerly 20.00 feet to the point of beginning.

Assessor's Parcel No: 4158-017-018 and 4158-017-011

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278



CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

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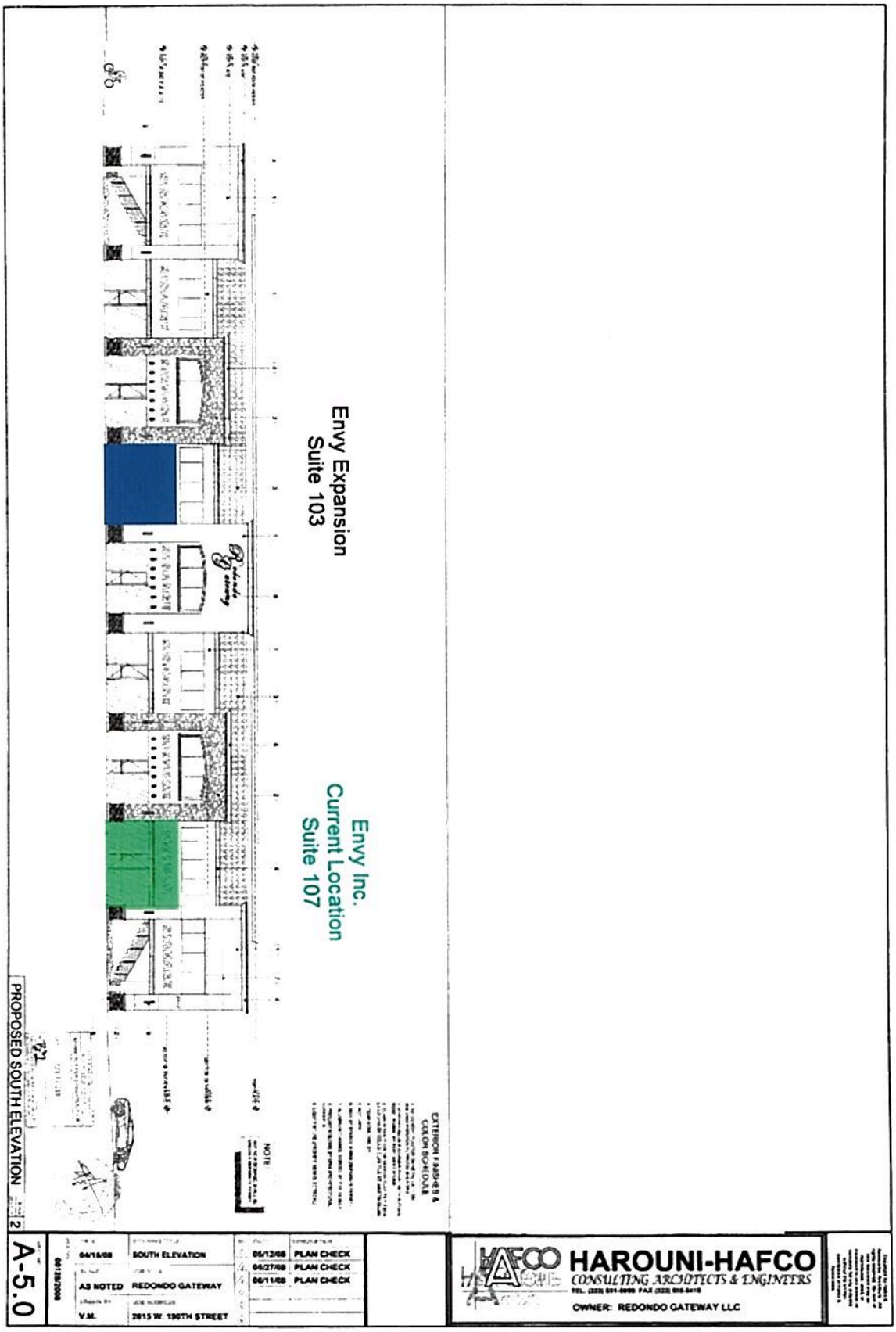

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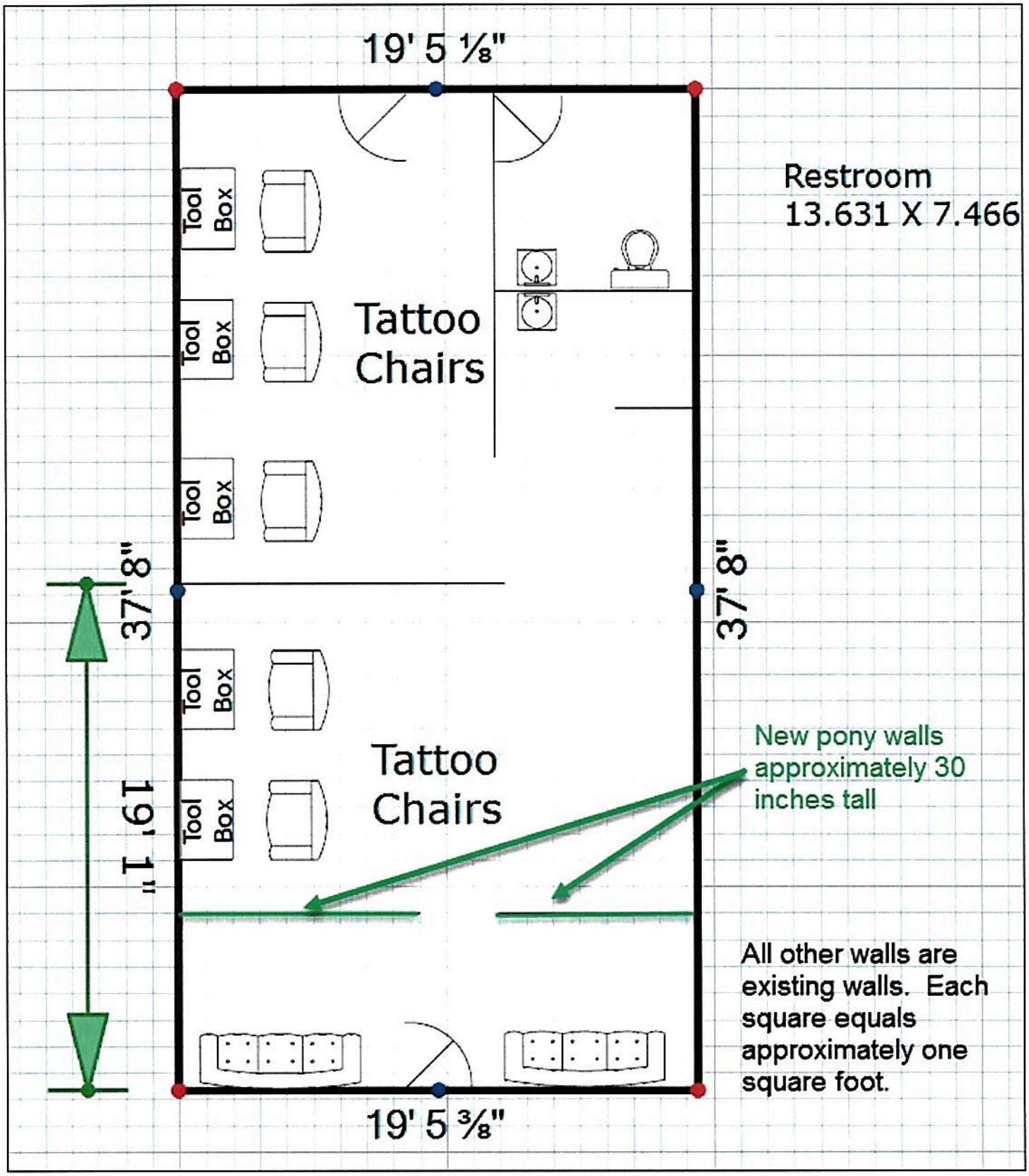

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

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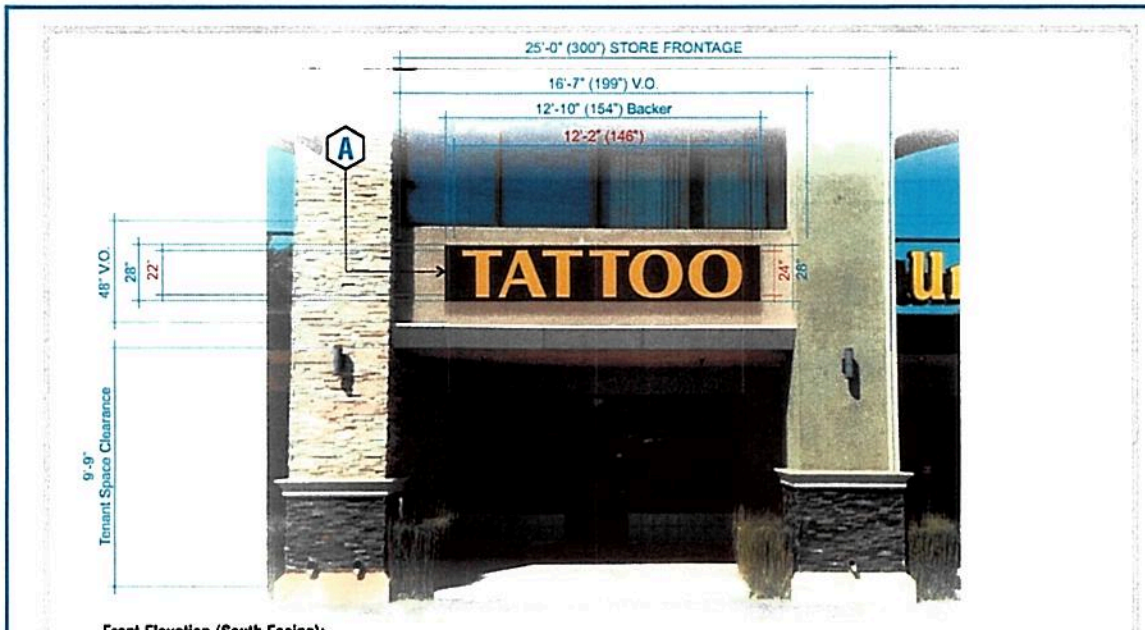


Front Elevation (South Facing):
1 Wireway-Mounted LED Internally-Illuminated Face-Lit Channel Letters **Qty: One (1)**
Scale: 3/16" = 1' - 0" Sign Area 29.9 Sq. Ft.

NOTE:
FIELD VERIFY ALL DIMENSIONS PRIOR TO MANUFACTURING.
NO SURVEY WAS DONE FOR THIS PROPOSAL
AND IS MAINLY FOR ILLUSTRATIVE PURPOSE ONLY.

Existing - Not to Scale

THIS DRAWING IS FOR CONCEPTION PURPOSES ONLY. DUE TO CONSTRUCTION CONSTRAINTS, SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY.

WESCO SIGNS
DIGITAL GRAPHICS

ENVY
Body Piercing
JM -R1
2615 W. 190th St., Ste 103
Redondo Beach CA 90278

Date: 08-29-15
Salesperson: Jason Montel
Coordinator: Victor B
Designer: Fulton M
Scale: As Noted

CUSTOMER APPROVAL
Customer Signature Date

LANDLORD APPROVAL
Landlord Signature Date

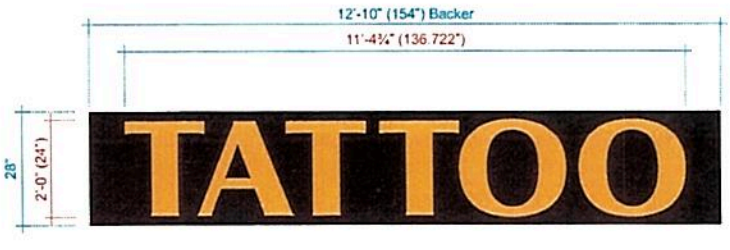
PROPERTY OF: WESCO SIGNS

Underwriters Laboratories Inc. APPROVED

Drawing Number: 160180
Work Order Number: 00000
Sheet: 02 of: 06

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278



FRONT VIEW

SIDE VIEW

A B Front Elevation: Wireway-Mounted LED Internally-Illuminated Face-Lit Channel Letters — **Total Qty: Two (2)**

Scale: 3/8" = 1' - 0" — Sign Area: 29.9 Sq. Ft. (Each Elevation)

CHANNEL LETTERS & WIREWAY BACKER SPECIFICATIONS:

LETTERS:	LED ILLUMINATED FACE-LIT CHANNEL LETTERS.
BACKS:	.063" THICK, ALUMINUM.
RETURNS:	5" DEEP, .040 ALUMINUM, BLACK.
FACES:	3/16" THICK, #7328 WHITE ACRYLIC.
VINYL:	TRANSLUCENT VINYL OVERLAY, APPLIED 1ST SURFACE. REFER TO LEGEND.
TRIMCAP:	3/4", BLACK.
ILLUMINATION:	WHITE LED ILLUMINATION WITH REMOTE POWER SUPPLIES.
WIREWAY BACKER:	.060 ALUMINUM, PAINT BLACK.
WIREWAY MOUNTING:	#10 SCREW WITH NYLON ANCHOR FLUSH-MOUNTED TO WIREWAY. ALL PENETRATIONS TO BE SEALED WITH SILICONE.
WALL MOUNTING:	#10 SCREW WITH NYLON ANCHORS MOUNTED TO WALL. ALL PENETRATIONS TO BE SEALED WITH SILICONE.
QUANTITY:	TOTAL (2) TWO SETS REQUIRED - AS SHOWN ON PROPOSED ELEVATIONS.

COLOR LEGEND:

- MARIGOLD TRANSLUCENT VINYL
- #7328 WHITE ACRYLIC
- BLACK BACKER, TRIMCAP & RETURNS

GENERAL NOTES:

ALL LISTED

ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH "NEC" REF. SECTION 600

ALL ELECTRICAL SIGN SECTIONS TO HAVE U.L. LABEL IN ACCORDANCE WITH "NEC" 600.3 AND SIGNLY ACTUATORS LABEL LOCATED NEXT TO DISCONNECT SWITCH

ALL NON-CURRENT CARRYING METAL PARTS OF SIGN SHALL BE GROUNDED & BONDED IN ACCORDANCE WITH "NEC" 250

ALL WIRING CONTAINED IN ENCLOSED AREAS WITH LAMPS SHALL BE FIXTURE RATED

SPLICING OF CONDUCTORS SHALL BE MADE IN JUNCTION BOXES OR SIMILAR METAL ENCLOSURES AT THE POINT THAT ELECTRICAL CABLE PASSES THRU THE SIGN BODY, IT SHALL PASS THRU A U.L. LISTED RUBBER GROMMET

U.L. LABELS REQUIRED

NOTE:

NOTE:
FIELD VERIFY ALL DIMENSIONS PRIOR TO MANUFACTURING.
NO SURVEY WAS DONE FOR THIS PROPOSAL
AND IS MAINLY FOR ILLUSTRATIVE PURPOSE ONLY.

WESCO SIGNS
LA DIGITAL GRAPHICS
2413 Amsler Street, Torrance, CA 90505
Phone: 310.530.5538 / 714.705.7630
310.798.2062 / 310.756.4012
Fax: 310.530.8595
www.wescosigns.com

ENVY
Body Piercing
JM -R1
2615 W. 190th St., Ste 103
Redondo Beach CA 90278

Date: 08-29-16
Salesperson: Jason Montiel
Coordinator: Victor B
Designer: Ruben M
Scale: As Noted

CUSTOMER APPROVAL
Customer Signature — Date

LANDLORD APPROVAL
Landlord Signature — Date

PROPERTY OF: WESCO SIGNS LA DIGITAL GRAPHICS

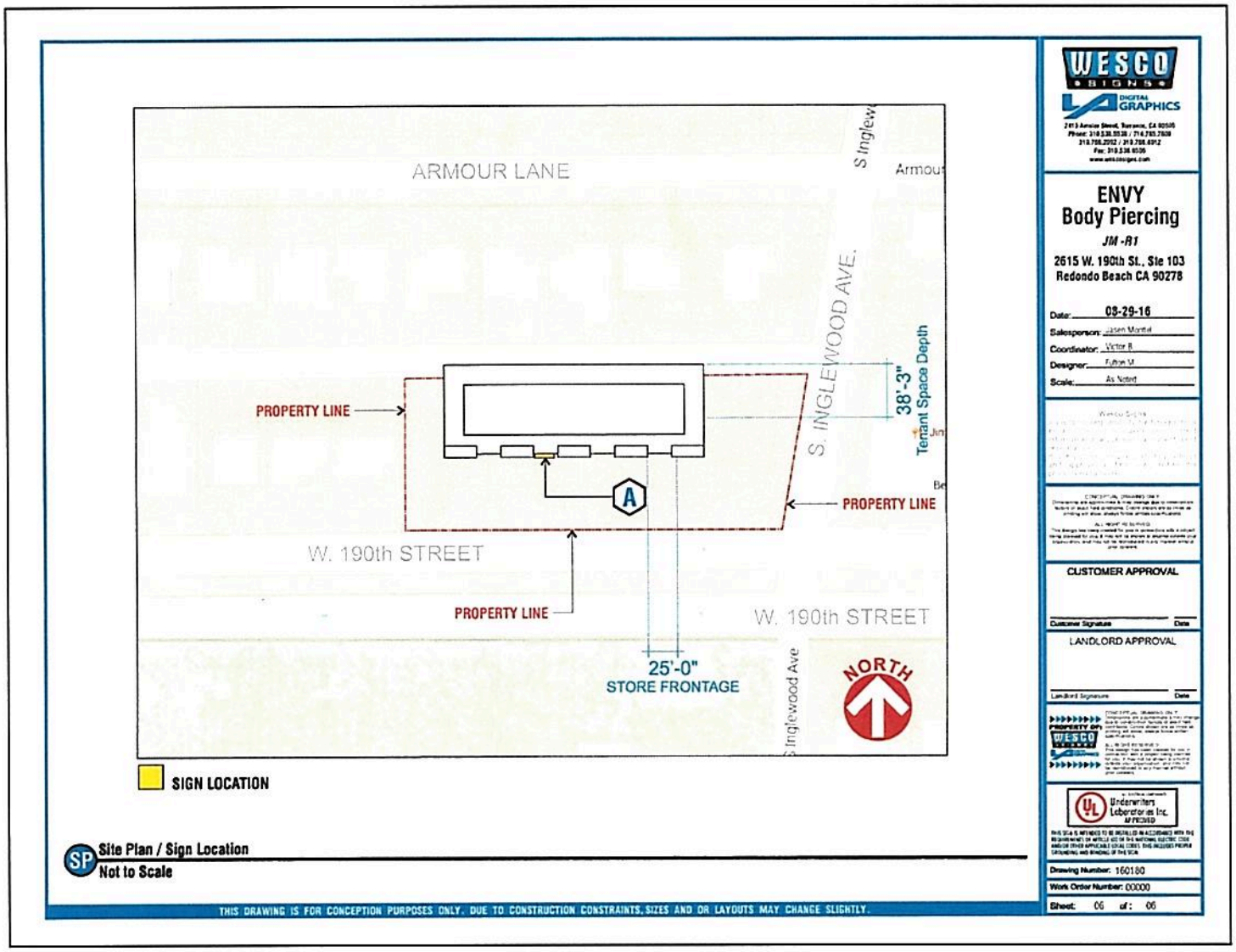
Underwriters Laboratories Inc. APPROVED

Drawing Number: 160180
Work Order Number: 00000
Sheet: 04 of: 06

THIS DRAWING IS FOR CONCEPTION PURPOSES ONLY. DUE TO CONSTRUCTION CONSTRAINTS, SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY.

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278



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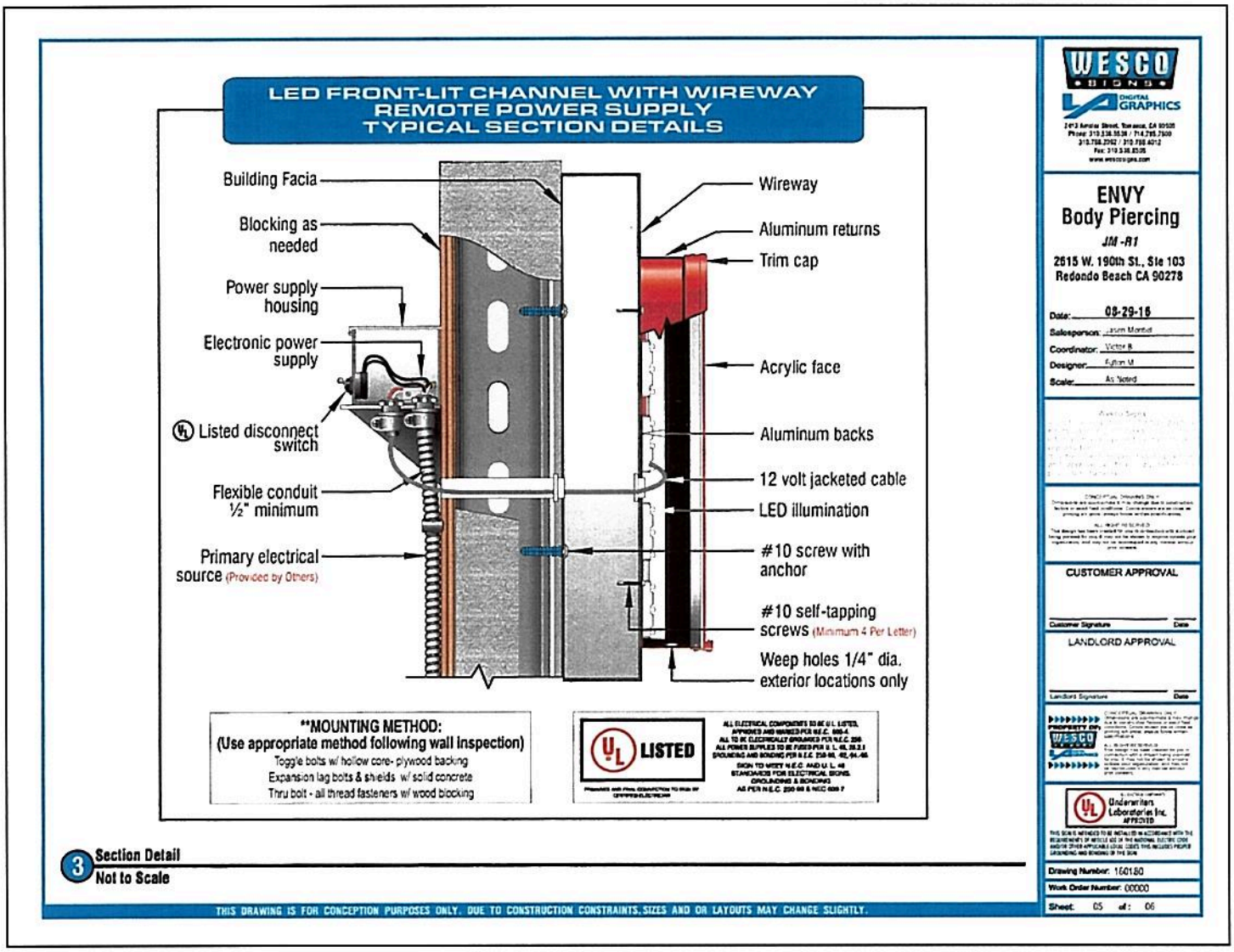

CUP Application "For Amendment to an Existing Conditional Use Permit" for Envy Corporation c/o Danny C. Quintana

Property location 2615 190th Street, Suite 103, Redondo Beach, CA 90278

Current Envy Inc. space—Suite 107

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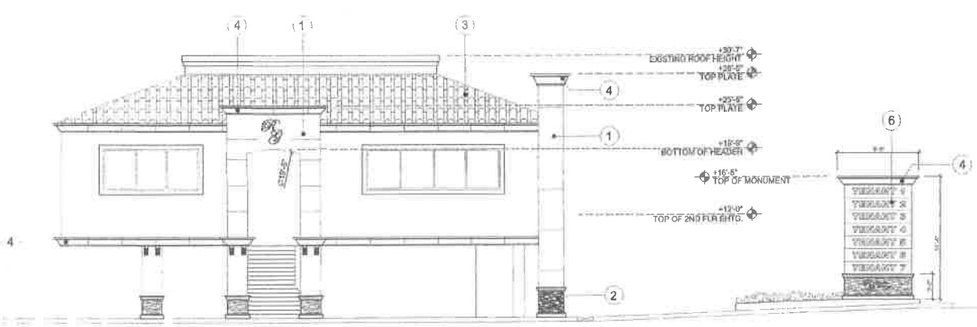
HAROUNI-HAFCO
CONSULTING ARCHITECTS & ENGINEERS
TEL. (323) 651-0909, FAX (323) 655-8418

OWNER: REDONDO GATEWAY LLC



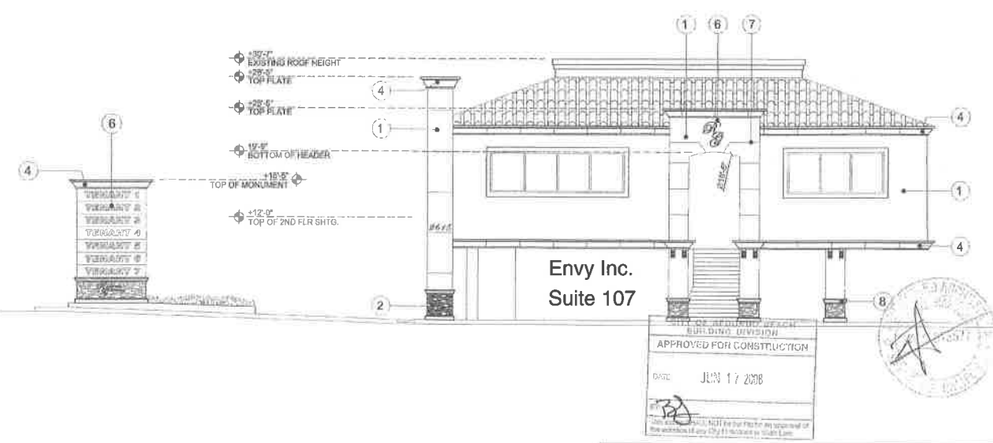
PROPOSED WEST ELEVATION SCALE 1/8"=1'-0" 2

NOTE:

ANY NEW CHANGES TO MONUMENT SIGN SHALL BE UNDER A SEPARATE PERMIT

EXTERIOR FINISHES & COLOR SCHEDULE

1. 7/8" CEMENT PLASTER ON METAL LATH ON BUILDING PAPERON PLYWOOD SHEATING
2. STEPPED DOUBLE CORNER PANEL WITH AUTUMN ROSE FINISH , BY EAST WEST STONE.
3. CLASS 'A' MULTI COLOR MISSION CLAY TILE ICBO# ES ER 3418 BY DELEO CLAY TILE ST. MARTIN BLEND
4. FOAM MOULDING BY
5. NOT USED
6. SIGN BY SPESCO SIGNS (SEPARATE PERMIT)
7. ALUMINUM CHANNEL SCREED BY FRY REGLET
8. PRECAST MOLDING BY URM ARCHITECTURAL CONCEPTS



PROPOSED EAST ELEVATION SCALE 1/8"=1'-0" 4

NO.	DATE	DESCRIPTION
1	05/12/08	PLAN CHECK
2	05/27/08	PLAN CHECK
3	06/11/08	PLAN CHECK
4		
5		
6		

DRAWING TITLE	EAST/WEST ELEVATION
JOB TITLE	REDONDO GATEWAY
JOB ADDRESS	2615 W. 190TH STREET
DATE	04/18/08
SCALE	AS NOTED
DRAWN BY	V.M.

JOB NO. 00128/2008

SHEET NO. A-5.1

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TEL. (323) 651-0909, FAX (323) 655-8418

OWNER: REDONDO GATEWAY LLC

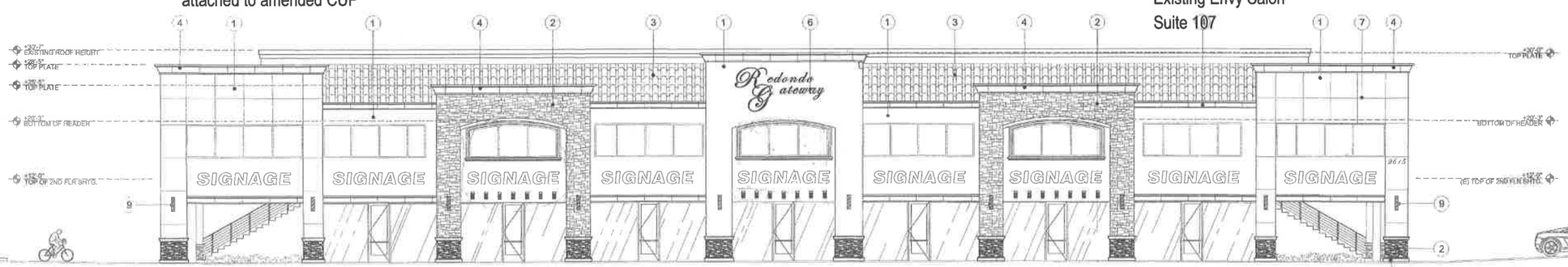
EXTERIOR FINISHES & COLOR SCHEDULE

1. 7/8" CEMENT PLASTER ON METAL LATH ON BUILDING PAPERON PLYWOOD SHEATING
2. STEPPED DOUBLE CORNER PANEL WITH AUTUMN ROSE FINISH. BY EAST WEST STONE.
3. CLASS 'A' MULTI COLOR MISSION CLAY TILE ICBO# ES ER 3416 BY DELEO CLAY TILE 6T. MARTIN BLEND
4. FOAM MOULDING BY
5. NOT USED
6. SIGN BY SPESCO SIGNS (SEPARATE PERMIT)
7. ALUMINUM CHANNEL SCREED BY FRY REGLET
8. PRECAST MOLDING BY URM ARCHITECTURAL CONCEPTS
9. LIGHT FIXTURE (PROVIDE NEW ELECTRICAL)

Signage subject to
City Approval, preliminary plans
attached to amended CUP

Envy Expansion Space
Space 103

Existing Envy Salon
Suite 107



NOTE:
ANY NEW SIGNAGE SHALL BE UNDER A SEPARATE PERMIT

Envy Inc.
Suite 107

CITY OF REDONDO BEACH
BUILDING DIVISION
APPROVED FOR CONSTRUCTION
DATE JUN 17 2008
BY

PROPOSED SOUTH ELEVATION SCALE: 1/8"=1'-0" 2

NO.	DATE	DESCRIPTION
1	05/12/08	PLAN CHECK
2	05/27/08	PLAN CHECK
3	06/11/08	PLAN CHECK
4		
5		
6		

DRAWING TITLE: SOUTH ELEVATION
JOB TITLE: REDONDO GATEWAY
JOB ADDRESS: 2615 W. 190TH STREET

DATE: 04/18/08
SCALE: AS NOTED
DRAWN BY: V.M.

JOB NO: 00128/2008

SHEET NO. A-5.0

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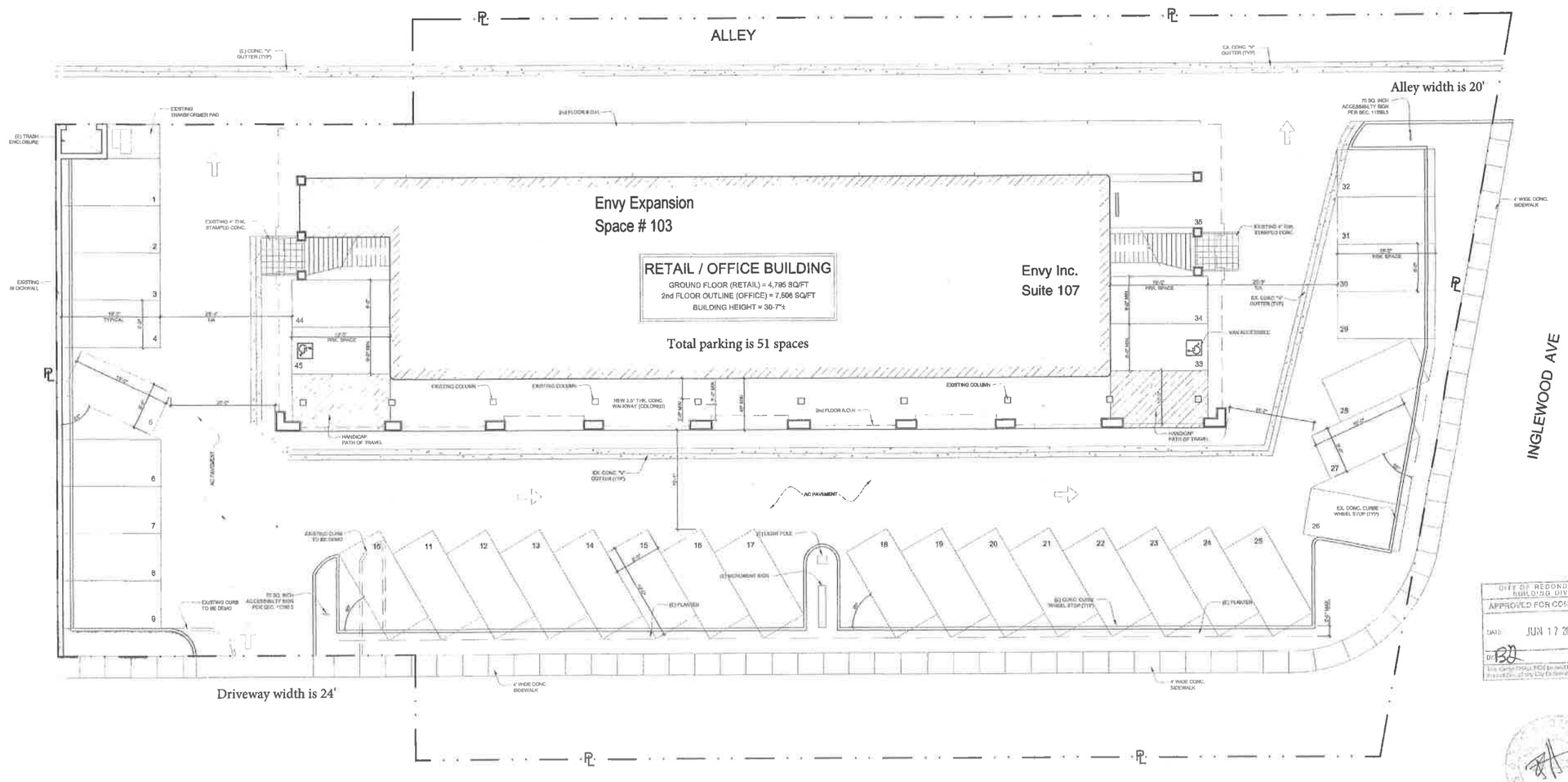


NOTE:
ANY NEW CHANGES TO MONUMENT SIGN SHALL BE UNDER A SEPARATE PERMIT

CITY OF REDONDO BEACH
BUILDING DIVISION
APPROVED FOR CONSTRUCTION
DATE JUN 17 2008

NEW SITE PLAN SCALE: 3/32"=1'-0" 1

HAROUNI-HAFCO ASSOCIATES
CONSULTING ARCHITECTS & ENGINEERS
TEL. (323) 651-0909, FAX (323) 655-8418

OWNER: REDONDO GATEWAY LLC

NO.	DATE	DESCRIPTION
1	05/12/08	PLAN CHECK
2	05/27/08	PLAN CHECK
3	06/11/08	PLAN CHECK
4		
5		

DRAWING TITLE: SITE PLAN
JOB TITLE: REDONDO GATEWAY
JOB ADDRESS: 2615 W. 190TH STREET
DATE: 04/18/08
SCALE: 3/32" = 1'-0"
DRAWN BY: V.M.
JOB NO. 00128/2008
SHEET NO. A-1.1

Administrative Report

Planning Commission Hearing Date: **October 20, 2016**

AGENDA ITEM:	9 (PUBLIC HEARING)
PROJECT LOCATION:	800 N. CATALINA AVENUE
APPLICATION TYPE:	CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, COASTAL DEVELOPMENT PERMIT, VESTING TENTATIVE TRACT MAP NO. 74543, AND AN EXEMPTION DECLARATION
CASE NUMBER:	2016-10-PC-021
COASTAL DEVELOPMENT PERMIT NUMBER:	2016-10-CDP-007
APPLICANT'S NAME:	iFRANCISCA PARTNERS, LP

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of a Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, Vesting Tentative Tract Map No. 74543, and an Exemption Declaration to permit the construction of a seven-unit residential condominium development on property situated within a Medium-Density Multiple-Family Residential (RMD) zone in the Coastal Zone.

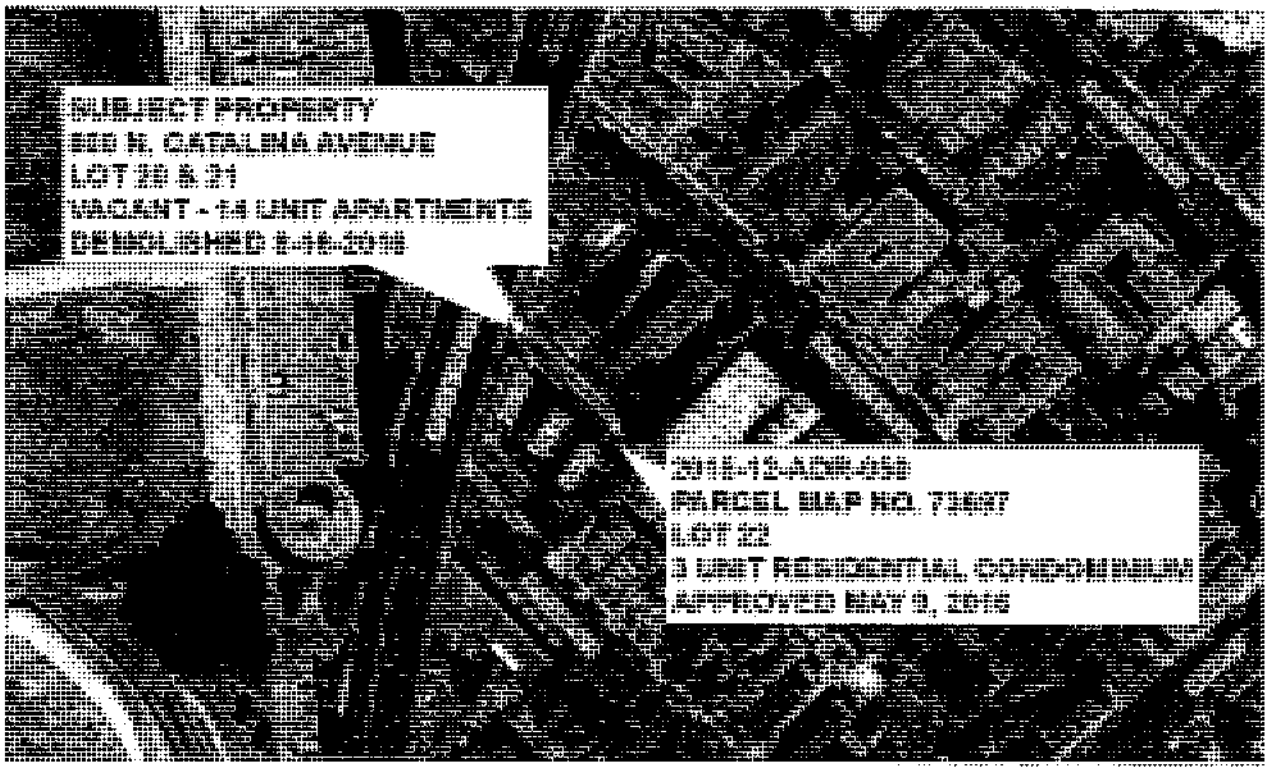
DEPARTMENT'S RECOMMENDATION:

The Planning Department recommends that the Planning Commission make the findings as set forth in the staff report, adopt the Exemption Declaration, grant the requested Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, and approve Vesting Tentative Tract Map No. 74543, subject to the plans and applications submitted, and the conditions below.

BACKGROUND INFORMATION:

The subject property consists of two lots that will be combined into one property with a total land area of 13,790 square feet. The northerly property, Lot 20, is approximately 7,860 square feet with 168 linear feet of frontage along North Catalina Avenue and 40 linear feet of frontage along North Elena Avenue, and the southerly property, Lot 21, is approximately 5,930 square feet in size with 40 linear feet of frontage along North Elena

Avenue. The depth of the entire project site (Lot 20 and 21) varies between approximately 146 feet to approximately 168 feet.



The prior development upon the subject property consisted of three (3) separate structures that totaled 14 dwelling units (apartment units). The 14 unit apartment development was originally built sometime prior to 1956 as a 14 unit motel. In 1967 an application to redevelop the property with a new 30 unit motel was approved by the Planning Commission but never constructed. In 1972 a proposal for a new 32 unit motel, with office and manger's apartment was denied by the City Council.

Lot 22 is the contiguous lot to the south of the subject property and was also part of the previous larger property that supported the 14-unit apartment complex. The property owner-applicant for this project is the same owner-applicant that filed an application for a three-unit residential condominium development on the abutting property, Lot 22, which was approved on May 9, 2016. On August 16, 2016 the 14 apartment units located on the subject property and Lot 22 were demolished.

Surrounding properties to the northeast and south are predominately zoned and developed with medium and low density multiple family residential. To the northwest and west are commercially zoned and developed properties. The property immediately contiguous and northeast of the subject property is zoned RMD medium density multi-family residential, however, it is developed with manufacturing and storage warehouses (legal nonconforming uses and structures).

At staff's direction and in response to prior Commission concerns about neighborhood outreach, in addition to the City's public noticing communications (site posting, mailings to property owners within 300', and advertising in the Easy Reader) the project applicant-property owner voluntarily mailed letters to surrounding properties within 100 yards and along Elena Avenue on September 30, 2016 informing neighbors about the project and making themselves (applicant-property owner and architect) available to answer any questions. A copy of the letter is included in the Commission's packet.

As of October 13, 2016 no comments or inquiries have been received by either the property owner-applicant or the City.

DETAILED DESCRIPTION OF THE REQUEST

The proposed seven-unit residential condominium development is located on the southeast corner of Catalina and Elena Avenue. The project is also located within the City's Coastal Zone. The site design proposes a single two-story, with an additional mezzanine level, residential structure containing seven (7) dwelling units. Beneath the two-story residential structure is subterranean parking and a basement level with some additional living, private storage space, and some laundry facilities.

Pursuant to the RMD zone the permitted density is one unit per each 1,870 square feet of lot area. The size of the lot allows for the proposed seven units. The front yard is along Elena Avenue, the side yards are along Catalina Avenue and the southern property line

with the rear yard along the northeastern property line. The proposed front yard averages 18' and at no point is less than 12'. The side yard along Catalina Avenue varies between 10' and 6' (6' is the minimum side yard permitted). The side yard along the southern property ranges from a maximum of over 20' near Elena Avenue to the minimum allowed of 6' towards the rear of the property. The rear yard setback varies from 21' to the minimum permitted of 10' and averages 15' as required.

The proposed height of the structure is 29'-9.5" as measured continuously along the centerline of the subject property at existing grade. There are permitted chimney and garage ventilation features that extend above the 30' height limit the minimum distance to meet combustible clearance requirements (approximately 2'-4').

Outdoor living space for Units 1, 2, and 3 are provided by second floor outdoor decks oriented towards Elena and Catalina Avenue. Each outdoor deck for these units is accessed from common living areas and has approximate dimensions of 13' x 14'. Units 4, 5, 6, and 7 provide their required outdoor living space in the rear yard of the site. The outdoor living spaces for these units range in area from 592 square feet to 356 square feet with allowable bonuses. In addition to the outdoor living space required by the ordinance, Units 4, 5, 6, and 7 provide roof decks ranging in area from 414 square feet to 495 square feet.

The setback areas along Catalina and Elena Avenue will be landscaped with a variety of hedge row shrubs, grasses (combination of synthetic and natural), 36" accent box trees (3 proposed), decorative concrete walkways, and various potted plants. At the property line along Catalina and Elena Avenue is a proposed 32" high picket fence. Along walkways and within courtyards throughout the project are clusters of various potted plants. Sheet A-1.6 within the attached plan set is a conceptual landscaping plan with details illustrating the sites planed landscaping and hardscapes.

The main pedestrian access to each unit (front entries), are all separate. The Conceptual Landscape Plan, Sheet A-1.6, included in the attached plans provides the best visual of each distinct entry. The entry for Unit 2 is directly from Elena Avenue. The entries for Units 1, 6, and 7 originate from a pedestrian walkway off of Elena Avenue and are southeast and interior facing. Unit 7 is accessed from an interior central courtyard. The main entries to Units 3, 4, and 5 are along Catalina Avenue.

Driveway access to the subterranean garages is from Elena Avenue at the southeast corner of the property. The proposed 11' wide driveway is approximately the same width and at the same general location as the existing driveway that provided access to the previous 14-unit apartment. No new driveways are proposed along Catalina Avenue and the existing driveway apron on Catalina Avenue will be removed and replaced with sidewalk, curb, and gutter.

Each unit is provided with a 2-car garage approximately 18'-6" wide and 19'-6" deep. There are a total of 3 guest parking spaces also located within the subterranean parking

garage. One (1) at the end of the driveway adjacent to Units 6 and 7 (11' wide and 19' deep) and two (2) at the north end of the subterranean "drive aisle" in an open garage (no garage door) that is 20' wide and 19'-6" deep.

The proposed units vary in size from 2,532 to 2,928 square feet of living area. All the dwelling units have 4 bedrooms and at least 2 baths with the exception of Unit 4 which has 3 bedrooms and 2 baths. The design of the first floor for all dwellings contains the main entry.

The overall aesthetic of the proposed residential building is varied in terms of materials, architectural treatments, and setbacks. The architect and Planning Division staff met on multiple occasions to revise the architectural elements to ensure the overall mass was reduced with varied treatments and relief along the most critical view sheds along Catalina and Elena Avenues. The colored rendering below and included with the attached plans provides the best representation of the projects aesthetics.

As demonstrated herein the proposed project meets all of the required development standards including building setbacks, height limit, roof deck limitations, parking requirements, outdoor living space requirements, and private storage space requirements.

EVALUATION OF REQUEST:

The project requires the approval of a Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, Vesting Tentative Tract Map No. 74543 and the adoption of an Exemption Declaration.

CONDITIONAL USE PERMIT

Pursuant to Section 10-5.516 of the Redondo Beach Municipal Code, the proposed project requires the approval of a Conditional Use Permit. The purpose of the Conditional Use Permit is to ensure that the proposed project does not have an adverse effect on the surrounding uses and properties. Pursuant to Section 10-5.2506 a number of criteria are used in determining the project's consistency with the purpose and intent of a Conditional Use Permit, which are discussed below.

The 13,790 square foot subject property is adequate in size and shape to accommodate the seven-unit residential condominium development and is located on a public street that is designed to accommodate the traffic generated by this project. The residential project will not have an adverse effect on surrounding properties as it is located in an established residential area with other surrounding properties. There is a net reduction in the total number of dwelling units from fourteen (14) existing apartment units to seven (7) dwelling units. The proposed number of dwelling units and density is similar with other recently approved projects in the immediate area. One block north at the intersection of Francisca and Catalina Avenue is a twelve (12) unit residential development and immediately south along Francisca Avenue are multiple-unit residential developments either recently constructed or under construction. All these properties are zoned and developed similarly with the subject property.

The RMD zoning and development along the southern side of Catalina Avenue serves as a transition area between the commercially zoned and developed properties on the northern side of Catalina Avenue and the lesser dense residential neighborhoods to the south of Catalina Avenue.

PLANNING COMMISISON DESIGN REVIEW

Pursuant to the Section 10-5.2502 of the Redondo Beach Municipal Code, the proposed project requires Planning Commission Design review. The purpose of the review is to examine the compatibility, variety and innovation in the architecture, landscaping design, and site design of the proposed project. A number of criteria are provided to determine a project's consistency with the intent and purpose of this section.

The proposed architectural style is mixed with elements of Craftsman and Cape Cod design. Multiple architectural features and materials are utilized in the design including brick, vertical siding (board and batten), horizontal siding (wide shiplap) and shingle siding. The roofing is metal seemed and the railings on balconies are a metal crisscross

pattern. The structure also utilizes various framing elements around the windows and doors.

The compilation of the multiple building design features accompanied with the varied relief and setbacks serves to reduce the buildings' overall bulk. The massing is thereby layered with the tallest parts of the building to the rear of the property and away from the frontage on Elena Avenue. The proposed height, mass, bulk and scale are compatible with existing and planned development within the immediate area along Catalina Avenue with the same RMD zoning.

The project is well designed in terms of traffic, parking and outdoor living space. The project will be served by a single driveway located and sized similarly to the existing driveway along Elena Avenue. No new driveway approaches are proposed along Catalina Avenue. Each of the seven units is provided direct access to a two-car garage at the basement level. A total of seventeen (17) parking spaces are provided in this project: fourteen (14) enclosed and three (3) guest parking spaces. Units 1, 2, and 3 are designed with large deck areas, and Units 4, 5, 6, and 7 are designed with outdoor patios at grade and roof decks.

The project design considers the impact and needs of the future owners with respect to the utilities, public services, noise and odor, private and common open spaces, trash collection and other design concerns. In terms of utilities, public services and trash collection, this project will receive the same services as all other residential units in the City.

Included within the attached plan set is a comprehensive conceptual landscaping plan which plans various planting materials including three (3) 36" box trees, two (2) in the front yard along Elena and one (1) near the northeast property line along Catalina Avenue. There are numerous locations throughout the project with clusters of potted plants and various patterns of stamped concrete on walkways and courtyards. Although the landscaping is well planned Staff is recommending the addition of two (2) more 36" box trees along Catalina Avenue.

COASTAL DEVELOPMENT PERMIT

Pursuant to Section 10-5.2200 of the Zoning Ordinance the Coastal Development Permit procedure is established to ensure that the review process for private development within the Coastal Zone conforms to the policies and procedures of the California Coastal Act and implementing regulations, and the City of Redondo Beach Certified Land Use Plan.

Pursuant to the City's Coastal Zoning Ordinance, a project located within the City's Coastal zone is required to preserve on-street parking to the maximum extent feasible as determined by the City. This project preserves all existing on-street parking since no new

driveway approaches are proposed along Catalina or Elena Avenue. All vehicular access is taken from a driveway similar in size and location of that which is existing.

The proposed development will not affect coastal resources. The project is a residential infill development, located in an already developed area. The residential use is consistent with the residential designation in the Coastal Land Use Plan and Zoning Ordinance, and similar to the uses on adjacent properties nearby. The project complies with the requirements of the California Environmental Quality Act (CEQA). As such, the proposed project meets the criteria for the approval of a Coastal Development Permit.

ENVIRONMENTAL EVALUATION

Pursuant to the California Environmental Quality Act (CEQA), Section 15332 of the Guidelines (In-fill Development Projects), the proposed project is categorically exempt from the preparation of environmental analyses. The eligibility for an in-fill exemption is substantiated by the facts that the proposed project consists of the construction of a seven-unit residential condominium project located in a Medium Density Multiple-Family Residential (RMD) zone that meets all the applicable zoning regulations, occurs within city limits on a site no more than five acres in size, is on a site with no value as a habitat for endangered, rare or threatened species, does not result in significant effects on traffic, noise , air quality or water quality, and is adequately served by all required utilities and public services.

FINDINGS:

1. In accordance with Section 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

    a) The proposed residential use is permitted in the residential land use district in which the site is located, and the 13,790 square foot site is adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features, and the project is consistent with the requirements of Chapter 5, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

    b) The site has adequate access to public streets on Elena and Catalina Avenue both of which are adequate width to carry the kind and quantity of traffic generated by the proposed use.

    c) The proposed use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval.

d) The condominium project conforms to all of the requirements of the Zoning Ordinance.

e) The project is consistent with the Comprehensive General Plan of the City.

2. In accordance with Section 10-5.2502(b) of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is consistent with the criteria set forth therein for the following reasons:

a) The design of the project considers the impact and needs of the user with respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.

b) The location of structures respects the natural terrain of the site and is functionally integrated with natural features of the landscape to include the preservation of existing trees, where feasible.

c) The design of the project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.

d) The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties.

e) The design of the project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction.

3. In accordance with Section 10-5.2218(c) of the Redondo Beach Municipal Code, the applicant's request for a Coastal Development Permit is consistent with the findings set forth therein for the following reasons:

a) The proposed development is in conformity with the Certified Local Coastal Program because it is consistent with the Medium-Density Multiple-Family Residential (RMD) zone and associated development standards.

b) That the proposed development is not located between the sea (or the shoreline of any body of water located within the coastal zone) and the first public road paralleling the sea, and is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (commencing with Section 30200).

c) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project, and that, in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available.

4. The Vesting Tentative Tract Map 74543 is consistent with the Comprehensive General Plan of the City.

5. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

6. The Planning Commission hereby finds and determines that the proposed project will not have a significant effect on the environment.

7. The project is Categorically Exempt from the preparation of environmental documents, pursuant to Section 15332 of the Guidelines of the California Environmental Quality Act (CEQA).

8. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

CONDITIONS:

Plan Check

1. That the approval granted herein is for the construction of a 7-unit residential condominium project that shall be in substantial compliance with the plans reviewed in conjunction with the applications approved by the Planning Commission on October 20, 2016.

2. That the project shall comply with all applicable codes, local ordinances, regulations and requirements and obtain all necessary permits from the Building Department, Engineering Department and Fire Department.

3. That the project shall adhere to all adopted state codes and local ordinances in regards to accessibility requirements.

4. The precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Community Development Department approval prior to issuance of a building permit.

5. That the architect shall work with the Planning Division and Engineering Division to ensure that driveway slope does not exceed the 15% and that vehicle access to the garages is verified.

6. That all conditions of the Low Impact Development (LID) plan shall be included on final plans and implemented during construction and the operation of the project. The plans and project shall be prepared in accordance with the approved Low Impact Development (LID) plan, and include all Best Management Practices (BMPs).

7. The applicant shall submit a landscape and sprinkler plan, including a clock-operated sprinkler control, for approval prior to issuance of building permits. Said plan shall include a minimum of five (5) 36" box trees as specified in Condition No. 31.

8. If the selected design of the water and/or heating system permits, individual water shut-off valves shall be installed for each unit, subject to Community Development Department approval.

9. The garage doors shall be equipped with remotely operated automatic door openers and maintain a minimum vertical clearance of 7-feet, 4-inches with the door in the open position.

10. Color and material samples shall be submitted for review and approval of the Community Development Department prior to the issuance of Building Permits.

11. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences.

12. That an automatic fire sprinkler system is required and installation shall comply with Redondo Beach Fire Department regulations.

13. Fire protection system shall be equipped with an alarm initiating device and an outside horn/strobe located at the front of the building and/or as near as possible to the front. Horn/strobe shall not be obstructed from front of residence view by down spouts, gutters, trim or mullions, etc.

<u>Construction</u>

14. No plastic drain pipes shall be utilized in common walls or ceilings.

15. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.

16. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.

17. The sidewalk, curb, and gutter shall be replaced as necessary to the satisfaction of the Engineering Department.

18. The Community Development Department shall be authorized to approve minor changes.

19. A new 6-foot decorative masonry wall or a 6-foot high mixed construction wall measured from finished grade shall be constructed on all common property lines with adjacent properties, exclusive of the front setback. Mixed construction walls shall consist of a masonry base and masonry pilasters, which shall be composed of a least thirty percent (30%) masonry and seventy percent (70%) wood. Projects may only utilize existing property line walls when the walls are 6-foot masonry or mixed construction, exclusive of the front setback.

20. The applicant shall finish all new property line walls equally on both sides wherever possible. Projects utilizing existing property line walls shall restore the walls to an "as new condition," on both sides at time of final condominium inspection subject to Community Development Department approval.

21. That a minimum of 15% decorative material will be utilized for all driveways.

22. The site shall be fully fenced prior to the start of construction.

23. All on-site litter and debris shall be collected daily.

24. Construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, with no work occurring on Sunday and holidays.

25. Material storage on public streets shall not exceed 48-hours per load.

26. The project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.

27. Streets and sidewalks adjacent to job sites shall be clean and free of debris.

28. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.

Final Inspection

29. The landscaping and sprinklers shall be installed per the approved plan, prior to final inspection.

30. The Vesting Tentative Tract Map shall be recorded within 36-months of the effective date of this approval, unless an extension is granted pursuant to law. If said map is not recorded within said 36-month period, or any extension thereof, the map shall be null, void, and of no force and effect.

31. The developer shall plant a minimum five (5) 36-inch box trees within the front-yard and street side yard of the project, subject to Community Development Department approval.

32. Any future exterior or interior alterations shall require the approval of the Home Owner's Association and the Community Development Department.

Submitted by:

Sean Scully
Planning Manager

Approved for forwarding by:

Aaron Jones
Community Development Director

Attachments:
1. Plan Sets.
2. Letter from property owner-applicant, Invitation to Review Plans. – 9/30/16

redondo
BEACH

CITY OF REDONDO BEACH

EXEMPTION DECLARATION
PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

DATE: October 20, 2016

PROJECT ADDRESS: 800 N. Catalina Avenue

PROPOSED PROJECT: Construction of a seven-unit residential condominium development on property located within a Medium-Density Multi-Family Residential (RMD) zone in the Coastal Zone.

In accordance with Chapter 3, Title 10, Section 10-3.301(a) of the Redondo Beach Municipal Code, the above-referenced project is Categorically Exempt from the preparation of environmental review documents pursuant to:

> Section 15332 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA) states, in part, that projects characterized as in-fill development do not require further environmental study. This finding is supported by the fact that the proposed project consists of the construction of a seven-unit residential condominium project permitted in a Medium-Density Multi-Family Residential (RMD) zone that meets all the applicable zoning regulations, occurs within city limits on a site no more than five acres in size, is on a site with no value as habitat for endangered, rare or threatened species, does not result in significant effects on traffic, noise, air quality or water quality, and is adequately served by all required utilities and public services.

Sean Scully
Planning Manager

RESOLUTION NO. 2016-10-PCR-***

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, COASTAL DEVELOPMENT PERMIT, AND VESTING TENTATIVE TRACT MAP NO. 74543 TO ALLOW THE CONSTRUCTION OF A 7-UNIT RESIDENTIAL CONDOMINIUM DEVELOPMENT ON PROPERTY LOCATED WITHIN A MEDIUM-DENSITY MULTIPLE-FAMILY RESIDENTIAL (RMD) ZONE IN THE COASTAL ZONE AT 800 N. CATALINA AVENUE (CASE NO. 2016-10-PC-021)

WHEREAS, an application was filed on behalf of the owner of the property located at 800 N. Catalina Avenue for approval of an Exemption Declaration and consideration of a Conditional Use Permit, Planning Commission Design Review, Coastal Development Permit, and Vesting Tentative Tract Map No. 74543 to allow the construction of a 7-unit residential condominium development on property located within a Medium-Density Multiple-Family Residential (RMD) zone in the Coastal Zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and applications would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet and occupants within 100 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, and other interested parties at the public hearing held on the 20th day of October, 2016, with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Section 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

    a) The proposed residential use is permitted in the residential land use district in which the site is located, and the 13,790 square foot site is adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features, and

the project is consistent with the requirements of Chapter 5, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

b) The site has adequate access to public streets on Elena and Catalina Avenue both of which are adequate width to carry the kind and quantity of traffic generated by the proposed use.

c) The proposed use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval.

d) The condominium project conforms to all of the requirements of the Zoning Ordinance.

e) The project is consistent with the Comprehensive General Plan of the City.

2. In accordance with Section 10-5.2502(b) of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is consistent with the criteria set forth therein for the following reasons:

a) The design of the project considers the impact and needs of the user with respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.

b) The location of structures respects the natural terrain of the site and is functionally integrated with natural features of the landscape to include the preservation of existing trees, where feasible.

c) The design of the project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.

d) The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties.

e) The design of the project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction.

3. In accordance with Section 10-5.2218(c) of the Redondo Beach Municipal Code, the applicant's request for a Coastal Development Permit is consistent with the findings set forth therein for the following reasons:

   a) The proposed development is in conformity with the Certified Local Coastal Program because it is consistent with the Medium-Density Multiple-Family Residential (RMD) zone and associated development standards.

   b) That the proposed development is not located between the sea (or the shoreline of any body of water located within the coastal zone) and the first public road paralleling the sea, and is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code (commencing with Section 30200).

   c) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project, and that, in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available.

4. The Vesting Tentative Tract Map 74543 is consistent with the Comprehensive General Plan of the City.

5. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

6. The Planning Commission hereby finds and determines that the proposed project will not have a significant effect on the environment.

7. The project is Categorically Exempt from the preparation of environmental documents, pursuant to Section 15332 of the Guidelines of the California Environmental Quality Act (CEQA).

8. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That based on the above findings, the Planning Commission does hereby approve the Exemption Declaration and grant the Conditional Use Permit, Planning

Commission Design Review, Coastal Development Permit, and Vesting Tentative Tract Map No. 74543 pursuant to the plans and applications considered by the Planning Commission at its meeting of the 20th day of October, 2016.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

Plan Check

1. That the approval granted herein is for the construction of a 7-unit residential condominium project that shall be in substantial compliance with the plans reviewed in conjunction with the applications approved by the Planning Commission on October 20, 2016.

2. That the project shall comply with all applicable codes, local ordinances, regulations and requirements and obtain all necessary permits from the Building Department, Engineering Department and Fire Department.

3. That the project shall adhere to all adopted state codes and local ordinances in regards to accessibility requirements.

4. The precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Community Development Department approval prior to issuance of a building permit.

5. That the architect shall work with the Planning Division and Engineering Division to ensure that driveway slope does not exceed the 15% and that vehicle access to the garages is verified.

6. That all conditions of the Low Impact Development (LID) plan shall be included on final plans and implemented during construction and the operation of the project. The plans and project shall be prepared in accordance with the approved Low Impact Development (LID) plan, and include all Best Management Practices (BMPs).

7. The applicant shall submit a landscape and sprinkler plan, including a clock-operated sprinkler control, for approval prior to issuance of building permits. Said plan shall include a minimum of five (5) 36" box trees as specified in Condition No. 31.

8. If the selected design of the water and/or heating system permits, individual water shut-off valves shall be installed for each unit, subject to Community Development Department approval.

9. The garage doors shall be equipped with remotely operated automatic door openers and maintain a minimum vertical clearance of 7-feet, 4-inches with the door in the open position.

10. Color and material samples shall be submitted for review and approval of the Community Development Department prior to the issuance of Building Permits.

11. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences.

12. That an automatic fire sprinkler system is required and installation shall comply with Redondo Beach Fire Department regulations.

13. Fire protection system shall be equipped with an alarm initiating device and an outside horn/strobe located at the front of the building and/or as near as possible to the front. Horn/strobe shall not be obstructed from front of residence view by down spouts, gutters, trim or mullions, etc.

Construction

14. No plastic drain pipes shall be utilized in common walls or ceilings.

15. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.

16. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.

17. The sidewalk, curb, and gutter shall be replaced as necessary to the satisfaction of the Engineering Department.

18. The Community Development Department shall be authorized to approve minor changes.

19. A new 6-foot decorative masonry wall or a 6-foot high mixed construction wall measured from finished grade shall be constructed on all common property lines with adjacent properties, exclusive of the front setback. Mixed construction walls shall consist of a masonry base and masonry pilasters, which shall be composed of a least thirty percent (30%) masonry and seventy percent (70%) wood. Projects may only utilize existing property line walls when the walls are 6-foot masonry or mixed construction, exclusive of the front setback.

20. The applicant shall finish all new property line walls equally on both sides wherever possible. Projects utilizing existing property line walls shall restore the

walls to an "as new condition," on both sides at time of final condominium inspection subject to Community Development Department approval.

21. That a minimum of 15% decorative material will be utilized for all driveways.

22. The site shall be fully fenced prior to the start of construction.

23. All on-site litter and debris shall be collected daily.

24. Construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, with no work occurring on Sunday and holidays.

25. Material storage on public streets shall not exceed 48-hours per load.

26. The project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.

27. Streets and sidewalks adjacent to job sites shall be clean and free of debris.

28. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.

Final Inspection

29. The landscaping and sprinklers shall be installed per the approved plan, prior to final inspection.

30. The Vesting Tentative Tract Map shall be recorded within 36-months of the effective date of this approval, unless an extension is granted pursuant to law. If said map is not recorded within said 36-month period, or any extension thereof, the map shall be null, void, and of no force and effect.

31. The developer shall plant a minimum five (5) 36-inch box trees within the front-yard and street side yard of the project, subject to Community Development Department approval.

32. Any future exterior or interior alterations shall require the approval of the Home Owner's Association and the Community Development Department.

Section 3. That the approved Conditional Use Permit, Planning Commission Design Review, and Coastal Development Permit shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 4. That, prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED, AND ADOPTED this 20th day of October, 2016.

Doug Rodriquez, Chair
Planning Commission
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Aaron Jones, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2016-10-PCR-*** was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 20th day of October, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

CITY OF REDONDO BEACH

PLANNING DIVISION

RECEIVED BY:
SS
DATE RECEIVED:
9/12/16

COMBINED APPLICATIONS FOR CONDITIONAL USE PERMIT AND PLANNING COMMISSION DESIGN REVIEW TO ESTABLISH CONDOMINIUM USAGE

Application is hereby made to the Planning Commission of the City of Redondo Beach, for Conditional Use Permit, pursuant to Section 10-2.2506, and for Planning Commission Design Review, pursuant to Section 10-2.2502, all in Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A APPLICANT INFORMATION

STREET ADDRESS OF PROPERTY:
800 N. Catalina Ave.

EXACT LEGAL DESCRIPTION OF THE PROPERTY:
LOT: 20-21 BLOCK: 145 TRACT: Townsite of Redondo Beach

ZONING: RMD

RECORDED OWNER'S NAME: iFrancisca Partners, LP	**AUTHORIZED AGENT'S NAME:**
MAILING ADDRESS: 2701 190th ST. # 201 Redondo Beach, CA 90278	**MAILING ADDRESS:**
TELEPHONE: 310-370-1454	**TELEPHONE:**
PROJECT DEVELOPER:	**PROJECT ARCHITECT/FIRM/PRINCIPAL:** Austin Peters Peters Architecture
MAILING ADDRESS:	**MAILING ADDRESS:** 67 Brownstone Way Aliso Viejo CA 92656
TELEPHONE:	**TELEPHONE:** 949-916-4800 **LICENSE NO.** CA 306032

B PROJECT PLANS

For new construction, two (2) enlarged sets of conceptual plans, and 25 copies (18" X 24") of each sheet shall be submitted as part of this application (see Instructions for Graphic Portions of the Application). These plans shall consist of:
I. Site Plan; **II. Floor Plans**; **III. Building Elevations** (showing natural and finished grades);
IV. Transverse and Longitudinal Sections (showing natural grades); and **V. Roof Plan.**

CID 16548

2016 23806

C PROJECT DESCRIPTION: Give the following data for the project:

1. Area of project site: 13,788 square feet: .317 acres.
2. Land coverage of buildings: 7543 square feet: 55 %.
3. Landscaped area: 1937 square feet: 14 %.
4. Number of units: 7 Minimum size of units: 2292 Lot area per unit: 1970
5. Number of parking spaces assigned to units: 14 Assigned to guests: 3 Total: 17
6. Number of stories: 2+BSMT+MEZZ Maximum height: 29.79'
7. Compute the outdoor living space serving each unit (i.e., patios, decks, balconies,etc.) using the table below:

UNIT NUMBER	TYPE OF SPACE AND DIMENSIONS (deck, balcony,patio, yard, etc.)	ACTUAL AREA S.F.	CREDITING PERCENTAGE	RESULTING CREDITABLE AREA
1	DECK	176	200	352
2	DECK	177	200	354
3	DECK	176	200	352
4	YARD	206	200	410
5	YARD	178	200	356
6	YARD	592	200	1184
7	YARD	228	200	456

8. Does each unit have at least one private patio, balcony, deck (excluding roof decks), or yard with a minimum area of 300 square feet including bonuses, and a minimum dimension of 10 feet? ☒ Yes ☐ No
9. Does each unit have at least 400 cubic feet of enclosed, weatherproofed and lockable storage space, and at least 200 cubic feet of such storage area in a single location? ☒ Yes ☐ No

D WALL AND FLOOR/CEILING ASSEMBLIES

Show typical detailed sections of the types of wall and floor/ceiling construction that would be used in both common and interior partition walls within the project, including either published data from a recognized and approved testing laboratory, a statement from a licensed acoustical engineer or the City Building Official as to the S.T.C. (Sound Transmission Class) and I.I.C. (impact Insulation Class) of the proposed type of construction.

	YES	NO
1. Do all wall assemblies separating units from each other or from public or quasi-public spaces, such as interior corridors, laundry rooms, recreation rooms and garages provide a minimum rating of 55 S.T.C.?	X	

	2. Do all floor/ceiling assemblies separating units from each other or from public or quasi-public spaces, such as interior corridors, laundry rooms, recreation rooms and garages provide a minimum rating of 50 S.T.C.?	X	
	3. Will wood floor joists and subflooring be non-continuous between separate condominium units?	X	
	4. Will penetrations or openings in the construction for piping, electrical outlets and devices, recess cabinets, bathtubs, soffits, heating, and ventilating and/or air conditioning intake and exhaust ducts, and the like, be sealed, lined, insulated or otherwise treated to maintain the required rating?	X	
	5. Will entrance doors to units be of solid construction and have perimeter seals which will in combination provide a minimum rating of 33 S.T.C.?	X	
	6. Do all separating floor/ceiling assemblies identified in (2) above provide a minimu rating of 65 I.I.C.? (Floor coverings may be included in the assembly to obtain the required ratings, but must be retained as a permanent part of the assembly and may only be replaced by another floor covering that provides the same or greater impact insulation.)	X	
E.	**TREATMENT OF UTILITIES**		
		YES	**NO**
	1. Will the proposed project have individual shut-off valves for all plumbing fixtures?	X	
	If not, will each unit have a plumbing shut-off valve	X	
	2. Will the proposed project have built-in drip pans and appropriate drains for clothes washers, dishwashers, hot water heaters, and other appliances which have been found to be potential sources of water leakage?	X	
	3. Will all utilities with the exception of water be separately metered in such a way that the unit owner can be separately billed for his use?	X	
	4. Will all units have individual circuit breaker panels accessible from within the unit?	X	
	5. Are all domestic water lines (except sprinkler and fire protection systems) of copper tubing or equivalent material approved by the Building Official?	X	
F.	**ISOLATION OF VIBRATION AND SOURCES OF STRUCTURE BORNE NOISE IN PROJECTS WHERE UNITS HAVE COMMON WALLS AND/OR COMMON FLOORS/CEILINGS**		
		YES	**NO**
	1. Will all permanent mechanical equipment such as motors, compressors, pumps and compactors be shock mounted with inertia blocks or bases and / or vibration isolators?	X	
	2. Will all domestic appliances which are cabinet installed or built into the individual units (clothes washers and dryers, etc.) be isolated from cabinets and the floor and ceiling by resilient gaskets and vibration mounts?	X	
	3. Will the cabinets in which the above-mentioned appliances are installed be offset from the back wall with strip gasketing?	X	
	4. Will all non-permanent appliances such as clothes washers and dryers be mounted on permanent rubber bases and surface plates?	X	
	5. Will any plumbing fixture be located on a common wall between two separate units where it would back up to a living room, family room, dining room, den, or bedroom of an adjoining unit?	X	

	6. Will there be at least eight and one-half (8-1/2) feet of pipe between the closest plumbing fixtures in contiguous units?	X	
	7. Will all water supply lines within the project be isolated from wood and metal framing with specifically manufactured pipe insulators?	X	
	8. Will all vertical drainage pipe be surrounded by three-quarter inch (3/4") thick dense insulation board or full thick fiberglass or wool blanket insulation for its entire length including the sections that pass through wood or metal framing?	X	
G	ADDITIONAL INFORMATION		
		YES	NO
	1. Does this application include one copy of the CC & R's for the proposed condominium and a cross-reference sheet indicating where the various requirements of Section 10-2.1608(D)(4) are discussed in the CC & R's?	X	
	2. What is the amount of the regular annual assessment? _____ *Please note that language specifying the amount of the regular annual assessment must be incorporated in the CC & R's submitted with this application.*		

H	EXPLANATIONS OF ANSWERS IN ABOVE SECTIONS
	List below (or on additional pages if necessary) any comments which may explain the answers given in the above sections (include letters and numbers of sections referred to). N/A

IMPORTANT NOTICE

RE: FIRE HYDRANTS AND WATER MAINS

Contact California Water Service, at (310)-540-1033 regarding possible required water main extensions and/or upgrading of fire hydrants in conjunction with the construction of all multiple-family residential projects.
For all commercial and industrial construction, contact the fire inspector of the Redondo Beach Fire Division at (310)-318-0673.

CITY OF REDONDO BEACH

PLANNING DIVISION

RECEIVED BY:
SS
DATE RECEIVED:
9/12/16

APPLICATION FOR CONDOMINIUM SUBDIVISION

Application is hereby made to the Planning Commission of the City of Redondo Beach, pursuant to the provisions of, Title 10 of the Redondo Beach Municipal Code, for a public hearing for a Condominium Subdivision on the property described below.

PART I - GENERAL INFORMATION

A. APPLICANT INFORMATION

STREET ADDRESS OF PROPERTY:
800 N. Catalina Ave.

EXACT LEGAL DESCRIPTION OF THE PROPERTY:
LOT: 20-21 BLOCK: 145 TRACT: Townsite of Redondo Beach

ZONING: RMD

RECORDED OWNER'S NAME:
iFrancisca Partnersip

MAILING ADDRESS:
2701 190th St. #201
Redondo Beach, CA 90278

TELEPHONE:
310-370-1456

AUTHORIZED AGENT'S NAME:

MAILING ADDRESS:

TELEPHONE:

B. CONFORMANCE TO SUBDIVISION CRITERIA: Give full and complete answers:

1. Indicate the present use of the property and buildings thereon (if any) and the expected future use of the parcels which would be created by the Condominium Subdivision.

The property is presently used by single-story residential apartment dwelling units with on-grade parking.
The expected future use is a 7-unit condominium dwelling with attached garage.

B. CONFORMANCE TO SUBDIVISION CRITERIA: Give full and complete answers:

2. Indicate how the proposed parcel(s) will front on or have adequate access to a public street (not alley) of adequate width to carry the quantity and kind of traffic generated by the uses allowed in the zone in which they are located.

The proposed project will front N. Elena Ave. and N. Catalina Ave. A 11 ft. wide driveway will connect proposed subterranean garage with Elena Ave at Easterly portion of property. Traffic will be consistent with area.

3. Indicate how the proposed Condominium Subdivision will not be detrimental to the surrounding lot pattern and will not create lots smaller than the prevailing lot size in the area where they would be located.

Proposed condominium subdivision is consistent in size and use of other RMD corner lots along Catalina, and will result in a lot size of equal or larger lot size than most in the area.

4. Indicate how the proposed Condominium Subdivision would be in conformance with the intent and purpose of the General Plan for the City of Redondo Beach.

The proposed use of residential dwelling units and the number of units per lot area fully conforms to the General Plan.

CITY OF REDONDO BEACH

PLANNING DIVISION

APPLICATION FOR COASTAL DEVELOPMENT PERMIT
(or application for exemption or categorical exclusion)

RECEIVED BY:
SS
DATE RECEIVED: 9/12/16
FILE NUMBER: 2016-10-CDP-DCB

PLEASE NOTE: Within 30 days of receipt of an application, the Planning Division will inform the applicant in writing if the application is incomplete, and what items must be submitted to complete the application. Processing of the application will not begin until it is complete, pursuant to Section 10-5.2210 of the Municipal Code.

Application is hereby made to the City of Redondo Beach, for a Coastal Development Permit, pursuant to Article 10 of Chapter 5, Title 10 of the Redondo Beach Municipal Code.

A. APPLICANT INFORMATION

STREET ADDRESS OF PROPERTY: 800 N. Catalina Ave.

EXACT LEGAL DESCRIPTION OF THE PROPERTY: Townsite of Redondo Beach

LOT: 20-21 BLOCK: 145 TRACT:

ZONING: RMD

RECORDED OWNER'S NAME: iFrancisca Partners, LP

MAILING ADDRESS: 2701 190th street #201 Redondo Beach, CA 90278

TELEPHONE: 310-370-1454

AUTHORIZED AGENT'S NAME:

MAILING ADDRESS:

TELEPHONE:

PROJECT DEVELOPER:

MAILING ADDRESS:

TELEPHONE:

PROJECT ARCHITECT/FIRM/PRINCIPAL: Austin Peters Peters Architecture

MAILING ADDRESS: 67 Brownstone Way Aliso Viejo, CA 92656

TELEPHONE: 949-916-4800 LICENSE NO. CA 30632

B. TYPE OF APPLICATION (Consult with Planning Department staff)

___ Exempt

___ Categorical Exclusion

___ Coastal Development Permit public hearing waiver

X Coastal Development Permit public hearing required

C. PROJECT DESCRIPTION. (Provide a detailed description of the project.)

Construction of a new 7-unit, 2-story with basement and roof deck, residential condominium with subterranean parking garage.

D. PROJECT INFORMATION: (Note: Please provide a detailed project description on a separate page.)

Where questions do not apply to your project, indicate "NOT APPLICABLE" or N.A.

1. TYPE OF PROJECT

- [x] New 17,306 Sq. Ft.
- [x] Addition N-A Sq. Ft.
- [x] Demolition 419 Sq. Ft.
- [x] Change of use from NA to NA
- [x] Grading 4162 Cu. Yds.
- [x] Fence 6 FT Height 90 FT Length
- [x] Paving 856 Amount
- [x] Other Landscaping 1,937 SF

2. ADDITIONAL INFORMATION

Note: If yes to any of the items b through h, please explain on a separate sheet.

a. Has any application for development on this site been submitted previously to the California Coastal Zone Conservation Commission or Coastal Commission? ☐ YES ☒ NO
If yes, state previous Application Number:

b. Are any utility extensions necessary to serve the project? If yes, explain. ☐ YES ☒ NO

c. Does the development involve diking, filling, dredging or placing structures in open coastal waters? If yes, explain and indicate whether the U.S. Army Corps of Engineers Permit has been applied for.
☐ YES ☒ NO

d. Will the development extend into or adjoin any beach, tidelands, submerged lands or public trust lands?
☐ YES ☒ NO

e. Is the development in or near:
- Sensitive habitat areas? ☐ YES ☒ NO
- 100 year floodplain? ☐ YES ☒ NO
- Park or recreation area? ☐ YES ☒ NO

f. Will the development harm existing lower-cost visitor and recreational facilities? ☐ YES ☒ NO
Will the development provide public or private recreational opportunities? ☐ YES ☒ NO

g. Does the site contain any:
- Historic resources? ☐ YES ☒ NO
- Archaeological Resources? ☐ YES ☒ NO

h. Will the proposed development be visible from:
- Park, beach or recreation areas? ☐ YES ☒ NO
- Harbor area? ☐ YES ☒ NO

i. Is the project a **"Priority Project"** as defined by the City's NPDES Permit pursuant to Section 5-7.103 of the Redondo Beach Municipal Code? ☒ YES ☐ NO
- If yes, are copies (2 or 25 copies, as applicable) of the *Low Impact Development (LID)* report attached? ☒ YES ☐ NO

j. Is the a project with **"Planning priority project characteristics"** as defined by the City's NPDES Permit pursuant to Section 5-7.103 of the Redondo Beach Municipal Code? ☐ YES ☒ NO
- If yes, are copies (2 or 25 copies, as applicable) of the *Low Impact Development (LID)* report attached? ☐ YES ☐ NO

E	**SHOWINGS:** Explain how the project is consistent with the Certified Local Coastal Program.
	1. Is the project designed in full accordance with the development standards and other provisions of the Zoning Ordinance for the Coastal Zone? If not, explain. YES, The project fully complies with the development standards and provisions of the Coastal Zoning Ordinance.
	2. If the proposed development is located between the sea and the first public road paralleling the sea, indicate how it is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the California Public Resources Code. NA - NOT LOCATED Between the sea and the first public road paralleling the sea.

3. Will the project have an effect on public access to and along the shoreline, either directly or indirectly (e.g. removing parking used for access to the beach)? If yes, describe the effect.

No effect.

Definitions:

Pervious surfaces are those that allow storm water runoff to percolate through. Typical pervious surfaces include: grass, gravel, concrete pavers, and some specially designed asphalts.

Hillside means property located in an area with known erosive soil conditions, where the development contemplates grading on any natural slope that is twenty-five percent or greater and where grading contemplates cut or fill slopes.

Redevelopment means, on an already existing developed site, the creation or addition of at least 5,000 square feet of impervious surfaces. Redevelopment includes, but is not limited to: the expansion of a building footprint or addition or replacement of a structure; structural development including an increase in gross floor area and/or exterior construction or remodeling; replacement of impervious surface that is not part of a routine maintenance activity; and disturbing activities related with structural or impervious surfaces. It does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of facility, nor does it include emergency construction activities required to immediately protect public health and safety.

Environmentally Sensitive Areas (ESAs) means an area in which plant or animal life or their habitats are either rare or especially valuable because of the special nature or role in an ecosystem and which would be easily disturbed or degraded by human activities and developments (California Public Resources Code § 30107.5) Areas subject to storm water mitigation requirements are: areas designated as significant ecological areas by the County of Los Angeles (Los Angeles County Significant Areas Study, Los Angeles County Department of Regional Planning (1976) and amendments); an area designated as a significant natural area by the California Department of Fish and Game's Significant Natural Areas Program, provided that area has been filed verified by the Department of Fish and Game; an area listed in the Basin Plan as supporting the "Rare, Threatened, or Endangered Species (RARE)" beneficial use; and an area identified by a permittee as environmentally sensitive.

Maintenance Agreement and Transfer: All applicants shall provide verification of maintenance provisions for Structural and Treatment Control BMPs, including but not limited to legal agreements, covenants, CEQA mitigation requirements, and conditional use permits. Verification at a minimum shall include:

- The developer's signed statement accepting responsibility for maintenance until the responsibility is legally transferred; and either
- If the land has been legally transferred to a public entity, a signed statement from the public entity assuming responsibility for Structural and Treatment Control BMP maintenance and that it meets all local agency design standards: or
- Written conditions in the sales or lease agreement, which require the recipient to assume responsibility for maintenance and conduct a maintenance inspection at least once a year; or
- Written text in project conditions, covenants, and restrictions (CCRs) for residential properties assigning maintenance responsibilities to the Home Owners Association for maintenance of the Structural and Treatment Control BMPs; or
- Any other legally enforceable agreement that assigns responsibility for the maintenance of post-construction Structural and Treatment Control BMPs.

STORM WATER PLANNING PROGRAM
PRIORITY PROJECT CHECKLIST

FORM **PC**

Project Name	Owner Name	Developer Name
800 N. Catalina Lot 20-21	1 Francisca Partners, LP	
Project Address	**Owner Address**	**Developer Address**
800 N. Catalina Ave	2701 190th St #201	
Lots 20-21, Block 145	Redondo Beach, CA 90278	
Check/Tract Number	**Owner Phone**	**Developer Phone**
Townsite of Redondo Beach	310-370-1454	

Applicablility to Project (1)	Yes	No
Does project disturb/add 5000 sq.ft. or increase by 50% impervious area on property presently developed?	X	

Part A - Proposed Project (1) Is:	Yes	No
1. A 43,560+ square foot commercial/industrial development		X
2. An automotive repair shop (SIC 5013, 5014, 5541, 7532-7534, 7536-7539 and 7549).		X
3. A retail gasoline outlet		X
4. A restaurant (SIC 5812) or food handling establishment, liquor stores exempt		X
5. A 10 or more unit homes (including single family, multifamily homes, comdominiums and apartments		X
6. Location adjoining to, bisected by, or directly discharging to a designated environmentally sensitive area where development will: (a) discharge stormwater and urban runoff that is likely to impact a sensitive biological species or habitat; and (b) create 2,500 sq. ft. or more of impervious area.		X
7. Parking lots with 25 or more spaces?		X
8. Redevelopment projects in subject categories that meet redevelopment thresholds		X
9. A single family dwelling located in the Hillside Zone (≥25% slope)		X

Part B - Project (1) Characteristics:	Yes	No
1. Vehicle or equipment fueling areas?		X
2. Vehicle or equipment maintenance areas, including washing?		X
3. Commercial or industrial waste handling or storage, excluding typical office or household waste?		X
4. Outdoor handling or storage of hazardous materials or wastes?		X
5. Outdoor work areas for activities such as, but not limited to: welding; cutting; metal fabrication; assembly; application of paints, coatings, or finishes; pre-cast concrete fabrication; etc.?		X
6. Outdoor animal care confinement (kennels, stables, etc.) or slaughter?		X
7. Outdoor food handling or processing?		X
8. Outdoor horticulture activities?		X
9. Located in the Coastal Zone and not exempt from the requirement to obtain Coastal Development Permit?	X	

If any box in Part A is checked "Yes", this project will require the prepartion of a Standard Urban Storm Water Mitigation Plan (SUSMP).

If any box in Part B is checked "Yes", this project will require the preparation of a Site Specific Urban Storm Water Mitigation Plan (SSUSMP).

(1) On previously developed property the project is not required to prepare a USMP if less than 5000 sq. ft. of impervious area is disturbed/added or if more than 50% of additional impervious area is created. These limits do not apply to Part B (9) projects.

Applicant Signature _____ Printed Name _____ Title _____ Date _____

cc: One copy to Engineering and Building Services Department

OWNER'S AFFIDAVIT

Project address: 800 N. Catalina Ave., Lots 20-21

Project description: New 7-unit, 2-story plus basement and roof deck, residential condominium with subterranean garage.

I (We) BANARSI AGARWAL being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s): _____

Address: 2701 190th St #221
Redondo Bch, CA 90278

Phone No. (Res.) 310-877-8934

(Bus.) _____

Subscribed and sworn to (or affirmed) before me this 12 day of September, 20 16 by Banarsi Agarwal, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

FILING CLERK ~~OR NOTARY PUBLIC~~

State of California)
County of Los Angeles) ss

CATALINA CONDO'S - LOTS 20-21

new 7-unit attached condominium dwelling with attached garage

800 N Catalina Ave, Redondo Beach, CA 90277

eters Architecture

SOUTHWEST CONCEPTUAL PERSPECTIVE RENDERING - n.t.s.

CATALINA CONDO'S - LOTS 20-21

new 7-unit attached condominium dwelling with attached garage

800 N Calalina Ave, Redondo Beach, CA 90277

BEST MANAGEMENT PRACTICES

REFER TO CITY HANDOUTS OF THE FOLLOWING LIST FOR GRADING, BUILDING, & FINAL CONSTRUCTION PHASES OF THIS PROJECT

CA1 DEWATERING OPERATIONS – REMOVE SEDIMENTS FROM GROUND WATER
CA2 PAVING OPERATIONS – REDUCE DISCHARGE OF POLLUTANTS FROM PAVING OPERATIONS
CA3 STRUCTURE CONSTRUCTION AND PAINTING – PREVENT AND REDUCE DISCHARGE FROM CONSTRUCTION SITES AND PAINTING PROJECTS
CA10 MATERIAL DELIVERY AND STORAGE – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER FROM MATERIAL DELIVERY AND STORAGE
CA11 MATERIAL USE – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER FROM MATERIAL USE
CA12 SPILL PREVENTION AND CONTROL – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER SYSTEMS WITH GOOD HOUSEKEEPING
CA20 SOLID WASTE MANAGEMENT – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER SYSTEMS FROM SOLID WASTE OR CONSTRUCTION
CA21 HAZARDOUS WASTE MANAGEMENT – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER FROM TOXIC MATERIALS
CA22 CONTAMINATED SOIL MANAGEMENT – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER FROM CONTAMINATED SOIL
CA23 CONCRETE WASTE MANAGEMENT – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER FROM CONCRETE WASTE
CA24 SANITARY / SEPTIC WASTE MANAGEMENT – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER FROM SANITARY AND SEPTIC SYSTEMS
CA30 VEHICLE AND EQUIPMENT CLEANING – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER FROM CLEANING OF VEHICLES AND EQUIPMENT
CA31 VEHICLE AND EQUIPMENT FUELING – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER FROM FUELING OF VEHICLES AND EQUIPMENT
CA32 VEHICLE AND EQUIPMENT MAINTENANCE – PREVENT AND REDUCE DISCHARGE OF POLLUTANTS TO STORM WATER FROM MAINTENANCE OF VEHICLES AND EQUIPMENT
CA40 EMPLOYEE / SUBCONTRACTOR TRAINING – SWPPP STORM WATER POLLUTION PREVENTION PLAN
ESC1 SCHEDULING – SEQUENCING THE CONSTRUCTION PROJECT TO REDUCE THE AMOUNT OF SOIL EXPOSED TO EROSION
ESC2 PRESERVATION OF EXISTING VEGETATION – MINIMIZE DAMAGE AND EROSION BY PRESERVING THE EXISTING VEGETATION
ESC10 SEEDING AND PLANTING – MINIMIZE EROSION WITH SEEDING AND PLANTING
ESC11 MULCHING – FOR STABILIZING CLEARED AND FRESHLY SEEDED AREAS
ESC20 GEOTEXTILES AND MATS – FOR STABILIZATION OF SOILS
ESC21 DUST CONTROLS – REDUCE DUST AND SOIL EROSION
ESC22 TEMPORARY STREAM CROSSING – RECOMMENDATIONS FOR INSTALLING A TEMPORARY CULVERT, FORD OR BRIDGE
ESC23 CONSTRUCTION ROAD STABILIZATION – RECOMMENDATIONS FOR DUST AND EROSION CONTROL
ESC24 STABILIZED CONSTRUCTION ENTRANCE – RECOMMENDATIONS FOR DUST, SEDIMENT AND EROSION CONTROL FOR PUBLIC STREETS
ESC30 EARTH DIKE – TEMPORARY BERM OR RIDGE OF COMPACTED SOIL
ESC31 TEMPORARY DRAINS AND SWALES – TO DIVERT OFF-SITE RUNOFF AROUND A CONSTRUCTION SITE
ESC32 SLOPE DRAIN – TEMPORARY PIPE TO DIVERT RUNOFF FROM THE TOP OF A SLOPE TO THE BOTTOM WITHOUT CAUSING EROSION
ESC40 OUTLET PROTECTION – INSTALL RIP-RAP TO REDUCE SEDIMENT IN THE SOIL
ESC41 CHECK DAMS – REDUCES VELOCITY OF CONCENTRATED STORM WATER FLOWS AND REDUCES EROSION
ESC42 SLOPE ROUGHENING / TERRACING – CREATES MICROCLIMATES FOR ESTABLISHING VEGETATION
ESC50 SILT FENCE – FOR SEDIMENTATION CONTROL
ESC51 STRAW BALE BARRIERS – FOR SEDIMENTATION CONTROL
ESC52 SAND BAG BARRIER – FOR SEDIMENTATION CONTROL
ESC53 BRUSH OR ROCK FILTER – FOR SEDIMENTATION CONTROL AND VELOCITY REDUCTION
ESC54 STORM DRAIN INLET PROTECTION – DEVICES WHICH DETAIN SEDIMENT LADEN RUNOFF
ESC55 SEDIMENT TRAP – SMALL EXCAVATED OR BERMED AREA FOR SEDIMENTATION
ESC56 SEDIMENT BASIN – POND CREATED TO ALLOW EXCESSIVE SEDIMENT TO SETTLE

GENERAL NOTES

1. AQMD NOTIFICATION IS REQUIRED 10 DAYS BEFORE BEGINNING ANY DEMOLITION WORK. REQUIRED FORM IS AVAILABLE AT THECOMMUNITY DEVELOPMENT DEPARTMENT. PROVIDE PROOF OF NOTIFICATION (MAIL WITH RETURN RECEIPT) 10 DAYS BEFORE BUILDING PERMIT IS ISSUED, OR COMPLETE ASBESTOS NOTIFICATION WAIVER.

2. ALL BUILDING FEATURES PROJECTING INTO REQUIRED SETBACKS ARE INDICATED ON SITE/PLOT PLAN.

3. WRITTEN APPROVAL FROM THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCADMD), (714) 396.2000 PER RULE 1403 FOR THE PROPER DISPOSAL OF ASBESTOS.

4. THE ARCHITECT IS NOT RESPONSIBLE FOR SITE GRADING OR DRAINAGE.

5. THE PERMIT APPLICATION MUST BE SIGNED BY THE PROPERTY OWNER, OR LICENSED CONTRACTOR, OR AUTHORIZED AGENT AT THE TIME THE PERMIT IS TO BE ISSUED.
   A. FOR OWNER-BUILT PERMITS: OWNER'S SIGNATURE CAN BE VERIFIED WITH OWNER'S DRIVER LICENSE. OWNER'S REPRESENTATIVES MUST PRESENT OWNER'S APPROVAL WITH A NOTARIZED LETTER FROM THE OWNER.
   B. FOR CONTRACTOR BUILDING PERMITS: PRIOR TO THE ISSUANCE OF A BUILDING PERMIT, THE CONTRACTOR SHALL HAVE THE FOLLOWING:
      i. NOTARIZED LETTER OF AUTHORIZATION FOR AGENTS.
      ii. CERTIFICATE OF WORKERS COMPENSATION INSURANCE MADE OUT TO THE CONTRACTORS STATE LICENSE BOARD.
      iii. COPY OF CONTRACTORS STATE LICENSE OR POCKET ID.
      iv. COPY OF CITY BUSINESS TAX REGISTRATION CERTIFICATE OR A NEWLY PAID RECEIPT FOR ONE.

6. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.

7. (TWO) SETS OF PLANS WILL BE REQUIRED DURING PERMIT ISSUANCE. PLANS MUST BE: (R106.3.2.2 & R106.3.3.)
   A. QUALITY BLUE OR BLACK LINE DRAWINGS WITH UNIFORM AND LIGHT BACKGROUND COLOR.
   B. MAX. 36" X 48" SIZE WITH MINIMUM ⅛" LETTERING SIZE.
   C. STICKY BACK DETAILS MUST PRODUCE PRINTS WITHOUT CONTRASTING SHADES OF BACKGROUND COLOR.

8. FOR NEW BUILDINGS AND ADDITIONS, ONE COPY OF ONLY THE ARCHITECTURAL SET IS REQUIRED FOR THE COUNTY TAX ASSESSOR (CALIFORNIA REVENUE AND TAXATION SECTION 72).

9. SUBMITTAL OF COPY OF VALID CAL-OSHA PERMIT IS REQUIRED PRIOR TO PERMIT ISSUANCE.

10. ALL CONSTRUCTION WASTE AND DEBRIS MUST BE CONTAINERIZED AT ALL TIMES.

11. A RE-INPECTION FEE MAY BE CHARGED FOR AN INSPECTION WHICH IS NOT ACCESSIBLE, OR APPROVED PLANS ARE NOT ON SITE, OR JOB IS NOT READY.

12. ALL GENERAL CONTRACTORS, SUB-CONTRACTORS, ARCHITECTS AND ENGINEERS CONDUCTING BUSINESS WITHIN THE CITY ARE REQUIRED TO MAINTAIN A CURRENT CITY BUSINESS LICENSE AS DESCRIBED IN THE MUNICIPAL CODE.

13. A SEPARATE PUBLIC WORKS PERMIT WILL BE REQUIRED FOR ANY APROACH TO PRIVATE DRIVEWAY, SEWER LATERALS, CURBS, CURB CORES, STREET IMPROVEMENTS OR ANY WORK IN THE PUBLIC RIGHT OF WAY OR PARKLANDS.

14. PER LOCAL REQUIREMENTS ,THE WORKING HOURS ARE BETWEEN 7:00 AM TO 7:00 PM MONDAY THROUGH THURSDAY; 7:00 AM TO 5:00 PM ON FRIDAY AND 9:00 AM TO 5:00 PM ON SATURDAY WITH NO WORK ON SUNDAY OR HOLIDAYS.

15. ALL SPECIAL INSPECTORS SHALL BE REGISTERED WITH THE CITY PRIOR TO PERFORMING ANY INSPECTIONS AND SHALL ALSO NOTIFY THE BUILDING OFFICIAL OF EACH JOB LOCATION THEREAFTER.

VALUATION

SQUARE FOOT CONSTRUCTION COSTS PER AUG 2016
ICC BUILDING VALUATION DATA
(REFER TO A-2.1 FOR FLOOR AREA BREAKDOWNS)

LIVING AREA	=17,306 SF X $102.31/SF	= $1,772,307.46
GARAGE AREA	=8,051 SF X $57.35/SF	= $461,724.85
TOTAL VALUATION		= $2,234,032.31

SYMBOL LEGEND

- DETAIL NUMBER / SHEET NUMBER
- 12" — DIFFERENTIAL IN FLOOR ELEVATION, FINISH SURFACE, OR CHANGE IN WALL PLAN
- 000.00' FFE — ELEVATION / FINISH FLOOR ELEVATION
- SHEET NUMBER / ELEVATION DESIGNATION
- 6:12 ROOF SLOPE — SLOPED SURFACE / SURFACE DESCRIPTION (ARROW POINTS DOWN SLOPE)
- FLOW LINE (ARROW POINTS DOWN SLOPE)
- 12 / 4 — SLOPE RUN / SLOPE RISE — ROOF SLOPE DESCRIPTION
- A — WINDOW LETTER DESIGNATION
- 1 — DOOR NUMBER DESIGNATION
- A — SKYLIGHT LETTER DESIGNATION
- NORTH ARROW DESIGNATION
- 1 — REVISION NUMBER / EXTENTS OF REVISION
- 2 — VERTICAL SHEAR LINES
- 8'-0" FLAT CLG. / LIVING ROOM / 100.00' F.F.E. — CEILING HEIGHT / ROOM NAME / FINISH FLOOR ELEVATION
- A / A-00 — SECTION NUMBER / SHEET NUMBER
- DN. O R. @ 0" — TOP/BOTTOM RISER / # OF RISERS UP/DOWN
- POST
- POST ABOVE
- 2X12 F.J. — 2X OR LESS JOIST/RAFTER
- BEAM SIZE/CALC REFERENCE
- 4X12 (BM-24) — 3X OR GREATER BEAM / BEAM CALLOUT AND SIZE
- 2-2X BLKG — BLOCKING PERPENDICULAR TO JOIST/RAFTER
- 2X8 RR. @ 16" O.C. — DIRECTION/SPACING OF JOIST/RAFTER
- HOLDOWN ANCHOR
- ANCHOR BOLT
- JOIST/RAFTER STEEL HANGER
- MST37 — STEEL STRAP/SIZE
- 2 / 2'-0" — HOLDOWN REFERENCE / SHEAR PANEL LENGTH / SHEAR PANEL REFERENCE
- SHEAR PANEL W/ END POST

ABBREVIATION LEGEND

A.B.	ANCHOR BOLT	/UT	TRUSS JOIST HANGER
A.H.	ACTUAL HEIGHT	LAND.	LANDING
A.W.	AWNING WINDOW	L.B.	LAG BOLT
BLKG.	BLOCKING	MAX.	MAXIMUM
BM.	BEAM	M.B.	MACHINE BOLT
BN.	BOUNDARY NAIL	MIN.	MINIMUM
B.O.W.	BOTTOM OF WALL	ML	MICROLAM
CFRAME.	CALIFORNIA FRAME	O.C.	ON CENTER
CB.	COLUMNBASE	OP.	OPERABLE
C.H.	CRITICAL HEIGHT	P.A.	POST ABOVE
CLG.	CEILING	P.S.A.	POST/STRAP ABOVE
CLR.	CLEAR	PB.	POSTBASE
CC.	COLUMNCAP	P.C.	PIPE COLUMN
COL.	COLUMN	PC.	POSTCAP
CONC.	CONCRETE	PL.	PARALAM
CONT.	CONTINUOUS	PLINE.	PROPERTY LINE
C.W.	CASEMENT WINDOW	R.B.	ROOF BEAM
DET.	DETAIL	REIN.	REINFORCEMENT
DIA.	DIAMETER	REQ.	REQUIRED
DIM.	DIMENSION	R.R.	ROOF RAFTER
D.J.	DECK JOIST	SECT.	SECTION
DN.	DOWN	SHT.	SHEET
EMB.	EMBEDMENT	SIM.	SIMILAR
ELEV.	ELEVATION	SK.	SKEWED
E.N.	END NAILING	SL.	SLOPED
E.W.	EACH WAY	ST./MST./CMST./TS.	STRAP
F.A.	FROM ABOVE	STL.	STEEL
FB.	FLOOR BEAM	SBACK.	STRONGBACK
F.F.E.	FINISH FLOOR ELEVATION	T&B	TOP AND BOTTOM
F.J.	FLOOR JOIST	THK.	THICK
FLR.	FLOOR	TJI.	TRUSS JOIST
FX.	FIXED	T.O.W.	TOP OF WALL
GA.	GAUGE	T.S.	TUBE STEEL
GL.	GLULAM	TYP.	TYPICAL
JST.	JOIST	U.N.O.	UNLESS NOTED OTHERWISE
HD.	HOLDOWN	U.W.A.	UNDER WALL ABOVE
HORZ.	HORIZONTAL	VERT.	VERTICAL
HT.	HEIGHT	V.I.F.	VERIFY IN FIELD
HU/HUC/HUTF	WOOD BEAM HANGER	W.W.F.	WELDED WIRE FABRIC
		W/	WITH

PROPERTY OWNERS

FRANCISCA PARTNERS, LP
BEN AGARWAL, MANAGING AGENT
2701 190TH STREET #201,
REDONDO BEACH, CA 90278
310-370-1454 OFFICE
BENAGARWAL@GMAIL.COM

LEGAL DESCRIPTION

LOT 21-22, BLOCK 145
TOWNSITE OF REDONDO BEACH
M.R. 39-1-17
A.P.N. 7503-011-017

ZONING

ZONE: RMD IN COASTAL ZONE
COMBINED LOT AREA: 13,790 SQ FT
PER DENN ENGINEERS SURVEY
DENSITY 1 DWELLING UNIT FOR EACH 1,870 SF OF LOT AREA
13,790 SF/ 1,870 SF PER UNIT = 7.37 UNITS
MAXIMUM 7 UNITS

OCCUPANCY

OCCUPANCY: R-2 / S-2 WITH 2-HOUR SEPARATIONS AND 3-HOUR VERTICAL SEPARATIONS
HORIZONTAL

CONSTRUCTION TYPE: V-B
TOTAL NO. OF UNITS: 7
NO. OF CH 11A ACCESSIBLE UNITS: 1 (UNIT 6)
NO OF STORIES: 2+BSMT+MEZZ+ROOF DECK
SPRINKLERS: NFPA 13D FULLY SPRINKLERED PER SECTION 313.2
THE SPRINKLER SYSTEM SHALL BE APPROVED BY FIRE DEPARTMENT PRIOR TO INSTALLATION.

REGULATORY CODES

2013 TRIENNIAL EDITION OF TITLE 24, CALIFORNIA CODE OF REGULATIONS:

PART 1 – CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE (CAC)
PART 2 – CALIFORNIA BUILDING CODE (CRC)
PART 3 – CALIFORNIA ELECTRICAL CODE (CEC)
PART 4 – CALIFORNIA MECHANICAL CODE (CMC)
PART 5 – CALIFORNIA PLUMBING CODE (CPC)
PART 6 – CALIFORNIA ENERGY CODE (CEC)
PART 9 – CALIFORNIA FIRE CODE (CFC)
PART 11 – CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)
PART 12 – CALIFORNIA REFERENCE STANDARDS CODE
2008 ENERGY STANDARDS

JURISDICTIONS

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF REDONDO BEACH

FLOOR AREA SUMMARY

(SEE SHEET A-2.1 FOR COMPLETE FLOOR AREA BREAKDOWN)

TOTAL 'R-2' OCCUPANCY NET LIVING (EXCLUDING MEZZ) = 17,306 SF

TOTAL 'R-2' OCCUPANCY GROSS LIVING (INCLUDING MEZZ) = 18,970 SF

TOTAL 'S-2' OCCUPANCY GARAGE = 8,051 SF

SHEET INDEX

COVER	PROJECT INFORMATION
C-1	PARCEL MAP (SURVEY)
A-1.1	DEMOLITION PLAN
A-1.2	SITE PLAN
A-1.3	AVERAGE SETBACK PLAN
A-1.4	BUILDING DEPARTMENT GRADE PLANE DIAGRAM
A-1.5	PLANNING DEPARTMENT BASEMENT DIAGRAM
A-1.6	CONCEPTUAL LANDSCAPE PLAN
A-2.1	BASEMENT PLAN
A-2.2	FIRST FLOOR PLAN
A-2.3	SECOND FLOOR / MEZZANINE PLAN
A-2.4	MEZZANINE / SECOND FLOOR PLAN
A-2.5	ROOF PLAN
A-3.1	ELEVATIONS, SILHOUETTES
A-3.2	ELEVATIONS, DRIVEWAY PROFILE, SITE SECTION

SCOPE OF WORK

1. DEMOLITION OF EXISTING BUILDINGS & MISC. SITE IMPROVEMENTS. (UNDER SEPARATE PERMIT)

2. CONSTRUCTION OF NEW 2-STORY PLUS BASEMENT, MEZZANINE AND ROOF DECK, 7-UNIT ATTACHED CONDOMINIUM DWELLING WITH ATTACHED GARAGE.

3. IMPROVEMENTS TO PORTIONS OF RIGHT-OF-WAY ADJACENT TO SUBJECT PROPERTY. (UNDER SEPARATE PERMIT)

CONSULTANTS

SOILS AND GEOTECHNICAL ENGINEERING:
NORCAL ENGINEERING 562-799-9469
10641 HUMBOLDT STREET
LOS ALAMITOS, CA 90720

SURVEYOR (PARCEL MAP):
DENN ENGINEERS 310-542-9433
3914 DEL AMO BLVD, STE 921
TORRANCE, CA 90503

CIVIL ENGINEERING (LID):
PIAI ENGINEERING, INC. 310-379-4941
340 24TH STREET
HERMOSA BEACH, CA 90254

ON-SITE PARKING

ENCLOSED PARKING:
2 FULL-SIZE SPACES PER UNIT X 7 UNITS = 14 FULL-SIZE SPACES
+ 3 FULL-SIZE VISITOR SPACES
= 17 TOTAL ON-SITE PARKING

BUILDING HEIGHTS

PLANNING DEPT:
MAXIMUM ALLOWABLE ELEVATION = 30 FT ABOVE EXISTING FINISH SURFACE WITHIN LOT ALONG CENTER OF LOT
ACTUAL MAXIMUM ELEVATION = 29.79'

BUILDING DEPT:
GRADE PLANE ELEVATION = 85.56'
MAXIMUM BUILDING ELEVATION = 117.51'
MAXIMUM BUILDING HEIGHT = 31.95'

VICINTIY MAP

Peters Architecture
67 Brownstone Way
Aliso Viejo, CA 92656
Phone 310 529 0931
austin@capeters.com
www.capeters.com

CATALINA CONDO'S LOTS 20 & 21
800 N Catalina Ave
Redondo Beach
CA 90277

REVISIONS
1 2016-09-12 PLANNING SUBMITTAL

PROJECT INFORMATION

COVER

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VESTING TENTATIVE

TRACT NO.74543

IN THE CITY OF REDONDO BEACH
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

FOR CONDOMINIUM PURPOSES

SCALE: 1" = 10'

SHEET 1 OF 1 SHEET

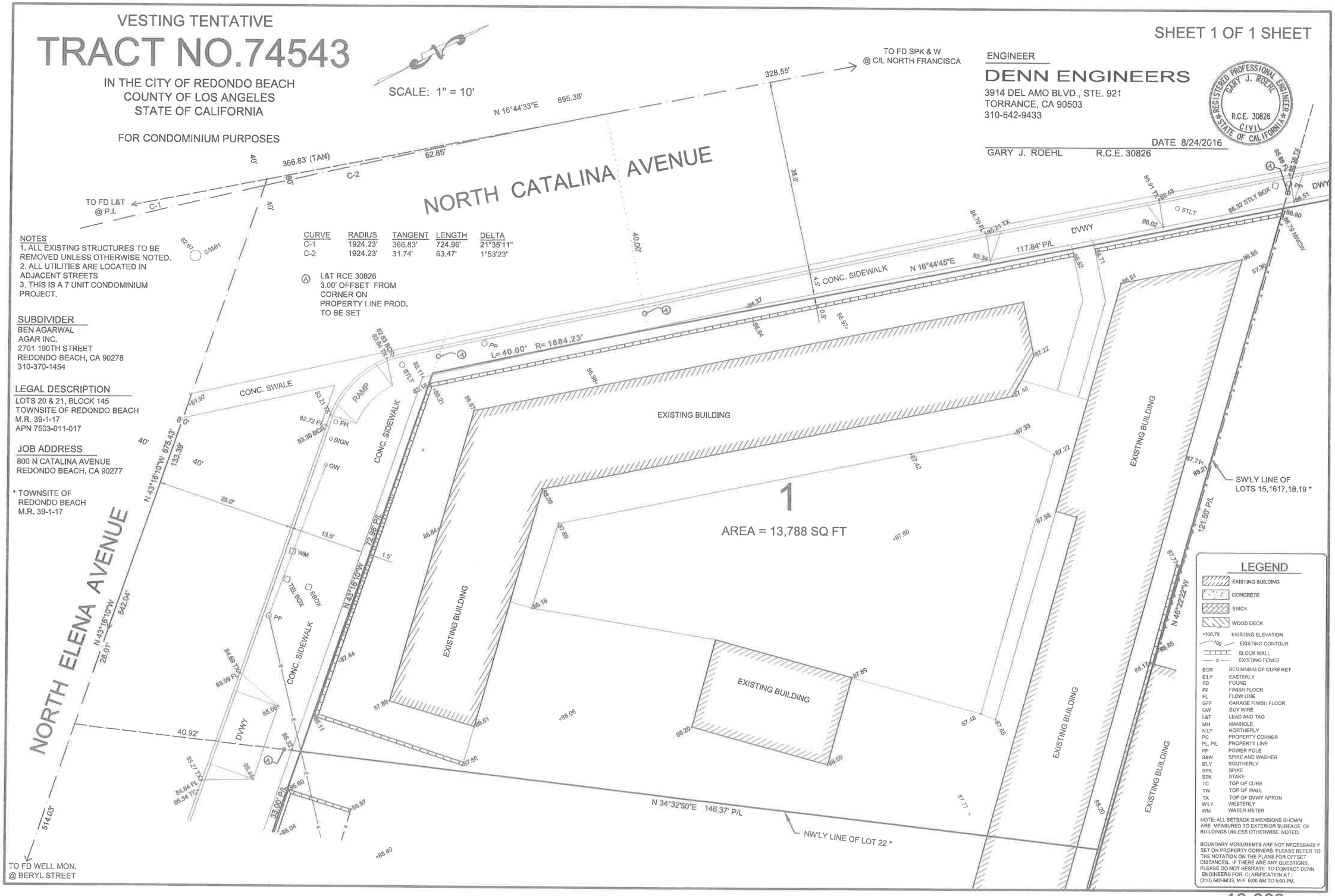
16-389

ENGINEER
DENN ENGINEERS
3914 DEL AMO BLVD., STE. 921
TORRANCE, CA 90503
310-542-9433

REGISTERED PROFESSIONAL ENGINEER GARY J. ROEHL R.C.E. 30826 CIVIL STATE OF CALIFORNIA

DATE 8/24/2016

GARY J. ROEHL R.C.E. 30826



NOTES
1. ALL EXISTING STRUCTURES TO BE REMOVED UNLESS OTHERWISE NOTED.
2. ALL UTILITIES ARE LOCATED IN ADJACENT STREETS
3. THIS IS A 7 UNIT CONDOMINIUM PROJECT.

CURVE	RADIUS	TANGENT	LENGTH	DELTA
C-1	1924.23'	366.83'	724.96'	21°35'11"
C-2	1924.23'	31.74'	63.47'	1°53'23"

Ⓐ L&T RCE 30826
3.00' OFFSET FROM
CORNER ON
PROPERTY LINE PROD.
TO BE SET

SUBDIVIDER
BEN AGARWAL
AGAR INC.
2701 190TH STREET
REDONDO BEACH, CA 90278
310-370-1454

LEGAL DESCRIPTION
LOTS 20 & 21, BLOCK 145
TOWNSITE OF REDONDO BEACH
M.R. 39-1-17
APN 7503-011-017

JOB ADDRESS
800 N CATALINA AVENUE
REDONDO BEACH, CA 90277

* TOWNSITE OF
REDONDO BEACH
M.R. 39-1-17

LEGEND

	EXISTING BUILDING
	CONCRETE
	BRICK
	WOOD DECK
+106.78	EXISTING ELEVATION
100	EXISTING CONTOUR
	BLOCK WALL
— x —	EXISTING FENCE
BCR	BEGINNING OF CURB RET
ELY	EASTERLY
FD	FOUND
FF	FINISH FLOOR
FL	FLOW LINE
GFF	GARAGE FINISH FLOOR
GW	GUY WIRE
L&T	LEAD AND TAG
MH	MANHOLE
N'LY	NORTHERLY
PC	PROPERTY CORNER
PL, P/L	PROPERTY LINE
PP	POWER POLE
S&W	SPIKE AND WASHER
S'LY	SOUTHERLY
SPK	SPIKE
STK	STAKE
TC	TOP OF CURB
TW	TOP OF WALL
TX	TOP OF DVWY APRON
W'LY	WESTERLY
WM	WATER METER

NOTE: ALL SETBACK DIMENSIONS SHOWN ARE MEASURED TO EXTERIOR SURFACE OF BUILDINGS UNLESS OTHERWISE NOTED.

BOUNDARY MONUMENTS ARE NOT NECESSARILY SET ON PROPERTY CORNERS. PLEASE REFER TO THE NOTATION ON THE PLANS FOR OFFSET DISTANCES. IF THERE ARE ANY QUESTIONS, PLEASE DO NOT HESITATE TO CONTACT DENN ENGINEERS FOR CLARIFICATION AT : (310) 542-9433, M-F 8:00 AM TO 5:00 PM.

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KEY NOTES - FEATURES TO REMAIN

A	SITE WALLS	EXISTING SITE WALLS WITHIN SUBJECT PROPERTY RUNNING PARALLEL TO PROPERTY LINES ADJACENT TO NORTH ELENA AVENUE AND NORTH CATALINA AVENUE TO REMAIN AND BE SKIM COATED WITH OFF-WHITE SMOOTH STUCCO.
B	PLANTING & TREES	EXISTING PLANTING AND TREES WITHIN SUBJECT PROPERTY, EXCEPT THOSE IN BETWEEN WALLS TO REMAIN AND EXISTING BUILDING, TO BE REMOVED.
C	OVERHEAD UTILITIES	EXISTING OVERHEAD UTILITIES ORIGINATING FROM NORTH ELENA AVENUE RIGHT-OF-WAY, WHICH CROSS OVER LOT 22 TO SERVE NEIGHBORING LOT TO THE SOUTHEAST. TO REMAIN.

KEY NOTES - FEATURES TO REMOVE

1	BUILDINGS	THREE (3) EXISTING 1-STORY BUILDINGS WITHIN SUBJECT PROPERTY TO BE REMOVED, BACKFILLED AND SEWER CAPPED.
2	SITE WALLS	EXISTING WALLS WITHIN SUBJECT PROPERTY, EXCEPT THOSE ADJACENT TO PROPERTY LINES ADJACENT TO NORTH ELENA AVENUE AND NORTH CATALINA AVENUE, TO BE REMOVED AND BACKFILLED.
3	PLANTING & TREES	EXISTING PLANTING AND TREES WITHIN SUBJECT PROPERTY, EXCEPT THOSE IN BETWEEN WALLS TO REMAIN AND EXISTING BUILDING, TO BE REMOVED. IRRIGATION TO BE TESTED AND MAINTAINED.
4	FENCES	EXISTING FENCES WITHIN SUBJECT PROPERTY TO BE REMOVED AND BACKFILLED.
5	IMPERVIOUS SURFACES	EXISTING IMPERVIOUS SURFACES WITHIN SUBJECT PROPERTY, INCLUDES ASPHALT COMPOSITION AND CONCRETE SURFACES, TO BE REMOVED.
6	DRIVEWAYS	EXISTING DRIVEWAYS (2) TO BE REMOVED AND REPLACED AS NEEDED DURING NEW CONSTRUCTION.

DEMOLITION NOTES

1. CONTRACTOR TO OBTAIN ADJACENT SIDEYARD NEIGHBOR'S PERMISSION TO PRUNE ANY VEGETATION THAT STRADDLES NEIGHBORING SIDE OR REAR YARD PROPERTY LINES.
2. CONTRACTOR SHALL OBTAIN ADJACENT SIDEYARD NEIGHBOR'S PERMISSION TO REMOVE ANY FENCES OR WALLS THAT STRADDLES THE SIDEYARD PROPERTY LINES.
3. CONTRACTOR SHALL NOTIFY THE UNDERGROUND SERVICE ALERT PRIOR TO ANY EXCAVATION.
4. CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES PRIOR TO REMOVING ANY EQUIPMENT OR FEATURES RELATED TO UTILITES.
5. NO WORK WHATSOEVER SHALL BE STARTED WITHOUT FIRST NOTIFYING THE INSPECTOR.
6. AQMD NOTIFICATION IS REQUIRED BEFORE BEGINNING ANY DEMOLITION WORK. REQUIRED FORM IS AVAILABLE AT THE BUILDING AND SAFETY DEPARTMENT. PROVIDE PROOF OF NOTIFICATION (MAIL WITH RETURN RECEIPT) 10 DAYS BEFORE BUILDING PERMIT IS ISSUED, OR COMPLETE ASBESTOS NOTIFICATION WAIVER.
7. A SEPARATE PERMIT SHALL BE OBTAINED FOR ALL DEMOLITION AND BACKFILL WORK.
8. ALL CONSTRUCTION WASTE TO COMPLY WITH MINIMUM CITY REQUIREMENTS FOR RE-USE AND/OR RECYCLING.
9. ALL UTILITIES IN NEW CONSTRUCTION TO BE LOCATED UNDERGROUND.

EROSION CONTROL MEASURES

CONSTRUCTION FENCING: DURABLE TEMPORARY CHAIN-LINK CONSTRUCTION FENCING WITH SCREENING MESH TO BE INSTALLED AT PERIMETER OF PROPERTY WITHIN PROPERTY LINES TO REMAIN AND BE MAINTAINED THROUGHOUT CONSTRUCTION. SEE PLAN FOR APPROXIMATE LOCATION.

EROSION CONTROL: CONTINUOUS 9" DIA STRAW WATTLE TO BE INSTALLED INSIDE PERIMETER OF TEMPORARY CHAIN-LINK FENCE IN 2" DEEP TRENCH AND SUPPORTED BY WOOD STAKES ON THE DOWNHILL SIDE AT APPROXIMATELY 4 FT O.C. AND BE MAINTAINED THROUGHOUT CONSTRUCTION.
SEE PLAN FOR APPROXIMATE LOCATION.

SEDIMENT TRAP: TEMPORARY POND SEDIMENT TRAP CREATED BY EARTHEN EMBANKMENT WITHIN LOW LYING AREA OF SITE, AWAY FROM CONSTRUCTION ACTIVITY, TO BE CREATED TO COLLECT AND ALLOW FOR THE SETTLING OF SEDIMENT FROM STORMWATER VOLUMES. SEE PLAN FOR APPROXIMATE LOCATION.

VEHICLE LOADING: VEHICLE LOADING AND UNLOADING SHALL OCCUR ON-SITE. ON-SITE VEHICLE LOADING AREA TO OCCUR IN EXISTING DRIVEWAY. EXISTING DRIVEWAY TO BE MULCHED OR GRAVELED WHERE SLAB OR ASPHALT SURFACE DOES NOT OCCURS TO PREVENT DEBRIS AND SEDIMENT FROM BEING TRACKED INTO STREET. SEE PLAN FOR APPROXIMATE LOCATION.

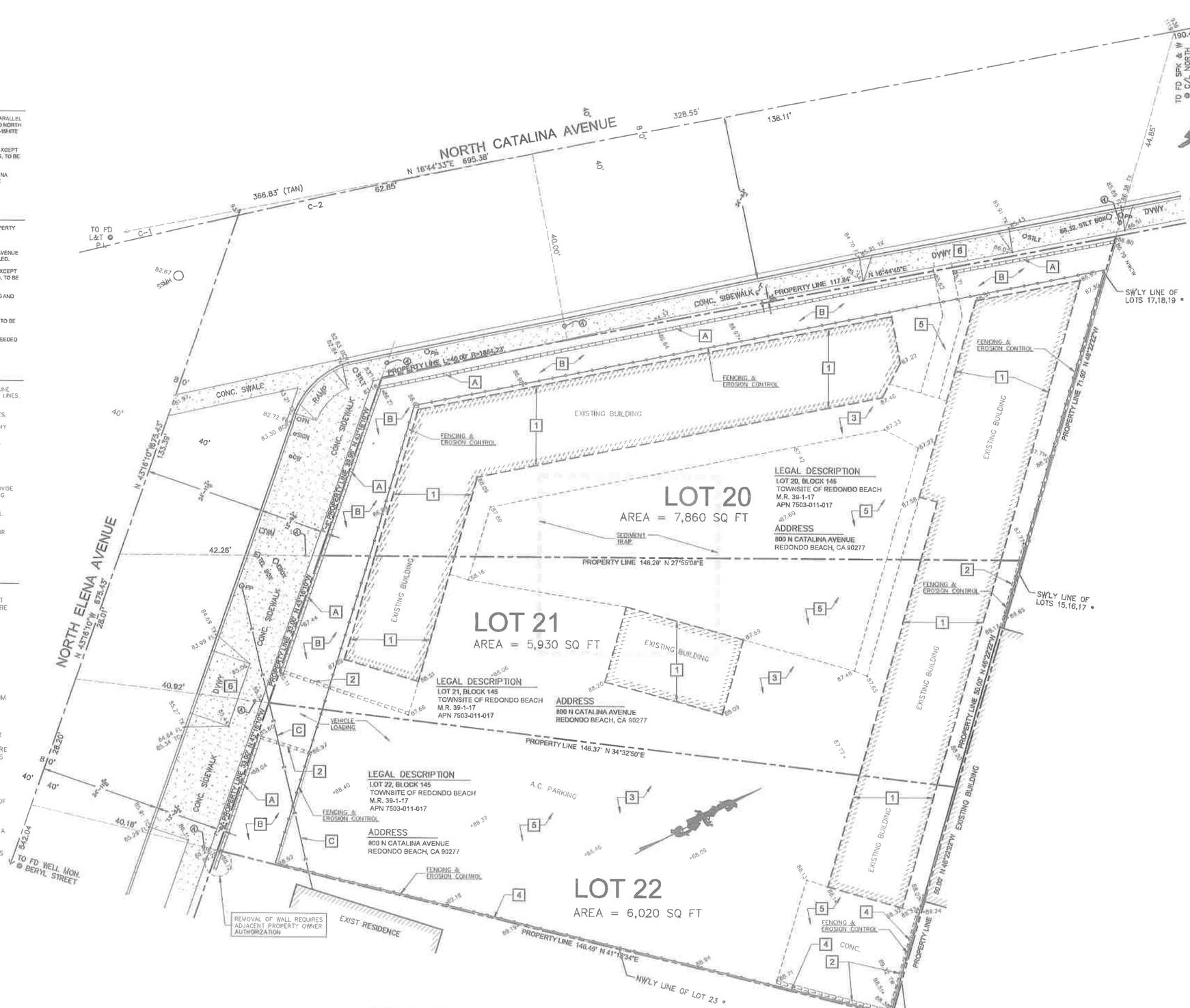
ON-SITE STORAGE: ON-SITE STORAGE TO BE LOCATED IN NEW BUILDING BASEMENT ONCE FOUNDATION IS INSTALLED. ON-SITE STORAGE TO BE LOCATED WITHIN FENCING PRIOR TO INSTALLATION OF FOUNDATION AND SLAB.

DUST CONTROL: ALL GRADING SHALL BE DONE WITH CONTINUOUS WATERING TO CONTROL DUST. PRIOR TO ANY EXCAVATION THE AREA SHALL BE SATURATED WITH WATER TO CONTROL DUST.

MATERIAL STORAGE: ALL CONSTRUCTION EQUIPMENT AND MATERIALS SHALL BE STORED AND MANAGED IN A MANNER TO ELIMINATE POLLUTANTS FROM ENTERING THE NATURAL DRAINAGE COURSE.

MAINTENANCE: EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT AND SHALL BE IN PLACE AND IN FULL REPAIR AT THE END OF EACH DAY'S WORK.

CIVIL ENGINEER CERTIFICATION: CIVIL ENGINEER TO CERTIFY THE EROSION CONTROL PLAN AND ASSURE THERE WILL BE NO WATER RUN-OFF TO THE STREET DURING RAINS AND NO STANDING WATER FOR MORE THAN 48 HOURS. CIVIL ENGINEER TO CERTIFY THAT TEMPORARY SITUATION MEETS THE "LID" REQUIREMENTS.



DEMOLITION PLAN
SCALE: 1"=10'

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DEMOLITION PLAN

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SITE PLAN LEGEND

GRAPHIC	DESCRIPTION	GRAPHIC	DESCRIPTION
	PROPOSED BUILDING FOOTPRINT		AREA DRAIN–6" DIA. OR SQ.
	FIRST FLOOR BUILDING PERIMETER		SHEET FLOW DIRECTION
	PROPOSED PERVEOUS LANDSCAPE SURFACE	D.S.	EXTERNAL DOWNSPOUT
(NO POCHE)	PROPOSED IMPERVEOUS HARDSCAPE SURFACE		DRAINAGE LINE W/ FLOW DIRECTION ARROWS
	PROPOSED RETAINING WALL		SEWER LINE
	PROPOSED SITE FENCE ON WALL	F.S.	FINISHED SURFACE
	PROPOSED SITE FENCE	T.C.	INDICATES TOP OF CURB
	PROPERTY LINE	F.L.	INDICATES FLOW LINE
	FIRST FLOOR BUILDING PERIMETER	F.S.	FINISH SURFACE
	SETBACK LINE	T.O.W.	TOP OF WALL
(86.00')	PROPOSED CONTOUR LINE	T.O.R.	TOP OF RAIL
	DRAINAGE BASIN	∘94.43	EXISTING POINT ELEVATION
			EXISTING POINT ELEVATION
			PROPOSED POINT ELEVATION
			PROPOSED SURFACE ELEVATION
			STAIR AND/OR RAMP UP/DOWN

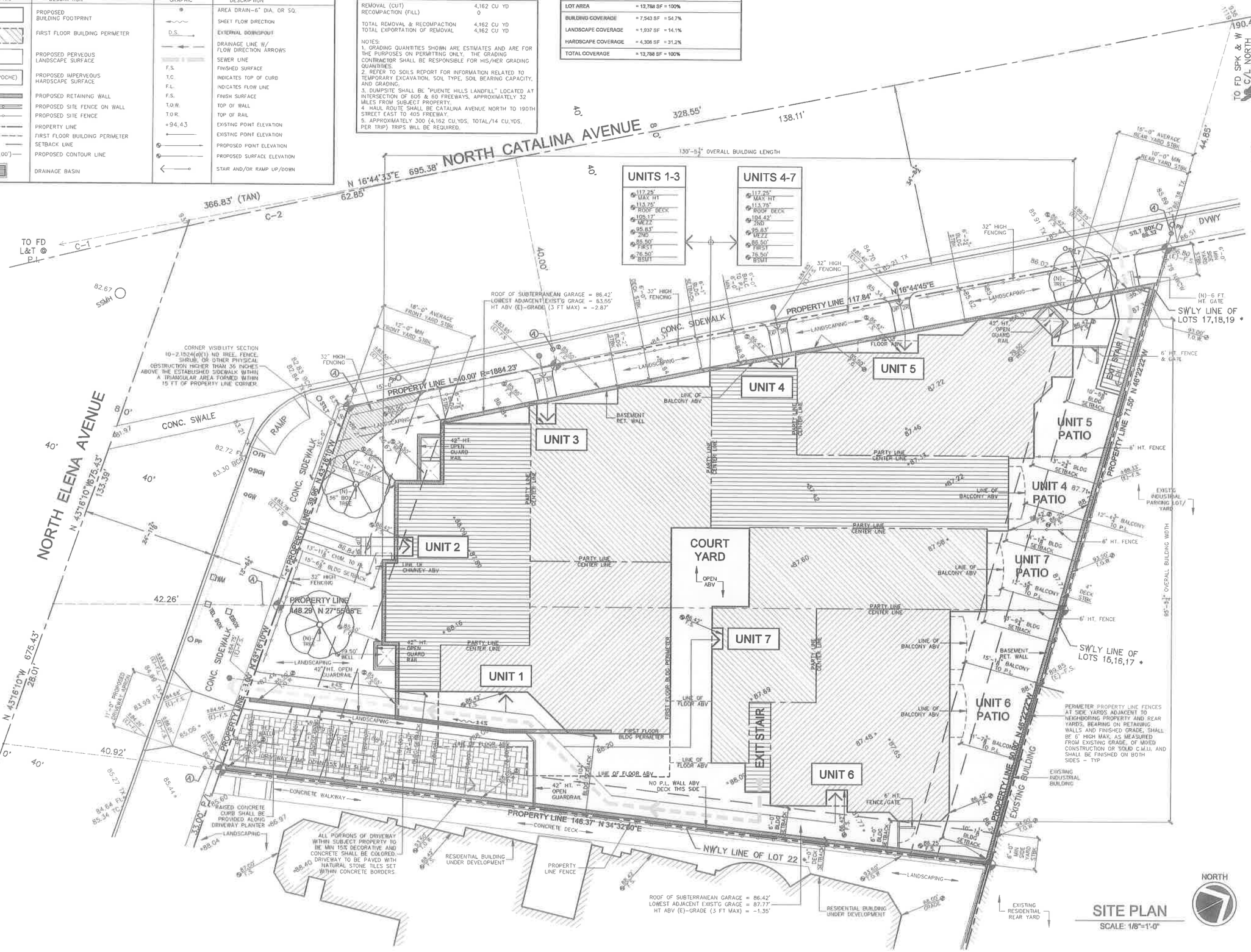
GRADING QUANTITIES

REMOVAL (CUT)	4,162 CU YD
RECOMPACTION (FILL)	0
TOTAL REMOVAL & RECOMPACTION	4,162 CU YD
TOTAL EXPORTATION OF REMOVAL	4,162 CU YD

NOTES:
1. GRADING QUANTITIES SHOWN ARE ESTIMATES AND ARE FOR THE PURPOSES ON PERMITTING ONLY. THE GRADING CONTRACTOR SHALL BE RESPONSIBLE FOR HIS/HER GRADING QUANTITIES.
2. REFER TO SOILS REPORT FOR INFORMATION RELATED TO TEMPORARY EXCAVATION, SOIL TYPE, SOIL BEARING CAPACITY, AND GRADING.
3. DUMPSITE SHALL BE "PUENTE HILLS LANDFILL" LOCATED AT INTERSECTION OF 605 & 60 FREEWAYS, APPROXIMATELY 32 MILES FROM SUBJECT PROPERTY.
4. HAUL ROUTE SHALL BE CATALINA AVENUE NORTH TO 190TH STREET EAST TO 405 FREEWAY.
5. APPROXIMATELY 300 (4,162 CU.YDS. TOTAL/14 CU.YDS. PER TRIP) TRIPS WILL BE REQUIRED.

LOT COVERAGE

LOT AREA	= 13,788 SF = 100%
BUILDING COVERAGE	= 7,543 SF = 54.7%
LANDSCAPE COVERAGE	= 1,937 SF = 14.1%
HARDSCAPE COVERAGE	= 4,308 SF = 31.2%
TOTAL COVERAGE	= 13,788 SF = 100%



SITE PLAN
SCALE: 1/8"=1'-0"

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SITE PLAN

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AVERAGE SETBACK CALCULATION

FRONT YARD SETBACK CALCULATION:

(PROPERTY WIDTH AT AVERAGE SETBACK MIDPOINT - SIDE SETBACK - DRIVEWAY WIDTH) X AVERAGE SETBACK = AVERAGE SETBACK AREA

(78.44' - 6' - 11') X 18' = 59.44' X 18' = 1,069.9 SQ FT AVE STBK AREA

PROVIDED FRONT YARD AREA = 1,070.5 SQ FT

REAR YARD SETBACK CALCULATION:

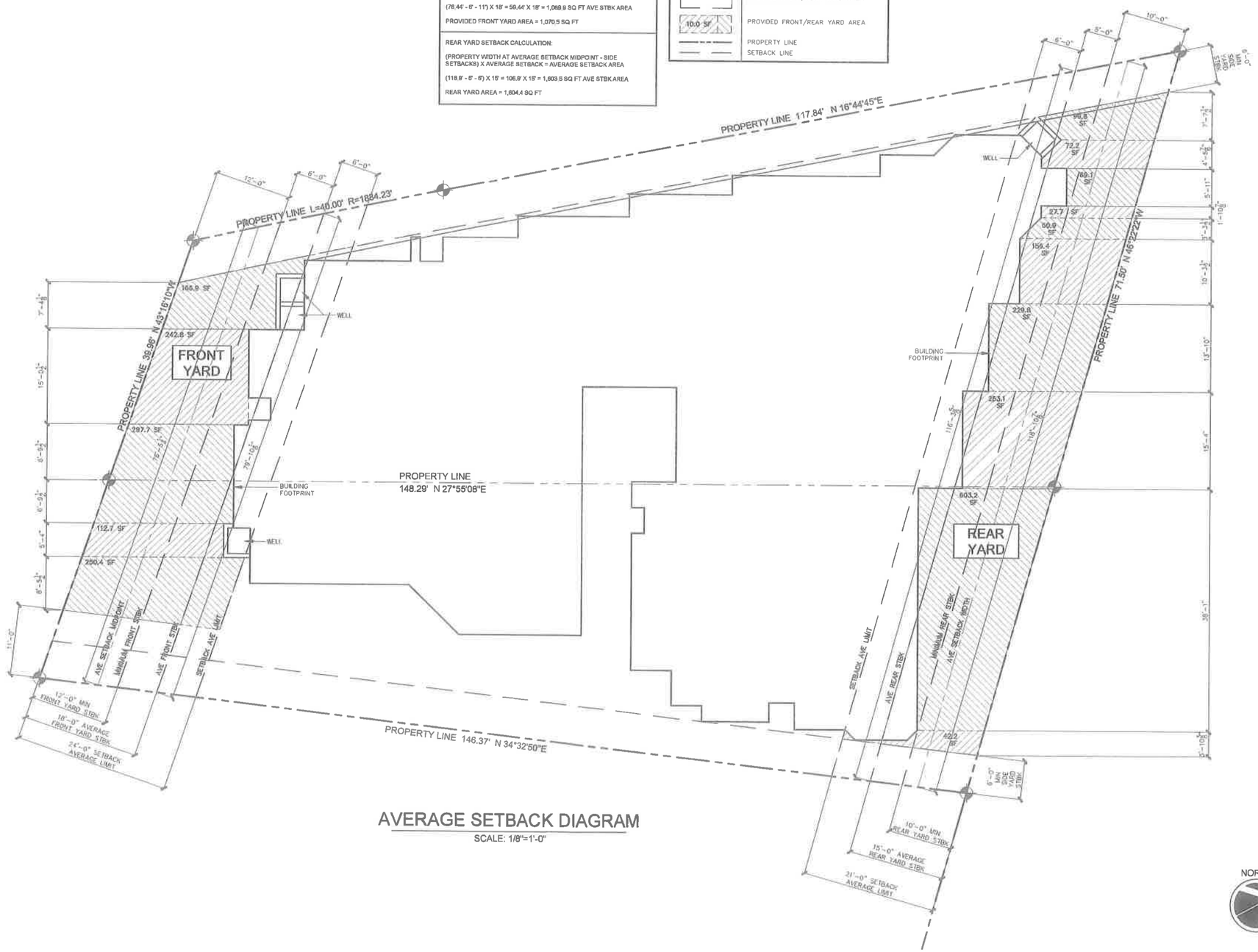
(PROPERTY WIDTH AT AVERAGE SETBACK MIDPOINT - SIDE SETBACKS) X AVERAGE SETBACK = AVERAGE SETBACK AREA

(118.8' - 6' - 6') X 15' = 106.8' X 15' = 1,603.5 SQ FT AVE STBK AREA

REAR YARD AREA = 1,604.4 SQ FT

SETBACK PLAN LEGEND

GRAPHIC	DESCRIPTION
	PROPOSED BUILDING FOOTPRINT
	AVERAGE FRONT/REAR YARD AREA
10.0 SF	PROVIDED FRONT/REAR YARD AREA
	PROPERTY LINE
	SETBACK LINE



AVERAGE SETBACK DIAGRAM

SCALE: 1/8"=1'-0"

NORTH

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AVERAGE SETBACK DIAGRAM

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GRADE PLANE CALCULATION & BASEMENT QUALIFICATION - BUILDING

FOR THE PURPOSES OF QUALIFYING THE "BASEMENT" PER:

CBC SECTION 202 "BASEMENT" DEFINITION: "A STORY THAT IS NOT A STORY ABOVE GRADE PLANE"

CBC SECTION 202 "GRADE PLANE" DEFINITION: "A REFERENCE PLANE REPRESENTING THE AVERAGE OF FINISHED GROUND LEVEL ADJOINING THE BUILDING AT EXTERIOR WALLS. WHERE THE FINISHED GROUND LEVEL SLOPES AWAY FROM THE EXTERIOR WALLS, THE REFERENCE PLANE SHALL BE ESTABLISHED BY THE LOWEST POINTS WITHIN THE AREA BETWIN THE BUILDING AND THE LOT LINE OR, WHERE THE LOT LINE IS MORE THAN 6 FT FROM THE BUILDING, BETWEEN THE BUILDING AND A POINT 6 FT FROM THE BUILDING."

CBC SECTION 502 "STORY ABOVE GRADE PLANE" DEFINITION: "ANY STORY HAVING ITS FINISHED FLOOR SURFACE ENTIRELY ABOVE GRADE PLANE, OR IN WHICH THE FINISHED SURFACE OF THE FLOOR NEXT ABOVE IS:
1. MORE THAN 6 FT ABOVE GRADE PLANE; OR
2. MORE TAN 12 FT ABOVE THE FINISHED GROUND LEVEL AT ANY POINT"

GRADE PLANE = AVERAGE OF FINISHED GROUND LEVEL ADJOINING THE BUILDING AT EXTERIOR WALLS =
= (EXTERIOR WALL SEGMENT LENGTHS X SEGMENT ELEVATION) / TOTAL PERIMETER

(REFER TO PLAN FOR SEGMENT LENGTHS AND ELEVATIONS)

= 38,368 FT-2 / 448.4 FT = 85.56' = GRADE PLANE

6 FT ABOVE GRADE PLANE = 85.56' + 6' = 91.56'

ELEVATION OF FLOOR (FIRST FLOOR) DIRECTLY ABOVE BASEMENT = 86.50'

FLOOR ABOVE BASEMENT IS LESS THAN 6 FT ABV GRADE PLANE, THEREFORE BASEMENT QUALIFIES AS "A STORY THAT IS NOT A STORY ABOVE GRADE PLANE" PER PART 1 OF DEFINITION.

LOWEST FINISHED GROUND LEVEL AT ANY POINT = 77.33'

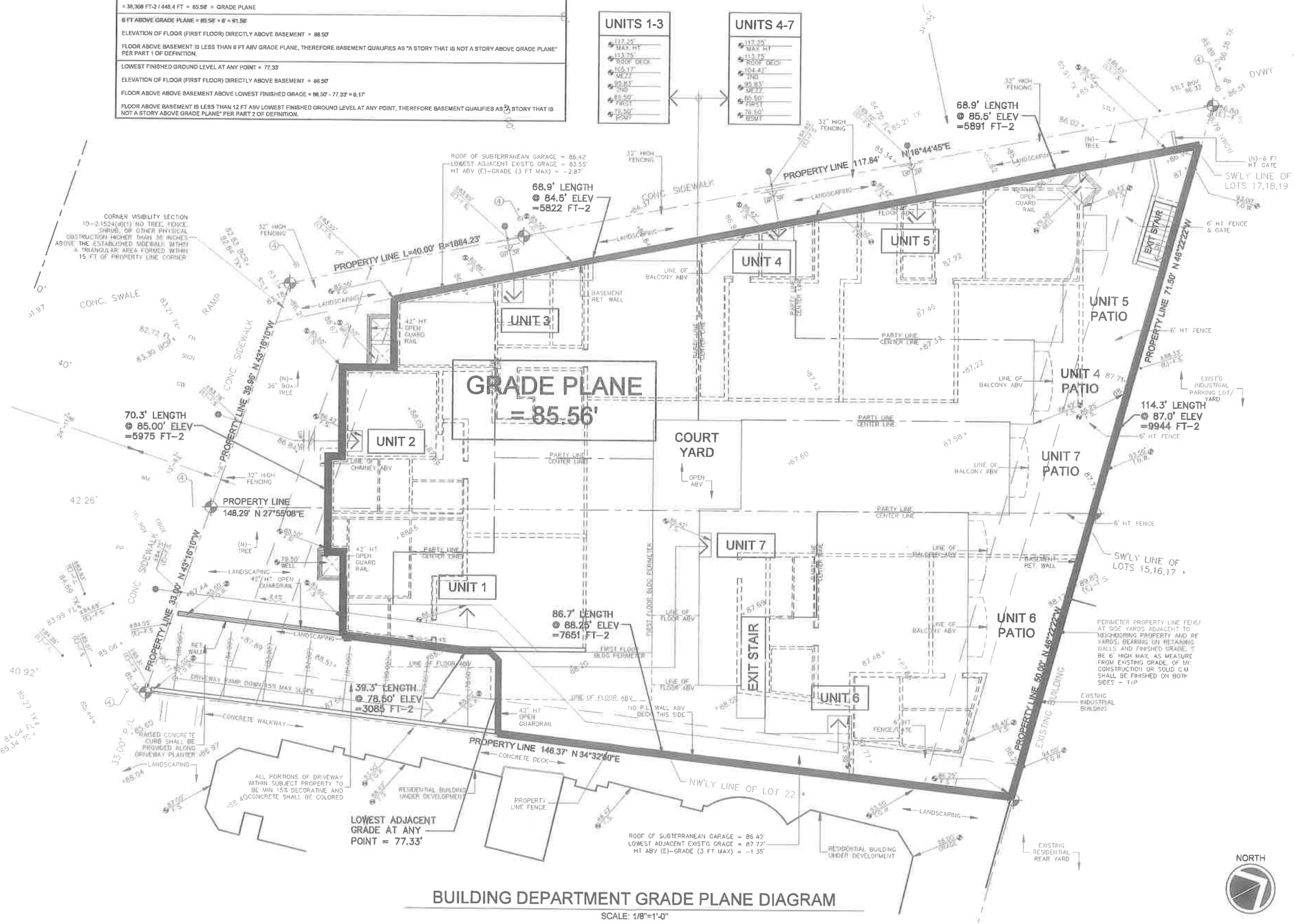
ELEVATION OF FLOOR (FIRST FLOOR) DIRECTLY ABOVE BASEMENT = 86.50'

FLOOR ABOVE ABOVE BASEMENT ABOVE LOWEST FINISHED GRADE = 86.50' - 77.33' = 9.17'

FLOOR ABOVE BASEMENT IS LESS THAN 12 FT ABV LOWEST FINISHED GROUND LEVEL AT ANY POINT, THEREFORE BASEMENT QUALIFIES AS "A STORY THAT IS NOT A STORY ABOVE GRADE PLANE" PER PART 2 OF DEFINITION.

DIAGRAM LEGEND

GRAPHIC	DESCRIPTION
+94.43	EXISTING POINT ELEVATION
	EXISTING ELEVATION
	PROPOSED POINT ELEVATION
	PROPOSED SURFACE ELEVATION
—(86.00')—	PROPOSED CONTOUR LINE
	PROPOSED BASEMENT PERIMETER
00.0' LENGTH @ 00.0' ELEV =0000 FT-2	PROPOSED BASEMENT PERIMETER SEGMENT LENGTH AND ELEVATION



BUILDING DEPARTMENT GRADE PLANE DIAGRAM

SCALE: 1/8"=1'-0"

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BUILDING DEPARTMENT GRADE PLANE DIAGRAM

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BASEMENT QUALIFICATION - PLANNING

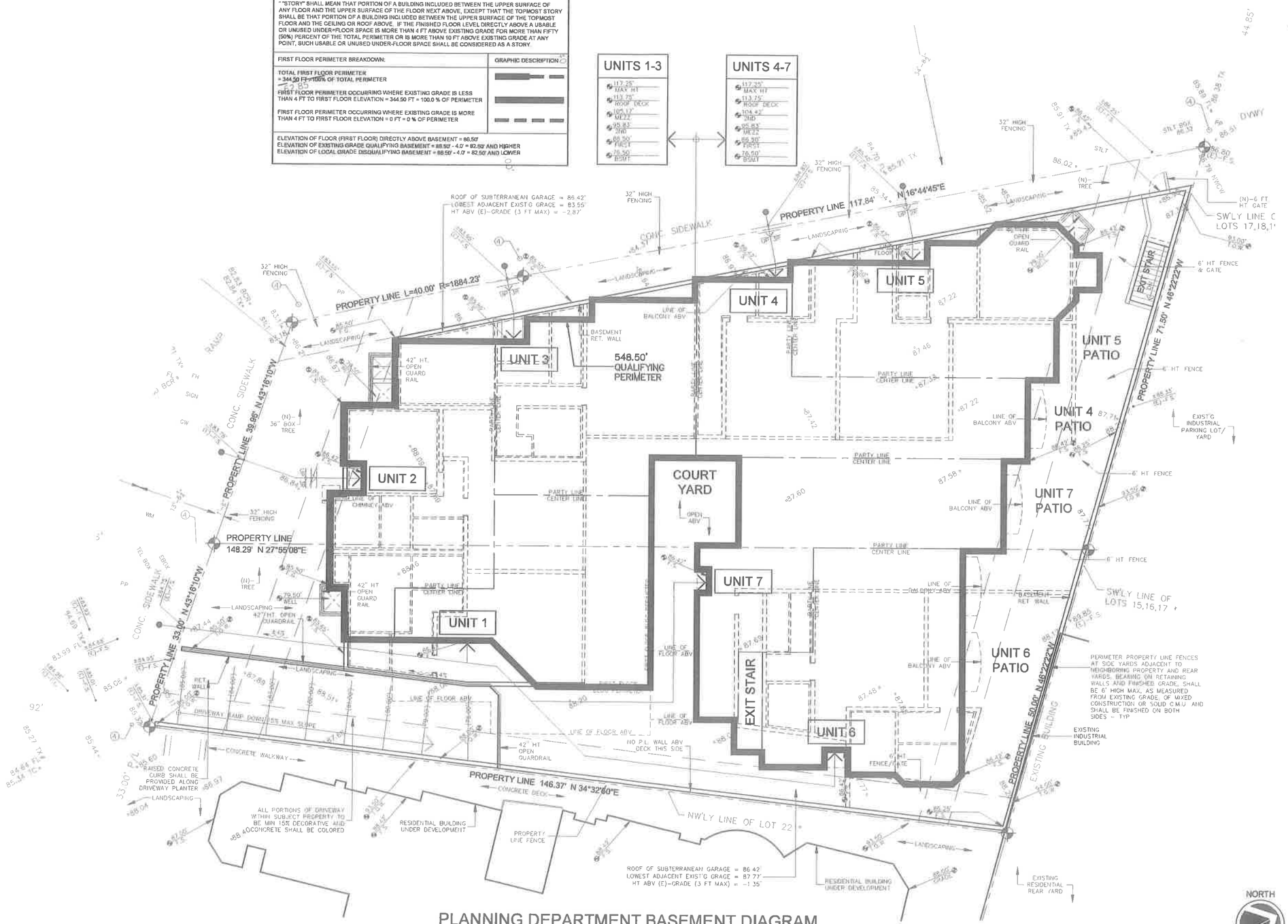
FOR THE PURPOSES OF QUALIFYING THE "BASEMENT" PER:

REDONDO BEACH ZONING ORDINANCE SECTION 10-2.402 DEFINITIONS:

" "STORY" SHALL MEAN THAT PORTION OF A BUILDING INCLUDED BETWEEN THE UPPER SURFACE OF ANY FLOOR AND THE UPPER SURFACE OF THE FLOOR NEXT ABOVE, EXCEPT THAT THE TOPMOST STORY SHALL BE THAT PORTION OF A BUILDING INCLUDED BETWEEN THE UPPER SURFACE OF THE TOPMOST FLOOR AND THE CEILING OR ROOF ABOVE. IF THE FINISHED FLOOR LEVEL DIRECTLY ABOVE A USABLE OR UNUSED UNDER-FLOOR SPACE IS MORE THAN 4 FT ABOVE EXISTING GRADE FOR MORE THAN FIFTY (50%) PERCENT OF THE TOTAL PERIMETER OR IS MORE THAN 10 FT ABOVE EXISTING GRADE AT ANY POINT, SUCH USABLE OR UNUSED UNDER-FLOOR SPACE SHALL BE CONSIDERED AS A STORY.

FIRST FLOOR PERIMETER BREAKDOWN:	GRAPHIC DESCRIPTION
TOTAL FIRST FLOOR PERIMETER = 344.50 FT = 100% OF TOTAL PERIMETER	
FIRST FLOOR PERIMETER OCCURRING WHERE EXISTING GRADE IS LESS THAN 4 FT TO FIRST FLOOR ELEVATION = 344.50 FT = 100.0 % OF PERIMETER	
FIRST FLOOR PERIMETER OCCURRING WHERE EXISTING GRADE IS MORE THAN 4 FT TO FIRST FLOOR ELEVATION = 0 FT = 0 % OF PERIMETER	

ELEVATION OF FLOOR (FIRST FLOOR) DIRECTLY ABOVE BASEMENT = 86.50'
ELEVATION OF EXISTING GRADE QUALIFYING BASEMENT = 88.50' - 4.0' = 82.50' AND HIGHER
ELEVATION OF LOCAL GRADE DISQUALIFYING BASEMENT = 88.50' - 4.0' = 82.50' AND LOWER



PLANNING DEPARTMENT BASEMENT DIAGRAM

SCALE: 1/8"=1'-0"

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PLANNING DEPARTMENT BASEMENT DIAGRAM

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LANDSCAPING LEGEND

SYMBOL	DESCRIPTION
	PROPOSED FIRST FLOOR BUILDING FOOTPRINT
	UNIT PARTY WALLS
	PROPOSED RETAINING/SITE WALLS
	PROPOSED BASEMENT RET. WALLS
	PROPOSED SITE FENCE
	PROPERTY LINE
	SETBACK LINE
(66.00')	PROPOSED CONTOUR LINE
	PROPOSED TREES
	PROPOSED HEDGEROW SHRUB
	PROPOSED GRASSES
	PROPOSED RAISED PLATFORMS
	PROPOSED POTS
	PROPOSED DECORATIVE CONCRETE DRIVEWAY
	PROPOSED TILED ENTRIES & PATIOS
	PROPOSED WALKWAYS W/ CONC. BANDS & SLATE STAMPED FIELDS
	PROPOSED GROUNDCOVER AREAS
	PROPOSED NON-IRRIGATED SYNTHETIC LAWN AREAS
	SURFACE DRAIN INLETS

PLANTING LIST

SYMBOL	LATIN NAME/COMMON NAME	SIZE
	TREES/PALMS:	
CYC-R	*Cycus revoluta*, CYCAD PALM	24" BOX
GEI-P	*Geijera parviflora*, AUSTRALIAN WILLOW	24" BOX
LAG-I	*Lagerstroemia indica*, CRAPE MYRTLE	36" BOX
MEL-Q	*Melaleuca quinquenervia*, PAPERBARK TEA TREE	48" BOX
PHO-R	*Phoenix roebelenii*, PYGMY PALM	15 GAL
	SHRUBS/HEDGES:	
BUX-M	*Buxus microphylla*, JAPANESE BOXWOOD	5 GAL
PHO-T	*Phormium tenax*, NEW ZEALAND FLAX	5 GAL
POD-M	*Podocarpus microphylla*, JAPANESE YEW	5 GAL
	ACCENTS/GRASSES:	
AGA-F	*Agapanthus africanus*, LILY-OF-THE-NILE	5 GAL
AGA-A	*Agave attenuata*, SOFT TAIL AGAVE	5 GAL
ALO-S	*Aloe scorpioides*, ALOE VERA	5 GAL
DIE-I	*Dietes iridioides* FORTNIGHT LILY	5 GAL
PEN-S	*Pennisetum setaceum*, CRIMSON FOUNTAIN GRASS	5 GAL
	VINES/GROUNDCOVERS:	
ALO-P	*Aloe polyphylla*, SPIRAL ALOE	3 GAL
JAS-O	*Jasminoium officinale*, SUMMER JASIMINE	3 GAL
OPH-J	*Ophiopogon japonicus*, MONDO GRASS	FLATS
OPH-N	*Ophiopogon japonicus 'Nanus'*, DWARF MONDO GRASS	FLATS
SED-S	*Sedum spurium 'Bronze Carpet'*, BRONZE CARPET STONECROP	FLATS

CITY OF REDONDO BEACH PLANNING NOTES AND LANDSCAPING GUIDELINES

CITY OF REDONDO BEACH - RESIDENTIAL LANDSCAPE DESIGN GUIDELINES:

1. LANDSCAPING SHALL CONFORM WITH ALL REQUIREMENTS PURSUANT TO SECTION 10-2.1900 OF THE ZONING ORDINANCE.
2. LANDSCAPED AREAS SHOULD GENERALLY INCORPORATE PLANTINGS UTILIZING A THREE-TIER SYSTEM; 1) GRASSES AND GROUND COVERS, 2) SHRUBS AND VINES, AND 3) TREES.
3. PLANT MATERIAL SHOULD BE PLACED SO THAT THEY DO NOT INTERFERE WITH LIGHTING OF THE PREMISES OR RESTRICT ACCESS TO EMERGENCY APPARATUS SUCH AS FIRE HYDRANTS OR FIRE ALARM BOXES. TREES OR LARGE SHRUBS SHOULD NOT BE PLANTED UNDER OVERHEAD LINES OR OVER UNDERGROUND UTILITIES IF THEIR GROWTH MIGHT INTERFERE WITH SUCH PUBLIC UTILITIES.
4. THE FOLLOWING PLANTING DESIGN CONCEPTS ARE ENCOURAGED WITHIN EACH PROJECT:
   - A. A SPECIMEN TREE (36-INCH BOX OR MORE) IN THE FRONT YARD OF A SINGLE LOT DEVELOPMENT, OR TREES IN INFORMAL GROUPINGS OR ROWS AT MAJOR FOCAL POINTS FOR LARGER MULTIPLE-LOT DEVELOPMENTS.
   - B. USE OF FLOWERING VINES BOTH ON WALLS AND ARBORS OR TRELLISES.
   - C. USE OF PLANTING TO CREATE SHADOWS AND PATTERNS AGAINST WALLS.
   - D. USE OF PLANTING TO SOFTEN BUILDING LINES AND EMPHASIZE THE POSITIVE FEATURES OF THE SITE.
   - E. TREES TO CREATE CANOPY AND SHADE, ESPECIALLY IN PARKING AREAS AND PASSIVE OPEN SPACES AREAS.
   - F. BERMS, PLANTINGS, AND WALLS TO SCREEN PARKING LOTS, TRASH ENCLOSURES, STORAGE AREAS, UTILITY BOXES, ETC.
5. THE VEHICULAR ENTRY ZONE SHOULD BE TREATED WITH SPECIAL LANDSCAPE ELEMENTS THAT WILL GIVE INDIVIDUAL IDENTITY TO THE PROJECT (I.E. SPECIAL PAVING, GRAPHIC SIGNAGE, SPECIALTY LIGHTING, SPECIMEN TREES, FLOWERING PLANTS).
6. TEXTURED PAVING OR INTERLOCKING PAVERS MAY BE USED TO DELINEATE SITE ENTRIES.
7. LANDSCAPING SHOULD BE PROTECTED FROM VEHICULAR AND PEDESTRIAN ENCROACHMENT BY RAISING PLANTING SURFACES AND THE USE OF CURBS. CONCRETE STEP AREAS SHOULD BE PROVIDED IN LANDSCAPE PLANTERS ADJACENT TO PARKING SPACES.
8. VINES AND CLIMBING PLANTS INTEGRATED UPON BUILDINGS, TRELLISES, AND PERIMETER WALLS ARE ENCOURAGED.
9. GRAVEL, BARK, ASTROTURF, CONCRETE, OR SIMILAR MATERIALS ARE NOT ALLOWED AS A SUBSTITUTE FOR PLANT MATERIALS.
10. IMPERVIOUS SURFACES SHOULD BE MINIMIZED IN ALL OPEN SPACE AND SETBACK AREAS.
11. LANDSCAPING SHALL EMPHASIZE WATER-EFFICIENT PLANTS.
12. ALL YOUNG TREES SHOULD BE SECURELY STAKED WITH DOUBLE STAKING AND/OR GUY-WIRES. ROOT BARRIERS SHOULD BE REQUIRED FOR ANY TREE PLACED IN PAVED OR OTHER SITUATIONS WHERE ROOTS COULD DISRUPT ADJACENT PAVING/CURB SURFACES.
13. AUTOMATIC SPRINKLER CONTROLLER SHALL BE INSTALLED TO ENSURE THAT LANDSCAPED AREAS WILL BE WATERED PROPERLY. BACKFLOW PREVENTORS AND ANTI-SIPHON VALVES SHALL BE PROVIDED IN ACCORDANCE WITH CURRENT CODES.
14. SPRINKLER HEADS AND RISERS SHOULD BE PROTECTED FROM CAR BUMPERS. "POP-UP" HEADS SHOULD BE USED NEAR CURBS AND SIDEWALKS.
15. THE LANDSCAPE IRRIGATION SYSTEM SHOULD BE DESIGNED TO PREVENT RUN-OFF AND OVERSPRAY.
16. ALL IRRIGATION SYSTEMS SHOULD BE DESIGNED TO REDUCE VANDALISM BY PLACING CONTROLS IN APPROPRIATE ENCLOSURES.

PROPOSED EXTERIOR MATERIALS

WALKWAY ACCENTS AND PRIVATE PATIOS:
COLORED CONCRETE BANDING W/ STONE COBBLE MASONRY UNIT FIELD INSTALLED SECURELY OVER CONCRETE BASE. COLOR & TYPE/STYLE TO MATCH INTERIOR FLOORING

VISIBLE DRIVEWAY:
COBBLE STONE BANDS W/ SLATE STAMPED FIELD
DECORATIVE/COLORED CONCRETE

WALKWAYS STEPS:
BULLNOSE P.I.P. CONCRETE TREADS W/ COBBLE RISERS

NEW/EXISTING RETAINING WALLS:
RUNNING BOND BRICK TO MATCH BLDG EXTERIOR

RAISED PLATFORMS:
RUNNING BOND BRICK TO MATCH BLDG EXTERIOR

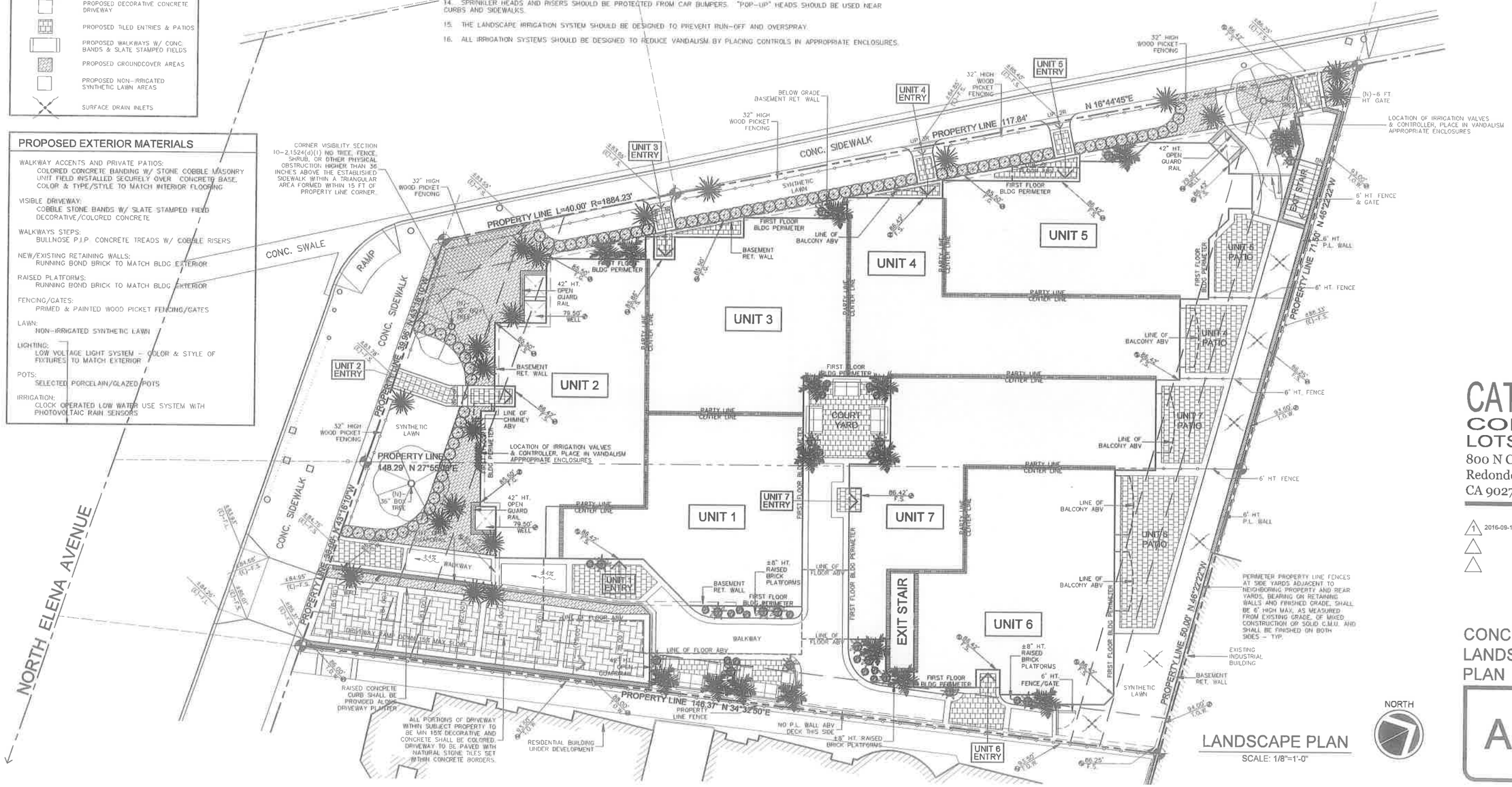
FENCING/GATES:
PRIMED & PAINTED WOOD PICKET FENCING/GATES

LAWN:
NON-IRRIGATED SYNTHETIC LAWN

LIGHTING:
LOW VOLTAGE LIGHT SYSTEM - COLOR & STYLE OF FIXTURES TO MATCH EXTERIOR

POTS:
SELECTED PORCELAIN/GLAZED POTS

IRRIGATION:
CLOCK OPERATED LOW WATER USE SYSTEM WITH PHOTOVOLTAIC RAIN SENSORS



LANDSCAPE PLAN
SCALE: 1/8"=1'-0"

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CONCEPTUAL LANDSCAPE PLAN

A-1.6

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'R-2' OCCUPANCY FLOOR AREA BREAKDOWN

	UNIT 1 4 BEDROOMS	UNIT 2 4 BEDROOMS	UNIT 3 4 BEDROOMS	UNIT 4 3 BEDROOMS	UNIT 5 4 BEDROOMS	UNIT 6 4 BEDROOMS	UNIT 7 4 BEDROOMS	GRAPHIC TOTAL 27 BEDROOMS
SECOND FLOOR LIVING AREA	1,132	883	809	977	986	1,290	961	7,038
FIRST FLOOR LIVING AREA	963	1,107	1020	1042	1,037	1,136	1,113	7,418
BASMENT LIVING AREA	408	514	644	292	498	278	218	2,850
NET LIVING (EXCLUDING MEZZANINE)	2,503	2,504	2,473	2,311	2,521	2,702	2,292	17,306
MEZZANINE LIVING AREA	256	175	255	281	231	226	240	1,664
GROSS LIVING (INCLUDING MEZZANINE)	2,759	2,679	2,728	2,592	2,752	2,928	2,532	18,970

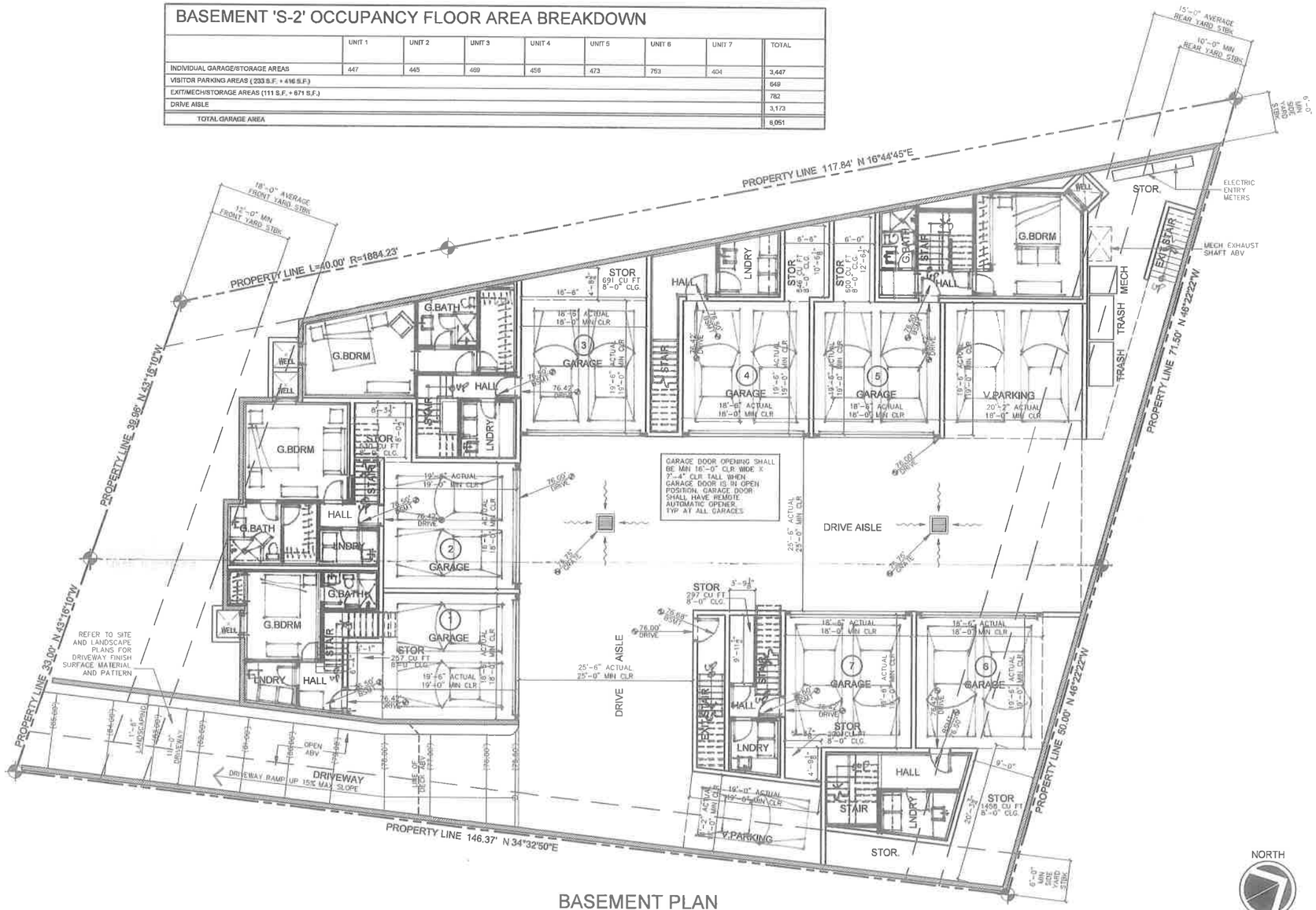
MEZZANINE FLOOR AREA BREAKDOWN

BASED ON CBC SECTION 505 MEZZANINES

DESCRIPTION	UNIT 1	UNIT 2	UNIT 3	UNIT 4	UNIT 5	UNIT 6	UNIT 7	GRAPHIC
AREA OF PORTION OF STORY IN WHICH MEZZANINE IS CONTAINED	775	550	767	932	886	729	751	
MAXIMUM ALLOW. MEZZANINE AREA (1/3 OF STORY)	258	183	256	310	295	243	250	
AREA OF MEZZANINE	256	175	255	281	231	226	240	1,664

BASEMENT 'S-2' OCCUPANCY FLOOR AREA BREAKDOWN

	UNIT 1	UNIT 2	UNIT 3	UNIT 4	UNIT 5	UNIT 6	UNIT 7	TOTAL
INDIVIDUAL GARAGE/STORAGE AREAS	447	445	469	456	473	753	404	3,447
VISITOR PARKING AREAS (233 S.F. + 416 S.F.)								649
EXIT/MECH/STORAGE AREAS (111 S.F. + 671 S.F.)								782
DRIVE AISLE								3,173
TOTAL GARAGE AREA								8,051



BASEMENT PLAN

SCALE: 1/8"=1'-0"

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NORTH

BASEMENT PLAN

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PARTY WALL AND FLOOR ASSEMBLIES

1. ALL WALL ASSEMBLIES SEPARATING UNITS FROM EACH OTHER SHALL PROVIDE A MINIMUM RATING OF 55 S.T.C. REFER TO TYPICAL DETAIL 1 SHEET A-2.1.

2. ALL FLOOR ASSEMBLIES SEPARATING UNITS FROM EACH OTHER SHALL PROVIDE A MINIMUM RATING OF 50 S.T.C. REFER TO TYPICAL DETAIL 2 SHEET A-2.1.

3. WOOD FLOOR JOISTS AND SUB-FLOORING TO BE NON-CONTINUOUS BETWEEN SEPARATE UNITS.

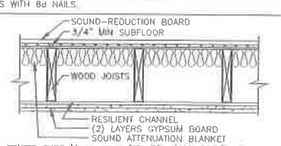
4. PENETRATIONS OR OPENINGS IN THE PARTY WALL AND FLOOR ASSEMBLY CONSTRUCTION FOR PIPING, ELECTRICAL OUTLETS AND DEVICES, RECESS CABINETS, BATHTUBS, SOFFITS, HEATING, AND VENTILATING AND/OR AIR CONDITIONING INTAKE AND EXHAUST DUCTS, AND THE LIKE, SHALL BE SEALED, LINED, INSULATED OR OTHERWISE TREATED TO MAINTAIN THE REQUIRED RATING.

5. ENTRANCE DOORS TO UNITS SHALL BE OF SOLID CONSTRUCTION AND HAVE PERIMETER SEALS WHICH WILL IN COMBINATION PROVIDE A MINIMUM RATING OF 33 S.T.C.

6. ALL SEPARATING FLOOR/CEILING ASSEMBLIES IDENTIFIED IN (2) ABOVE SHALL PROVIDE A MINIMUM RATING OF 65 I.I.C.

ONE HOUR FIRE GA FILE NO. RC 2601

BASE LAYER 5/8" TYPE-X GYPSUM WALLBOARD APPLIED AT RIGHT ANGLES TO 2X10 WOOD JOISTS 24" OC. WITH 1 1/4" TYPE W OR S DRYWALL SCREWS 24" OC. FACE LAYER 5/8" TYPE-X GYPSUM WALLBOARD OR VENEER BASE APPLIED AT RIGHT ANGLES TO JOISTS THROUGH BASE LAYER WITH 1 7/8" TYPE S DRYWALL SCREWS 12" OC AT JOINTS AND INTERMEDIATE JOISTS. FACE LAYER JOINTS OFFSET 24" FROM BASE LAYER JOINTS. 1 1/2" TYPE G DRYWALL SCREWS PLACED 2" BACK ON EITHER SIDE OF FACE LAYER AND JOINTS, 12" OC. 1/2" PLYWOOD WITH EXTERIOR GLUE APPLIED AT RIGHT ANGLES TO TOP OF JOISTS WITH 8d NAILS.



UNITED STATES GYPSUM CO. TEST NO. RAL-IN12-007/TL04-099, STC 58

- 5/8" THICK SRB SOUND REDUCTION BOARD OVER
- 3/4" T&G WOOD SUBFLOOR OVER
- 2X10 WOOD JOISTS AT 16" O.C. W/ 3 1/2" THICK SOUND ATTENUATION BLANKET OVER
- RESILIENT CHANNEL OVER
- 5/8" TYPE-X GYPSUM BOARD

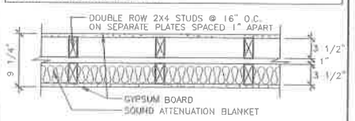
RATED PARTY FLOOR ASSEMBLY — RATED-PARTY-FLOOR 1"=1'-0" — 2

ONE HOUR FIRE GA FILE NO. WP 3370

ONE LAYER 5/8" TYPE-X GYPSUM WALLBOARD OR VENEER BASE APPLIED AT RIGHT ANGLES TO EACH SIDE OF DOUBLE ROW OF 2X4 WOOD STUDS 16" OC. ON SEPARATE PLATES 1" APART WITH 6d COATED NAILS, 1 7/8" LONG, 0.0915" SHANK, 1/4" HEADS, 7" OC.

JOINTS STAGGERED 16" ON OPPOSITE SIDES. HORIZONTAL BRACING REQUIRED AT MID-HEIGHT. (LOAD-BEARING)

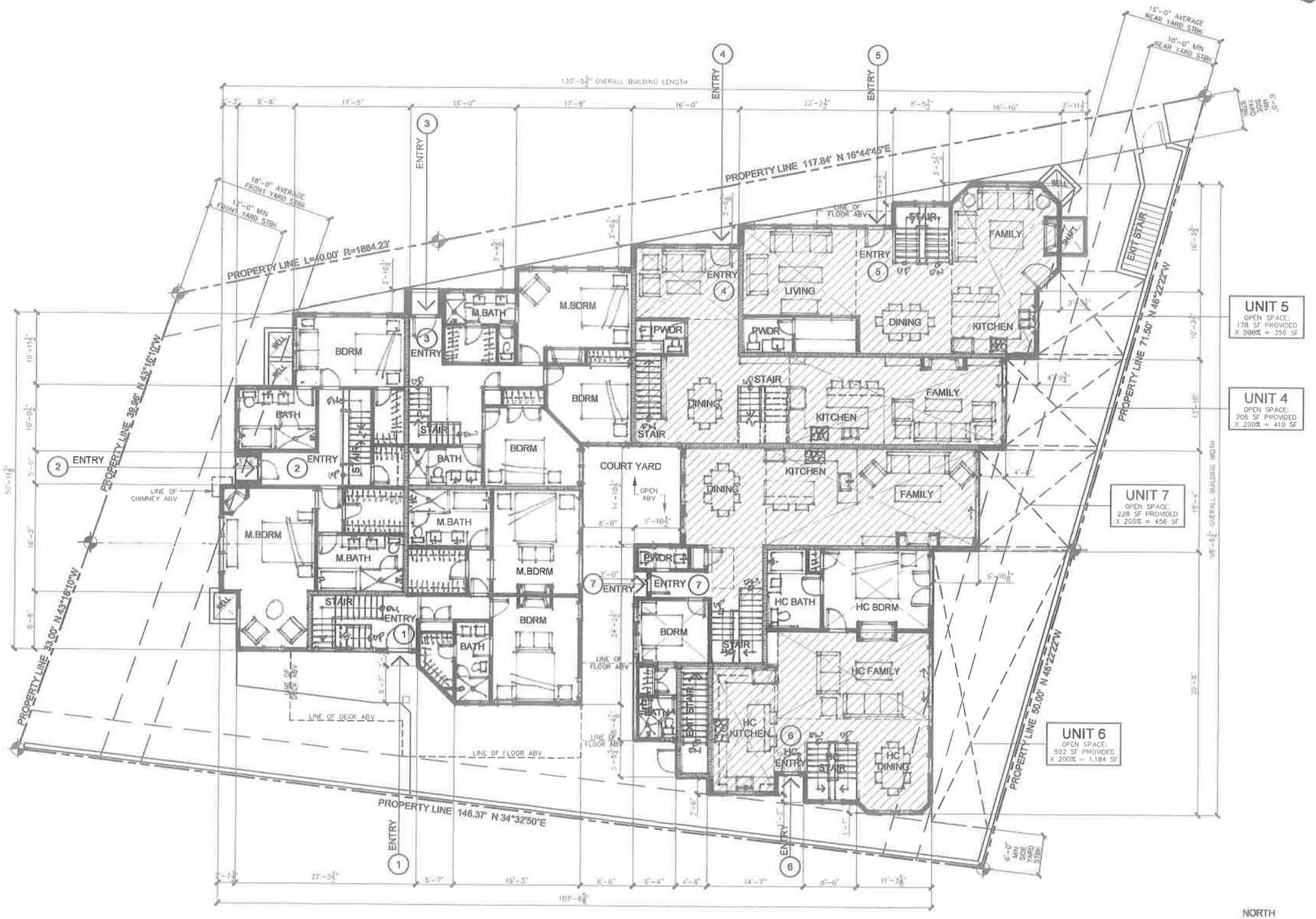
THICKNESS: 9 3/8", APPROX. WEIGHT 8 PSF
FIRE TEST: SEE WP 3605, (UL R1319-4, 6, 6-17-52; UL R2717-39, 1-20-66; UL R3501-52, 3-15-66; UL DESIGN U305; ULC DESIGN W301). SOUND TEST: ESTIMATED



CALIFORNIA OFFICE OF NOISE CONTROL STC 56

1. DOUBLE ROW OF 2X4 STUDS 16" O.C. ON SEPARATE PLATES SPACED 1" APART
2. 5/8" TYPE-X GYPSUM BOARD SCREWED 12" O.C.
3. 3 1/2" THICK SOUND ATTENUATION BLANKET IN ONE CAVITY.

RATED PARTY WALL ASSEMBLY — RATED-PARTY-WALL 1"=1'-0" — 1



FIRST FLOOR PLAN

SCALE: 1/8"=1'-0"

NORTH

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FIRST FLOOR PLAN

A-2.2

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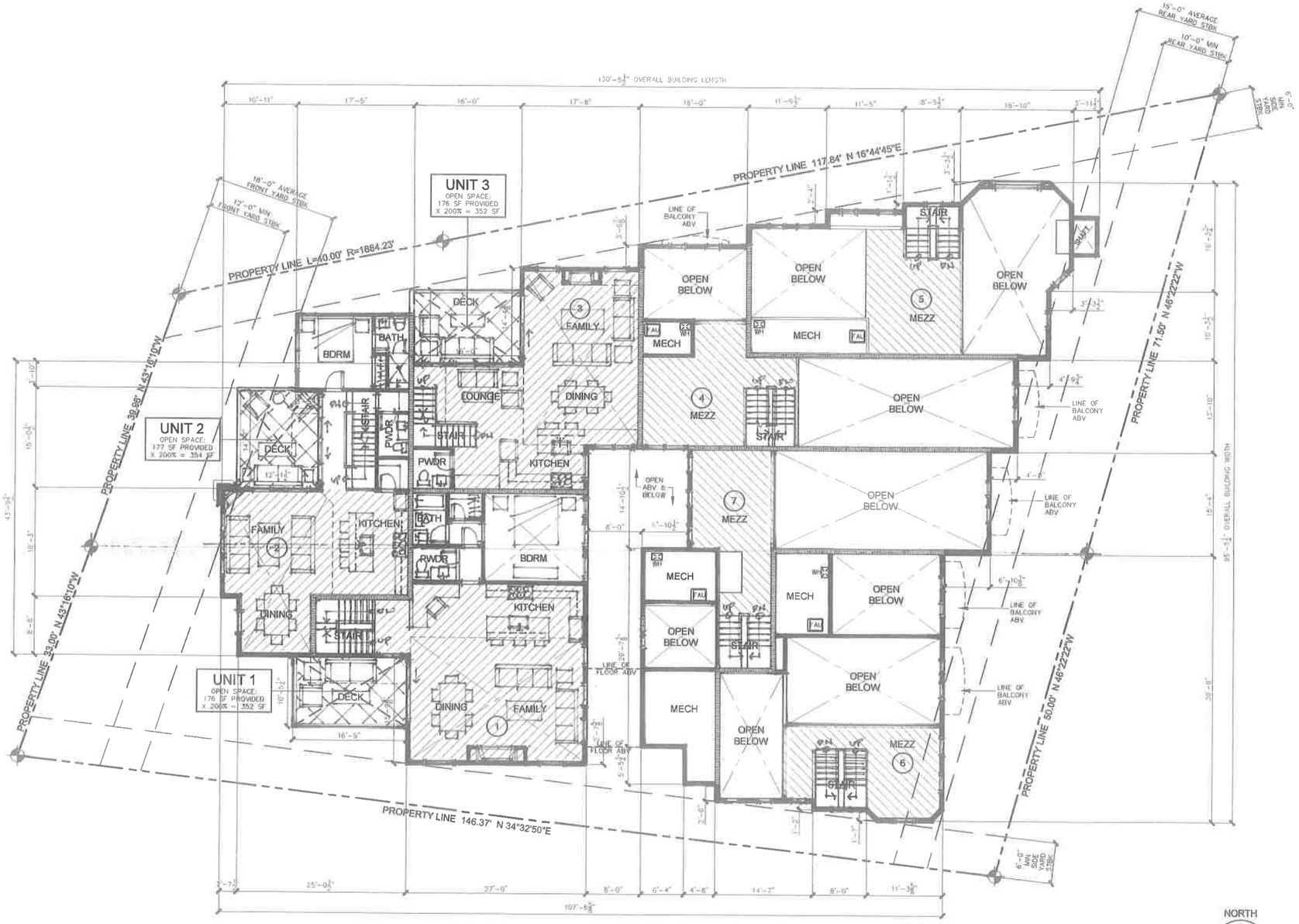

SECOND FLOOR / MEZZANINE PLAN

SCALE: 1/8"=1'-0"

NORTH

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SECOND FLOOR / MEZZANINE PLAN

A-2.3

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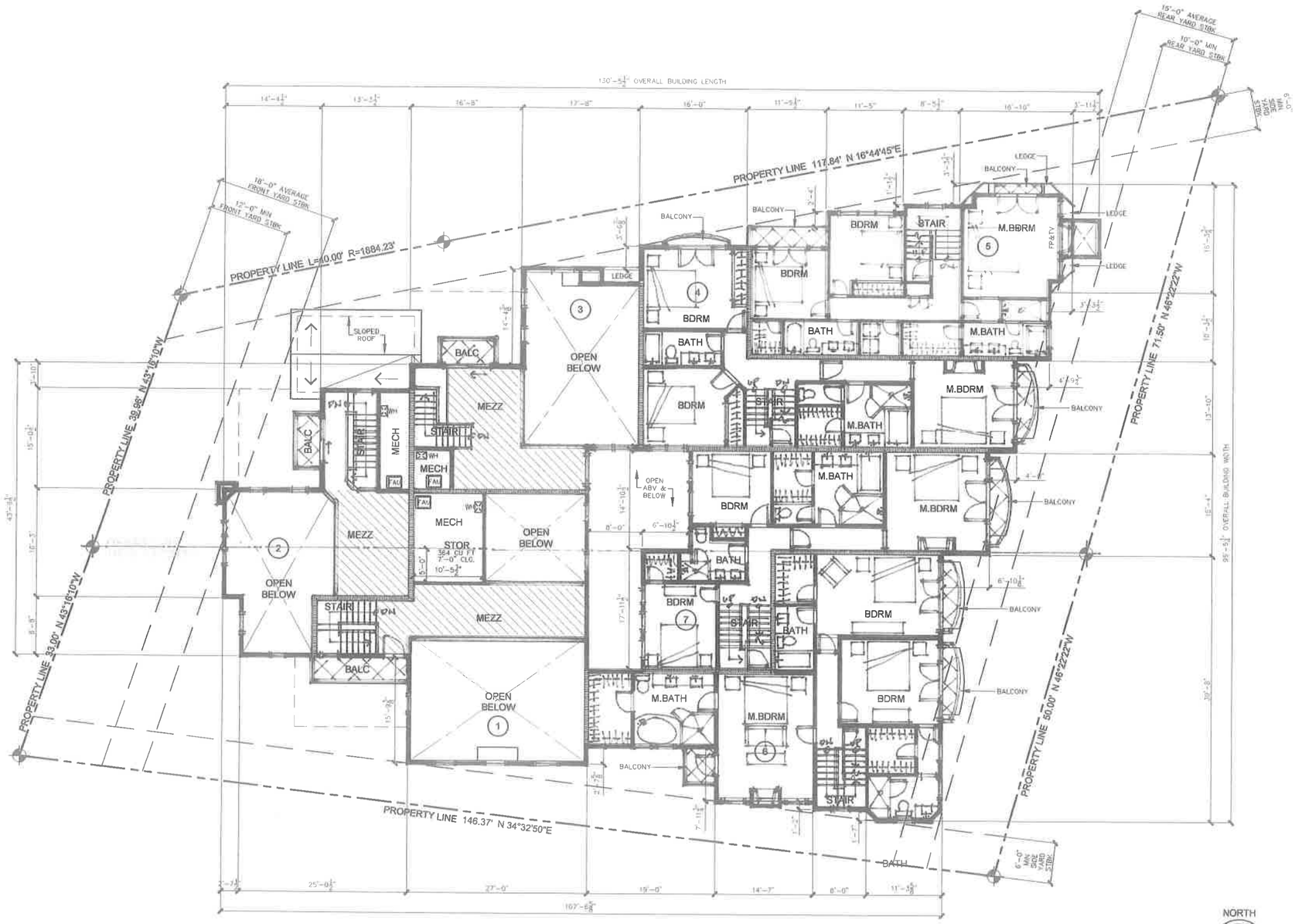

MEZZANINE / SECOND FLOOR PLAN

SCALE: 1/8"=1'-0"

NORTH

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MEZZANINE / SECOND FLOOR PLAN

A-2.4

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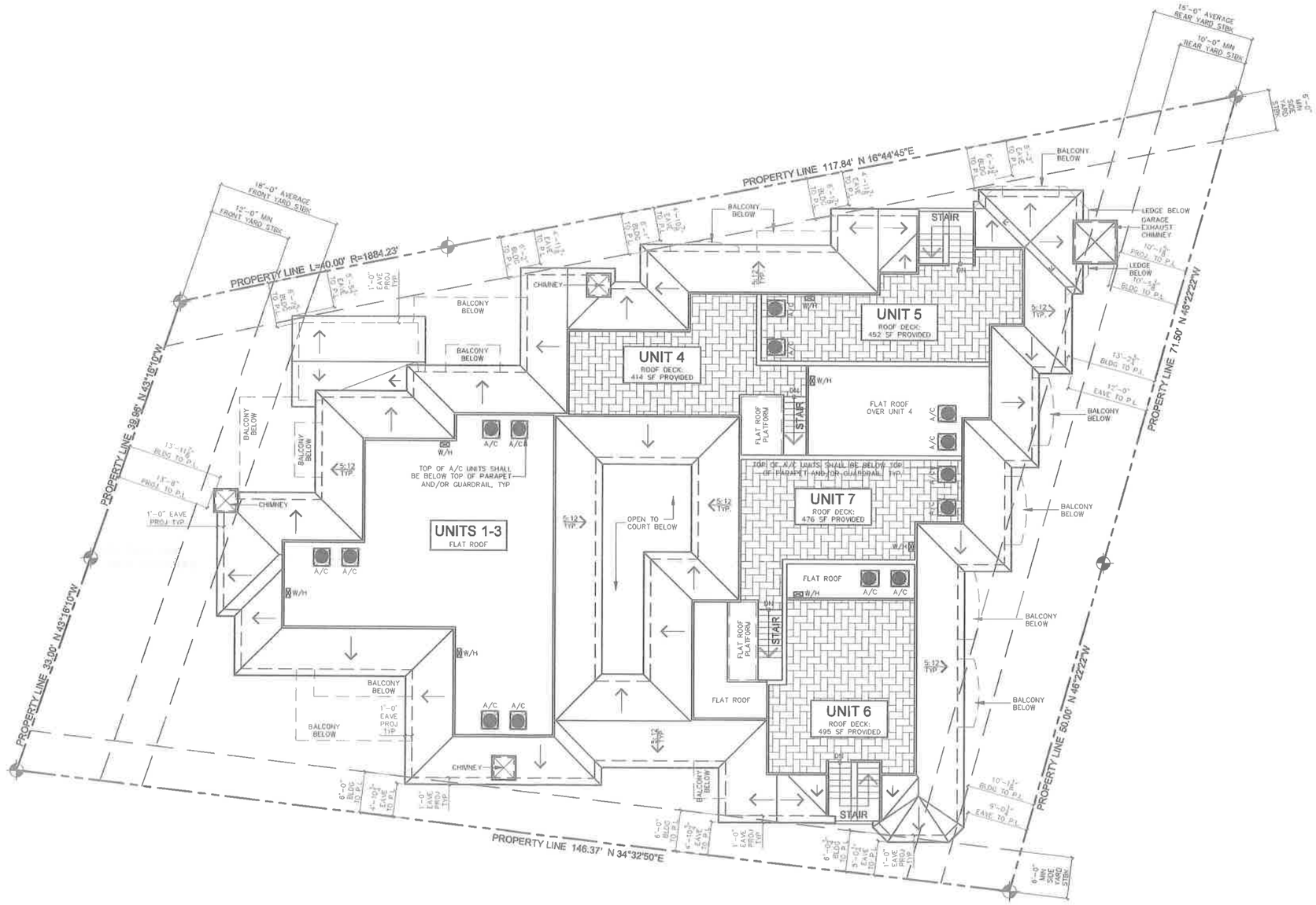

ROOF PLAN
SCALE: 1/8"=1'-0"

NORTH

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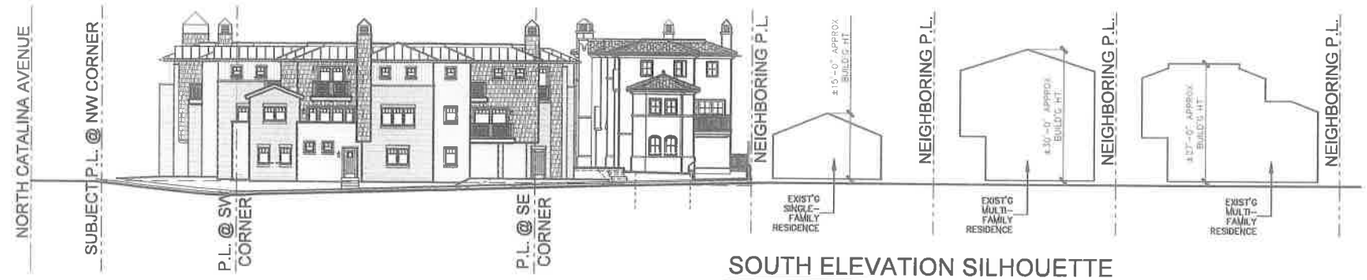
ROOF PLAN

A-2.5

EXTERIOR MATERIALS

SLOPE ROOFING	STANDING-SEAM GRAY-TONE METAL ROOFING
FLAT ROOFING	BUILT-UP ROOFING WITH GRAY-TONE GRAVEL TOPPING
DECKING	GRAY-TONE STONE TILE OVER DECKING MEMBRANE
BRICK SIDING	SHALE-CLAY BRICK SIDING VENEER
HORIZONTAL SIDING	FIBER-CEMENT SIMILATED-WOOD HORIZONTAL SIDING
VERTICAL SIDING	FIBER-CEMENT SIMILATED-WOOD VERTICAL BOARD & BATTEN SIDING
SHINGLE SIDING	FIBER-CEMENT SIMILATED-WOOD SHINGLE SIDING
DOORS & WINDOWS	VINYL FRAME AND SASH EXTERIOR DOORS AND WINDOWS
RAILS AND GRILLS	WROUGHT IRON RAILS AND GRILLS PAINTED DARK-GRAY

NOTE: HEIGHT VERIFICATION SURVEY SHALL BE PERFORMED PRIOR TO UPPER ROOF FRAMING

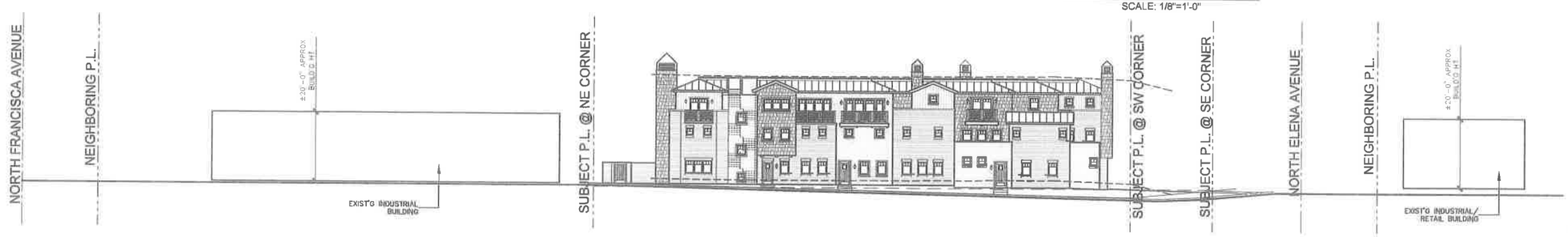


SOUTH ELEVATION SILHOUETTE

SCALE: 1/16"=1'-0"

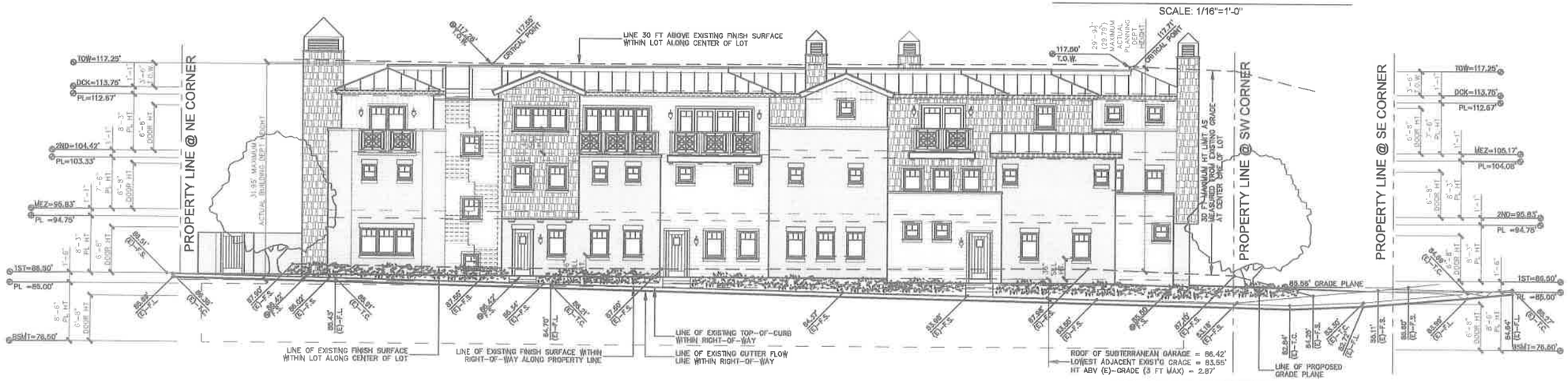
SOUTH ELEVATION

SCALE: 1/8"=1'-0"



WEST ELEVATION SILHOUETTE

SCALE: 1/16"=1'-0"



WEST ELEVATION

SCALE: 1/8"=1'-0"

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ELEVATIONS, SILHOUETTES

A-3.1

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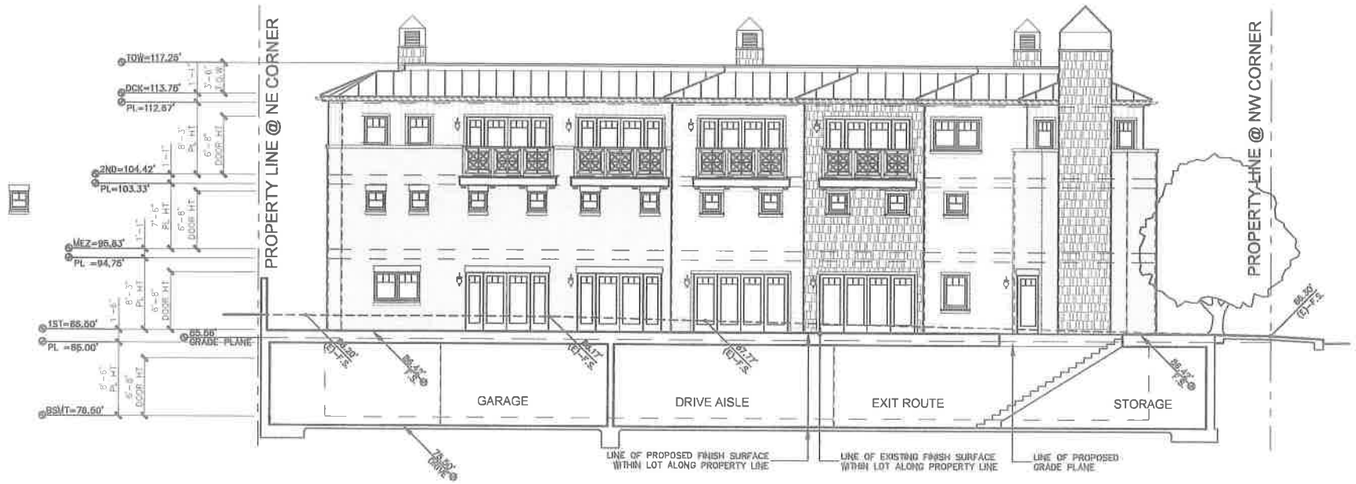
EXTERIOR MATERIALS

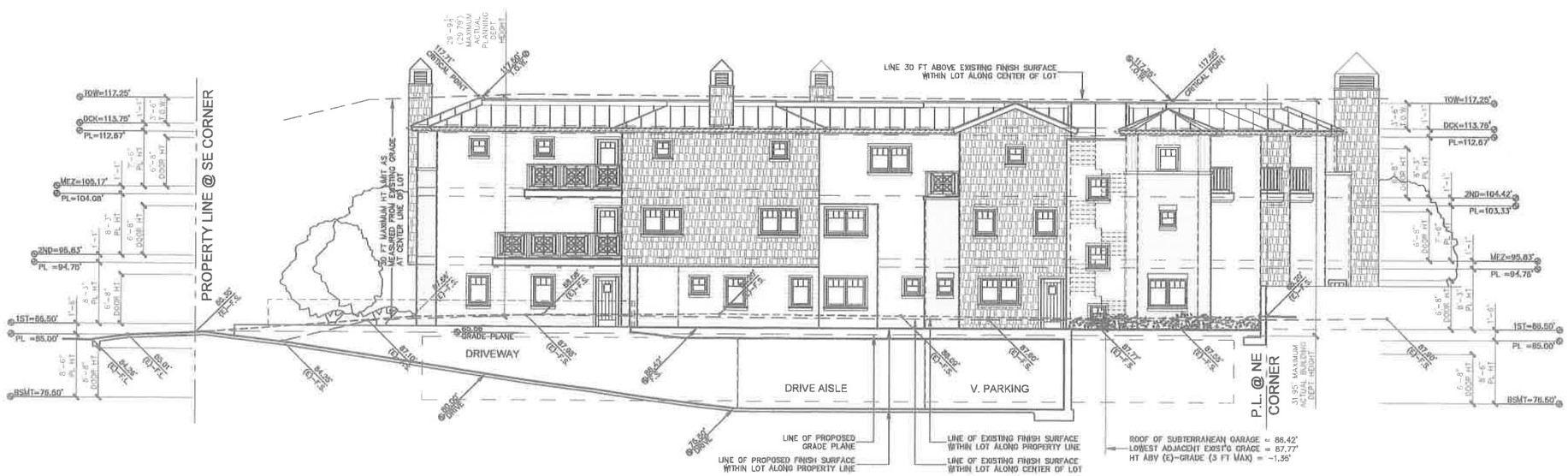
SLOPE ROOFING	STANDING-SEAM GRAY-TONE METAL ROOFING
FLAT ROOFING	BUILT-UP ROOFING WITH GRAY-TONE GRAVEL TOPPING
DECKING	GRAY-TONE STONE TILE OVER DECKING MEMBRANE
BRICK SIDING	SHALE-CLAY BRICK SIDING VENEER
HORIZONTAL SIDING	FIBER-CEMENT SIMILATED-WOOD HORIZONTAL SIDING
VERTICAL SIDING	FIBER-CEMENT SIMILATED-WOOD VERTICAL BOARD & BATTEN SIDING
SHINGLE SIDING	FIBER-CEMENT SIMILATED-WOOD SHINGLE SIDING
DOORS & WINDOWS	VINYL FRAME AND SASH EXTERIOR DOORS AND WINDOWS
RAILS AND GRILLS	WROUGHT IRON RAILS AND GRILLS PAINTED DARK-GRAY

NOTE: HEIGHT VERIFICATION SURVEY SHALL BE PERFORMED PRIOR TO UPPER ROOF FRAMING



NORTH ELEVATION / SITE SECTION

SCALE: 1/8"=1'-0"



EAST ELEVATION / DRIVEWAY PROFILE

SCALE: 1/8"=1'-0"

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ELEVATIONS, DRIVEWAY PROFILE, SITE SECTION

A-3.2

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Call for meeting to discuss the plans for proposed 7 unit condo Located at 800 North Catalina, Redondo Beach.

Hello

Property owner name and address here.

Please come and review plans for the proposed 7 unit condo project at the corner of North Catalina and North Elena Avenue.

The plans are available at my office located at 2701 190th Street #201, Redondo Beach.

Our office hours are 9-6PM Monday thru Friday.

We are seeking your support to make this corner beautiful and add much needed housing to the neighborhood.

I can be personally reached for any comments and concerns.

Sincerely

Ben Agarwal

President Agar Homes

310-877-8934

Administrative Report

Planning Commission Hearing Date: **October 20, 2016**

AGENDA ITEM: 10 (CONTINUED PUBLIC HEARING, OLD BUSINESS)

PROJECT LOCATION: 2521-2525 ARTESIA BOULEVARD

APPLICATION TYPE: CONDITIONAL USE PERMIT AND PLANNING COMMISSION DESIGN REVIEW

CASE NUMBER: 2016-09-PC-017

APPLICANT'S NAME: COFFEE BEAN & TEA LEAF

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of a Conditional Use Permit and Planning Commission Design Review to permit the construction of a 1,500 square foot snack shop/coffee shop with drive-up aisle and service window on property located within a Commercial (C-2) zone at 2521-2525 Artesia Boulevard (north-west corner of Artesia Boulevard and Felton Lane).

DEPARTMENT'S RECOMMENDATION:

The Community Development Department recommends that the Planning Commission make the findings as set forth in the staff report and attached Resolution, adopt the Exemption Declaration and approve a Conditional Use Permit and Planning Commission Design Review subject to the findings and conditions as contained in the staff report and attached Resolution.

EXECUTIVE SUMMARY:

This report provides the Planning Commission with a comprehensive review and evaluation of a proposed Restaurant – Snack Shop/Coffee Shop (The Coffee Bean & Tea Leaf) with a drive-up service window at the north-west corner of Artesia Boulevard and Felton Lane (2525 Artesia Boulevard). The project, as conditioned, is of high quality design with site amenities and improvements necessary to ensure the project is safe and well integrated with existing traffic patterns and compatible with the adjacent residential properties to the north.

The applicant has worked cooperatively and extensively with the Community Development and Public Works-Engineering Departments over the past six months to address various architectural concerns, on-site circulation and ingress-egress constraints, and to ensure neighborhood compatibility. The resulting proposed

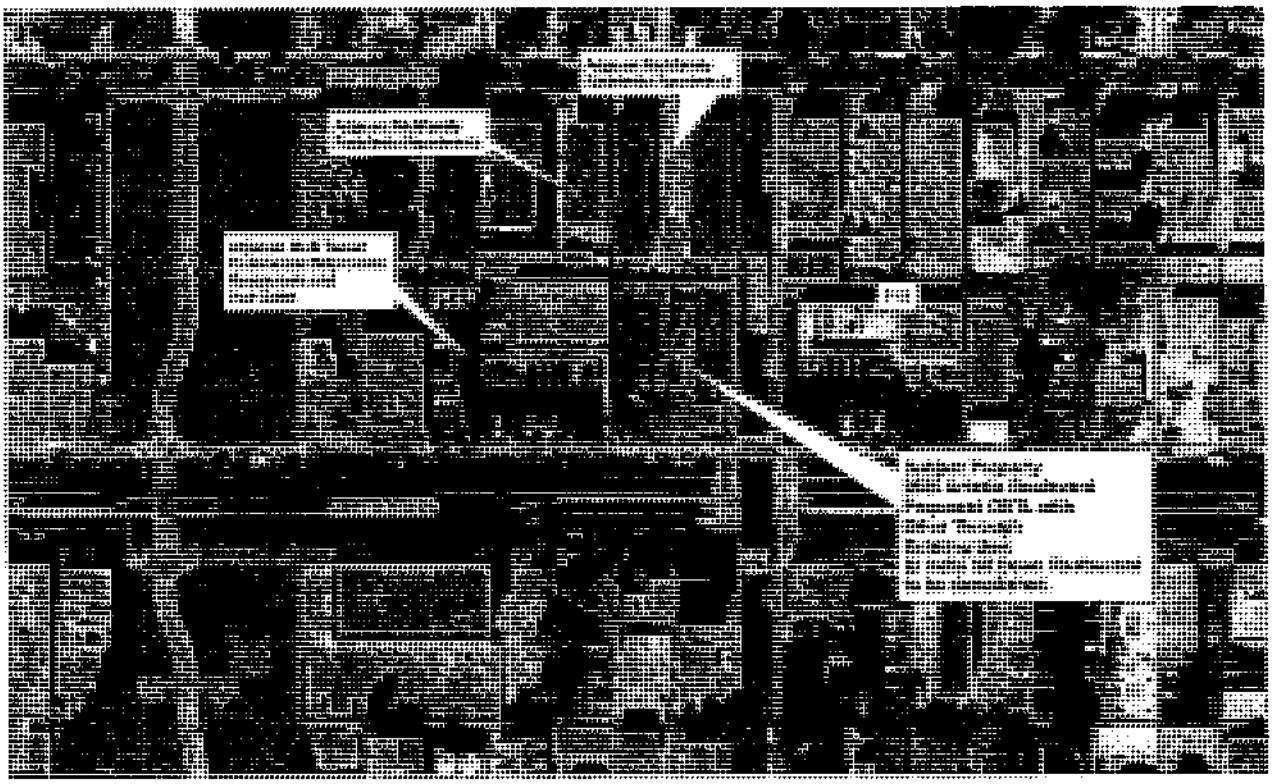
architecture, site design and development, and ingress-egress geometrics are consistent with all applicable zoning and General Plan objectives and ensures the project is compatible with the surrounding neighborhood.

BACKGROUND:

Site Location-Surrounding Uses

The subject property is comprised of two (2) rectangular shaped parcels (Lot 23 and Lot 24) totaling approximately 13,000 square feet. The combined lot maintains 100 feet of street frontage along Artesia Boulevard with a lot depth of approximately 130 feet along Felton Lane. The site is highly visible along the Artesia Boulevard Corridor.

Surrounding uses to the north are predominately medium and high density multi-family residential. Immediately north and contiguous to the subject property is a six (6) unit apartment. Across Felton Lane to the east and fronting along Artesia Boulevard is a 7-11 convenience store. Immediately west and fronting along Artesia Boulevard is a strip commercial development with restaurants and a hair salon. Along the south side of Artesia Boulevard are various commercial office and service retail structures.

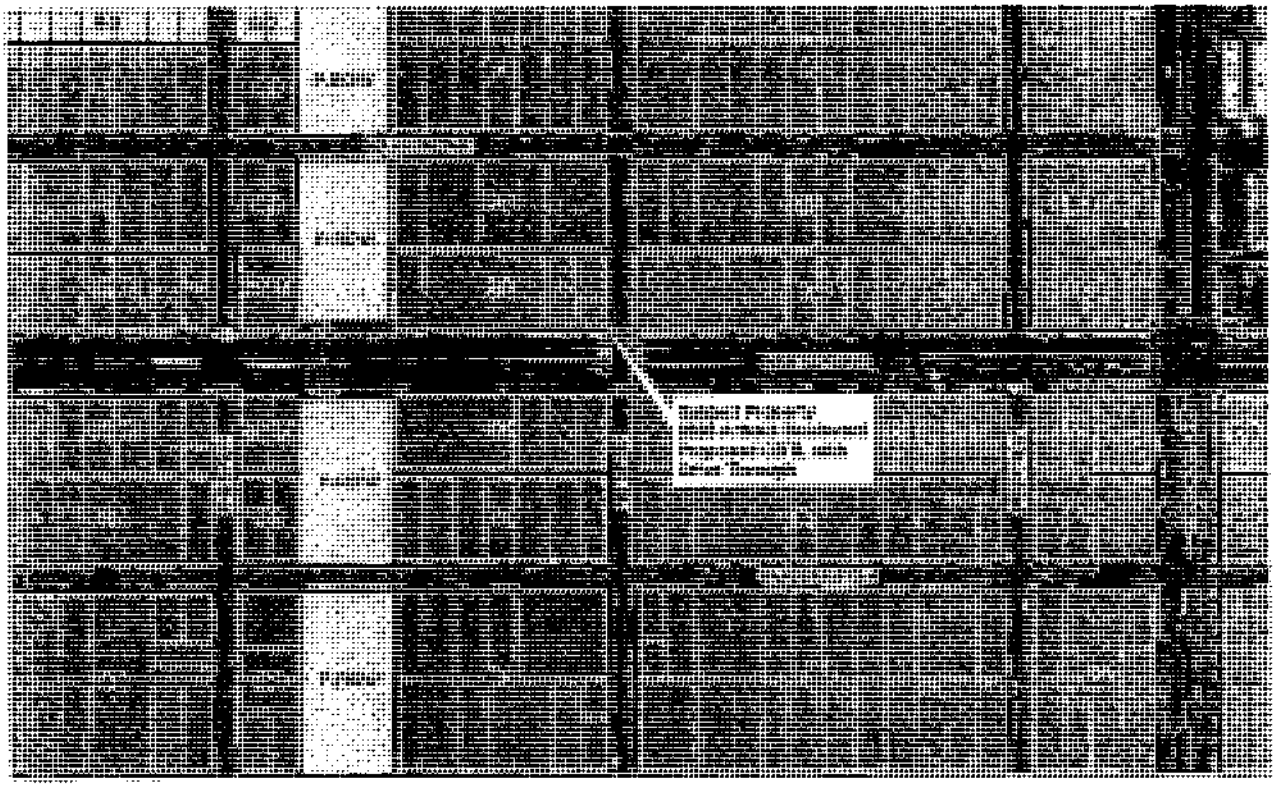


Existing and Former Uses

The two lots are currently developed with a 2,730 square foot sit down restaurant, El Indio, and an adjoining parking lot. The existing restaurant has been closed for approximately 6 months. All existing structures and improvements will be demolished and removed from the subject property.

Zoning and Land Use Context

The subject property is zoned C-2 (Commercial). Restaurants with drive-up service are conditionally permitted in the C-2 zone. The project is consistent with the applicable General Plan land use policies which encourages high-quality commercial reutilization of the property. Properties to the east, west, and south are all zoned C-2. Properties north are all zoned R-3, low density multi-family.



DETAILED DESCRIPTION OF THE REQUEST:

The project would demolish all on-site structures and the parking lot to allow construction of a 1,500 square foot restaurant – snack shop (coffee shop) with a drive-up aisle and service window and an outdoor dining patio approximately 150 square feet. A surface parking lot with a total of 15 parking spaces and related landscaping with lighting will also be constructed as part of the project.

The architecture of the building is a high quality contemporary design incorporating various building materials such as metal, wood and stucco. The building walls are broken up through the use of varied colors, materials and architectural relief with parapet and flat roofs at varying heights.

EVALUATION OF THE REQUEST:

The project requires the approval of a Conditional Use Permit and Planning Commission Design Review.

CONDITIONAL USE PERMIT

Pursuant to Section 10-2.620 of the Zoning Ordinance, the development of a restaurant with a drive-up service window requires the approval of a Conditional Use Permit. The purpose of a Conditional Use Permit is to ensure that the proposed use is appropriate on the subject property, that it does not have an adverse effect on the surrounding land uses, and that it does not disrupt the traffic flow on and immediately adjacent to the project site. As designed and conditioned, the proposed coffee shop with drive-up aisle and service window is not anticipated to have adverse impacts on any surrounding properties or roadways. The drive-up aisle meets all vehicle stacking distance requirements and will not interfere with site access, on-site circulation or egress, nor interfere with adjacent properties.

Traffic Evaluation

The most challenging aspect of this project concerned on-site circulation, specifically ingress-egress conflicts with the drive-up service aisle. As originally proposed, the turning movement from Artesia Boulevard into the drive-up service aisle and the egress geometric from the drive-up service aisle onto southbound Felton Lane could not be accommodated.

The conflict with the ingress geometric from Artesia Boulevard into the drive-up service aisle was fairly easy to remedy by simply moving the entry to the drive-up service aisle north further onto the site. The conflict with safely exiting the site onto southbound Felton Lane would have required the drive-up service aisle and coffee shop to be relocated further west on the lot which resulted in the loss of multiple parking spaces and a significant "narrowing" of the coffee shop to a width that was not functional for the operation of the proposed business. Therefore, in order to maintain the proposed parking lot and a store footprint consistent with the needs of the business operator, only ingress is permitted from Felton Lane and all egress from the site is accommodated at the driveway on Artesia Boulevard. The driveway at Felton Lane is entrance only and will be reduced in width to 20'. Signage and pavement markings prohibiting exiting the driveway at Felton Lane are conditioned upon the project.

The City's Traffic Engineer reviewed the project and determined that due to a potential for additional traffic and the conflicts with ingress-egress and the drive-up service aisle, the project warranted the applicant submit a traffic study in conjunction with this project. Per the traffic study, the project will generate a net total increase of approximately 198 daily trips with 49 additional trips during the morning peak hour and 0 additional trips during the evening peak hour. In terms of traffic generation, per the traffic study, the project will not have a significant impact on any of the three (3) intersections studied based on the Cities adopted thresholds of significance. The traffic study also confirms that the required ingress-egress restrictions do not result in any significant impacts to adjacent roadways. The City's Traffic Engineer has confirmed that the project as proposed and conditioned will not result in significant traffic-circulation related impacts. Attached to this report is the traffic study submitted for this project.

Additionally regarding traffic, three (3) nearby residents to the north expressed concerns with potential conflicts between cars existing the site at Felton Lane and school traffic (pedestrian and vehicle) heading south along Felton Lane during the AM peak hours. With the condition that the Felton Lane driveway be restricted to ingress only with all exiting from the site at the Artesia Boulevard driveway the potential conflicts noted by the commenting neighbors are alleviated. Attached to this report are the communications received from the nearby residents.

Zoning Development Standards-FAR, Building Height, Setbacks and Parking

The proposed project meets all the development standards of the C-2 zone in terms of the Floor Area Ratio (FAR), building height, setbacks, landscaping, site lighting, and parking.

The project FAR of 0.11 is well under the maximum 0.5 FAR permitted under the C-2 zone. The building height is 21 feet and is 9 feet below the maximum 30 feet height limit set for this zone.

The building meets all the required setbacks; 5-foot front setback, 10-foot side setbacks, and 20-foot setback from the adjacent residentially zoned property north of the subject property.

The 15 on-site parking spaces exceeds the parking requirement of 1 parking space per 250 square feet of gross floor area by 9 parking spaces.

Final lighting plans for the site will be designed to avoid glare onto neighboring properties. To ensure no direct source of light is visible from the adjacent residential properties to the north additional, landscaping is required along the northern property and all parking lot and building lighting is required to be shielded. A new 8' high wall is required along the northern property line in conjunction to the additional tall landscaping to better protect the residential properties immediately north from car lights queuing in drive-up aisle and

accessing the parking lot from Artesia in addition to any building and site lights. The site will also have a trash enclosure with a roof that will fully screen trash dumpsters from public view. Dust, debris and vibration (if any) will occur primarily during construction. However, standard conditions of approval relating to such concerns are included in the conditions of approval for this project.

PLANNING COMMISISON DESIGN REVIEW

Pursuant to Section 10-2.2502 of the Zoning Ordinance, any new development on a site zoned Commercial (C-2), that is 10,000 square feet in size or greater, requires Planning Commission Design Review. The purpose of the Planning Commission Design Review (PCDR) is to ensure the compatibility, originality, variety and innovation within the architecture, design, landscaping and site planning of the project. The PCDR is also to protect surrounding properties, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety and welfare of the City.

Criteria are provided in order to determine the project's consistency with the intent and purpose of this section. The criteria include consideration of: 1) user impact and needs; 2) relationship to physical features; 3) consistency of the architectural style and design; 4) balance and integration with the neighborhood; 5) building design; and 6) signs. Based on the criteria, conditions of approval may be deemed necessary to protect the overall health, safety and welfare of the City.

User Impact and Needs

The site is well organized with 2 vehicular entrances and 1 vehicle exit. Trash and mechanical equipment are out of public view and screened. The site layout makes efficient use of the property.

All loading and unloading activities will be conducted on-site to ensure there are no impacts upon surrounding properties. Attached to this report is a Business Operations Plan that details the proposed hours of operation, number of employees, and other business related activities to be expected.

Relationship to Physical Features - Project Size, Scale and Neighborhood Compatibility

The project scale is modest in size and is well below the maximum permitted 0.5 F.A.R. under the C-2 zone. Being one story and located on a moderately sized lot, the scale of the building is also reasonable. The building's height is 9 feet under the maximum 30 feet height limit and is consistent with the neighboring properties developed along Artesia Boulevard and similar to the heights of the multi-family residential structures to the north. Overall, the project is compatible with surrounding uses, and will not impact the surrounding development or neighboring residential units to the north. Considerable

attention was paid to the residential uses immediately north and with the requirement of a new 8' high concrete wall and tall landscaping, potential impacts will be avoided.

All mechanical equipment will be screened from view by a parapet wall that will be at minimum 1' higher than any proposed mechanical equipment and is constructed with additional sound attenuation materials.

Architectural Style and Design

The overall design and architectural style is a high quality contemporary design. The new 1,500 square foot restaurant – snack shop/coffee shop building is innovative and consistent in its architectural style. The facades are broken up with varying heights and materials and each of the four facades is unique and presents a finished appearance. The project design is clean and well thought out with the use of varying materials. The use of earth-tone colors and exterior materials such as metal, wood and stucco are consistent with a high quality contemporary design. The building will integrate well with the neighborhood.

The project also includes the development of a 150 square foot outdoor dining area that will have decorative lighting and high quality outdoor furnishing and landscaping. This added development feature will help to soften the development from the views along Artesia Boulevard and Felton Lane.

Overall, the development of the property is a significant improvement over the current conditions at the site.

Signs

One pole sign may be permitted pursuant to Section 10-2.1806 subject to Planning Commission approval. The applicant proposes a 30 feet tall pole sign at the corner of Artesia Boulevard and Felton Lane. Some additional signage is also proposed on the building as reflected on the attached plans.

All signage is compliant with zoning ordinance signage requirements.

Landscaping

The attached landscape plans have been reviewed by the Community Development Department and Public Works Department. The landscape plans note drought tolerant plants that are water conservative and aesthetically pleasing. In addition, trees will be required at strategic locations along the northern property line to ensure effective screening of the project's site lighting.

FINDINGS:

1. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

   a) A drive-up service window is conditionally permitted in the land use district in which the site is located. Permitting a drive-up service window in conjunction with this project is appropriate. The site as conditioned is well designed and will not conflict with any existing traffic patterns on adjacent roadways.

   b) The site for the proposed use is in conformity with the General Plan as conditioned. The site is adequate in size and shape to accommodate the use, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

   c) The site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed use provided that the project includes the sites ingress and egress restrictions and improvements as required by the City.

   d) The proposed use will have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval.

   e) The proposed project conforms to all of the requirements of the Zoning Ordinance.

2. In accordance with Section 10-2.2502(b) of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is consistent with the criteria set forth therein for the following reasons:

   a) The design of the project considers the impact and needs of the user in respect to circulation, traffic, parking, utilities, public services, noise and odor, privacy, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns because, with the conditions of approval for construction, design, operations, street improvements, storm drain improvements, and storm water pollution improvement, the project design reduces impacts and improves conditions on the site.

   b) Given that the site is already a commercial site that is developed with a commercial structure and paved parking lot and that there is no natural terrain left on the site, the construction of the proposed project will not have a negative impact on the existing physical features.

c) The design of the project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.

d) The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties.

e) The design of the project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction with its extensive use of multiple exterior materials and colors and varied reliefs.

3. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

4. The project is Categorically Exempt from the preparation of environmental documents pursuant to Section ~~15301~~ 15303 (New Construction or Conversion of Small Structures) of the Guidelines of the California Environmental Quality Act (CEQA).

5. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

6. The Planning Commission further finds that in reviewing the Exemption Declaration it has exercised its own independent judgment.

CONDITIONS:

1. That the approval granted herein is for the construction of a 1,500 square foot restaurant-snack shop/coffee shop with a drive-up service window. The project shall be in substantial compliance with the plans reviewed in conjunction with the applications and plans reviewed and approved by the Planning Commission on October 20, 2016.

2. That the Community Development Department shall be authorized to approve minor changes.

3. That in the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.

Design

4. That the precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Community Development Department approval prior to issuance of a building permit.

5. That the applicant shall submit an exterior lighting plan, for approval prior to issuance of building permits. Said lighting shall be consistent in architectural style with the building design and shall include fixture details and light output amounts to ensure that no direct light sources will be visible from the adjacent residential properties. Light shielding and line of site analysis may be required.

6. That all mechanical equipment on the rooftop or on the ground shall be architecturally screened from view at or below the roofline to the satisfaction of the Community Development Department. The parapet roof will be constructed with sound attenuation materials to best ensure no noise impacts upon adjacent properties from rooftop mechanical equipment will occur.

Construction

7. That the applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.

8. That the applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to maintain the subject property may result in reconsideration of this approval by the Planning Commission.

9. That the site shall be fully fenced prior to the start of construction.

10. That all on-site litter and debris shall be collected daily.

11. That construction work shall occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sunday and holidays.

12. That there shall be no storage of material on public streets.

13. That the project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.

14. That barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.

15. That streets and sidewalks adjacent to job sites shall be clean and free of debris.

Operations

16. That delivery and loading hours for the commercial businesses shall be per the following schedule:
    a. Product deliveries: Tuesday & Saturday
    b. Bakery Deliveries: Daily overnight between 12AM-4AM
    c. Supplies delivery: Thursdays between 8AM-8PM
    d. Dairy Delivery: Tuesday & Friday

Site Lighting

17. Prior to the issuance of a Building Permit a lighting plan shall be submitted for review and approval by the Community Development Department that provides lighting design and amounts to ensure no direct light sources will be visible from nearby residential zoned and developed properties.

18. Landscaping of sufficient height to obscure lighting from the subject property to the residential properties north of the site shall be required subject to the approval of the Planning Division.

19. A new wall to be constructed along the northern property line shall be 8' high and finished on both sides.

Landscaping Plan

20. The conceptual landscaping plan shall add additional trees to the areas along the northern property line to screen car lights from shining into the properties immediately north. Additional trees are subject to the approval by the Planning Division.

Street Improvements

21. That the applicant shall make all the necessary street improvements (sidewalk, curb, gutter and AC Paving) as required by the Engineering Department along Artesia Boulevard and Felton Avenue.
22. Pavement markings and signage prohibiting cars from exiting onto Felton Lane is required subject to the approval by the Planning Division and the City's Traffic Engineer.

Prepared by:

Sean Scully
Planning Manager

Approved by:

Aaron Jones
Community Development Director

- ☐ Exemption Declaration
- ☐ Draft Resolution
- ☐ Applicant's Submittals
- ☐ Public Written Comments From Neighboring Properties
- ☐ Public Notices for October 20, 2016 Planning Commission Meeting published in October 6, 2016 Easy Reader

CITY OF REDONDO BEACH

EXEMPTION DECLARATION
PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

DATE: October 20, 2016

PROJECT ADDRESS: 2521 – 2525 Artesia Boulevard

PROPOSED PROJECT: Consideration of an Exemption Declaration, a Conditional Use Permit and Planning Commission Design Review to permit the construction of a 1,500 square foot snack shop/coffee shop with drive-up aisle and service window on property located within a Commercial (C-2) zone at 2521-2525 Artesia Boulevard (north-west corner of Artesia Boulevard and Felton Lane).

In accordance with Chapter 3, Title 10, Section 10-3.301(a) of the Redondo Beach Municipal Code, the above-referenced project is Categorically Exempt from the preparation of environmental review documents pursuant to:

> Section 15303 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), a structure not exceeding 2500 square feet in floor area in an urbanized area where all the necessary public services and facilities are available and the surrounding area is not environmentally sensitive, is exempt from the requirements of CEQA. This finding is supported by the fact that the proposed project is the construction of a new restaurant-snack shop that is 1,500 square feet in size.

Prepared By:

Sean Scully
Planning Manager

RESOLUTION NO. 2016-10-PCR-***

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A CONDITIONAL USE PERMIT AND PLANNING COMMISSION DESIGN REVIEW TO ALLOW THE OPERATION OF A 1500 SQUARE FOOT RESTAURANT – SNACK SHOP WITH DRIVE-UP SERVICE WINDOW-AISLE AND OUTDOOR DINING PATIO ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2) ZONE AT 2521-2525 ARTESIA BOULEVARD (CASE NO. 2016-09-PC-017)

WHEREAS, an application was filed on behalf of the owner of the property located at 2521 – 2525 Artesia Boulevard for approval of an Exemption Declaration and consideration of a Conditional Use Permit and Planning Commission Design Review to allow the operation of a 1500 square foot restaurant – snack shop with a drive-up service window-aisle and outdoor dining patio on property located within a Commercial (C-2) zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and application would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, and other interested parties at the public hearing held on October 20, 2016 with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

   a) A drive-up service window is conditionally permitted in the land use district in which the site is located. Permitting a drive-up service window in conjunction with this project is appropriate. The site as conditioned is well designed and will not conflict with any existing traffic patterns on adjacent roadways.

   b) The site for the proposed use is in conformity with the General Plan as conditioned. The site is adequate in size and shape to accommodate the

use, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

c) The site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed use provided that the project includes the sites ingress and egress restrictions and improvements as required by the City.

d) The proposed use will have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval.

e) The proposed project conforms to all of the requirements of the Zoning Ordinance.

2. In accordance with Section 10-2.2502(b) of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is consistent with the criteria set forth therein for the following reasons:

a) The design of the project considers the impact and needs of the user in respect to circulation, traffic, parking, utilities, public services, noise and odor, privacy, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns because, with the conditions of approval for construction, design, operations, street improvements, storm drain improvements, and storm water pollution improvement, the project design reduces impacts and improves conditions on the site.

b) Given that the site is already a commercial site that is developed with a commercial structure and paved parking lot and that there is no natural terrain left on the site, the construction of the proposed project will not have a negative impact on the existing physical features.

c) The design of the project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.

d) The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties.

e) The design of the project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction with its extensive use of multiple exterior materials and colors and varied reliefs.

3. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

4. The project is Categorically Exempt from the preparation of environmental documents pursuant to Section 15303 (New Construction or Conversion of Small Structures) of the Guidelines of the California Environmental Quality Act (CEQA).

5. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

6. The Planning Commission further finds that in reviewing the Exemption Declaration it has exercised its own independent judgment.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That based on the above findings, the Planning Commission does hereby approve the Exemption Declaration and grant the Conditional Use Permit and Planning Commission Design Review pursuant to the plans and applications considered by the Planning Commission at its meetings on the 20th day of October, 2016.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. That the approval granted herein is for the construction of a 1,500 square foot restaurant-snack shop/coffee shop with a drive-up service window. The project shall be in substantial compliance with the plans reviewed in conjunction with the applications and plans reviewed and approved by the Planning Commission on October 20, 2016.

2. That the Community Development Department shall be authorized to approve minor changes.

3. That in the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.

<u>Design</u>

4. That the precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Community Development Department approval prior to issuance of a building permit.

5. That the applicant shall submit an exterior lighting plan, for approval prior to issuance of building permits. Said lighting shall be consistent in architectural style with the building design and shall include fixture details and light output amounts to ensure that no direct light sources will be visible from the adjacent residential properties. Light shielding and line of site analysis may be required.

6. That all mechanical equipment on the rooftop or on the ground shall be architecturally screened from view at or below the roofline to the satisfaction of the Community Development Department. The parapet roof will be constructed with sound attenuation materials to best ensure no noise impacts upon adjacent properties from rooftop mechanical equipment will occur.

Construction

7. That the applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.

8. That the applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to maintain the subject property may result in reconsideration of this approval by the Planning Commission.

9. That the site shall be fully fenced prior to the start of construction.

10. That all on-site litter and debris shall be collected daily.

11. That construction work shall occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sunday and holidays.

12. That there shall be no storage of material on public streets.

13. That the project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.

14. That barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.

15. That streets and sidewalks adjacent to job sites shall be clean and free of debris.

Operations

16. That delivery and loading hours for the commercial businesses shall be per the following schedule:
    a. Product deliveries: Tuesday & Saturday
    b. Bakery Deliveries: Daily overnight between 12AM-4AM
    c. Supplies delivery: Thursdays between 8AM-8PM
    d. Dairy Delivery: Tuesday & Friday

Site Lighting

17. Prior to the issuance of a Building Permit a lighting plan shall be submitted for review and approval by the Community Development Department that provides lighting design and amounts to ensure no direct light sources will be visible from nearby residential zoned and developed properties.

18. Landscaping of sufficient height to obscure lighting from the subject property to the residential properties north of the site shall be required subject to the approval of the Planning Division.

19. A new wall to be constructed along the northern property line shall be 8' high and finished on both sides.

Landscaping Plan

20. The conceptual landscaping plan shall add additional trees to the areas along the northern property line to screen car lights from shining into the properties immediately north. Additional trees are subject to the approval by the Planning Division.

Street Improvements

21. That the applicant shall make all the necessary street improvements (sidewalk, curb, gutter and AC Paving) as required by the Engineering Department along Artesia Boulevard and Felton Avenue.

22. Pavement markings and signage prohibiting cars from exiting onto Felton Lane is required subject to the approval by the Planning Division and the City's Traffic Engineer.

Section 3. That the approved Conditional Use Permit and Planning Commission Design Review shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 4. That, prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED, AND ADOPTED this 20th day of October, 2016.

Doug Rodriquez, Chair
Planning Commission
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Aaron Jones, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2016-10-PCR-*** was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 20th day of October, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

CITY OF REDONDO BEACH

PLANNING DIVISION

PLANNING DEPT REVIEWED BY:
DATE REVIEWED:

APPLICATION FOR CONDITIONAL USE PERMIT

Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Conditional Use Permit, pursuant to Section 10-2.2506 of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A APPLICANT INFORMATION

STREET ADDRESS OF PROPERTY:
2525 Artesia Blvd., 2521 Artesia Blvd.

EXACT LEGAL DESCRIPTION OF THE PROPERTY:
LOT: 24 BLOCK: 27 TRACT: 2 EX

ZONING: C2

FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)

SITE SIZE (SQ. FT.): **GROSS FLOOR AREA** (SQ. FT.) **FLOOR AREA RATIO:**

RECORDED OWNER'S NAME:
Tim Foley
MAILING ADDRESS: 2312 Rosecrans Ave. Ste. 2225
El Segundo, CA 90245
TELEPHONE: (310) 725-9102

AUTHORIZED AGENT'S NAME:
MAILING ADDRESS:
TELEPHONE:

APPLICANT'S NAME: Ralph Gentile
MAILING ADDRESS: 7250 Melrose Ave. Ste. 5
Los Angeles, CA 90046
TELEPHONE: (323) 954-8291

PROJECT ARCHITECT/FIRM/PRINCIPAL:
Ralph Gentile
MAILING ADDRESS: 7250 Melrose Ave. Ste. 5
Los Angeles, CA 90046
TELEPHONE: (323) 954-8291 **LICENSE NO.** C23538

B REQUEST

The applicant requests a Conditional Use Permit to use the above described property for the following purposes:

The applicant requests a Conditional Use Permit for the joining of the two lots and drive thru coffee establishment.

C	**SHOWINGS:** Explain how the project is consistent with the criteria in Section 10-2.2506(B) of the Zoning Ordinance.

1. Describe existing site improvements and their present use. If vacant, please specify.

The current site is a one story Mexican Restaurant ["El Indio"] and an adjoining paved parking lot.

2. Describe the site in terms of its ability to accommodate the proposed use and conform to the development standards of the Zoning Ordinance (i.e., setbacks, parking, landscaping, etc.)

This corner site fully accommodates the commercial use project of the proposed tenant [Coffee bean & Tea Leaf] which includes adequate setbacks, parking, signs, landscaping, and drive thru. The project is designed to be in full accordance with the development standards for the C2 zone and the various requirements of development for use of this type.

The proposed new commercial structure for a single tenant [Coffee Bean & Tea Leaf] is in general conformance with the commercial scale and character of Artesia Blvd. but with a higher standard of design and curb appeal. The built-to-suit tenant is a Southern California quality coffee retail store with strong brand recognition.

New project includes a new landscaping and planting in accordance with the City development standards and includes drought-tolerant ground covering, shrubs, and approved shade trees.

The location and placement of signs are of the appropriate scale and orientation to the surrounding commercial buildings and street. Facing away from the residential neighbors the proposed illuminated monument sign provides desirable tenant identity for vehicles on Artesia.

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

The site is located on the corner of Artesia Boulevard and Felton Lane which is a controlled intersection with a traffic signal. Pedestrian and vehicular access to the parking and building is from Artesia Boulevard, a divided arterial two-way four lane [80.00′ ROW] with street parking and a protected left turn lane running generally east-west. Felton Lane is a two-way [40.00′ ROW] with street parking. Both Felton and Artesia have paved concrete sidewalks.

Two new vehicle access concrete driveways are located on the south-west and north-east quadrants of the site (away from the intersection) and provide a 'natural' traffic pattern understandable to patrons. Vehicles leaving the property on Artesia will be a right turn only while vehicles exiting onto Felton Lane can turn either left or right. If they turn left they then have the option of turning left, right, or going straight.

4. Describe the expected impact of the proposed use on adjoining uses and activities and on future development of the neighborhood.

The location is currently a commercial development [existing restaurant] with parking. The proposed use is similar and designed to have a minimal impact on the surrounding neighborhood. The new use will provide a new neighborhood amenity and community meeting place. Future improvements, in both the commercial and residential realms, will be encouraged by this investment.

5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.

The proposed use is consistent with the Redondo Beach General Plan for commercial corridor along Artesia Boulevard and represents a responsible development of this under utilized commercial site.

D **It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the establishment of the use as applied for in this request for a Conditional Use Permit. Use reverse side of this sheet if more space is needed.**

NAME	ADDRESS	LOT	BLOCK	TRACT

OWNER'S AFFIDAVIT

Project address: 2525 Artesia Blvd., 2521 Artesia Blvd.

Project description: 1,500 sf coffee shop with drive-thru (all new construction)

I (We) Timothy Foley, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s): Tim J Foley

Address: 2312 Rosecrans Ave. Ste. 2225
El Segundo, CA 90245

Phone No. (Res.) (323) 829-5504
(Bus.) (310) 725-9102

Subscribed and sworn to (or affirmed) before me this 7 **day of** July, **2016**
by Lori Volheim, **proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.**

Lori Volheim
FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) ss

Seal

LORI VOLHEIM
Commission # 2058273
Notary Public - California
Los Angeles County
My Comm. Expires Feb 17, 2018

CITY OF REDONDO BEACH

PLANNING DIVISION

RECEIVED BY:
DATE RECEIVED:

APPLICATION FOR PLANNING COMMISSION DESIGN REVIEW

Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Planning Commission Review, pursuant to Section 10-2.2502,of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A APPLICANT INFORMATION

STREET ADDRESS OF PROPERTY: 2521-2525 Artesia Blvd.

EXACT LEGAL DESCRIPTION OF THE PROPERTY:

LOT: 23/24 **BLOCK:** 27 **TRACT:** 2 EX

ZONING: C2

FLOOR AREA RATIO *(EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)*

SITE SIZE *(SQ. FT.)*: 13,996 **GROSS FLOOR AREA** *(SQ. FT.)* 1,419 **FLOOR AREA RATIO:** 0.10

RECORDED OWNER'S NAME: Tim Foley	**AUTHORIZED AGENT'S NAME:**
MAILING ADDRESS: 2312 Rosecrans Ave. Ste. 2225 El Segundo, CA 90245	**MAILING ADDRESS:**
TELEPHONE: (310) 725-9102	**TELEPHONE:**
APPLICANT'S NAME: Ralph Gentile	**PROJECT ARCHITECT:** Ralph Gentile
MAILING ADDRESS: 7250 Melrose Ave. Ste. 5 Los Angeles, CA 90046	**MAILING ADDRESS:** 7250 Melrose Ave. Ste. 5 Los Angeles, CA 90046
TELEPHONE: (323) 954-8291	**TELEPHONE:** (323) 954-8291 **LICENSE NO.** C23538

B REQUEST

The applicant requests a Planning Commission Design Review to use the above described property for the following purposes:

New construction of a 1,500 sf coffee shop with drive thru and parking lot for 16 cars.

C	**SHOWINGS:** Explain how the project is consistent with the criteria in Section 10-2.2514(C) of the Zonning Ordinance
	1. Is the project designed in full accordance with the development standards of the zone in which it is located? If not, explain. This project is designed to be in full accordance with the development standards for the C2 zone. The existing urban site is almost completely paved or built upon with little landscaping and only a few non-native trees which need to be removed. The existing restaurant, the Tortilla Factory, and parking lot will be completed demolished. New project includes a new landscaping and planting in accordance with the City development standards and includes drought-tolerant ground covering, shrubs, and approved shade trees.
	2. Indicate how the location of buildings and structures respects the natural terrain and is integrated with natural features of the landscape including the preservation of existing trees where feasible. The existing urban site is almost completely paved or built upon with little landscaping and only a few non-native trees which need to be removed. The existing restaurant, the Tortilla Factory, and parking lot will be completed demolished. New project includes a new landscaping and planting in accordance with the City development standards and includes drought-tolerant ground covering, shrubs, and approved shade trees.
	3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics. The locations of driveways onto Artesia Blvd. and Felton Ln. that currently exist at the southwest and northeast corners of the site (respectively) are to generally remain in those locations. Likewise, their relative widths of approx. 24′ (Artesia) and 28′ (Felton) are to be maintained. Both driveways are 2-way, however the existence of a center divider precludes that the exit onto Artesia is to be a right-turn-only, and that only westbound traffic on Artesia will be able to enter the drive-thru (eastbound traffic will have to U-turn at Artesia and Felton in order to enter the drive-thru). An additional driveway is centered along the east property line is to be eliminated, while the ADA curb cut at the corner is to be maintained/repaved as-needed.

4. Describe how the overall design is compatible with the neighborhood and in harmony with the scale and bulk of surrounding properties.

The proposed new commercial structure for a single tenant—Coffee Bean & Tea Leaf—is in general conformance with the commercial scale and character of Artesia Blvd. but with a higher standard of design and curb appeal. The built-to-suit tenant is a Southern California quality coffee retail store with strong brand recognition. The proposed design has a modern look composed of clean lines. Unlike other drive thru type operations, Coffee Bean & Tea Leaf serves a limited menu of coffee and similar menu items and does no actual cooking on the site, thus reducing the associated trash and odor problems sometimes associated with these kinds of locations.

5. Describe how the design of buildings and structures avoids the appearance of flat facades or boxlike construction.

The proposed store design envelopes the simple operational interior with clean, modern exterior facades set back from the street by the patio seating area and new planted areas. The overall composition is a dynamic interplay of overhanging canopies with interlocking large volume spaces. Each façade is designed with both practical and aesthetic goals in mind. The size and location of storefront and window openings give the building an airy feel while the canopy and overhangs provide shade and protection. The material palette is a combination of earth tone stucco walls, wood soffits, and clear glass and aluminum. Landscape walls and planting as designed to soften the appearance of the parking and patio areas to both the pedestrian and vehicular traffic.

6. SIGNS: Indicate how the size, shape, color, materials, illumination, and placement of signs if harmonius and in scale with the building and surrounding area, and avoids needless repetition or proliferation of signs or any adverse impacts on surrounding properties.

The location and placement of signs are of the appropriate scale and orientation to the surrounding commercial buildings and street. Facing away from the residential neighbors the proposed illuminated monument sign provides desirable tenant identity for vehicles on Artesia. Two additional illuminated tenant identification signs are integrated with the façade compositions facing Artesia and Felton. The total number and location of signs on the site provide a unified brand presentation to the public without feeling cluttered and are designed to have a minimal impact on the surrounding neighborhood.

D **It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the proposed project. Use reverse side of this sheet if more space is needed.**

NAME	ADDRESS	LOT	BLOCK	TRACT

OWNER'S AFFIDAVIT

Project address: 2525 Artesia Blvd., 2521 Artesia Blvd.

Project description: 1,500 sf coffee shop with drive-thru (all new construction)

I (~~we~~) Timothy Foley, being duly sworn, depose and say I am (~~we are~~) the owner(~~s~~) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (~~we~~) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (~~our~~) knowledge and belief.

Signature(s): [signature]

Address: 2312 Rosecrans Ave. Ste. 2225
El Segundo, CA 90245

Phone No. (Res.) (323) 829-5504
(Bus.) (310) 725-9102

Subscribed and sworn to (or affirmed) before me this 7 **day of** July, **2016**
by Lori Volheim, **proved to me on the basis of satisfactory**

evidence to be the person(~~s~~) who appeared before me.

[signature]
FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) ss

Seal

LORI VOLHEIM
Commission # 2058273
Notary Public - California
Los Angeles County
My Comm. Expires Feb 17, 2018

CITY OF REDONDO BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

PUBLIC ART CONTRIBUTION APPLICATION

This form must be completed and submitted to the Building Division prior to the issuance of your Building Permit if you intend on providing public art on your development site as an option/alternative to paying your 1% public art contribution fee directly into the City's Public Art Fund.

A 'public art contribution', equivalent to 1% of building valuation (as determined by the Building Division), on all non-residential projects with a building valuation of $250,000 or more and new residential development projects of three (3) units or more with a building valuation of $250,000 or more is required as per Ordinance No. 3127-24 (RBMC Title 10, Chapter 6), effective January 2, 2015. The 1% public art contribution can satisfied in a number of ways as outlined below. Please indicate the Option of your choice by marking one or more of the following:

WHICH OF THE FOUR (4) OPTIONS FOR SATISFYING THE PUBLIC ART REQUIREMENT WOULD YOU LIKE TO SELECT?

1. (✓) Commission original art work of equivalent value to be installed on the property
2. ( ) Request architecture to be approved as art
3. ( ) Donate art work of equivalent value
4. ( ) Request the approval of a combination of Options 1 through Options 3

Please complete the following information:

Property Owner's Name: **Tim Foley**

Property Owner's Address: **2312 Rosecrans Ave. Ste. 2225, El Segundo, CA 90245**

Property Owner's Email: **TimFoley05@gmail.com** Cell Phone: **(323) 829-5504**

Project Representative's Name: **Ralph Gentile**

Project Representative's Address: **7250 Melrose Ave., Los Angeles, CA 90046**

Project Representative's Email: **ralph@rgastudio.com** Cell Phone: **(323) 954-8291**

Project Description: **[N] construction of 1500 sf coffee shop w/drive thru & lot for 16 cars.**

Planning Case / Resolution: _____

Case Planner's Name: _____

Plan Check No.s: _____ Total 1% Art Fee: _____

I **Tim Foley**, the property owner of the afore-mentioned project have read and understand the requirements of PUBLIC ART FUNDING MECHANISMS ORDINANCE NO. 3127-14 (RBMC Title 10, Chapter 6). I understand that I must comply with the provisions of the Ordinance prior to a final inspection and the City's issuance of a Certificate of Occupancy for the development or remodeling activity proposed above. I agree to cooperate with City offices and Commissions as necessary to fulfill the terms and guidelines applicable to the activity proposed above. In addition, a covenant will be recorded at the completion of the project to ensure compliance with the PUBLIC ART FUNDING MECHANISMS ORDINANCE and related administrative regulations.

Developer's Signature: _____ Date: **Sept. 30, 2016**

Case Planner's Signature: _____ Date: _____

CBTL Business Operation Plan and Profile

1) Hours of store operation: 4AM-12AM
2) Delivery schedule:
   a) Product deliveries: Tuesday & Saturday
   b) Bakery Deliveries: Daily overnight between 12AM-4AM
   c) Supplies delivery: Thursdays between 8AM-8PM
   d) Dairy Delivery: Tuesday & Friday.
3) Location on/off the site where deliveries will take place: Parking lot or side street, whichever is closest to the front door and most convenient.
4) 4 staff members per shift (typical); staff to park onsite depending on total number of parking spots available.
5) Menu – Pure snack (Various Coffee & Tea products all served hot & cold, limited selection of bakery/pastry items including sandwiches and grab-and-go items)
6) Trash company to provide dedicated recycling bins where space allows.

TRAFFIC IMPACT ANALYSIS REPORT

The Coffee Bean & Tea Leaf

2521 – 2525 Artesia Boulevard

Redondo Beach, California

Prepared For:

Mr. Tim Foley

Eyas Capital

2321 Rosecrans Ave., Ste. 2225

El Segundo, CA 90245

Prepared By:

LIN Consulting, Inc.

1432 E. Edinger Ave, Ste. 230

Tustin, CA 92780

October 11, 2016

P9600

LIN Consulting, Inc.
Traffic, Civil, Electrical Consulting Engineers

1432 E. Edinger Ave, Suite 230
Tustin, CA 92780
Tel:(909) 396-6850 Fax:(909) 396-8150
E-mail: inbox@LinConsulting.com

October 11, 2016

Mr. Tim Foley
Eyas Capital
2321 Rosecrans Ave. Ste 2225
El Segundo, CA 90245

Subject: The Coffee Bean & Tea Leaf – City of Redondo Beach, CA
Traffic Impact Analysis Report

Dear Mr. Foley:

LIN Consulting is pleased to submit the Traffic Impact Analysis Report for the proposed Coffee Bean and Tea Leaf facility in the City of Redondo Beach, CA. The report addresses the impact of the proposed project on intersections within the study area. Based on our review the project has no significant impact for Opening Year 2018.

A summary of findings and recommendations can be found in the "Significant Impacts" section of the report.

If further assistance or information is required, please feel free to contact us.

Sincerely,

LIN Consulting, Inc.
A California corporation

John C. Merrill, P.E.,T.E.
Senior Project Manager

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INTRODUCTION

The purpose of this traffic impact analysis is to identify potential traffic impacts of the proposed coffee shop facility located at 2521-2525 Artesia Boulevard in the City of Redondo Beach, California (see ***Exhibit 1***). This report presents our methodology, approach, and conclusions in regards to potential traffic impacts.

The proposed project, a coffee shop facility, is located at 2521-2525 Artesia Boulevard in the City of Redondo Beach, California. The site is also located in an area designated as Commercial in the City of Redondo Beach General Plan in the existing Land Use Element.

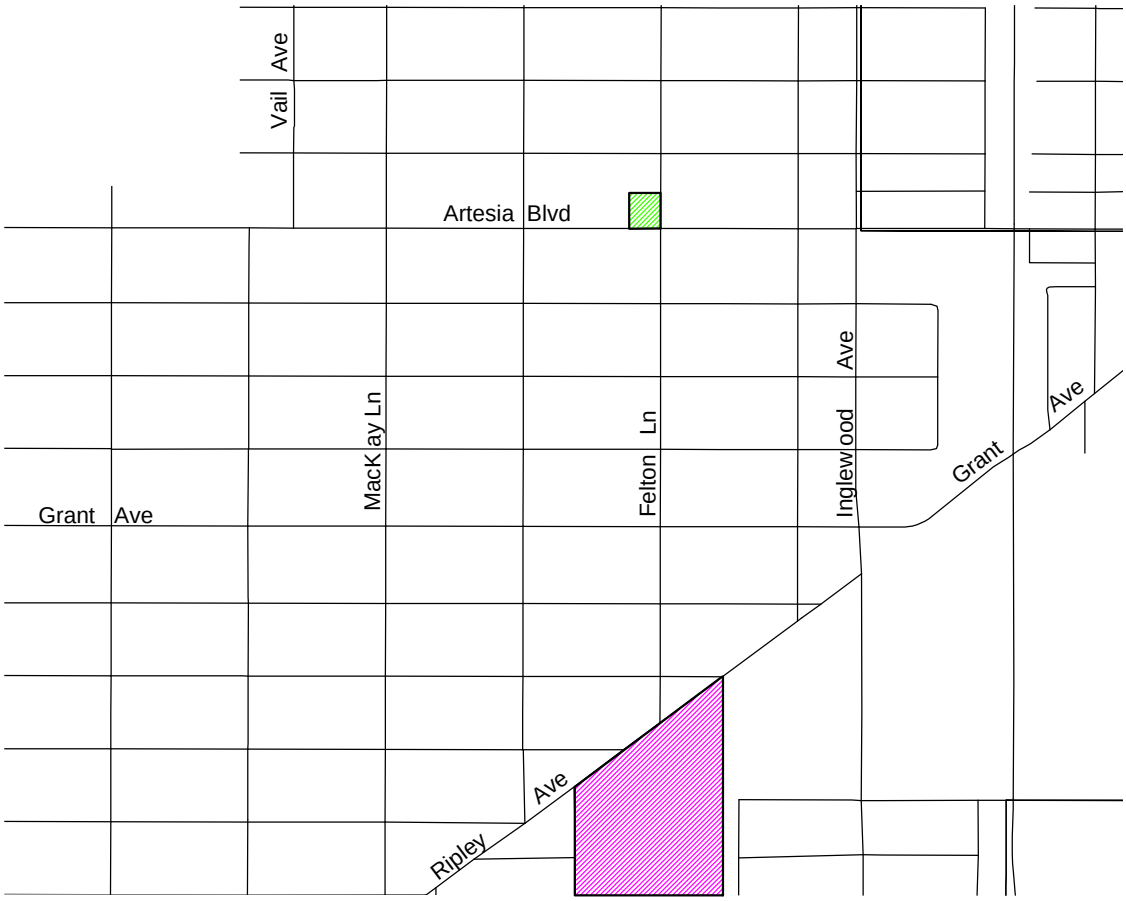
At present, the project site is occupied by an existing 2,730 square foot sit-down restaurant. The site plan for the existing land use is shown on ***Exhibit 2***. The project proposes to build a Coffee Bean & Tea Leaf shop covering 1,500 square feet of the proposed project site (see ***Exhibit 3***). The shop will also be equipped with an additional 150 square foot exterior patio accommodating up to 12 patrons, a drive through with on-site storage for seven (7) queued vehicles, and a surface parking lot for up to 15 cars.

The traffic impact analysis will identify project traffic volumes at the study area intersections, perform Level of Service (LOS) analysis during the weekday peak periods, determine traffic generation forecast and project trip distribution, and prepare mitigation measures for potential impacts. This traffic impact study analyzes the study area for the following scenarios:

1. Existing Traffic Conditions (Existing Year 2016)
2. Existing + Ambient Growth + Other Development Traffic Conditions Traffic Conditions (Opening Year 2018)
3. Existing + Ambient Growth + Other Development Traffic Conditions + Project Traffic (Opening Year 2018 + Project)

4. Existing + Ambient Growth + Other Development Traffic Conditions + Project Traffic + Mitigations (Opening Year 2018 + Project + Mitigations), if needed

Per consultation with the City of Redondo Beach, a combined “cumulative + ambient growth” factor will be used. Therefore, a traffic scenario with ambient growth and without other projects will not need to be studied.



LEGEND:

= Project Site

= Adams Middle School and Washington Elementary School

NOT TO SCALE

EXHIBIT 1

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

The Coffee Bean & Tea Leaf
2521 - 2525 Artesia Boulevard
Redondo Beach, California

PROJECT SITE LOCATION

W:\P\P9600-Coffee Bean and Tea Leaf Traffic Study, Redondo Beach\Fig\Figure_X-Location Map.dwg (10-11-16 1:47pm) Plotted by: Lci_Engr

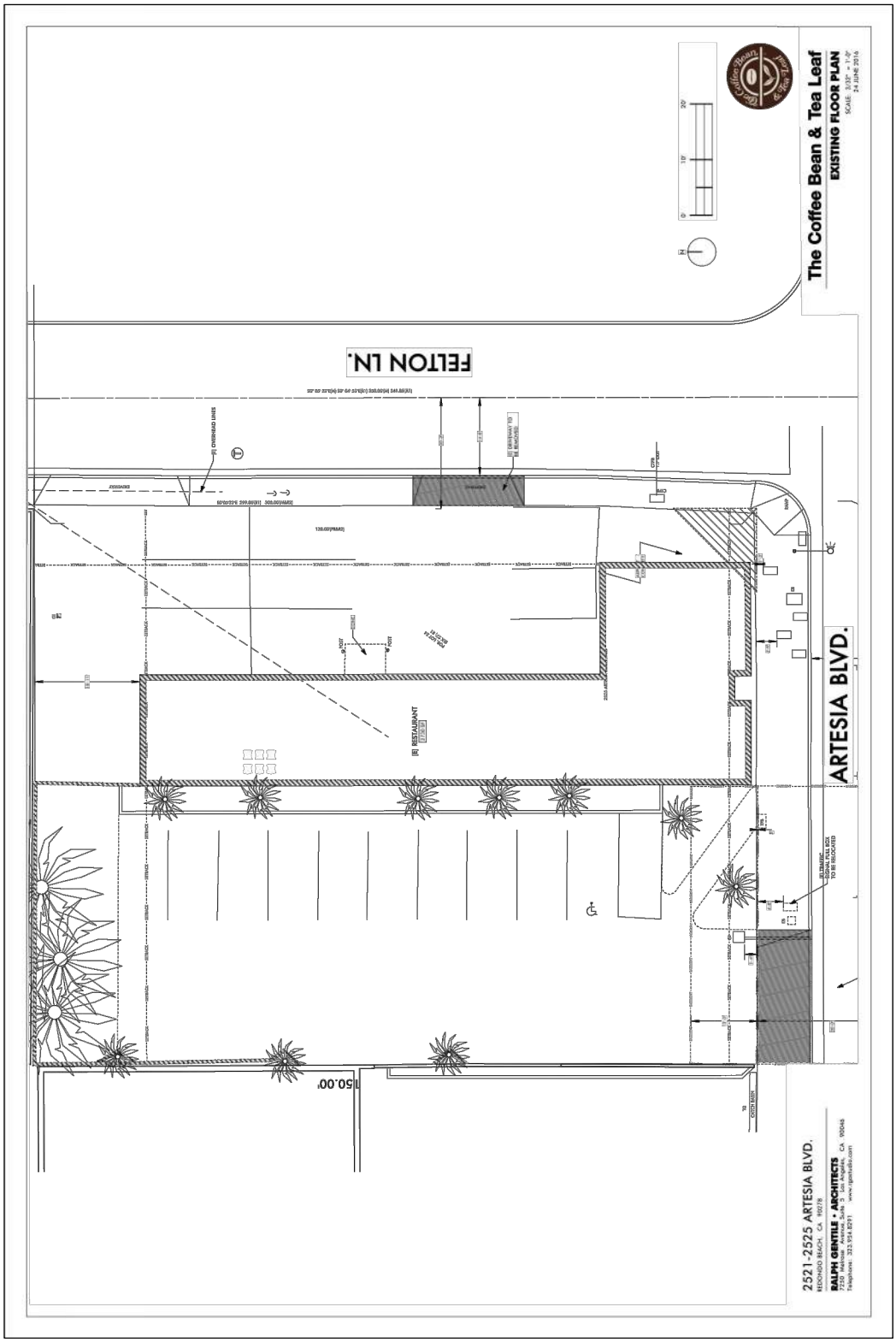


EXHIBIT 2

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

The Coffee Bean & Tea Leaf
2521 - 2525 Artesia Boulevard
Redondo Beach, California

EXISTING
SITE PLAN

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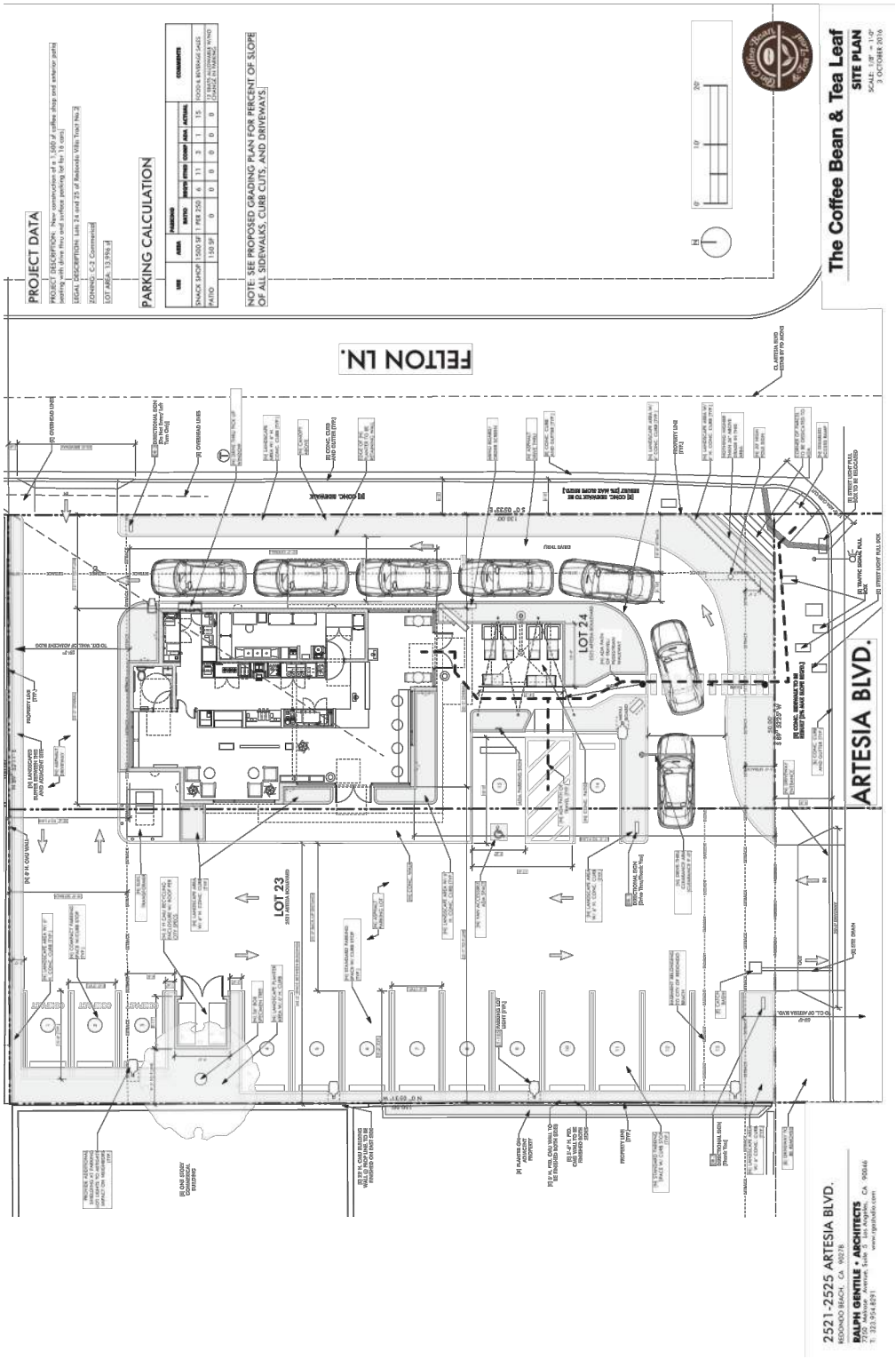

EXHIBIT 3

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

The Coffee Bean & Tea Leaf
2521 - 2525 Artesia Boulevard
Redondo Beach, California

PROPOSED SITE PLAN

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Local Agency Analysis Methodology

The roadway and intersection analysis are conducted in accordance with the criteria established by the City of Redondo Beach. The City uses Intersection Capacity Utilization (ICU) methodology for establishing Level of Service (LOS) and significance criteria.

The ICU method sums up the amount of time required to serve all movements at saturation for a given cycle length and divides by that reference cycle length. This method is similar to taking the sum of critical volume to saturation (v/s) flow ratios, yet allows minimum timings to be considered. Traffix calculates the ICU of a signalized intersection using lost time, expressed as a ratio of total intersection loss time and a reference cycle length of 120 seconds, a default saturation flow rate of 1,600 vehicles per hour, and one hour traffic volume counts. The relationship between LOS and ICU as defined in ICU 2003 is defined in ***Table 1***.

Table 1: Level of Service (LOS) by Intersection Capacity Utilization (ICU)

Level of Service (LOS)	Intersection Capacity Utilization (ICU)
A	0.00 – 55%
B	>55% - 64%
C	>64% - 73%
D	>73% - 82%
E	>82% - 91%
F	>91% - 100%
G	>100% - 109%
H	>109%

Source – ICU 2003

Per criteria provided by the City staff, The City of Redondo Beach uses the same significance criteria as the County of Los Angeles. A signalized intersection is considered significantly impacted by the proposed project based on the threshold shown in ***Table 2***.

Table 2: Significant Impact Criteria for Signalized Intersections

Level of Service	Final V/C Ratio	Project Related Increase in V/C Ratio
C	> 0.71 - 0.80	Equal to or greater than 0.04
D	> 0.81 - 0.90	Equal to or greater than 0.02
E, F	> 0.91	Equal to or greater than 0.01

Source – County of Los Angeles Traffic Impact Analysis Guidelines

While not being considered significance criteria, an additional analysis was conducted using Year 2010 Highway Capacity Manual (HCM 2010). HCM 2010 methodology addresses capacity, LOS and other performance measures for lane groups and intersection approaches and the LOS for the intersection as a whole. Capacity is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). HCM 2010 methodology factors both pedestrian and bicycle influences on LOS. Level of Service for signalized intersections is defined in terms of control delay. ***Table 3*** shows classification of HCM 2010 LOS based on control delay for signalized intersections.

HCM analysis for the existing signalized intersections was conducted using Synchro 9 software by Trafficware Ltd. For the ICU methodology, Traffix 7.9 software by Dowling Associates was used. A default saturation flow rate of 1,600 vehicles per hour per lane was assigned to all through/turn lanes while a flow rate of 2,880 vehicles per hour per lane was assigned to all dual turn lanes. This is consistent with the methodology provided by the Los Angeles Congestion Management Program (CMP).

Table 3: HCM 2010 Level of Service Criteria for Signalized Intersections

Level of Service (LOS)	Control Delay per Vehicle (in seconds)
A	<= 10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

Source - HCM 2010

CMP Analysis Methodology

The proposed project generates fewer than 50 peak hour trips through all study intersections, which is less than the threshold established by the Los Angeles County Congestion Management Program (CMP) for preparation of traffic impact analysis reports. Therefore, no further analysis is required for compliance with the CMP.

EXISTING CONDITIONS (YEAR 2016)

Existing Roadway System

The project site is located on the southeast corner of the intersection of Felton Lane (north-south) and Artesia Boulevard (east-west). Major roadways in close proximity to the project site include Felton Lane, Artesia Boulevard, Inglewood Avenue, and MacKay Lane. The existing roadway system serving the site is shown on ***Exhibit 4***.

Felton Lane is a north-south local located on the east side of the project site. It has one lane in each direction, though no striping. The posted speed limit on this roadway is 25 mph in the vicinity of the project site. On-street parking is permitted on the east side of the street within the vicinity of the proposed project site.

Artesia Boulevard is an east-west arterial located south of the project site. It has two lanes in each direction separated by a landscaped median. The posted speed limit on this roadway is 35 mph and on-street parking is available on both sides of the street within the vicinity of the proposed project site. Artesia Boulevard is listed as a CMP arterial in the Los Angeles County CMP.

Inglewood Avenue is a north-south arterial located further east of the project site. It has two lanes in each direction separated by a landscaped median. The posted speed limit on this roadway is 40 mph and on-street parking is available within the vicinity of the proposed project site.

MacKay Lane is a north-south local located further west of the project site. It has one lane in each direction. The posted speed limit on this roadway is 25 mph in the vicinity of the project site. On-street parking is permitted on the east side of the street within the vicinity of the proposed project site.

Pursuant to the agreement with City of Redondo Beach staff, the study analyzed these study intersections:

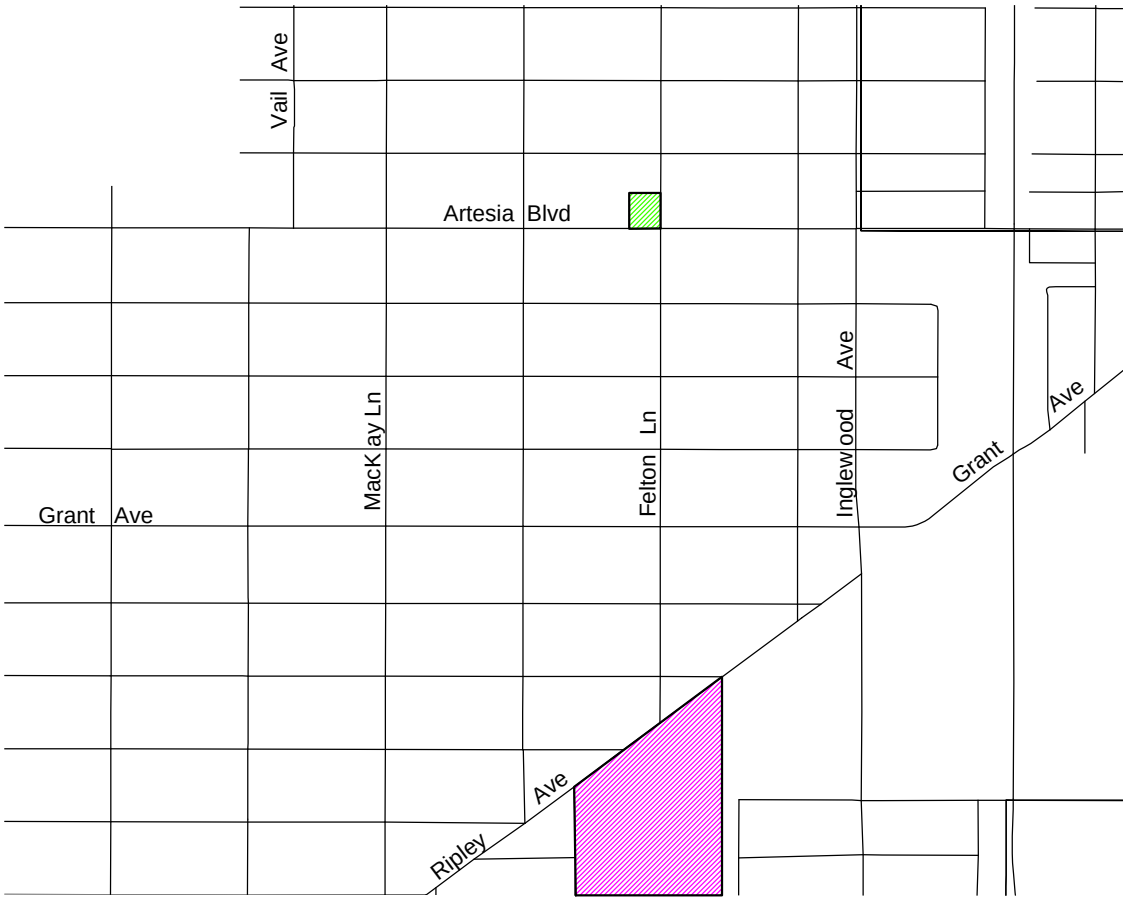
- Felton Lane & Artesia Boulevard
- Inglewood Avenue & Artesia Boulevard
- MacKay Lane & Artesia Boulevard

These study intersections are shown on ***Exhibit 5***.

Felton Lane & Artesia Boulevard is a signalized intersection with a permitted left turn in the northbound and southbound movements and a protected-permitted left turn in the eastbound and westbound movements. Felton Lane has one northbound and southbound lane; Artesia Boulevard has one left turn, one through, and one through-right lane on both the eastbound and westbound movements. Per the City of Redondo Beach, a Suggested Route to School exists north-south through this intersection. U-turns are permitted for eastbound and westbound Artesia Boulevard.

Inglewood Avenue & Artesia Boulevard is a signalized intersection with protected left turns and overlapping right turns for all movements. Inglewood Avenue has one left turn, two through, and one right turn lane on both the northbound and southbound movements; Artesia Boulevard has two left turn, two through, and one right turn lane on the eastbound movement and one left turn, two through, and one right turn lane on the westbound movement. This intersection is listed in the most recent CMP for Los Angeles County.

MacKay Lane & Artesia Boulevard is a signalized intersection with a permitted left turn in the northbound and southbound movements and a protected-permitted left turn in the eastbound and westbound movements. MacKay Lane has one northbound and southbound lane; Artesia Boulevard has one left turn, one through, and one through-right lane on both the eastbound and westbound movements. U-turns are permitted for eastbound and westbound Artesia Boulevard.



LEGEND:

= Project Location

= Adams Middle School and Washington Elementary School

NOT TO SCALE

EXHIBIT 4

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

The Coffee Bean & Tea Leaf
2521 - 2525 Artesia Boulevard
Redondo Beach, California

EXISTING
ROADWAY SYSTEM

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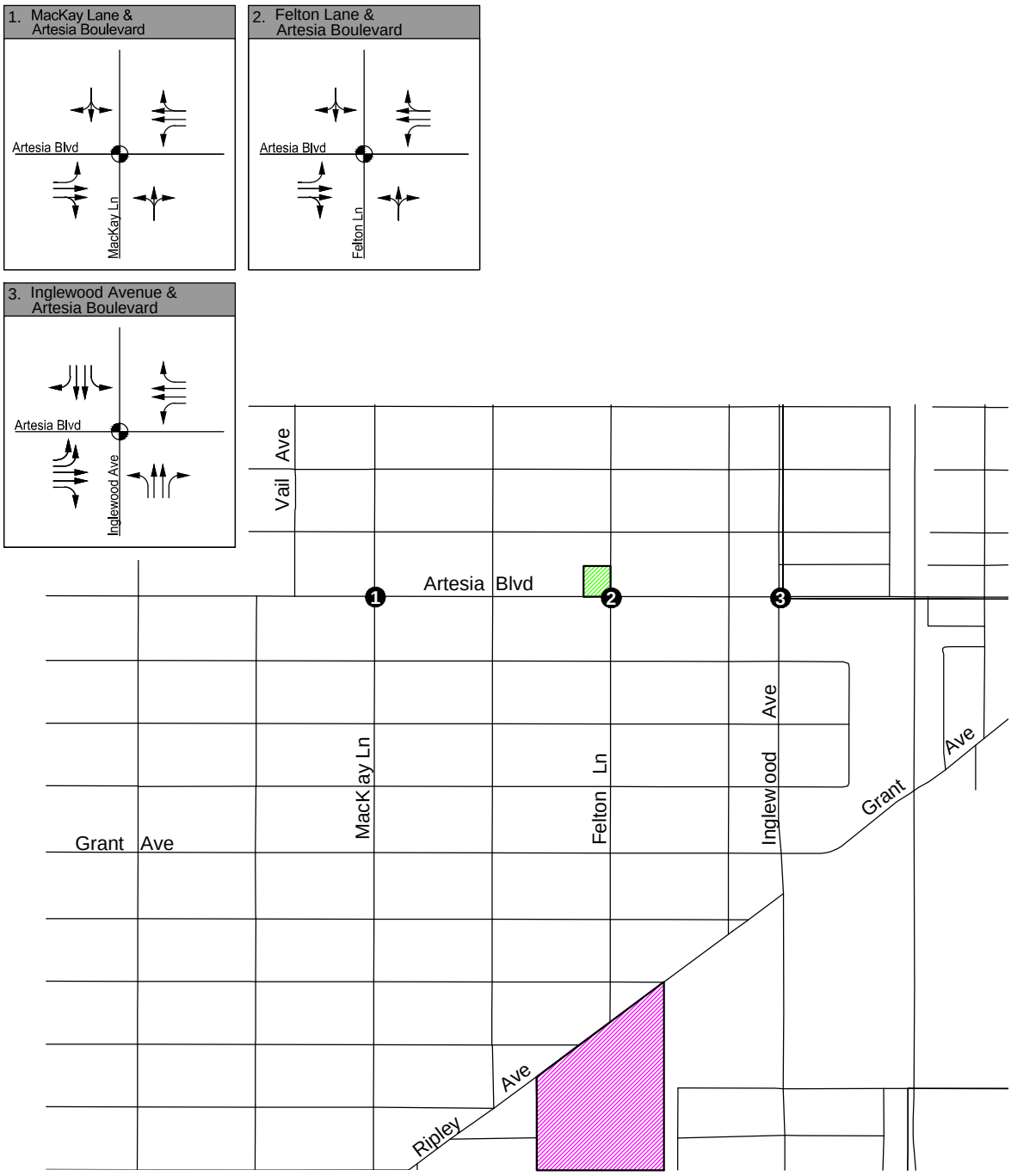

LEGEND:

- # = Study Intersection
- = Traffic Signal
- = Project Location
- = Adams Middle School and Washington Elementary School

NOT TO SCALE

EXHIBIT 5

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

The Coffee Bean & Tea Leaf
2521 - 2525 Artesia Boulevard
Redondo Beach, California

PROJECT
STUDY INTERSECTIONS

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Existing Turning Movement Counts

Turning movement counts for MacKay Lane & Artesia Boulevard and Inglewood Avenue & Artesia Boulevard were performed during weekday AM and PM peak hours on June 30, 2016 (see ***Exhibit 6***). These counts include pedestrian and bicycle counts. For Felton Lane & Artesia Boulevard, turning movement, pedestrian and bicycle counts were obtained from the City, counted November 18, 2014. The intent of using City-supplied counts at this intersection was to capture conditions while school was in session at this Suggested Route to School. Traffic count data are provided in ***Appendix A***.

Existing Traffic Conditions Analysis

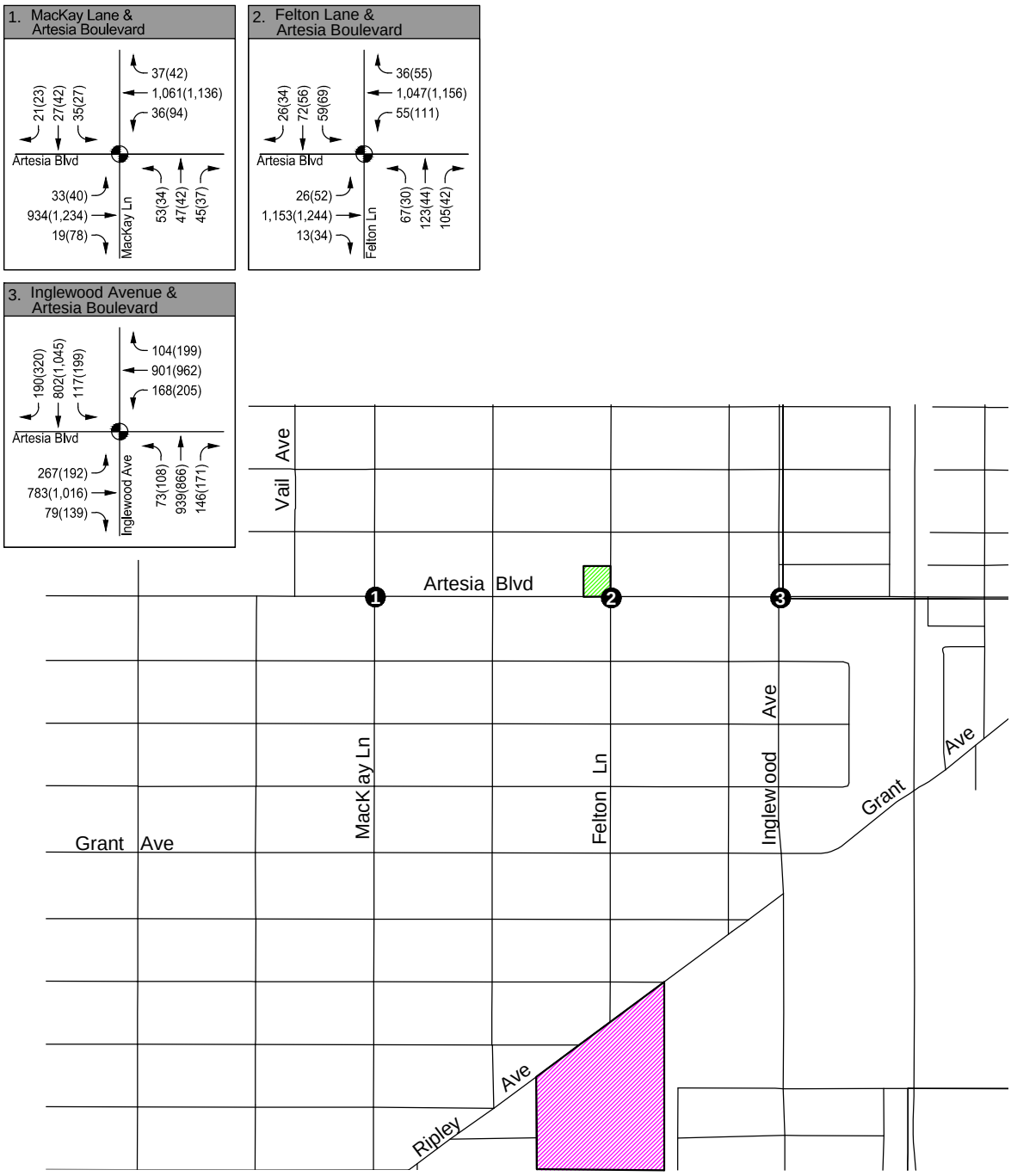
Existing traffic conditions at the study area intersections are depicted in ***Table 4***. According to HCM 2010 analysis, all the study area intersections operate at LOS "D" or better for both the weekday AM and weekday PM peak hour. The same results are seen in the ICU analysis with the exception of Intersection #3, Inglewood Avenue & Artesia Boulevard, which reflects an intersection near capacity (LOS E) in the weekday PM peak hour. The ICU and HCM 2010 analysis worksheets for existing traffic conditions are included in ***Appendix B***.

Table 4: Existing Traffic Conditions Analysis

Intersection	Weekday AM Peak Hour				Weekday PM Peak Hour			
	HCM 2010		ICU 2003		HCM 2010		ICU 2003	
	LOS	Delay (Seconds)	LOS	ICU	LOS	Delay (Seconds)	LOS	ICU
1: MacKay Lane & Artesia Boulevard	B	10.4	A	49.6%	B	10.4	B	56.9%
2: Felton Lane & Artesia Boulevard	C	17.1	C	65.6%	B	14.6	B	62.0%
3: Inglewood Avenue & Artesia Boulevard	D	43.0	C	72.8%	D	50.8	E	84.1%

ICU - Intersection Capacity Utilization

LOS - Level of Service



LEGEND:

- # = Study Intersection
- = Traffic Signal
- = Project Location
- = Adams Middle School and Washington Elementary School

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

NOT TO SCALE

EXHIBIT 6

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

The Coffee Bean & Tea Leaf
2521 - 2525 Artesia Boulevard
Redondo Beach, California

EXISTING TURNING MOVEMENT VOLUMES

W:\P\P9600-Coffee Bean and Tea Leaf Traffic Study, Redondo Beach\Fig\Figure_X_ExistVol.dwg (10-11-16 1:48pm) Plotted by: Lci_Engr

OPENING YEAR TRAFFIC CONDITIONS (YEAR 2018)

Trip Generation

Trip generation represents the amount of traffic that is produced by or attracted to a development. The traffic generated by this project was determined by the specific land use assigned to the proposed development and the size of the proposed development. The project proposes to construct a 1,500 square foot coffee shop over a project site that is presently occupied by a 2,730 square foot restaurant. Trip generation rates are based upon the "Trip Generation, 9th Edition" published by the Institute of Transportation Engineers. The proposed development falls into the categories of Coffee/Donut Shop with Drive-Through Window (Land Use Code 937) for the coffee shop and High-Turnover (Sit-Down) Restaurant (Land Use Code 932) for the existing restaurant.

Table 5 shows the trip generation rates pulled from the manual while ***Table 6*** shows the estimated number of trips generated using these rates. The actual rates were extrapolated from the data points that were provided in the manual since none were given. These data points were plotted; a trend line was obtained (see ***Appendix C***). The in and out volumes for the proposed and existing land use were calculated using the rates established in ***Table 5*** and the gross floor area in ***Table 6***. The difference between proposed and existing land uses was also calculated, taking into account a 20% pass-by trip allowance, which is typical for this use.

The proposed development is projected to generate net 49 inbound vehicle trip ends and 48 outbound vehicle trip ends during the weekday AM peak hour, and net 0 inbound vehicle trip ends and 3 outbound vehicle trip ends during the weekday PM peak hour.

Table 5: Project Trip Generation Rates

Land Use (Code)	Per	Weekday AM Peak Hour (In/Out)	Weekday PM Peak Hour (In/Out)	Weekday Daily Average Rate
Coffee/Donut Shop with Drive-Through Window (937)	1,000 Sq. Feet Gross Floor Area	T = 50.115*X + 120.23 (51%/49%)	T = 31.669*X + 21.706 (50%/50%)	T = 1074.1*X – 403.15 (50%/50%)
High-Turnover (Sit-Down) Restaurant (932)	1,000 Sq. Feet Gross Floor Area	T = -1.9207*X + 79.939 (52%/48%)	T = -0.1491*X + 77.781 (59%/41%)	T = 43.311*X + 593.16 (50%/50%)

Source - "Trip Generation, 9th Edition" published by ITE

Equations extrapolated from data pulled from "Trip Generation, 9th Edition" published by ITE

Table 6: Project Trip Generation

Land Use (Code)	Quantity	AM Peak Hour		PM Peak Hour		Weekday Daily	
		In	Out	In	Out	In	Out
Proposed Use: Coffee/Donut Shop with Drive-Through Window (937)	1,500 Sq. Feet Gross Floor Area	100	96	35	35	604	604
Existing Use: High-Turnover (Sit-Down) Restaurant (932)	2,750 Sq. Feet Gross Floor Area	39	36	46	32	357	357
Difference	--	61	60	0*	3	247	247
Net Trips with Pass-by Trip Reduction of 20%	--	49	48	0*	3	198	198

** - denotes negative trips calculated to be generated*

Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, commercial and recreational opportunities and the proximity to the regional freeway system.

Primary access to the proposed project will be via Artesia Avenue. Therefore, most trips exiting and entering the proposed project will, at some point, utilize Artesia Avenue and cross the intersection(s) of MacKay Lane & Artesia Boulevard, Felton Lane & Artesia Boulevard, and/or Inglewood Avenue & Artesia Boulevard. From there, trips are distributed through each study intersection.

The trip distribution pattern is depicted on ***Exhibit 7***.

Traffic Assignment

The assignment of traffic from the site to the adjoining roadway system have been based upon the site's trip generation, trip distribution, existing arterial highway and local street systems.

Based on the identified project trip generation and distribution, project related weekday AM and PM peak hour turning movement volumes are shown on ***Exhibit 8***.

Queue Analysis

A queue analysis was performed for the Coffee Bean and Tea Leaf located at 3470 S. Sepulveda Boulevard, Los Angeles, CA 90034. This location was chosen due to its similarities to the proposed project, and corner lot. Traffic counts were conducted at this site on Tuesday, August 23, 2016 between 7-8 AM, at 5 minute intervals. The results of the analysis resulted in a calculated 75th, 85th and 95th percentile of 5.00, 5.35 and 6.00 vehicles, respectively.

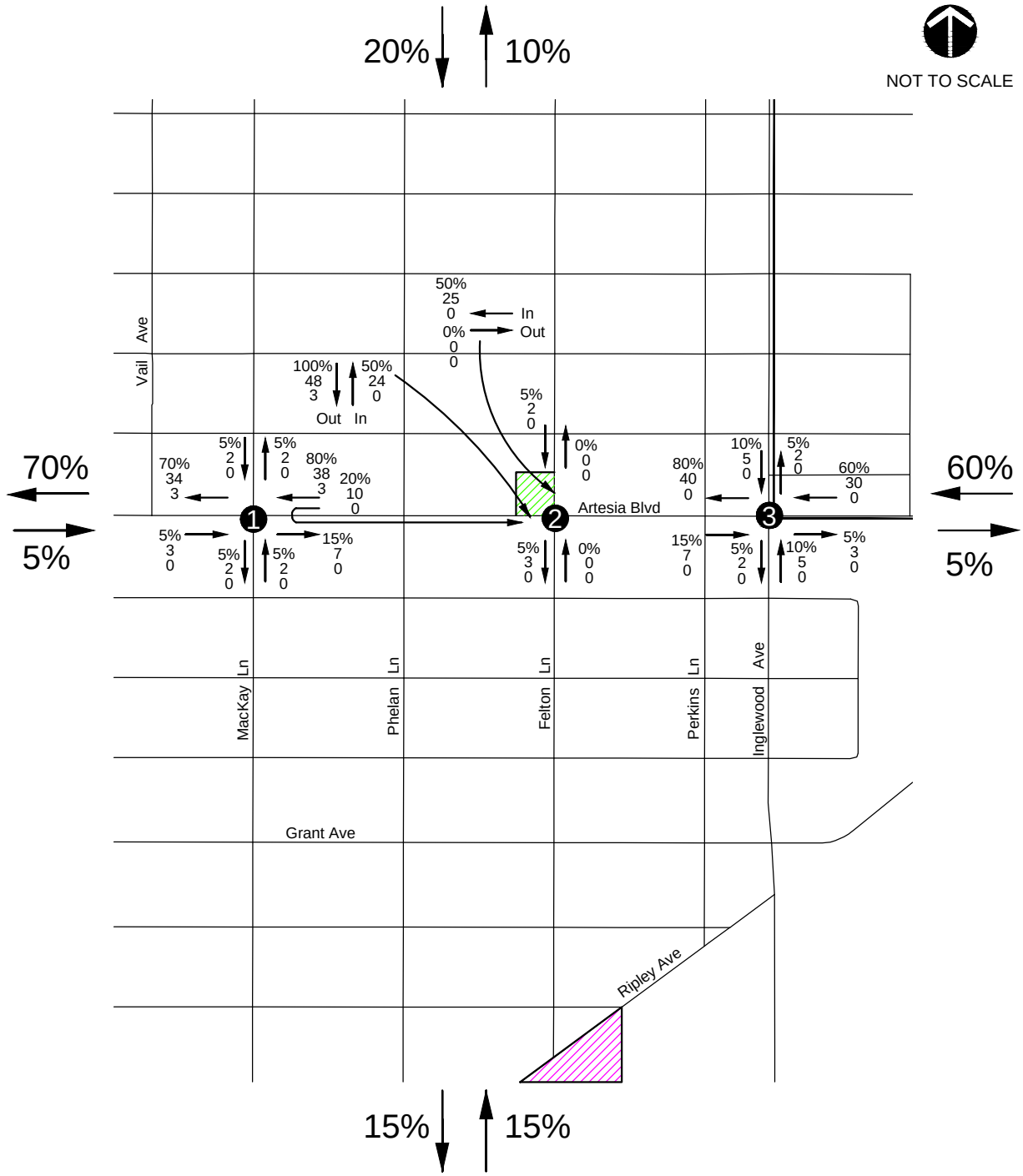
The Coffee Bean and Tea Leaf window service time goal for the franchise is 30 seconds and an overall service time goal of 180 seconds, which is a full 50 seconds shorter than a typical fast food establishment (normally around 230 seconds[1]).

Origin-Destination Study

To better reflect the trip distribution and traffic assignment used in the analysis and to address community concerns regarding queueing traffic on Felton Lane, an origin-destination study was performed on October 4, 2016 between 7-8 AM for a similar Coffee Bean and Tea Leaf located at 9829 Venice Boulevard, in Los Angeles, on the northeast corner of Venice Boulevard and Hughes Avenue. This location was chosen due to its similarities to the proposed project site plan circulation (egress prohibited at Hughes Avenue driveway). Customers exiting to the opposite side of the street also must perform a U-turn when exiting the Coffee Bean and Tea Leaf at this location. 50 vehicles were observed entering and exiting during the observation period. The study confirmed that the vast majority of the vehicles make a right turn in and right turn out. The results of the study showed that 9 vehicles (18%) exiting the site made a U-turn at the immediate or next available intersection, 7 vehicles (14%) originating from eastbound Venice Boulevard (the opposite side of the street) turn left to enter the site using Hughes Avenue, and 43 vehicles (86%) originating from westbound Venice Boulevard (the adjacent side of the street) turn right to enter the site from Venice Boulevard. The origin-destination study field sheets are included in ***Appendix G***.

The result of this study indicated that prohibiting egress from the Felton Lane driveway was consistent with observed traffic patterns and therefore would not contribute to the southbound Felton Lane queue at Artesia Boulevard. For analysis purposes, 20% of trips were assigned to (and 15% from) the opposite side of the street (eastbound Artesia Boulevard). Vehicles exiting the proposed project site that continue eastbound will first travel westbound, and then U-turn at MacKay Lane.

[1] https://www.qsrmagazine.com/content/drive-thru-performance-study-2015-menu-category-speed-service



LEGEND:

= Study Intersection

XX = Percentage Distribution
XX AM Peak Hour
XX PM Peak Hour

= Project Location

= Adams Middle School and Washington Elementary School

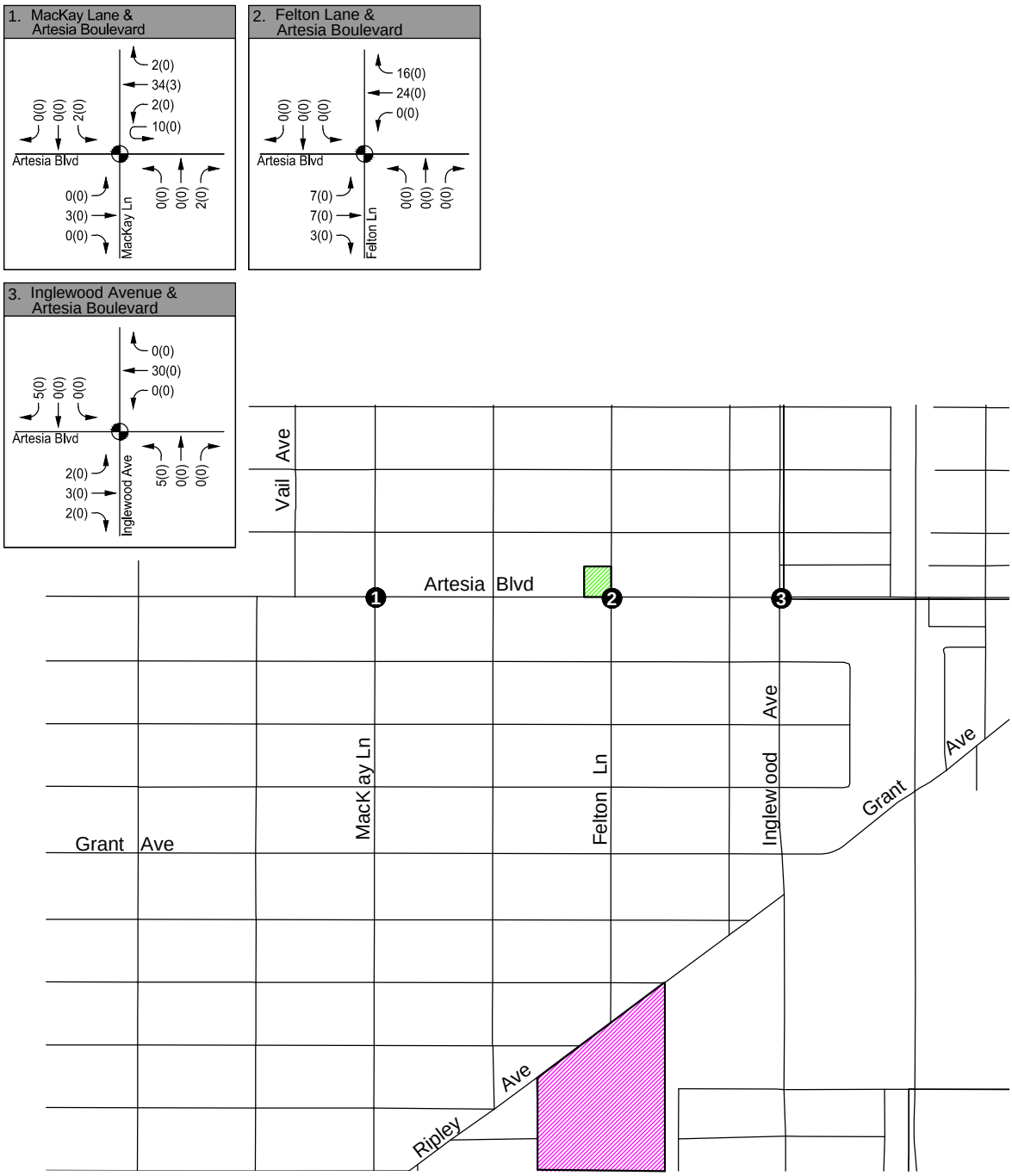
EXHIBIT 7

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

The Coffee Bean & Tea Leaf
2521 - 2525 Artesia Boulevard
Redondo Beach, California

PROJECT
TRIP DISTRIBUTION

W:\P\P9600-Coffee Bean and Tea Leaf Traffic Study, Redondo Beach\Fig\Figure_X-Trip Distribution.dwg (10-11-16 4:52pm) Plotted by: sng



LEGEND:

- # = Study Intersection
- = Traffic Signal
- = Project Location
- = Adams Middle School and Washington Elementary School

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

NOT TO SCALE

EXHIBIT 8

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

The Coffee Bean & Tea Leaf
2521 - 2525 Artesia Boulevard
Redondo Beach, California

PROJECT TURNING MOVEMENT VOLUMES

W:\P\P9600-Coffee Bean and Tea Leaf Traffic Study, Redondo Beach\Fig\Figure_X_ProjVol.dwg (10-11-16 4:39pm) Plotted by: sng

Other Developments

The study analyses the impact of other developments which are approved by the City of Redondo Beach and are expected to be developed and occupied by year 2018. Based upon the information provided by the City of Redondo Beach Planning Department staff, all other development traffic is included in the ambient yearly growth factor. Thus, no additional consideration is required for other area projects.

Existing + Ambient Growth Conditions Scenario

The proposed project is to be completed by 2018. In the Opening Year 2018 Existing + Ambient Growth traffic conditions scenario, the total traffic volume is the sum of existing traffic volume, the ambient growth for two (2) years, and the traffic volume that will be generated by the other developments.

To assess future growth conditions, existing traffic is combined with ambient growth. This traffic analysis contains estimated regional growth based upon the ambient growth rate of 0.36% per year, recommended by the City of Redondo Beach, and based on the most recent SCAG regional model. Per the City of Redondo Beach staff, this growth rate includes cumulative project traffic due to other developments.

Table 7 shows the Intersection level of service for the Existing + Ambient Growth traffic scenario. According to HCM 2010 analysis, all the study area intersections operate at LOS “D” or better for both the weekday AM and weekday PM peak hour. The same results are seen in the ICU analysis with the exception of intersection 3, Inglewood Avenue and Artesia Boulevard, which reflects an intersection near capacity (LOS E) in the weekday PM peak hour.

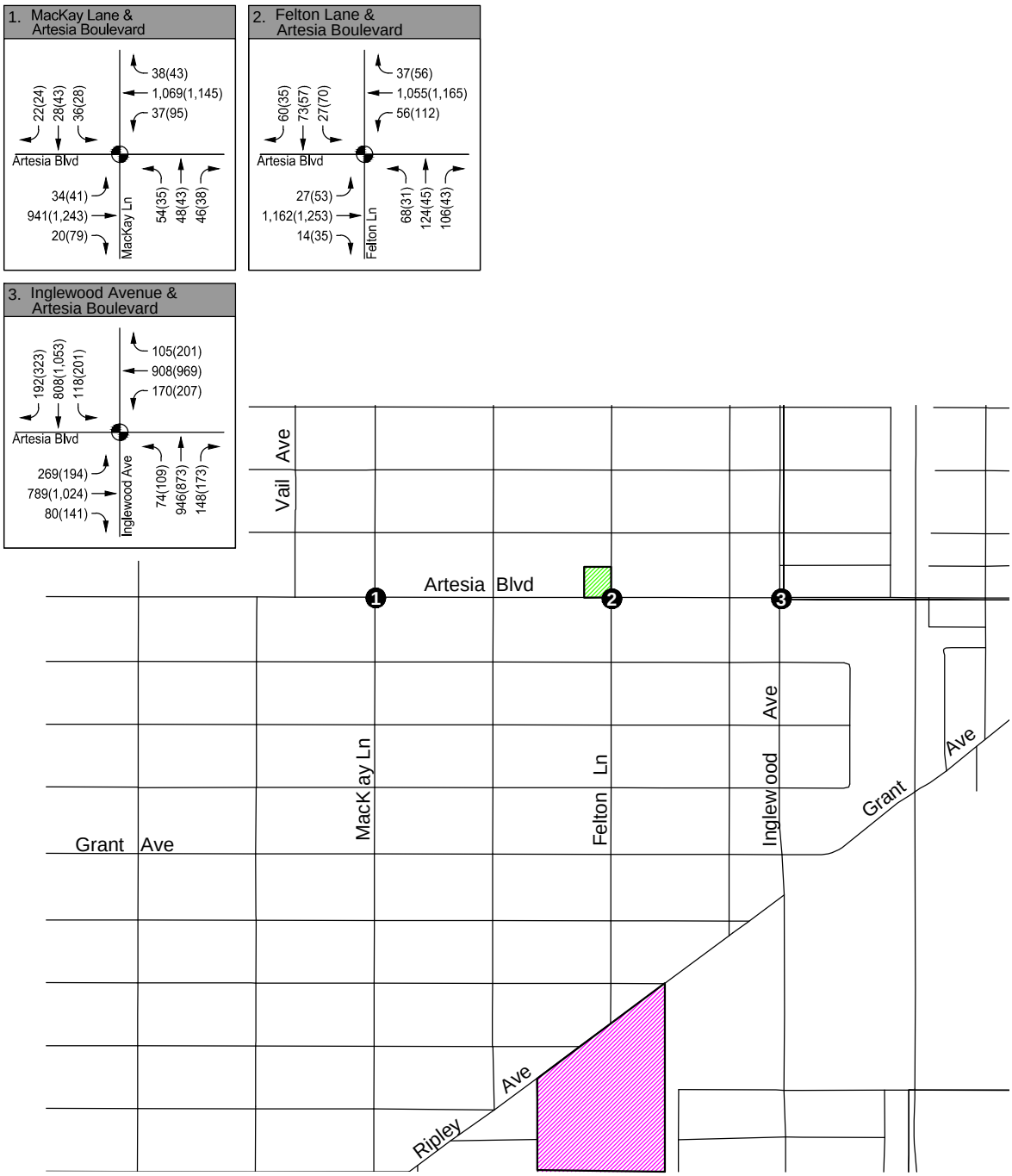
The intersection turning movement volumes for the Existing + Ambient Growth traffic conditions during weekday AM and PM peak hours are shown on ***Exhibit 9***. The ICU and HCM 2010 calculation worksheets for intersection levels of service for Existing + Ambient Growth traffic conditions are included in ***Appendix D***.

Table 7: Existing + Ambient Growth Traffic Conditions Analysis

Intersection	Weekday AM Peak Hour				Weekday PM Peak Hour			
	HCM 2010		ICU 2003		HCM 2010		ICU 2003	
	LOS	Delay (Seconds)	LOS	ICU	LOS	Delay (Seconds)	LOS	ICU
1: MacKay Lane & Artesia Boulevard	A	9.9	A	50.2%	B	10.5	B	57.6%
2: Felton Lane & Artesia Boulevard	B	17.3	C	64.1%	B	14.8	B	62.7%
3: Inglewood Avenue & Artesia Boulevard	D	43.5	D	73.4%	D	51.6	E	84.7%

ICU - Intersection Capacity Utilization

LOS - Level of Service



LEGEND:

- # = Study Intersection
- = Traffic Signal
- = Project Location
- = Adams Middle School and Washington Elementary School

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

NOT TO SCALE

EXHIBIT 9

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

The Coffee Bean & Tea Leaf
2521 - 2525 Artesia Boulevard
Redondo Beach, California

EXIST + AMBIENT GROWTH TURNING MOVEMENT VOLUMES

W:\P\P9600-Coffee Bean and Tea Leaf Traffic Study, Redondo Beach\Fig\Figure_X_ExistVol+AmbientGrowth.dwg (10-11-16 1:49pm) Plotted by: Lci_Engr

Existing + Ambient Growth + Project Conditions Scenario

In the Opening Year 2018 Existing + Ambient Growth + Project conditions scenario, the total traffic volume is the sum of existing traffic volume, the ambient growth for two (2) years and the traffic volume that will be generated by the other developments, plus proposed project traffic.

Table 8 shows the intersection level of service for the Existing + Ambient Growth + Project conditions scenario. According to HCM 2010 analysis, all study area intersections operate at LOS "D" or better for both the weekday AM and weekday PM peak hour. The same results are seen in the ICU analysis with the exception of intersection 3, Inglewood Avenue & Artesia Boulevard, which reflects an intersection at LOS E in the weekday PM peak hour.

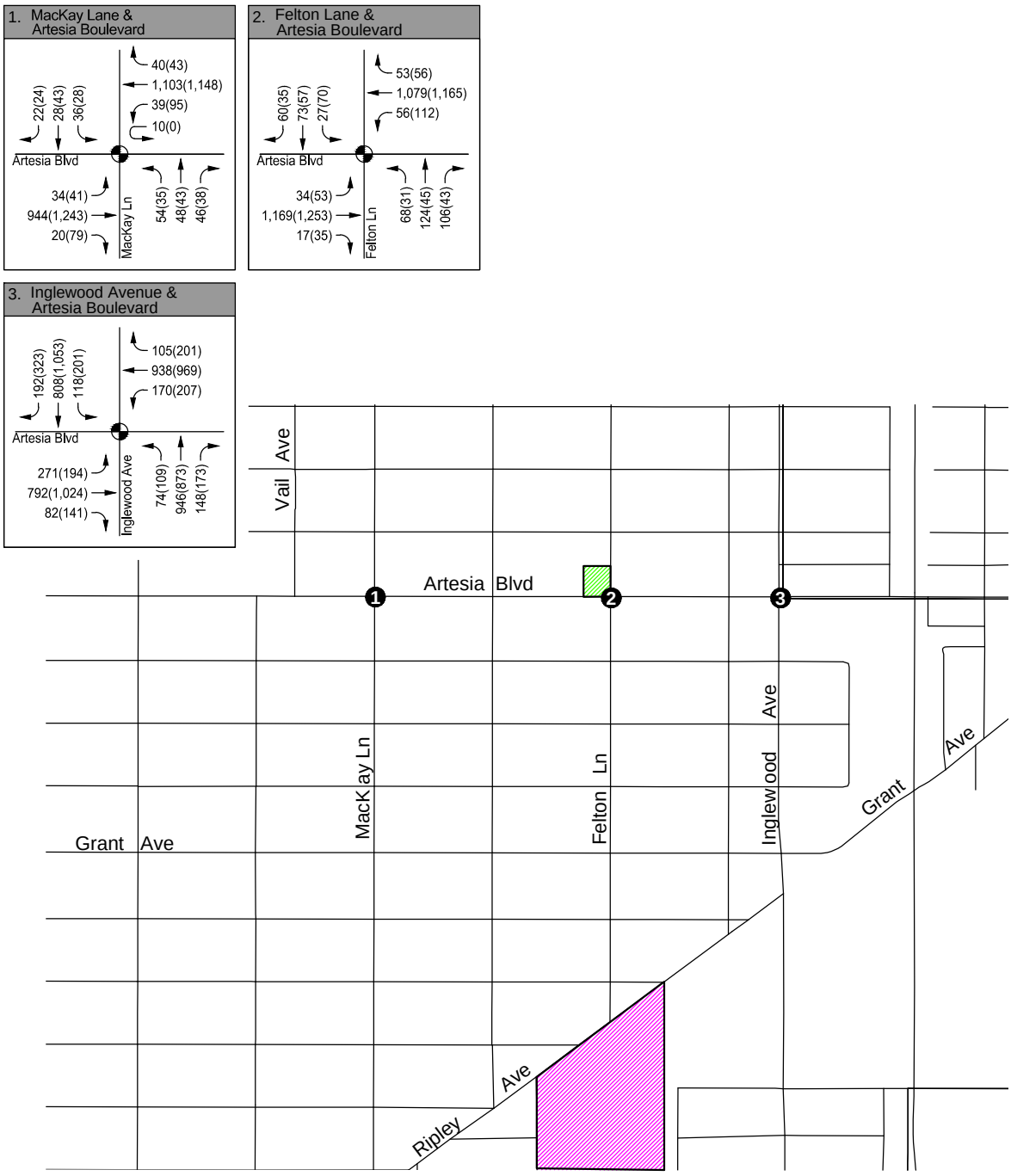
The intersection turning movement volumes for the Existing + Ambient Growth conditions during weekday AM and PM peak hours are shown on ***Exhibit 10***. The ICU and HCM 2010 calculation worksheets for Existing + Ambient Growth conditions are included in ***Appendix E***.

Table 8: Existing + Ambient Growth + Project Conditions Analysis

Intersection	Weekday AM Peak Hour				Weekday PM Peak Hour			
	HCM 2010		ICU 2003		HCM 2010		ICU 2003	
	LOS	Delay (Seconds)	LOS	ICU	LOS	Delay (Seconds)	LOS	ICU
1: MacKay Lane & Artesia Boulevard	B	10.0	A	51.3%	B	10.3	B	57.6%
2: Felton Lane & Artesia Boulevard	B	17.6	C	64.4%	B	14.8	B	62.7%
3: Inglewood Avenue & Artesia Boulevard	D	44.1	D	74.4%	D	51.6	E	84.7%

ICU - Intersection Capacity Utilization

LOS - Level of Service



LEGEND:

- # = Study Intersection
- = Traffic Signal
- = Project Location
- = Adams Middle School and Washington Elementary School

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

NOT TO SCALE

EXHIBIT 10

LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

The Coffee Bean & Tea Leaf
2521 - 2525 Artesia Boulevard
Redondo Beach, California

EXIST + AMBIENT GROWTH + PROJECT TURNING MOVEMENT VOLUMES

W:\P\P9600-Coffee Bean and Tea Leaf Traffic Study, Redondo Beach\Fig\Figure_X_ExistVol+AmbientGrowth+Project.dwg (10-11-16 1:49pm) Plotted by: Lci_Engr

Significant Traffic Impacts

Table 9 below lists whether a study area intersection is significantly impacted by the proposed project for the Opening Year (Year 2018), as the baseline year for comparison. No intersections are significantly impacted.

Table 9: Significant Impacts for Opening Year 2018

Intersection	Time Period	Existing + Ambient Growth Conditions		Existing + Ambient Growth + Project Conditions		Significant Impact	
		LOS	ICU	LOS	ICU	ICU (v/c) Increase	Y/N
1: MacKay Lane & Artesia Boulevard	AM PM	A B	50.2% 57.6%	A B	51.3% 57.6%	1.1% (0.011) 0.0% (0.000)	N N
2: Felton Lane & Artesia Boulevard	AM PM	C B	64.1% 62.7%	C B	64.4% 62.7%	0.3% (0.003) 0.1% (0.001)	N N
3: Inglewood Avenue & Artesia Boulevard	AM PM	D E	73.4% 84.7%	D E	74.4% 84.7%	1.0% (0.010) 0.0% (0.000)	N N

PROPOSED MITIGATIONS

Proposed Mitigations Analysis

To minimize significant impacts in the Project Build-out year, mitigations can be developed. These mitigations would seek to remedy or reduce project impacts at significantly impacted study locations.

Since none of the study intersections were significantly impacted, no mitigations will be required as a result of this project. The proposed site plan is capable of storing the 75th percentile queue length.

Fair Share Contribution Calculation

A Fair Share calculation typically consists of comparing the number of vehicles generated by the proposed project versus the number of vehicles generated by all area development, including the proposed project. A Fair Share Calculation cannot be performed for this traffic impact analysis, since there are no significantly impacted study intersections. Therefore, the project is not subject to a Fair Share contribution.

Conclusions

The proposed project will not significantly impact traffic. Based on studies at similar sites, adequate queue storage exists on the proposed site plan, and a minimal number of U-turns (less than 20%) are expected to occur for egress traffic. Since the driveway on Felton Lane is ingress only, no egress traffic will contribute to the queue for southbound Felton Lane at Artesia Boulevard.

APPENDIX A

TRAFFIC COUNT DATA

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Thu, Jun 30, 16	LOCATION:	Redondo Beach	PROJECT #:	SC1018
	NORTH & SOUTH:	MacKay	LOCATION #:	1
	EAST & WEST:	Artesia	CONTROL:	SIGNAL

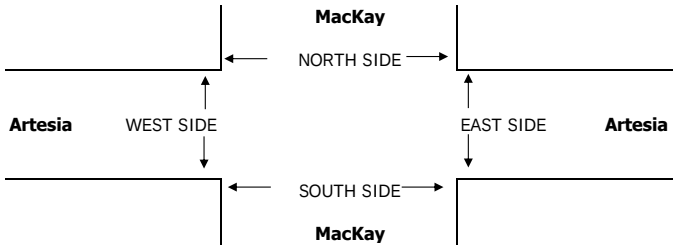
NOTES:

AM - queue WB, PM - queue EB

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

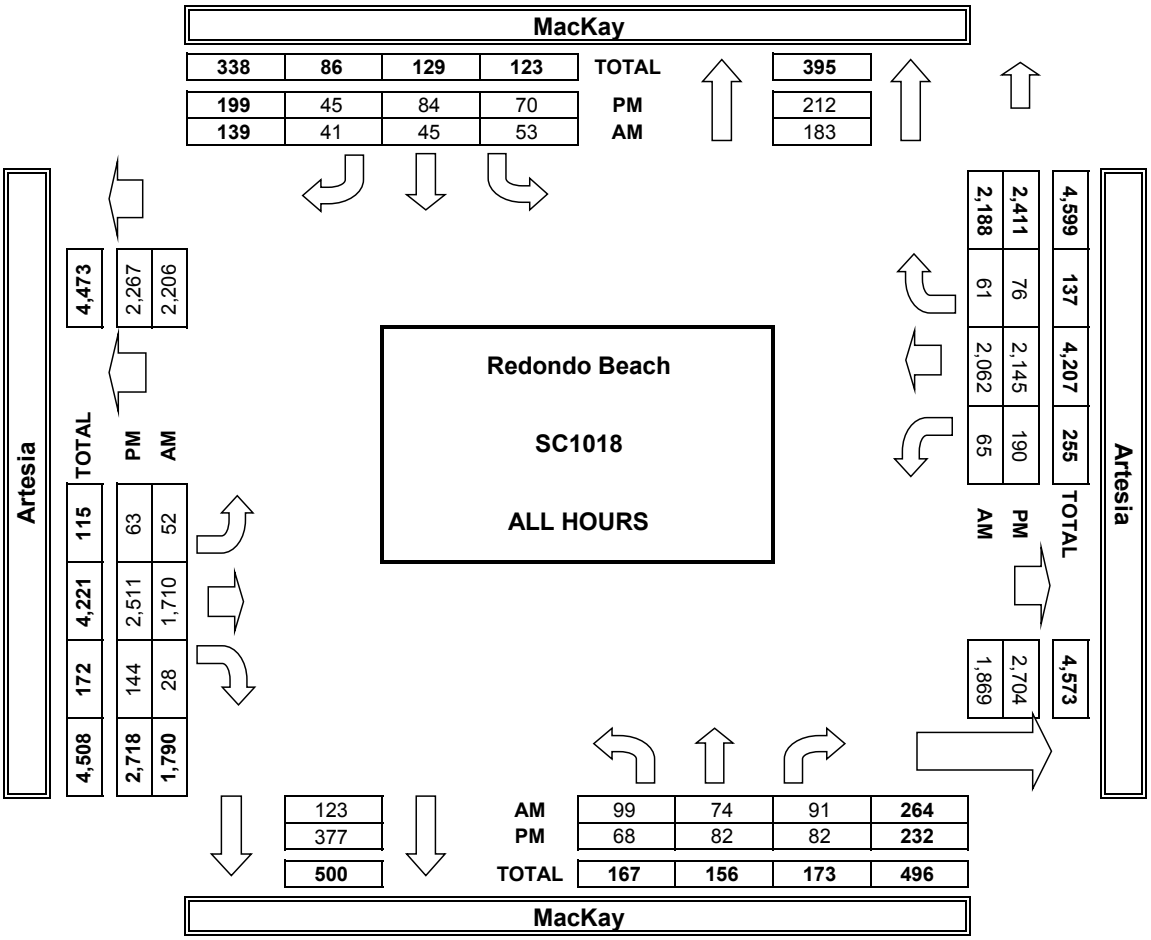
		NORTHBOUND MacKay			SOUTHBOUND MacKay			EASTBOUND Artesia			WESTBOUND Artesia				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	5	2	11	3	1	5	5	163	1	7	229	4	436	0	0	0	2	2
	7:15 AM	9	3	7	3	4	3	3	164	1	3	248	3	451	0	0	1	0	1
	7:30 AM	15	7	14	7	6	6	4	236	1	5	252	10	563	0	0	0	0	0
	7:45 AM	17	15	14	5	7	6	7	213	6	14	272	7	583	0	0	0	1	1
	8:00 AM	14	7	10	8	7	3	8	236	3	10	294	10	610	0	0	1	1	2
	8:15 AM	9	10	10	8	6	4	7	234	5	6	239	5	543	0	0	1	2	3
	8:30 AM	15	11	12	8	4	4	7	238	6	11	256	12	584	0	0	0	5	5
	8:45 AM	15	19	13	11	10	10	11	226	5	9	272	10	611	0	0	1	4	5
	VOLUMES	99	74	91	53	45	41	52	1,710	28	65	2,062	61	4,381	0	0	4	15	19
	APPROACH %	38%	28%	34%	38%	32%	29%	3%	96%	2%	3%	94%	3%						
	APP/DEPART	264	/	183	139	/	123	1,790	/	1,869	2,188	/	2,206	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	53	47	45	35	27	21	33	934	19	36	1,061	37	2,348					
	APPROACH %	37%	32%	31%	42%	33%	25%	3%	95%	2%	3%	94%	3%						
	PEAK HR FACTOR		0.771			0.669			0.982			0.903		0.961					
	APP/DEPART	145	/	114	83	/	70	986	/	1,026	1,134	/	1,138	0					
PM	4:00 PM	12	12	11	9	10	4	8	316	22	22	241	9	676	0	0	2	5	7
	4:15 PM	5	4	6	11	7	7	3	339	14	23	253	6	678	0	0	0	4	4
	4:30 PM	10	14	15	11	16	8	7	277	17	29	246	9	659	0	0	1	7	8
	4:45 PM	8	9	11	8	5	8	11	322	23	18	280	16	719	0	0	2	6	8
	5:00 PM	12	9	11	6	11	6	8	301	22	26	277	13	702	0	0	1	6	7
	5:15 PM	8	14	8	5	13	6	9	291	23	24	279	4	684	0	0	2	4	6
	5:30 PM	6	10	7	8	13	3	12	320	10	26	300	9	724	0	0	1	5	6
	5:45 PM	7	10	13	12	9	3	5	345	13	22	269	10	718	0	0	0	4	4
	VOLUMES	68	82	82	70	84	45	63	2,511	144	190	2,145	76	5,560	0	0	9	41	50
	APPROACH %	29%	35%	35%	35%	42%	23%	2%	92%	5%	8%	89%	3%						
	APP/DEPART	232	/	212	199	/	377	2,718	/	2,704	2,411	/	2,267	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	34	42	37	27	42	23	40	1,234	78	94	1,136	42	2,829					
	APPROACH %	30%	37%	33%	29%	46%	25%	3%	91%	6%	7%	89%	3%						
	PEAK HR FACTOR		0.883			0.958			0.949			0.949		0.977					
	APP/DEPART	113	/	118	92	/	193	1,352	/	1,319	1,272	/	1,199	0					

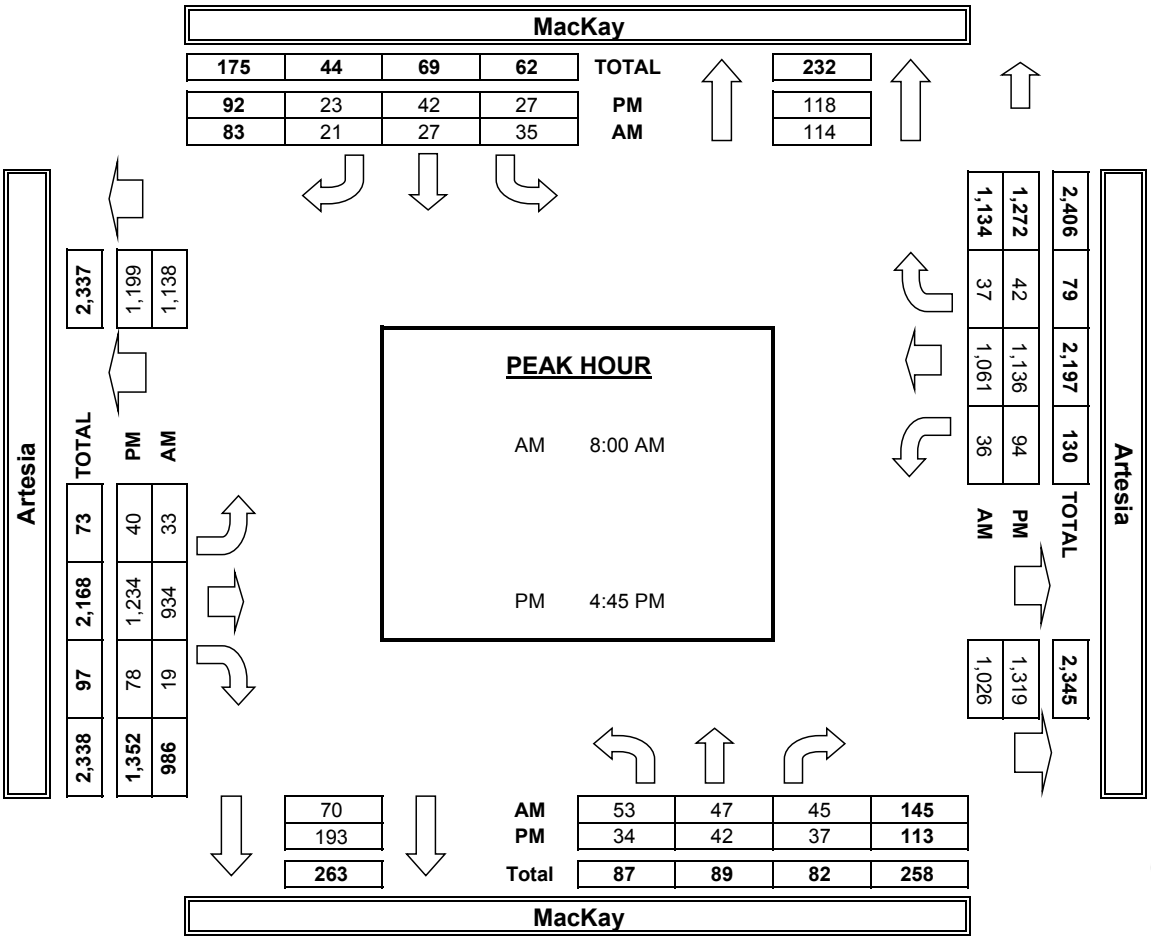


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1	0	5	2	8	1	0	3	2	6	0	0	2	0	2
	7:15 AM	5	2	7	0	14	5	2	7	0	14	0	0	0	0	0
	7:30 AM	2	3	7	1	13	2	3	6	1	12	0	0	1	0	1
	7:45 AM	3	1	3	1	8	2	1	3	0	6	1	0	0	1	2
	8:00 AM	2	1	3	1	7	2	1	2	1	6	0	0	1	0	1
	8:15 AM	5	3	4	2	14	4	2	4	2	12	1	1	0	0	2
	8:30 AM	4	7	2	0	13	4	6	2	0	12	0	1	0	0	1
	8:45 AM	5	2	1	3	11	5	2	1	3	11	0	0	0	0	0
	TOTAL	27	19	32	10	88	25	17	28	9	79	2	2	4	1	9
PM	4:00 PM	5	6	7	3	21	3	5	7	2	17	2	1	0	1	4
	4:15 PM	6	15	1	3	25	5	15	0	3	23	1	0	1	0	2
	4:30 PM	7	8	5	5	25	4	6	4	4	18	3	2	1	1	7
	4:45 PM	1	14	1	1	17	1	13	1	1	16	0	1	0	0	1
	5:00 PM	7	20	12	3	42	5	19	12	1	37	2	1	0	2	5
	5:15 PM	3	8	2	2	15	1	6	2	0	9	2	2	0	2	6
	5:30 PM	5	4	7	1	17	3	4	7	0	14	2	0	0	1	3
	5:45 PM	9	22	8	0	39	9	19	8	0	36	0	3	0	0	3
	TOTAL	43	97	43	18	201	31	87	41	11	170	12	10	2	7	31

AimTD LLC

TURNING MOVEMENT COUNTS





Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5778-012 **Day:** Tuesday

City: Redondo Beach **Date:** 11/18/2014

AM

NS/EW Streets:	Felton Ln			Felton Ln			Artesia Blvd			Artesia Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	1	0	0	1	0	1	2	0	1	2	0					
7:00 AM	8	6	9	12	5	5	6	194	1	8	186	6	446	0	0	0	1
7:15 AM	8	9	13	10	8	7	3	240	1	9	229	3	540	0	0	0	0
7:30 AM	13	19	27	11	21	10	1	280	4	12	270	6	674	0	0	0	1
7:45 AM	25	39	26	15	37	4	6	270	7	22	276	9	736	0	0	0	4
8:00 AM	15	44	22	15	7	4	11	285	1	13	260	12	689	0	0	0	2
8:15 AM	14	21	30	18	7	8	8	318	1	8	241	9	683	0	0	1	0
8:30 AM	9	16	17	13	5	7	7	300	3	12	249	6	644	0	0	0	3
8:45 AM	8	11	14	16	8	5	6	268	2	11	288	2	639	0	0	1	4
9:00 AM	10	8	15	12	7	9	2	252	3	11	299	7	635	0	0	0	6
9:15 AM	5	4	9	7	3	6	11	280	1	11	242	4	583	0	0	3	2
9:30 AM	8	4	13	11	4	6	8	200	2	15	245	6	522	0	0	2	6
9:45 AM	8	6	5	11	2	5	11	211	4	11	263	1	538	0	0	4	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	131	187	200	151	114	76	80	3098	30	143	3048	71	7329	0	0	11	32
APPROACH %'s :	25.29%	36.10%	38.61%	44.28%	33.43%	22.29%	2.49%	96.57%	0.94%	4.38%	93.44%	2.18%					

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	67	123	105	59	72	26	26	1153	13	55	1047	36	2782
PEAK HR FACTOR :		0.819			0.701			0.911			0.927		0.945

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5778-012 **Day:** Tuesday

City: Redondo Beach **Date:** 11/18/2014

PM

NS/EW Streets:	Felton Ln			Felton Ln			Artesia Blvd			Artesia Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	1	0	0	1	0	1	2	0	1	2	0					
4:00 PM	11	12	5	15	8	5	8	263	4	21	258	10	620	0	0	1	3
4:15 PM	3	8	1	18	4	6	8	309	6	17	233	14	627	0	0	1	2
4:30 PM	8	12	9	12	7	6	7	288	5	23	261	8	646	0	0	2	3
4:45 PM	8	12	8	9	11	7	10	277	6	25	273	17	663	0	0	5	2
5:00 PM	6	13	4	21	14	9	7	318	5	27	335	18	777	0	0	4	1
5:15 PM	11	9	7	17	12	8	16	318	6	19	267	12	702	0	0	2	3
5:30 PM	4	10	13	17	15	6	13	314	16	28	305	11	752	0	0	5	0
5:45 PM	9	12	18	14	15	11	16	294	7	37	249	14	696	0	0	5	5
6:00 PM	9	9	5	16	9	6	18	318	11	39	274	12	726	0	0	6	7
6:15 PM	13	14	13	8	9	15	20	257	10	36	322	11	728	0	0	8	1
6:30 PM	9	7	5	14	10	10	18	243	6	22	303	10	657	0	0	8	2
6:45 PM	7	4	5	16	6	8	13	221	8	28	295	8	619	0	0	6	9
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	98	122	93	177	120	97	154	3420	90	322	3375	145	8213	0	0	53	38
APPROACH %'s :	31.31%	38.98%	29.71%	44.92%	30.46%	24.62%	4.20%	93.34%	2.46%	8.38%	87.84%	3.77%					

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	30	44	42	69	56	34	52	1244	34	111	1156	55	2927
PEAK HR FACTOR :		0.744			0.903			0.969			0.870		0.942

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Bicycle Count Peak Hour

	Start:	End:
AM	7:00	10:00
NOON		
PM	16:00	19:00

PROJECT#: 14-5778-012
N/S Street: Felton Ln
E/W Street: Artesia Blvd
DATE: 11/18/2014
CITY: Redondo Beach

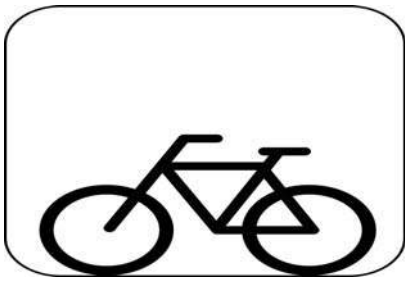
DAY: Tuesday

AM	0	2	0
NOON	0	0	0
PM	0	1	0

NORTH LEG

WEST LEG

AM	NOON	PM
0	0	0
2	0	1
0	0	0



EAST LEG

AM	NOON	PM
0	0	0
0	0	0
0	0	0

SOUTH LEG

AM	0	3	0
NOON	0	0	0
PM	0	2	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

	Start:	End:
AM	7:00	10:00
NOON		
PM	16:00	19:00

PROJECT#: 14-5778-012
N/S Street: Felton Ln
E/W Street: Artesia Blvd
DATE: 11/18/2014 DAY: Tuesday
CITY: Redondo Beach

NORTH LEG

AM	1
NOON	0
PM	10

2	AM
0	NOON
4	PM

WEST LEG

AM	NOON	PM
11	0	9

EAST LEG

AM	NOON	PM
33	0	8

SOUTH LEG

6	0	18
AM	NOON	PM

14	0	14
AM	NOON	PM

AM	7
NOON	0
PM	7

7	AM
0	NOON
5	PM

INTERSECTION TURNING MOVEMENT COUNTS

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

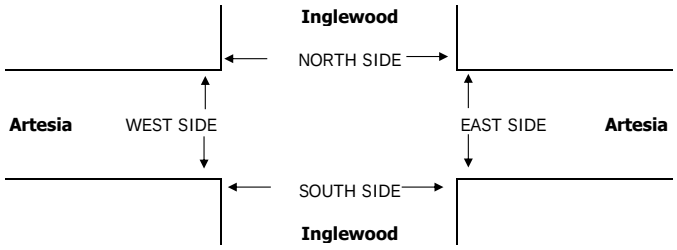
DATE:	LOCATION:	Redondo Beach	PROJECT #:	SC1018
Thu, Jun 30, 16	NORTH & SOUTH:	Inglewood	LOCATION #:	3
	EAST & WEST:	Artesia	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

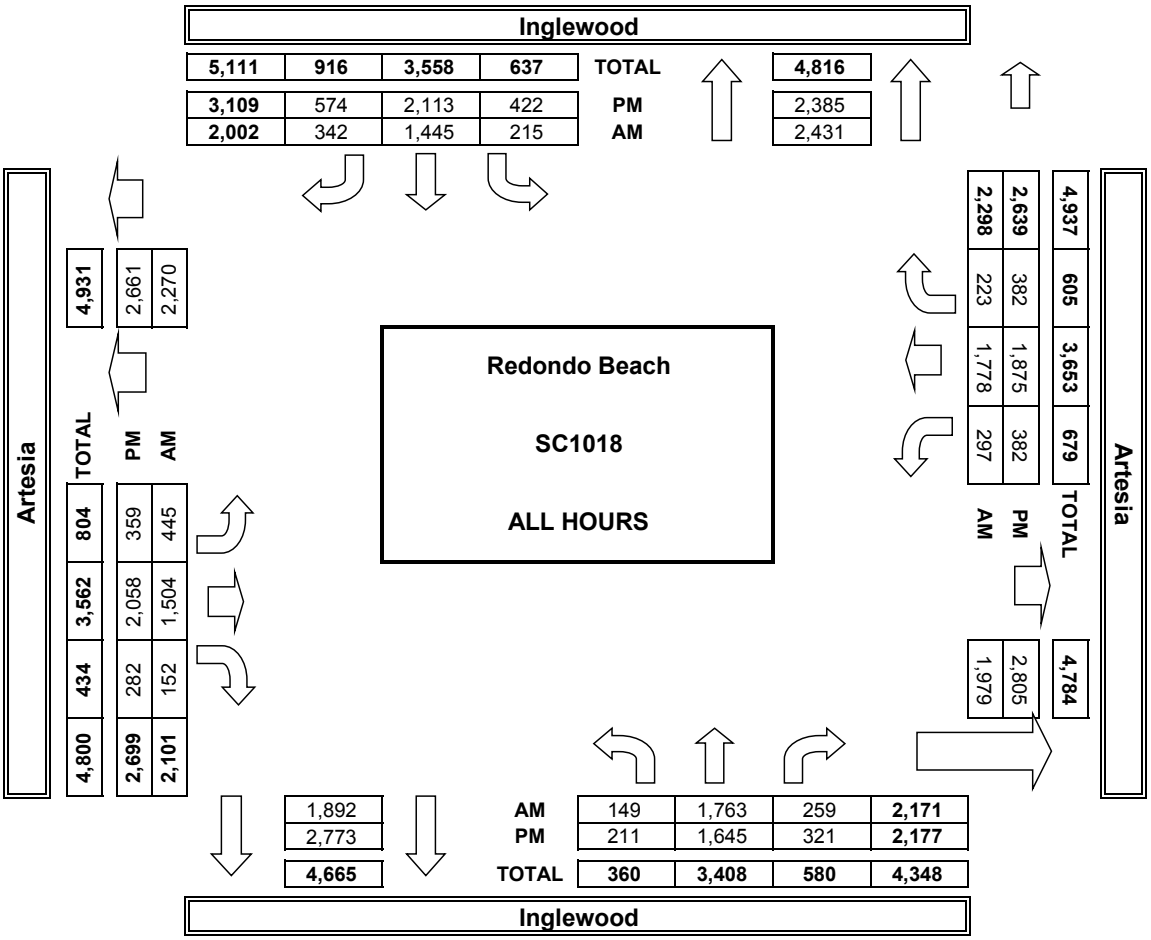
		NORTHBOUND Inglewood			SOUTHBOUND Inglewood			EASTBOUND Artesia			WESTBOUND Artesia				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	15	173	32	13	92	27	40	145	7	25	216	34	819	0	0	0	0	0
	7:15 AM	18	207	22	21	191	35	43	156	15	30	198	25	961	0	0	0	0	0
	7:30 AM	21	227	38	23	200	42	58	210	17	43	235	26	1,140	0	0	0	1	1
	7:45 AM	18	260	36	32	263	45	72	177	20	45	215	14	1,197	0	0	0	0	0
	8:00 AM	20	226	41	33	172	61	67	209	16	42	259	34	1,180	0	0	1	0	1
	8:15 AM	14	226	31	29	167	42	70	187	26	38	192	30	1,052	0	1	0	0	1
	8:30 AM	19	198	26	27	169	51	42	233	25	39	231	25	1,085	0	0	0	0	0
	8:45 AM	24	246	33	37	191	39	53	187	26	35	232	35	1,138	0	0	0	1	1
	VOLUMES	149	1,763	259	215	1,445	342	445	1,504	152	297	1,778	223	8,572	0	1	1	2	4
	APPROACH %	7%	81%	12%	11%	72%	17%	21%	72%	7%	13%	77%	10%						
	APP/DEPART	2,171	/	2,431	2,002	/	1,892	2,101	/	1,979	2,298	/	2,270	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	73	939	146	117	802	190	267	783	79	168	901	104	4,569					
	APPROACH %	6%	81%	13%	11%	72%	17%	24%	69%	7%	14%	77%	9%						
	PEAK HR FACTOR		0.922			0.815			0.967			0.875		0.954					
	APP/DEPART	1,158	/	1,310	1,109	/	1,048	1,129	/	1,046	1,173	/	1,165	0					
PM	4:00 PM	25	188	32	53	241	56	43	289	38	29	223	39	1,256	0	0	0	1	1
	4:15 PM	15	228	40	55	302	74	40	235	35	50	224	48	1,346	0	0	0	0	0
	4:30 PM	29	176	37	56	238	59	33	276	30	46	234	48	1,262	0	0	0	1	1
	4:45 PM	22	247	36	56	276	85	36	236	23	54	227	54	1,352	0	0	0	1	1
	5:00 PM	30	196	42	45	239	75	58	287	49	42	245	49	1,357	0	0	0	0	0
	5:15 PM	28	210	50	52	284	76	58	239	30	54	229	46	1,356	0	0	0	1	1
	5:30 PM	28	213	43	46	246	84	40	254	37	55	261	50	1,357	0	0	1	0	1
	5:45 PM	34	187	41	59	287	65	51	242	40	52	232	48	1,338	0	0	0	0	0
	VOLUMES	211	1,645	321	422	2,113	574	359	2,058	282	382	1,875	382	10,624	0	0	1	4	5
	APPROACH %	10%	76%	15%	14%	68%	18%	13%	76%	10%	14%	71%	14%						
	APP/DEPART	2,177	/	2,385	3,109	/	2,773	2,699	/	2,805	2,639	/	2,661	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	108	866	171	199	1,045	320	192	1,016	139	205	962	199	5,422					
	APPROACH %	9%	76%	15%	13%	67%	20%	14%	75%	10%	15%	70%	15%						
	PEAK HR FACTOR		0.939			0.938			0.855			0.933		0.999					
	APP/DEPART	1,145	/	1,256	1,564	/	1,387	1,347	/	1,388	1,366	/	1,391	0					

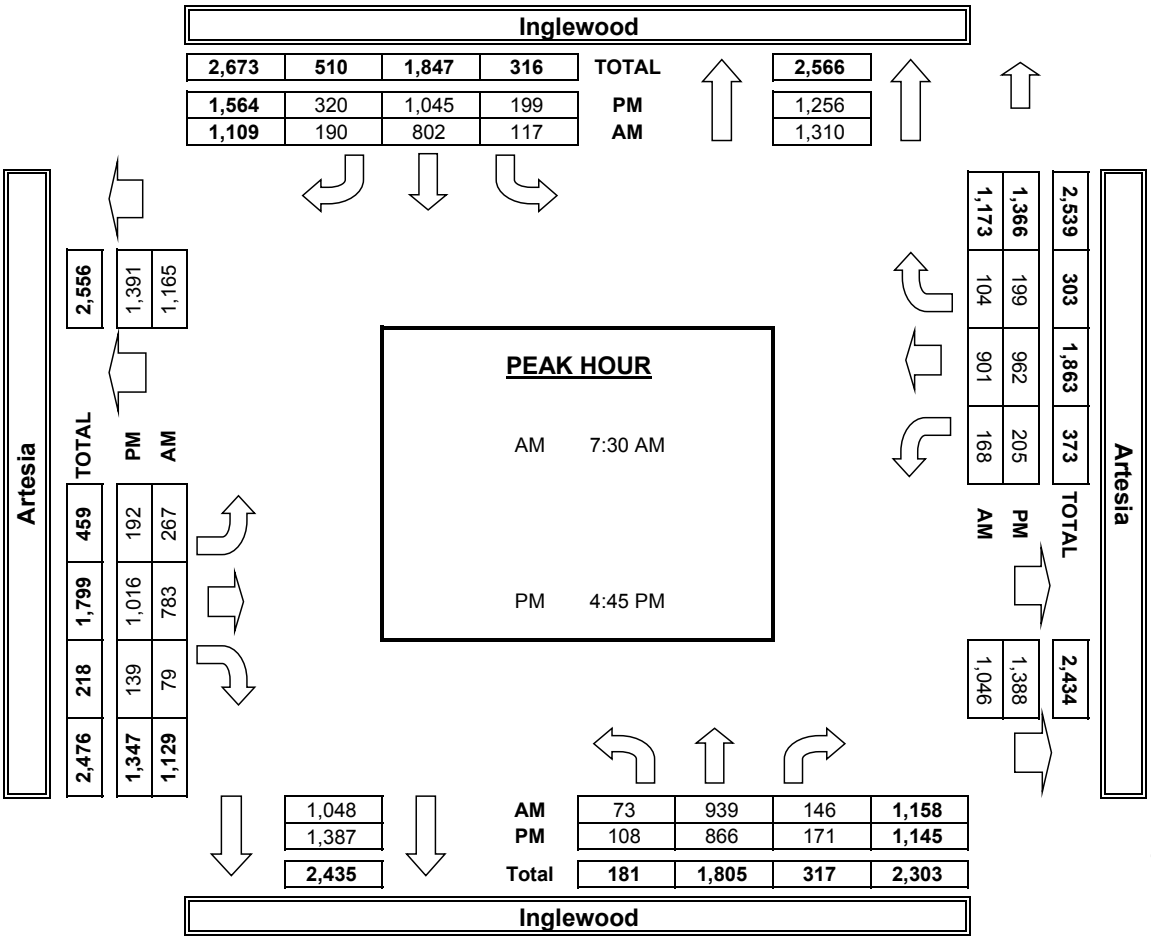


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1	2	1	0	4	0	2	0	0	2	1	0	1	0	2
	7:15 AM	3	7	0	4	14	2	7	0	3	12	1	0	0	1	2
	7:30 AM	2	1	2	1	6	2	0	1	0	3	0	1	1	1	3
	7:45 AM	4	8	1	3	16	2	6	0	3	11	2	2	1	0	5
	8:00 AM	3	4	1	1	9	2	4	0	0	6	1	0	1	1	3
	8:15 AM	1	4	1	0	6	0	3	0	0	3	1	1	1	0	3
	8:30 AM	6	4	0	2	12	5	3	0	2	10	1	1	0	0	2
	8:45 AM	1	3	0	2	6	1	2	0	2	5	0	1	0	0	1
	TOTAL	21	33	6	13	73	14	27	1	10	52	7	6	5	3	21
PM	4:00 PM	2	7	0	1	10	0	4	0	1	5	2	3	0	0	5
	4:15 PM	8	6	0	2	16	4	6	0	0	10	4	0	0	2	6
	4:30 PM	7	7	1	6	21	6	3	1	4	14	1	4	0	2	7
	4:45 PM	10	3	0	1	14	4	1	0	0	5	6	2	0	1	9
	5:00 PM	5	1	0	5	11	3	0	0	5	8	2	1	0	0	3
	5:15 PM	6	6	1	4	17	3	5	0	4	12	3	1	1	0	5
	5:30 PM	3	9	1	0	13	2	7	0	0	9	1	2	1	0	4
	5:45 PM	9	2	0	9	20	9	1	0	9	19	0	1	0	0	1
	TOTAL	50	41	3	28	122	31	27	1	23	82	19	14	2	5	40

AimTD LLC

TURNING MOVEMENT COUNTS





APPENDIX B

YEAR 2016 EXISTING CONDITIONS WORKSHEETS

AM Peak Hour
HCM 2010 Signalized Intersection Summary
1: MacKay Ln & Artesia Blvd

10/11/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	934	19	36	1061	37	53	47	45	35	27	21
Future Volume (veh/h)	33	934	19	36	1061	37	53	47	45	35	27	21
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	34	973	20	38	1105	39	55	49	47	36	28	22
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	388	1867	38	613	2398	85	119	82	65	125	91	54
Arrive On Green	0.03	0.53	0.53	0.19	0.69	0.69	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1774	3544	73	1774	3483	123	480	643	508	512	716	422
Grp Volume(v), veh/h	34	486	507	38	561	583	151	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1847	1774	1770	1837	1631	0	0	1651	0	0
Q Serve(g_s), s	0.7	15.3	15.3	0.5	12.4	12.4	3.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	15.3	15.3	0.5	12.4	12.4	7.4	0.0	0.0	3.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.07	0.36		0.31	0.42		0.26
Lane Grp Cap(c), veh/h	388	932	973	613	1218	1264	266	0	0	271	0	0
V/C Ratio(X)	0.09	0.52	0.52	0.06	0.46	0.46	0.57	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	675	932	973	613	1218	1264	530	0	0	528	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	13.2	13.2	4.9	6.1	6.1	35.6	0.0	0.0	34.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	2.0	0.2	1.3	1.2	1.9	0.0	0.0	0.7	0.0	0.0
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	0.4	8.0	8.3	0.3	6.3	6.6	3.5	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	8.7	15.3	15.2	5.1	7.3	7.3	37.5	0.0	0.0	34.8	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D			C		
Approach Vol, veh/h		1027			1182			151			86	
Approach Delay, s/veh		15.0			7.2			37.5			34.8	
Approach LOS		B			A			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.0	50.0		15.4	6.2	63.8		15.4
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	16.0	45.0		25.5	16.0	45.0		25.5
Max Q Clear Time (g_c+I1), s	2.5	17.3		5.9	2.7	14.4		9.4
Green Ext Time (p_c), s	0.0	23.1		1.4	0.0	25.1		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1153	13	55	1047	36	67	123	105	59	72	26
Future Volume (veh/h)	26	1153	13	55	1047	36	67	123	105	59	72	26
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.96		0.95	0.97		0.93
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	28	1227	14	59	1114	38	71	131	112	63	77	28
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	1956	22	289	1950	66	127	199	151	167	191	60
Arrive On Green	0.02	0.55	0.55	0.04	0.56	0.56	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1774	3583	41	1774	3488	119	284	764	581	412	733	229
Grp Volume(v), veh/h	28	606	635	59	565	587	314	0	0	168	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1854	1774	1770	1837	1628	0	0	1374	0	0
Q Serve(g_s), s	0.6	19.5	19.5	1.2	17.1	17.1	6.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	19.5	19.5	1.2	17.1	17.1	14.1	0.0	0.0	8.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.06	0.23		0.36	0.37		0.17
Lane Grp Cap(c), veh/h	299	966	1012	289	989	1027	477	0	0	418	0	0
V/C Ratio(X)	0.09	0.63	0.63	0.20	0.57	0.57	0.66	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	614	966	1012	581	989	1027	553	0	0	488	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	12.9	12.9	10.1	11.8	11.8	27.6	0.0	0.0	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	2.9	0.1	2.4	2.3	2.3	0.0	0.0	0.6	0.0	0.0
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	0.3	10.3	10.7	0.6	9.0	9.3	6.8	0.0	0.0	3.2	0.0	0.0
LnGrp Delay(d),s/veh	9.5	16.0	15.9	10.2	14.2	14.1	29.9	0.0	0.0	25.8	0.0	0.0
LnGrp LOS	A	B	B	B	B	B	C			C		
Approach Vol, veh/h		1269			1211			314			168	
Approach Delay, s/veh		15.8			13.9			29.9			25.8	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	50.0		26.0	5.4	51.1		26.0
Change Period (Y+Rc), s	3.5	5.0		4.5	3.5	5.0		4.5
Max Green Setting (Gmax), s	16.5	45.0		25.5	16.5	45.0		25.5
Max Q Clear Time (g_c+I1), s	3.2	21.5		10.0	2.6	19.1		16.1
Green Ext Time (p_c), s	0.0	21.2		2.9	0.0	23.2		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	267	783	79	168	901	104	73	939	146	117	802	190
Future Volume (veh/h)	267	783	79	168	901	104	73	939	146	117	802	190
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
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	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	281	824	83	177	948	109	77	988	154	123	844	200
Adj No. of Lanes	2	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	1043	587	203	1102	636	148	1213	715	172	1260	709
Arrive On Green	0.10	0.29	0.29	0.11	0.31	0.31	0.08	0.34	0.34	0.10	0.36	0.36
Sat Flow, veh/h	3442	3539	1543	1774	3539	1552	1774	3539	1558	1774	3539	1556
Grp Volume(v), veh/h	281	824	83	177	948	109	77	988	154	123	844	200
Grp Sat Flow(s),veh/h/ln	1721	1770	1543	1774	1770	1552	1774	1770	1558	1774	1770	1556
Q Serve(g_s), s	9.8	26.1	4.3	12.0	30.8	5.5	5.1	31.1	7.3	8.2	24.6	9.8
Cycle Q Clear(g_c), s	9.8	26.1	4.3	12.0	30.8	5.5	5.1	31.1	7.3	8.2	24.6	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	1043	587	203	1102	636	148	1213	715	172	1260	709
V/C Ratio(X)	0.83	0.79	0.14	0.87	0.86	0.17	0.52	0.81	0.22	0.72	0.67	0.28
Avail Cap(c_a), veh/h	451	1043	587	232	1102	636	232	1289	749	232	1289	722
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	39.6	25.0	53.2	39.6	23.0	53.6	36.6	20.0	53.5	33.3	20.9
Incr Delay (d2), s/veh	7.5	6.1	0.5	23.9	8.8	0.6	1.0	4.0	0.1	3.5	1.3	0.2
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	5.0	13.7	1.9	7.2	16.4	2.4	2.5	15.9	3.2	4.2	12.3	4.2
LnGrp Delay(d),s/veh	61.6	45.7	25.5	77.1	48.4	23.6	54.7	40.6	20.1	57.0	34.6	21.1
LnGrp LOS	E	D	C	E	D	C	D	D	C	E	C	C
Approach Vol, veh/h		1188			1234			1219			1167	
Approach Delay, s/veh		48.1			50.3			38.9			34.6	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	41.0	14.2	49.0	16.0	43.0	15.8	47.3
Change Period (Y+Rc), s	4.0	5.0	4.0	5.5	4.0	5.0	4.0	5.5
Max Green Setting (Gmax), s	16.0	36.0	16.0	44.5	16.0	38.0	16.0	44.5
Max Q Clear Time (g_c+I1), s	14.0	28.1	7.1	26.6	11.8	32.8	10.2	33.1
Green Ext Time (p_c), s	0.0	6.2	0.0	12.4	0.2	4.3	0.0	8.8

Intersection Summary	
HCM 2010 Ctrl Delay	43.0
HCM 2010 LOS	D

PM Peak Hour
HCM 2010 Signalized Intersection Summary
1: MacKay Ln & Artesia Blvd

10/11/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1234	78	94	1136	42	34	42	37	27	42	23
Future Volume (veh/h)	40	1234	78	94	1136	42	34	42	37	27	42	23
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	0.99		0.94	0.99		0.97
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	41	1259	80	96	1159	43	35	43	38	28	43	23
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	378	2136	135	355	2262	84	110	96	68	108	121	53
Arrive On Green	0.03	0.63	0.63	0.05	0.65	0.65	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1774	3368	214	1774	3476	129	341	749	531	327	947	412
Grp Volume(v), veh/h	41	660	679	96	590	612	116	0	0	94	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1812	1774	1770	1835	1621	0	0	1686	0	0
Q Serve(g_s), s	0.6	15.4	15.5	1.3	12.4	12.4	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	15.4	15.5	1.3	12.4	12.4	4.5	0.0	0.0	3.5	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.07	0.30		0.33	0.30		0.24
Lane Grp Cap(c), veh/h	378	1122	1149	355	1152	1195	273	0	0	281	0	0
V/C Ratio(X)	0.11	0.59	0.59	0.27	0.51	0.51	0.43	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	722	1122	1149	670	1152	1195	630	0	0	647	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	7.6	7.6	6.0	6.5	6.5	28.9	0.0	0.0	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.3	2.2	0.2	1.6	1.6	1.0	0.0	0.0	0.7	0.0	0.0
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	0.3	8.0	8.3	0.6	6.4	6.6	2.2	0.0	0.0	1.8	0.0	0.0
LnGrp Delay(d),s/veh	5.1	9.8	9.8	6.2	8.1	8.1	30.0	0.0	0.0	29.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		1380			1298			116			94	
Approach Delay, s/veh		9.7			7.9			30.0			29.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	50.0		13.6	6.2	51.2		13.6
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	16.0	45.0		25.5	16.0	45.0		25.5
Max Q Clear Time (g_c+I1), s	3.3	17.5		5.5	2.6	14.4		6.5
Green Ext Time (p_c), s	0.0	25.2		1.2	0.0	27.8		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1244	34	111	1156	55	30	44	42	69	56	34
Future Volume (veh/h)	52	1244	34	111	1156	55	30	44	42	69	56	34
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.97		0.96	0.97		0.95
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	55	1323	36	118	1230	59	32	47	45	73	60	36
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	2030	55	308	2028	97	115	158	122	181	141	69
Arrive On Green	0.04	0.58	0.58	0.05	0.59	0.59	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1774	3516	96	1774	3432	164	277	763	592	555	682	335
Grp Volume(v), veh/h	55	665	694	118	634	655	124	0	0	169	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1827	1631	0	0	1572	0	0
Q Serve(g_s), s	1.0	19.8	19.9	2.1	17.8	17.8	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	19.8	19.9	2.1	17.8	17.8	4.8	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.09	0.26		0.36	0.43		0.21
Lane Grp Cap(c), veh/h	310	1022	1064	308	1045	1079	395	0	0	391	0	0
V/C Ratio(X)	0.18	0.65	0.65	0.38	0.61	0.61	0.31	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	622	1022	1064	597	1045	1079	582	0	0	570	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.1	11.1	11.2	9.4	10.2	10.2	26.4	0.0	0.0	27.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.2	3.1	0.3	2.6	2.5	0.4	0.0	0.0	0.8	0.0	0.0
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	0.5	10.5	10.9	1.0	9.4	9.7	2.3	0.0	0.0	3.3	0.0	0.0
LnGrp Delay(d),s/veh	8.2	14.4	14.3	9.7	12.8	12.7	26.9	0.0	0.0	27.9	0.0	0.0
LnGrp LOS	A	B	B	A	B	B	C			C		
Approach Vol, veh/h		1414			1407			124			169	
Approach Delay, s/veh		14.1			12.5			26.9			27.9	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	50.0		20.6	6.3	51.0		20.6
Change Period (Y+Rc), s	3.5	5.0		4.5	3.5	5.0		4.5
Max Green Setting (Gmax), s	16.5	45.0		25.5	16.5	45.0		25.5
Max Q Clear Time (g_c+I1), s	4.1	21.9		8.9	3.0	19.8		6.8
Green Ext Time (p_c), s	0.1	21.7		1.7	0.0	23.5		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	1016	139	205	962	199	108	866	171	199	1045	320
Future Volume (veh/h)	192	1016	139	205	962	199	108	866	171	199	1045	320
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		1.00	1.00		0.98
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	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	192	1016	139	205	962	199	108	866	171	199	1045	320
Adj No. of Lanes	2	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	1007	569	224	1147	696	151	1122	701	224	1267	693
Arrive On Green	0.09	0.28	0.28	0.13	0.32	0.32	0.08	0.32	0.32	0.13	0.36	0.36
Sat Flow, veh/h	3442	3539	1527	1774	3539	1533	1774	3539	1580	1774	3539	1553
Grp Volume(v), veh/h	192	1016	139	205	962	199	108	866	171	199	1045	320
Grp Sat Flow(s),veh/h/ln	1721	1770	1527	1774	1770	1533	1774	1770	1580	1774	1770	1553
Q Serve(g_s), s	6.8	36.0	8.0	14.4	31.9	10.4	7.5	28.0	8.5	14.0	34.0	18.2
Cycle Q Clear(g_c), s	6.8	36.0	8.0	14.4	31.9	10.4	7.5	28.0	8.5	14.0	34.0	18.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	1007	569	224	1147	696	151	1122	701	224	1267	693
V/C Ratio(X)	0.64	1.01	0.24	0.91	0.84	0.29	0.72	0.77	0.24	0.89	0.82	0.46
Avail Cap(c_a), veh/h	435	1007	569	224	1147	696	224	1244	756	224	1267	693
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	45.3	27.7	54.6	39.7	22.0	56.4	39.1	22.0	54.4	37.0	24.6
Incr Delay (d2), s/veh	0.9	30.7	1.0	36.8	7.4	1.0	2.4	2.8	0.2	31.5	4.6	0.5
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	3.3	21.8	3.5	9.4	16.8	4.6	3.8	14.1	3.8	8.8	17.4	7.8
LnGrp Delay(d),s/veh	56.8	76.0	28.7	91.4	47.1	23.0	58.8	41.9	22.2	85.9	41.6	25.0
LnGrp LOS	E	F	C	F	D	C	E	D	C	F	D	C
Approach Vol, veh/h		1347			1366			1145			1564	
Approach Delay, s/veh		68.3			50.3			40.5			43.8	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	41.0	14.8	50.8	15.0	46.0	20.0	45.6
Change Period (Y+Rc), s	4.0	5.0	4.0	5.5	4.0	5.0	4.0	5.5
Max Green Setting (Gmax), s	16.0	36.0	16.0	44.5	16.0	38.0	16.0	44.5
Max Q Clear Time (g_c+I1), s	16.4	38.0	9.5	36.0	8.8	33.9	16.0	30.0
Green Ext Time (p_c), s	0.0	0.0	0.0	7.1	0.1	3.6	0.0	10.1

Intersection Summary	
HCM 2010 Ctrl Delay	50.8
HCM 2010 LOS	D

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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  Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to LIN CONSULTING, DIA. BAR♀
Existing AM                Tue Oct 11, 2016 13:37:17                 Page 2-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                            Impact Analysis Report
                               Level Of Service

Intersection                              Base           Future       Change
                                       Del/   V/       Del/   V/        in
                                   LOS Veh    C    LOS Veh    C
#  1 MacKay Ln & Artesia Blvd       A   9.2 0.496   A   9.2 0.496  + 0.000 V/C

#  2 Felton Ln & Artesia Blvd       B  16.0 0.656   B  16.0 0.656  + 0.000 V/C

#  3 Inglewood Ave & Artesia Blvd   C  26.5 0.728   C  26.5 0.728  + 0.000 V/C
```

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  Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to LIN CONSULTING, DIA. BAR♀
Existing AM                Tue Oct 11, 2016 13:37:17                 Page 3-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 MacKay Ln & Artesia Blvd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.496
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):         9.2
Optimal Cycle:        37                Level Of Service:                  A
*******************************************************************************
Street Name:            MacKay Ln                       Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     5    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << AM Peak Hr
Base Vol:      53   47    45    35   27    21    33  934    19    36 1061    37
Growth 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
```

```
Initial Bse:   53   47    45    35   27    21    33  934    19    36 1061    37
User 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
PHF Adj:     0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
PHF Volume:    55   49    47    36   28    22    34  972    20    37 1104    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   55   49    47    36   28    22    34  972    20    37 1104    39
PCE 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
MLF 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
FinalVolume:   55   49    47    36   28    22    34  972    20    37 1104    39
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.37 0.32  0.31  0.42 0.33  0.25  1.00 1.96  0.04  1.00 1.93  0.07
Final Sat.:   585  519   497   675  520   405  1600 3136    64  1600 3092   108
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.09  0.09  0.02 0.05  0.05  0.02 0.31  0.31  0.02 0.36  0.36
Crit Moves:       ****        ****             ****                   ****
Green/Cycle: 0.11 0.19  0.19  0.05 0.12  0.12  0.04 0.68  0.68  0.09 0.72  0.72
Volume/Cap:  0.30 0.50  0.50  0.50 0.44  0.44  0.50 0.46  0.46  0.27 0.50  0.50
Delay/Veh:   32.1 31.0  31.2  44.8 34.4  35.2  40.4  6.0  10.9  33.1  4.8   8.6
Delay 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
AdjDel/Veh:  32.1 31.0  31.2  44.8 34.4  35.2  40.4  6.0  10.9  33.1  4.8   8.6
DesignQueue:    8    7     7     5    4     4     2   10    10     2   10    10
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
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Existing AM                Tue Oct 11, 2016 13:37:17                 Page 4-1
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Felton Ln & Artesia Blvd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.656
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):        16.0
Optimal Cycle:        54                Level Of Service:                 B
********************************************************************************
```

```
Street Name:            Felton Ln                       Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << AM Peak Hr
Base Vol:      67  123   105    59   72    26    26 1153    13    55 1047    36
Growth 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
Initial Bse:   67  123   105    59   72    26    26 1153    13    55 1047    36
User 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
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    71  130   111    62   76    28    28 1220    14    58 1108    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   71  130   111    62   76    28    28 1220    14    58 1108    38
PCE 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
MLF 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
FinalVolume:   71  130   111    62   76    28    28 1220    14    58 1108    38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.23 0.42  0.35  0.38 0.46  0.16  1.00 1.98  0.02  1.00 1.93  0.07
Final Sat.:   363  667   569   601  734   265  1600 3164    36  1600 3094   106
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.20  0.20  0.04 0.10  0.10  0.02 0.39  0.39  0.04 0.36  0.36
Crit Moves:       ****        ****                  ****        ****
Green/Cycle: 0.11 0.30  0.30  0.06 0.25  0.25  0.06 0.59  0.59  0.06 0.58  0.58
Volume/Cap:  0.42 0.66  0.66  0.66 0.42  0.42  0.27 0.66  0.66  0.66 0.62  0.62
Delay/Veh:   36.1 28.8  29.6  57.6 25.1  26.6  34.6 11.3  43.7  46.3 11.1  22.1
Delay 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
AdjDel/Veh:  36.1 28.8  29.6  57.6 25.1  26.6  34.6 11.3  43.7  46.3 11.1  22.1
DesignQueue:   16   13    13     9    7     7     1   15    15     3   15    15
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #3 Inglewood Ave & Artesia Blvd
******************************************************************************
Cycle (sec):         113                Critical Vol./Cap.(X):         0.728
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):        26.5
Optimal Cycle:        84                Level Of Service:                 C
******************************************************************************
Street Name:          Inglewood Ave                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    11    9    10    12    9    11    11    9    11    10    8    12
Lanes:        1  0  2  0  1    1  0  2  0  1    2  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << AM Peak Hr
Base Vol:      73  939   146   117  802   190   267  783    79   168  901   104
Growth 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
Initial Bse:   73  939   146   117  802   190   267  783    79   168  901   104
User 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
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    77  984   153   123  841   199   280  821    83   176  944   109
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77  984   153   123  841   199   280  821    83   176  944   109
PCE 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
MLF 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
FinalVolume:   77  984   153   123  841   199   280  821    83   176  944   109
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.80 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  5760 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.31  0.10  0.08 0.26  0.12  0.05 0.26  0.05  0.11 0.30  0.07
Crit Moves:       ****        ****              ****                   ****
Green/Cycle: 0.14 0.41  0.41  0.11 0.37  0.37  0.10 0.34  0.34  0.15 0.39  0.39
Volume/Cap:  0.35 0.76  0.24  0.72 0.70  0.33  0.50 0.75  0.15  0.75 0.76  0.17
Delay/Veh:   34.3 24.0  17.0  46.9 24.4  19.6  37.9 27.5  19.9  44.3 24.9  17.4
Delay 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
AdjDel/Veh:  34.3 24.0  17.0  46.9 24.4  19.6  37.9 27.5  19.9  44.3 24.9  17.4
```

```
DesignQueue:    4   20     6     7   18     8     8   18     3    10   19     4
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

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Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

```
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Existing PM                Tue Oct 11, 2016 13:37:27                 Page 2-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                            Impact Analysis Report
                               Level Of Service

Intersection                              Base           Future       Change
                                       Del/   V/       Del/   V/        in
                                   LOS Veh    C    LOS Veh    C
#  1 MacKay Ln & Artesia Blvd       A xxxxx 0.569   A xxxxx 0.569  + 0.000 V/C

#  2 Felton Ln & Artesia Blvd       B xxxxx 0.620   B xxxxx 0.620  + 0.000 V/C

#  3 Inglewood Ave & Artesia Blvd   D xxxxx 0.841   D xxxxx 0.841  + 0.000 V/C
```

```
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Existing PM                Tue Oct 11, 2016 13:37:27                 Page 3-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 MacKay Ln & Artesia Blvd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.569
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43                Level Of Service:                  A
*******************************************************************************
Street Name:            MacKay Ln                       Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << PM Peak Hr
Base Vol:      34   42    37    27   42    23    40 1234    78    94 1136    42
Growth 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
```

```
Initial Bse:   34   42    37    27   42    23    40 1234    78    94 1136    42
User 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
PHF Adj:     0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98
PHF Volume:    35   43    38    28   43    24    41 1263    80    96 1163    43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35   43    38    28   43    24    41 1263    80    96 1163    43
PCE 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
MLF 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
FinalVolume:   35   43    38    28   43    24    41 1263    80    96 1163    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.30 0.37  0.33  0.29 0.46  0.25  1.00 1.88  0.12  1.00 1.93  0.07
Final Sat.:   481  595   524   470  730   400  1600 3010   190  1600 3086   114
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.07  0.07  0.02 0.06  0.06  0.03 0.42  0.42  0.06 0.38  0.38
Crit Moves:       ****        ****                  ****        ****
********************************************************************************
```

```
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Existing PM                Tue Oct 11, 2016 13:37:27                 Page 4-1
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Felton Ln & Artesia Blvd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.620
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49                Level Of Service:                  B
********************************************************************************
```

```
Street Name:            Felton Ln                       Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << PM Peak Hr
Base Vol:      30   44    42    69   56    34    52 1244    34   111 1156    55
Growth 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
Initial Bse:   30   44    42    69   56    34    52 1244    34   111 1156    55
User 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
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:    32   47    45    73   59    36    55 1321    36   118 1227    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   32   47    45    73   59    36    55 1321    36   118 1227    58
PCE 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
MLF 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
FinalVolume:   32   47    45    73   59    36    55 1321    36   118 1227    58
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.26 0.38  0.36  0.44 0.35  0.21  1.00 1.95  0.05  1.00 1.91  0.09
Final Sat.:   414  607   579   694  564   342  1600 3115    85  1600 3055   145
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.08  0.08  0.05 0.11  0.11  0.03 0.42  0.42  0.07 0.40  0.40
Crit Moves:       ****        ****                  ****        ****
*****************************************************************************
```

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #3 Inglewood Ave & Artesia Blvd
******************************************************************************
Cycle (sec):         113                Critical Vol./Cap.(X):         0.841
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       113                Level Of Service:                  D
******************************************************************************
Street Name:          Inglewood Ave                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    11    9    10    12    9    11    11    9    11     5    8    12
Lanes:        1  0  2  0  1    1  0  2  0  1    2  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << PM Peak Hr
Base Vol:     108  866   171   199 1045   320   192 1016   139   205  962   199
Growth 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
Initial Bse:  108  866   171   199 1045   320   192 1016   139   205  962   199
User 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
PHF 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
PHF Volume:   108  867   171   199 1046   320   192 1017   139   205  963   199
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  108  867   171   199 1046   320   192 1017   139   205  963   199
PCE 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
MLF 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
FinalVolume:  108  867   171   199 1046   320   192 1017   139   205  963   199
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.80 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  5760 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.27  0.11  0.12 0.33  0.20  0.03 0.32  0.09  0.13 0.30  0.12
Crit Moves:  ****                 ****             ****        ****
******************************************************************************
```

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APPENDIX C

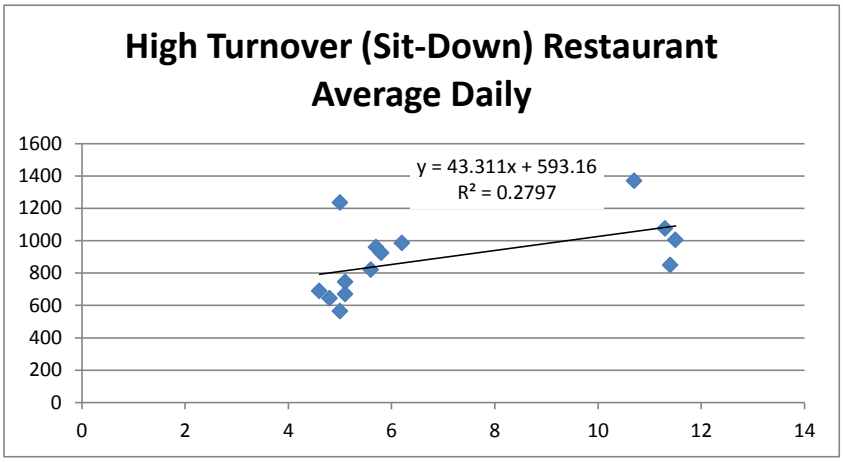
TRIP GENERATION RATE EXTRAPOLATION

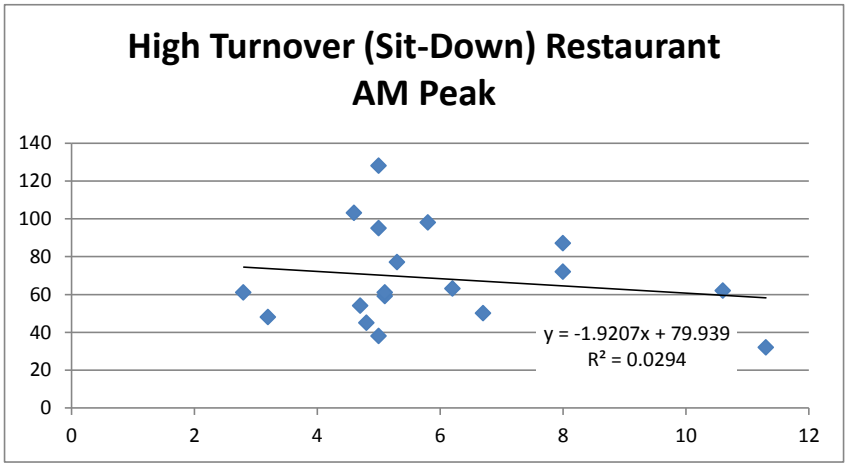
High Turnover (Sit-Down) Restaurant

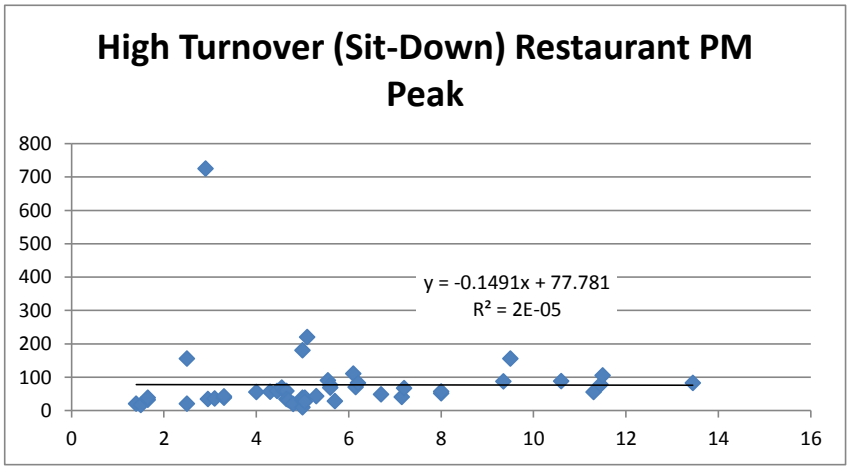
Average Daily	
X	T
4.6	690
4.8	645
5	565
5	1235
5.1	670
5.1	745
5.6	820
5.7	960
5.8	925
6.2	985
10.7	1370
11.3	1075
11.4	850
11.5	1005

AM Peak	
X	T
2.8	61
3.2	48
4.6	103
4.7	54
4.8	45
5	38
5	95
5	128
5.1	59
5.1	61
5.3	77
5.8	98
6.2	63
6.7	50
8	72
8	87
10.6	62
11.3	32

PM Peak	
X	T
1.4	20
1.5	16
1.65	32
1.65	38
2.5	155
2.5	20
2.9	725
2.95	34
3.1	36
3.3	38
3.3	42
4	55
4.3	56
4.45	58
4.55	68
4.6	59
4.65	58.5
4.65	34
4.7	31
4.8	19
5	31
5	38
5	9
5	180
5.05	38
5.05	26
5.1	220
5.3	43
5.55	90
5.6	76
5.6	68
5.7	28
6.1	110
6.15	70
6.2	82
6.7	48
7.15	40
7.2	67
8	51
8	57
9.35	87
9.5	155
10.6	88
11.3	55
11.45	78
11.5	105
13.45	82





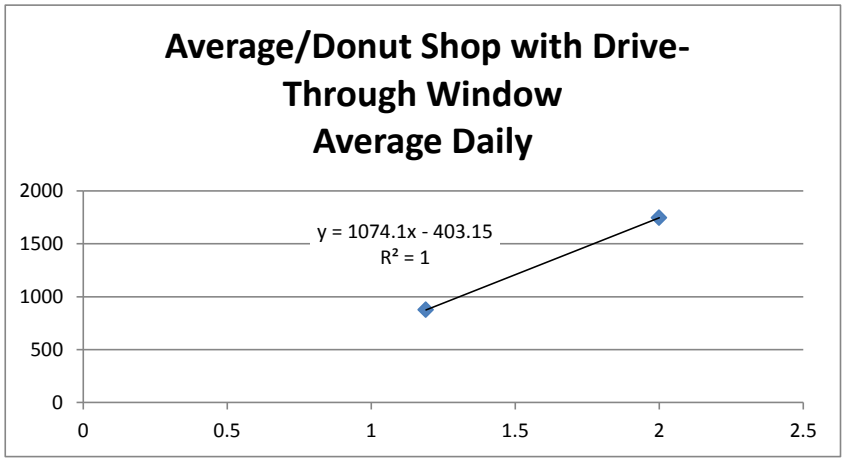


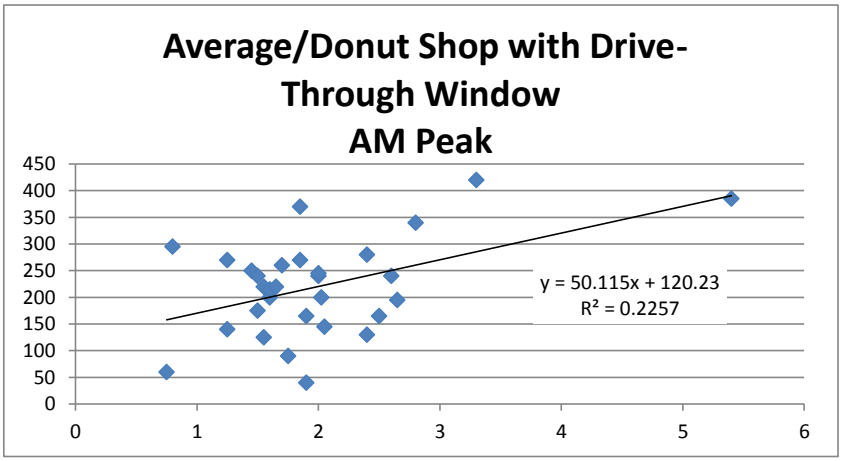
Coffee/Donut Shop with Drive-Through Window

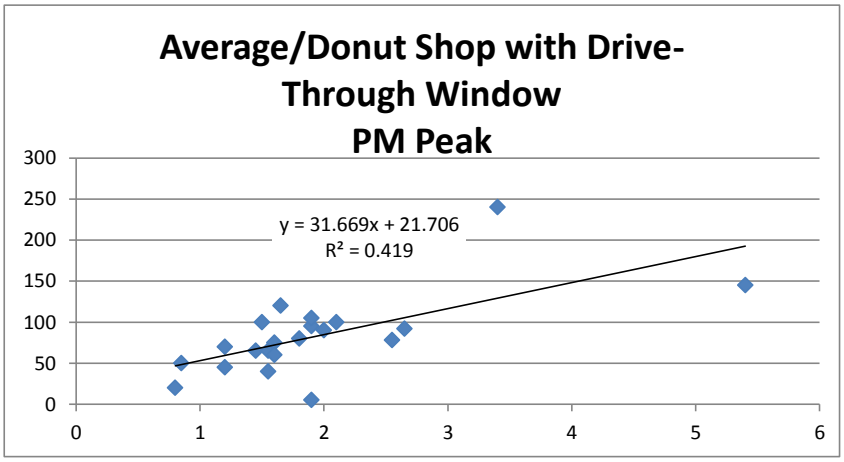
Average Daily	
X	T
1.19	875
2	1745

AM Peak	
X	T
0.75	60
0.8	295
1.25	270
1.25	140
1.45	250
1.5	240
1.5	175
1.55	220
1.55	125
1.6	200
1.6	215
1.65	220
1.7	260
1.75	90
1.85	270
1.85	370
1.9	40
1.9	165
2	240
2	245
2.025	200
2.05	145
2.4	130
2.4	280
2.5	165
2.6	240
2.65	195
2.8	340
3.3	420
5.4	385

PM Peak	
X	T
0.8	20
0.85	50
1.2	45
1.2	70
1.45	65
1.5	100
1.55	40
1.55	65
1.6	75
1.6	60
1.65	120
1.8	80
1.9	95
1.9	105
1.9	5
2	90
2.1	100
2.55	78
2.65	92
3.4	240
5.4	145







APPENDIX D

YEAR 2018 EXISTING + AMBIENT GROWTH CONDITIONS WORKSHEETS

AM Peak Hour
HCM 2010 Signalized Intersection Summary
1: MacKay Ln & Artesia Blvd

10/11/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	941	20	37	1069	38	54	48	46	36	28	22
Future Volume (veh/h)	34	941	20	37	1069	38	54	48	46	36	28	22
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	35	980	21	39	1114	40	56	50	48	38	29	23
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	2265	49	438	2235	80	134	90	70	144	102	60
Arrive On Green	0.03	0.64	0.64	0.03	0.64	0.64	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1774	3541	76	1774	3481	125	466	652	506	518	742	433
Grp Volume(v), veh/h	35	490	511	39	566	588	154	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1847	1774	1770	1836	1623	0	0	1693	0	0
Q Serve(g_s), s	0.5	9.7	9.7	0.5	11.8	11.9	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	9.7	9.7	0.5	11.8	11.9	6.2	0.0	0.0	3.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.07	0.36		0.31	0.42		0.26
Lane Grp Cap(c), veh/h	382	1132	1182	438	1136	1179	294	0	0	306	0	0
V/C Ratio(X)	0.09	0.43	0.43	0.09	0.50	0.50	0.52	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	736	1132	1182	787	1136	1179	641	0	0	644	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	6.3	6.3	4.6	6.6	6.6	28.7	0.0	0.0	27.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	1.2	0.0	1.6	1.5	1.5	0.0	0.0	0.5	0.0	0.0
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	0.2	5.0	5.2	0.2	6.2	6.4	2.9	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	5.0	7.5	7.5	4.7	8.2	8.1	30.2	0.0	0.0	28.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		1036			1193			154			90	
Approach Delay, s/veh		7.4			8.0			30.2			28.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	50.0		14.2	6.0	50.2		14.2
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	16.0	45.0		25.5	16.0	45.0		25.5
Max Q Clear Time (g_c+I1), s	2.5	11.7		5.2	2.5	13.9		8.2
Green Ext Time (p_c), s	0.0	27.1		1.4	0.0	25.6		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1162	14	56	1055	37	68	124	106	27	73	60
Future Volume (veh/h)	27	1162	14	56	1055	37	68	124	106	27	73	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.96		0.95	0.97		0.93
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	29	1236	15	60	1122	39	72	132	113	29	78	64
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	1950	24	286	1943	68	127	197	150	94	226	161
Arrive On Green	0.02	0.54	0.54	0.04	0.56	0.56	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1774	3579	43	1774	3485	121	280	751	571	165	862	614
Grp Volume(v), veh/h	29	611	640	60	570	591	317	0	0	171	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1853	1774	1770	1836	1603	0	0	1642	0	0
Q Serve(g_s), s	0.6	19.8	19.8	1.2	17.4	17.4	7.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	19.8	19.8	1.2	17.4	17.4	14.7	0.0	0.0	6.8	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.07	0.23		0.36	0.17		0.37
Lane Grp Cap(c), veh/h	296	964	1010	286	986	1024	473	0	0	481	0	0
V/C Ratio(X)	0.10	0.63	0.63	0.21	0.58	0.58	0.67	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	609	964	1010	576	986	1024	545	0	0	553	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.5	13.1	13.1	10.3	11.9	11.9	27.7	0.0	0.0	25.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.2	3.0	0.1	2.5	2.4	2.6	0.0	0.0	0.4	0.0	0.0
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	0.3	10.5	11.0	0.6	9.1	9.4	6.9	0.0	0.0	3.2	0.0	0.0
LnGrp Delay(d),s/veh	9.6	16.2	16.1	10.4	14.4	14.3	30.3	0.0	0.0	25.5	0.0	0.0
LnGrp LOS	A	B	B	B	B	B	C			C		
Approach Vol, veh/h		1280			1221			317			171	
Approach Delay, s/veh		16.0			14.2			30.3			25.5	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	50.0		26.1	5.4	51.0		26.1
Change Period (Y+Rc), s	3.5	5.0		4.5	3.5	5.0		4.5
Max Green Setting (Gmax), s	16.5	45.0		25.5	16.5	45.0		25.5
Max Q Clear Time (g_c+I1), s	3.2	21.8		8.8	2.6	19.4		16.7
Green Ext Time (p_c), s	0.0	21.0		3.1	0.0	23.1		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	789	80	170	908	105	74	946	148	118	808	192
Future Volume (veh/h)	269	789	80	170	908	105	74	946	148	118	808	192
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
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	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	283	831	84	179	956	111	78	996	156	124	851	202
Adj No. of Lanes	2	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	1040	585	205	1101	635	148	1215	718	171	1261	710
Arrive On Green	0.10	0.29	0.29	0.12	0.31	0.31	0.08	0.34	0.34	0.10	0.36	0.36
Sat Flow, veh/h	3442	3539	1543	1774	3539	1552	1774	3539	1558	1774	3539	1556
Grp Volume(v), veh/h	283	831	84	179	956	111	78	996	156	124	851	202
Grp Sat Flow(s),veh/h/ln	1721	1770	1543	1774	1770	1552	1774	1770	1558	1774	1770	1556
Q Serve(g_s), s	9.9	26.6	4.4	12.2	31.2	5.6	5.2	31.5	7.4	8.3	25.0	10.0
Cycle Q Clear(g_c), s	9.9	26.6	4.4	12.2	31.2	5.6	5.2	31.5	7.4	8.3	25.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	1040	585	205	1101	635	148	1215	718	171	1261	710
V/C Ratio(X)	0.84	0.80	0.14	0.87	0.87	0.17	0.53	0.82	0.22	0.72	0.68	0.28
Avail Cap(c_a), veh/h	449	1040	585	232	1101	635	232	1285	749	232	1285	721
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	39.9	25.1	53.3	39.8	23.2	53.8	36.8	19.9	53.8	33.4	20.9
Incr Delay (d2), s/veh	7.8	6.4	0.5	24.6	9.3	0.6	1.1	4.2	0.2	3.9	1.4	0.2
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	5.1	13.9	2.0	7.4	16.7	2.5	2.6	16.1	3.2	4.3	12.4	4.3
LnGrp Delay(d),s/veh	62.1	46.4	25.6	77.9	49.2	23.8	54.9	40.9	20.1	57.7	34.8	21.2
LnGrp LOS	E	D	C	E	D	C	D	D	C	E	C	C
Approach Vol, veh/h		1198			1246			1230			1177	
Approach Delay, s/veh		48.6			51.0			39.2			34.9	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	41.0	14.2	49.1	16.1	43.1	15.8	47.5
Change Period (Y+Rc), s	4.0	5.0	4.0	5.5	4.0	5.0	4.0	5.5
Max Green Setting (Gmax), s	16.0	36.0	16.0	44.5	16.0	38.0	16.0	44.5
Max Q Clear Time (g_c+I1), s	14.2	28.6	7.2	27.0	11.9	33.2	10.3	33.5
Green Ext Time (p_c), s	0.0	5.9	0.0	12.3	0.2	4.0	0.0	8.5

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D

PM Peak Hour
HCM 2010 Signalized Intersection Summary
1: MacKay Ln & Artesia Blvd

10/11/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1243	79	95	1145	43	35	43	38	28	43	24
Future Volume (veh/h)	41	1243	79	95	1145	43	35	43	38	28	43	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	0.99		0.94	0.99		0.97
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	42	1268	81	97	1168	44	36	44	39	29	44	24
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	2130	136	351	2254	85	110	97	69	108	122	54
Arrive On Green	0.03	0.63	0.63	0.05	0.65	0.65	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1774	3367	215	1774	3474	131	344	747	532	330	939	417
Grp Volume(v), veh/h	42	665	684	97	595	617	119	0	0	97	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1812	1774	1770	1835	1623	0	0	1686	0	0
Q Serve(g_s), s	0.6	15.7	15.8	1.3	12.6	12.7	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	15.7	15.8	1.3	12.6	12.7	4.7	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.07	0.30		0.33	0.30		0.25
Lane Grp Cap(c), veh/h	374	1120	1146	351	1148	1191	276	0	0	284	0	0
V/C Ratio(X)	0.11	0.59	0.60	0.28	0.52	0.52	0.43	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	717	1120	1146	666	1148	1191	629	0	0	645	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	7.7	7.7	6.2	6.6	6.6	28.9	0.0	0.0	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.3	2.3	0.2	1.7	1.6	1.1	0.0	0.0	0.7	0.0	0.0
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	0.3	8.3	8.5	0.6	6.6	6.9	2.3	0.0	0.0	1.8	0.0	0.0
LnGrp Delay(d),s/veh	5.2	10.0	10.0	6.3	8.3	8.2	30.0	0.0	0.0	29.2	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	C			C		
Approach Vol, veh/h		1391			1309			119			97	
Approach Delay, s/veh		9.9			8.1			30.0			29.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	50.0		13.7	6.3	51.2		13.7
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	16.0	45.0		25.5	16.0	45.0		25.5
Max Q Clear Time (g_c+I1), s	3.3	17.8		5.6	2.6	14.7		6.7
Green Ext Time (p_c), s	0.0	25.0		1.2	0.0	27.7		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1253	35	112	1165	56	31	45	43	70	57	35
Future Volume (veh/h)	53	1253	35	112	1165	56	31	45	43	70	57	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.97		0.96	0.97		0.95
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	56	1333	37	119	1239	60	33	48	46	74	61	37
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	2026	56	305	2023	98	116	158	123	181	141	70
Arrive On Green	0.04	0.58	0.58	0.05	0.59	0.59	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1774	3514	97	1774	3431	166	281	761	591	554	681	338
Grp Volume(v), veh/h	56	671	699	119	638	661	127	0	0	172	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1827	1632	0	0	1573	0	0
Q Serve(g_s), s	1.0	20.2	20.2	2.1	18.1	18.1	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	20.2	20.2	2.1	18.1	18.1	4.9	0.0	0.0	7.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.09	0.26		0.36	0.43		0.22
Lane Grp Cap(c), veh/h	307	1020	1062	305	1044	1077	397	0	0	393	0	0
V/C Ratio(X)	0.18	0.66	0.66	0.39	0.61	0.61	0.32	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	618	1020	1062	592	1044	1077	581	0	0	569	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	11.3	11.3	9.6	10.3	10.3	26.5	0.0	0.0	27.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	3.3	3.2	0.3	2.7	2.6	0.5	0.0	0.0	0.8	0.0	0.0
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	0.5	10.6	11.0	1.0	9.5	9.8	2.4	0.0	0.0	3.3	0.0	0.0
LnGrp Delay(d),s/veh	8.7	14.6	14.5	9.9	13.0	12.9	26.9	0.0	0.0	27.9	0.0	0.0
LnGrp LOS	A	B	B	A	B	B	C			C		
Approach Vol, veh/h		1426			1418			127			172	
Approach Delay, s/veh		14.3			12.7			26.9			27.9	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	50.0		20.7	6.3	51.0		20.7
Change Period (Y+Rc), s	3.5	5.0		4.5	3.5	5.0		4.5
Max Green Setting (Gmax), s	16.5	45.0		25.5	16.5	45.0		25.5
Max Q Clear Time (g_c+I1), s	4.1	22.2		9.0	3.0	20.1		6.9
Green Ext Time (p_c), s	0.1	21.5		1.7	0.1	23.3		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	1024	141	207	969	201	109	873	173	201	1053	323
Future Volume (veh/h)	194	1024	141	207	969	201	109	873	173	201	1053	323
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		1.00	1.00		0.98
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	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	194	1024	141	207	969	201	109	873	173	201	1053	323
Adj No. of Lanes	2	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	1006	569	224	1146	696	151	1122	701	224	1269	694
Arrive On Green	0.09	0.28	0.28	0.13	0.32	0.32	0.08	0.32	0.32	0.13	0.36	0.36
Sat Flow, veh/h	3442	3539	1527	1774	3539	1533	1774	3539	1580	1774	3539	1553
Grp Volume(v), veh/h	194	1024	141	207	969	201	109	873	173	201	1053	323
Grp Sat Flow(s),veh/h/ln	1721	1770	1527	1774	1770	1533	1774	1770	1580	1774	1770	1553
Q Serve(g_s), s	6.9	36.0	8.1	14.6	32.3	10.5	7.6	28.3	8.7	14.1	34.4	18.5
Cycle Q Clear(g_c), s	6.9	36.0	8.1	14.6	32.3	10.5	7.6	28.3	8.7	14.1	34.4	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	1006	569	224	1146	696	151	1122	701	224	1269	694
V/C Ratio(X)	0.65	1.02	0.25	0.92	0.85	0.29	0.72	0.78	0.25	0.90	0.83	0.47
Avail Cap(c_a), veh/h	435	1006	569	224	1146	696	224	1243	755	224	1269	694
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	45.3	27.8	54.7	39.9	22.0	56.5	39.2	22.0	54.5	37.1	24.6
Incr Delay (d2), s/veh	0.9	33.0	1.0	39.1	7.7	1.0	2.4	2.9	0.2	33.1	4.8	0.5
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	3.3	22.1	3.6	9.6	17.0	4.6	3.8	14.3	3.8	9.0	17.7	8.0
LnGrp Delay(d),s/veh	56.9	78.3	28.8	93.8	47.6	23.1	58.9	42.1	22.2	87.6	41.9	25.1
LnGrp LOS	E	F	C	F	D	C	E	D	C	F	D	C
Approach Vol, veh/h		1359			1377			1155			1577	
Approach Delay, s/veh		70.1			51.0			40.7			44.3	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	41.0	14.8	50.9	15.0	46.0	20.0	45.7
Change Period (Y+Rc), s	4.0	5.0	4.0	5.5	4.0	5.0	4.0	5.5
Max Green Setting (Gmax), s	16.0	36.0	16.0	44.5	16.0	38.0	16.0	44.5
Max Q Clear Time (g_c+I1), s	16.6	38.0	9.6	36.4	8.9	34.3	16.1	30.3
Green Ext Time (p_c), s	0.0	0.0	0.0	6.8	0.1	3.3	0.0	9.8

Intersection Summary	
HCM 2010 Ctrl Delay	51.6
HCM 2010 LOS	D

Scenario Report

```
Scenario:             Ex + Ambient Growth AM

Command:              Ex + Ambient Growth AM
Volume:               Ex + Ambient Growth AM
Geometry:             Ex + Ambient Growth AM
Impact Fee:           Default Impact Fee
Trip Generation:      Default Trip Generation
Trip Distribution:    Default Trip Distribution
Paths:                Default Path
Routes:               Default Route
Configuration:        Default Configuration
```

```
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Ex + Ambient Growth AM     Tue Oct 11, 2016 13:36:00                 Page 2-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                            Impact Analysis Report
                               Level Of Service

Intersection                              Base           Future       Change
                                       Del/   V/       Del/   V/        in
                                   LOS Veh    C    LOS Veh    C
#  1 MacKay Ln & Artesia Blvd       A xxxxx 0.502   A xxxxx 0.502  + 0.000 V/C

#  2 Felton Ln & Artesia Blvd       B xxxxx 0.641   B xxxxx 0.641  + 0.000 V/C

#  3 Inglewood Ave & Artesia Blvd   C xxxxx 0.734   C xxxxx 0.734  + 0.000 V/C
```

```
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Ex + Ambient Growth AM     Tue Oct 11, 2016 13:36:00                 Page 3-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 MacKay Ln & Artesia Blvd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.502
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
*******************************************************************************
Street Name:            MacKay Ln                       Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << AM Peak Hr
Base Vol:      54   48    46    36   28    22    34  941    20    37 1069    38
Growth 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
```

```
Initial Bse:   54   48    46    36   28    22    34  941    20    37 1069    38
User 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
PHF Adj:     0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
PHF Volume:    56   50    48    37   29    23    35  979    21    39 1112    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   56   50    48    37   29    23    35  979    21    39 1112    40
PCE 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
MLF 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
FinalVolume:   56   50    48    37   29    23    35  979    21    39 1112    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.37 0.32  0.31  0.42 0.32  0.26  1.00 1.96  0.04  1.00 1.93  0.07
Final Sat.:   584  519   497   670  521   409  1600 3133    67  1600 3090   110
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.10  0.10  0.02 0.06  0.06  0.02 0.31  0.31  0.02 0.36  0.36
Crit Moves:       ****        ****             ****                   ****
*******************************************************************************
```

```
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Ex + Ambient Growth AM     Tue Oct 11, 2016 13:36:00                 Page 4-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Felton Ln & Artesia Blvd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.641
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52                Level Of Service:                  B
*******************************************************************************
```

```
Street Name:            Felton Ln                       Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << AM Peak Hour
Base Vol:      68  124   106    27   73    60    27 1162    14    56 1055    37
Growth 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
Initial Bse:   68  124   106    27   73    60    27 1162    14    56 1055    37
User 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
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    72  131   112    29   77    63    29 1230    15    59 1116    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   72  131   112    29   77    63    29 1230    15    59 1116    39
PCE 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
MLF 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
FinalVolume:   72  131   112    29   77    63    29 1230    15    59 1116    39
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.23 0.42  0.35  0.17 0.46  0.37  1.00 1.98  0.02  1.00 1.93  0.07
Final Sat.:   365  666   569   270  730   600  1600 3162    38  1600 3092   108
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.20  0.20  0.02 0.11  0.11  0.02 0.39  0.39  0.04 0.36  0.36
Crit Moves:       ****        ****                  ****        ****
*****************************************************************************
```

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #3 Inglewood Ave & Artesia Blvd
******************************************************************************
Cycle (sec):         113                Critical Vol./Cap.(X):         0.734
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86                Level Of Service:                  C
******************************************************************************
Street Name:          Inglewood Ave                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    11    9    10    12    9    11    11    9    11    10    8    12
Lanes:        1  0  2  0  1    1  0  2  0  1    2  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << AM Peak Hr
Base Vol:      74  946   148   118  808   192   269  789    80   170  908   105
Growth 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
Initial Bse:   74  946   148   118  808   192   269  789    80   170  908   105
User 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
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    78  992   155   124  847   201   282  827    84   178  952   110
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78  992   155   124  847   201   282  827    84   178  952   110
PCE 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
MLF 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
FinalVolume:   78  992   155   124  847   201   282  827    84   178  952   110
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.80 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  5760 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.31  0.10  0.08 0.26  0.13  0.05 0.26  0.05  0.11 0.30  0.07
Crit Moves:       ****        ****              ****                   ****
******************************************************************************
```

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Scenario Report

Scenario:	Ex + Ambiet Growth PM
Command:	Ex + Ambient Growth PM
Volume:	Ex + Ambient Growth PM
Geometry:	Ex + Ambient Growth PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

```
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Ex + Ambiet Growth PM      Tue Oct 11, 2016 13:37:35                 Page 2-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                            Impact Analysis Report
                               Level Of Service

Intersection                              Base           Future       Change
                                       Del/   V/       Del/   V/        in
                                   LOS Veh    C    LOS Veh    C
#  1 MacKay Ln & Artesia Blvd       A xxxxx 0.576   A xxxxx 0.576  + 0.000 V/C

#  2 Felton Ln & Artesia Blvd       B xxxxx 0.627   B xxxxx 0.627  + 0.000 V/C

#  3 Inglewood Ave & Artesia Blvd   D xxxxx 0.847   D xxxxx 0.847  + 0.000 V/C
```

```
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Ex + Ambiet Growth PM      Tue Oct 11, 2016 13:37:35                 Page 3-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 MacKay Ln & Artesia Blvd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.576
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44                Level Of Service:                  A
*******************************************************************************
Street Name:            MacKay Ln                       Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << PM Peak Hr
Base Vol:      35   43    38    28   43    24    41 1243    79    95 1145    43
Growth 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
```

```
Initial Bse:   35   43    38    28   43    24    41 1243    79    95 1145    43
User 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
PHF Adj:     0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98
PHF Volume:    36   44    39    29   44    25    42 1272    81    97 1172    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   36   44    39    29   44    25    42 1272    81    97 1172    44
PCE 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
MLF 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
FinalVolume:   36   44    39    29   44    25    42 1272    81    97 1172    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.30 0.37  0.33  0.29 0.46  0.25  1.00 1.88  0.12  1.00 1.93  0.07
Final Sat.:   483  593   524   472  724   404  1600 3009   191  1600 3084   116
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.07  0.07  0.02 0.06  0.06  0.03 0.42  0.42  0.06 0.38  0.38
Crit Moves:       ****        ****                  ****        ****
********************************************************************************
```

```
  Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to LIN CONSULTING, DIA. BAR♀
Ex + Ambiet Growth PM      Tue Oct 11, 2016 13:37:35                 Page 4-1
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Felton Ln & Artesia Blvd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.627
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                  B
********************************************************************************
```

```
Street Name:            Felton Ln                       Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << PM Peak Hr
Base Vol:      31   45    43    70   57    35    53 1253    35   112 1165    56
Growth 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
Initial Bse:   31   45    43    70   57    35    53 1253    35   112 1165    56
User 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
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:    33   48    46    74   61    37    56 1330    37   119 1237    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33   48    46    74   61    37    56 1330    37   119 1237    59
PCE 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
MLF 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
FinalVolume:   33   48    46    74   61    37    56 1330    37   119 1237    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.26 0.38  0.36  0.43 0.35  0.22  1.00 1.95  0.05  1.00 1.91  0.09
Final Sat.:   417  605   578   691  563   346  1600 3113    87  1600 3053   147
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.08  0.08  0.05 0.11  0.11  0.04 0.43  0.43  0.07 0.41  0.41
Crit Moves:       ****        ****                  ****        ****
********************************************************************************
```

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #3 Inglewood Ave & Artesia Blvd
******************************************************************************
Cycle (sec):         113                Critical Vol./Cap.(X):         0.847
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       113                Level Of Service:                  D
******************************************************************************
Street Name:          Inglewood Ave                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    11    9    10    12    9    11    11    9    11    10    8    12
Lanes:        1  0  2  0  1    1  0  2  0  1    2  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << PM Peak Hr
Base Vol:     109  873   173   201 1053   323   194 1024   141   207  969   201
Growth 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
Initial Bse:  109  873   173   201 1053   323   194 1024   141   207  969   201
User 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
PHF 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
PHF Volume:   109  874   173   201 1054   323   194 1025   141   207  970   201
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  109  874   173   201 1054   323   194 1025   141   207  970   201
PCE 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
MLF 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
FinalVolume:  109  874   173   201 1054   323   194 1025   141   207  970   201
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.80 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  5760 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.27  0.11  0.13 0.33  0.20  0.03 0.32  0.09  0.13 0.30  0.13
Crit Moves:  ****                ****             ****        ****
******************************************************************************
```

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APPENDIX E

YEAR 2018 EXISTING + AMBIENT GROWTH + PROJECT CONDITIONS WORKSHEETS

AM Peak Hour
HCM 2010 Signalized Intersection Summary
1: MacKay Ln & Artesia Blvd

10/11/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	944	20	49	1103	40	54	48	46	36	28	22
Future Volume (veh/h)	34	944	20	49	1103	40	54	48	46	36	28	22
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	35	983	21	51	1149	42	56	50	48	38	29	23
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	2252	48	442	2238	82	133	90	70	144	102	60
Arrive On Green	0.03	0.64	0.64	0.04	0.64	0.64	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1774	3541	76	1774	3478	127	466	651	506	519	741	433
Grp Volume(v), veh/h	35	491	513	51	584	607	154	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1847	1774	1770	1836	1624	0	0	1693	0	0
Q Serve(g_s), s	0.5	9.9	9.9	0.7	12.4	12.5	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	9.9	9.9	0.7	12.4	12.5	6.2	0.0	0.0	3.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.07	0.36		0.31	0.42		0.26
Lane Grp Cap(c), veh/h	371	1125	1174	442	1139	1181	293	0	0	305	0	0
V/C Ratio(X)	0.09	0.44	0.44	0.12	0.51	0.51	0.53	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	722	1125	1174	780	1139	1181	637	0	0	640	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.2	6.5	6.5	4.7	6.7	6.7	28.9	0.0	0.0	27.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	1.2	0.0	1.7	1.6	1.5	0.0	0.0	0.5	0.0	0.0
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	0.2	5.2	5.4	0.3	6.5	6.8	3.0	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	5.2	7.7	7.7	4.7	8.4	8.3	30.4	0.0	0.0	28.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		1039			1242			154			90	
Approach Delay, s/veh		7.6			8.2			30.4			28.3	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	50.0		14.2	6.0	50.5		14.2
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	16.0	45.0		25.5	16.0	45.0		25.5
Max Q Clear Time (g_c+I1), s	2.7	11.9		5.2	2.5	14.5		8.2
Green Ext Time (p_c), s	0.0	27.3		1.4	0.0	25.5		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1169	17	56	1079	53	68	124	106	27	73	60
Future Volume (veh/h)	34	1169	17	56	1079	53	68	124	106	27	73	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.96		0.95	0.97		0.93
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	36	1244	18	60	1148	56	72	132	113	29	78	64
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	1944	28	283	1899	93	127	197	150	94	226	161
Arrive On Green	0.03	0.54	0.54	0.04	0.55	0.55	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1774	3569	52	1774	3429	167	280	751	571	165	862	614
Grp Volume(v), veh/h	36	617	645	60	592	612	317	0	0	171	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1851	1774	1770	1826	1603	0	0	1642	0	0
Q Serve(g_s), s	0.7	20.1	20.1	1.2	18.5	18.6	7.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	20.1	20.1	1.2	18.5	18.6	14.7	0.0	0.0	6.8	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.09	0.23		0.36	0.17		0.37
Lane Grp Cap(c), veh/h	288	964	1009	283	980	1011	473	0	0	481	0	0
V/C Ratio(X)	0.13	0.64	0.64	0.21	0.60	0.61	0.67	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	594	964	1009	573	980	1011	545	0	0	553	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	13.1	13.1	10.3	12.4	12.4	27.7	0.0	0.0	25.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.2	3.1	0.1	2.8	2.7	2.6	0.0	0.0	0.4	0.0	0.0
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	0.4	10.6	11.1	0.6	9.6	9.9	6.9	0.0	0.0	3.2	0.0	0.0
LnGrp Delay(d),s/veh	9.9	16.4	16.3	10.5	15.1	15.1	30.3	0.0	0.0	25.5	0.0	0.0
LnGrp LOS	A	B	B	B	B	B	C			C		
Approach Vol, veh/h		1298			1264			317			171	
Approach Delay, s/veh		16.1			14.9			30.3			25.5	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	50.0		26.1	5.7	50.7		26.1
Change Period (Y+Rc), s	3.5	5.0		4.5	3.5	5.0		4.5
Max Green Setting (Gmax), s	16.5	45.0		25.5	16.5	45.0		25.5
Max Q Clear Time (g_c+I1), s	3.2	22.1		8.8	2.7	20.6		16.7
Green Ext Time (p_c), s	0.0	21.0		3.1	0.0	22.3		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	271	792	82	170	938	105	74	946	148	118	808	192
Future Volume (veh/h)	271	792	82	170	938	105	74	946	148	118	808	192
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
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	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	285	834	86	179	987	111	78	996	156	124	851	202
Adj No. of Lanes	2	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	1040	585	205	1099	634	148	1215	718	171	1261	711
Arrive On Green	0.10	0.29	0.29	0.12	0.31	0.31	0.08	0.34	0.34	0.10	0.36	0.36
Sat Flow, veh/h	3442	3539	1543	1774	3539	1552	1774	3539	1558	1774	3539	1556
Grp Volume(v), veh/h	285	834	86	179	987	111	78	996	156	124	851	202
Grp Sat Flow(s),veh/h/ln	1721	1770	1543	1774	1770	1552	1774	1770	1558	1774	1770	1556
Q Serve(g_s), s	10.0	26.7	4.5	12.2	32.7	5.6	5.2	31.5	7.4	8.3	25.0	10.0
Cycle Q Clear(g_c), s	10.0	26.7	4.5	12.2	32.7	5.6	5.2	31.5	7.4	8.3	25.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1040	585	205	1099	634	148	1215	718	171	1261	711
V/C Ratio(X)	0.84	0.80	0.15	0.87	0.90	0.17	0.53	0.82	0.22	0.72	0.68	0.28
Avail Cap(c_a), veh/h	449	1040	585	232	1099	634	232	1285	749	232	1285	722
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	40.0	25.2	53.3	40.4	23.2	53.8	36.8	19.9	53.8	33.4	20.9
Incr Delay (d2), s/veh	8.0	6.5	0.5	24.6	11.6	0.6	1.1	4.2	0.2	3.9	1.4	0.2
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	5.1	13.9	2.0	7.4	17.7	2.5	2.6	16.1	3.2	4.3	12.4	4.3
LnGrp Delay(d),s/veh	62.2	46.5	25.7	77.9	51.9	23.8	54.9	40.9	20.1	57.7	34.8	21.1
LnGrp LOS	E	D	C	E	D	C	D	D	C	E	C	C
Approach Vol, veh/h		1205			1277			1230			1177	
Approach Delay, s/veh		48.7			53.1			39.2			34.9	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	41.0	14.2	49.1	16.1	43.0	15.8	47.5
Change Period (Y+Rc), s	4.0	5.0	4.0	5.5	4.0	5.0	4.0	5.5
Max Green Setting (Gmax), s	16.0	36.0	16.0	44.5	16.0	38.0	16.0	44.5
Max Q Clear Time (g_c+I1), s	14.2	28.7	7.2	27.0	12.0	34.7	10.3	33.5
Green Ext Time (p_c), s	0.0	5.9	0.0	12.3	0.2	2.9	0.0	8.5

Intersection Summary	
HCM 2010 Ctrl Delay	44.1
HCM 2010 LOS	D

PM Peak Hour
HCM 2010 Signalized Intersection Summary
1: MacKay Ln & Artesia Blvd

10/11/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1243	79	95	1148	43	35	43	38	28	43	24
Future Volume (veh/h)	41	1243	79	95	1148	43	35	43	38	28	43	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	0.99		0.94	0.99		0.97
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	42	1268	81	97	1171	44	36	44	39	29	44	24
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	2146	137	356	2271	85	110	92	66	108	115	52
Arrive On Green	0.03	0.64	0.64	0.05	0.65	0.65	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1774	3367	215	1774	3474	130	351	743	534	338	936	419
Grp Volume(v), veh/h	42	665	684	97	596	619	119	0	0	97	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1812	1774	1770	1835	1628	0	0	1693	0	0
Q Serve(g_s), s	0.6	15.4	15.5	1.3	12.4	12.4	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	15.4	15.5	1.3	12.4	12.4	4.6	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.07	0.30		0.33	0.30		0.25
Lane Grp Cap(c), veh/h	377	1128	1155	356	1157	1199	267	0	0	275	0	0
V/C Ratio(X)	0.11	0.59	0.59	0.27	0.52	0.52	0.45	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	722	1128	1155	672	1157	1199	634	0	0	650	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	7.4	7.5	5.9	6.4	6.4	29.1	0.0	0.0	28.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.3	2.2	0.2	1.6	1.6	1.2	0.0	0.0	0.8	0.0	0.0
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	0.3	8.1	8.3	0.6	6.5	6.7	2.3	0.0	0.0	1.8	0.0	0.0
LnGrp Delay(d),s/veh	5.0	9.7	9.7	6.1	8.0	8.0	30.3	0.0	0.0	29.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		1391			1312			119			97	
Approach Delay, s/veh		9.6			7.9			30.3			29.5	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	50.0		13.2	6.2	51.2		13.2
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5
Max Green Setting (Gmax), s	16.0	45.0		25.5	16.0	45.0		25.5
Max Q Clear Time (g_c+I1), s	3.3	17.5		5.6	2.6	14.4		6.6
Green Ext Time (p_c), s	0.1	25.3		1.2	0.0	27.9		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1253	35	112	1165	56	31	45	43	70	57	35
Future Volume (veh/h)	53	1253	35	112	1165	56	31	45	43	70	57	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.97		0.96	0.97		0.95
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	1900	1900	1863	1900
Adj Flow Rate, veh/h	56	1333	37	119	1239	60	33	48	46	74	61	37
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	2026	56	305	2023	98	116	158	123	181	141	70
Arrive On Green	0.04	0.58	0.58	0.05	0.59	0.59	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1774	3514	97	1774	3431	166	281	761	591	554	681	338
Grp Volume(v), veh/h	56	671	699	119	638	661	127	0	0	172	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1827	1632	0	0	1573	0	0
Q Serve(g_s), s	1.0	20.2	20.2	2.1	18.1	18.1	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	20.2	20.2	2.1	18.1	18.1	4.9	0.0	0.0	7.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.09	0.26		0.36	0.43		0.22
Lane Grp Cap(c), veh/h	307	1020	1062	305	1044	1077	397	0	0	393	0	0
V/C Ratio(X)	0.18	0.66	0.66	0.39	0.61	0.61	0.32	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	618	1020	1062	592	1044	1077	581	0	0	569	0	0
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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	11.3	11.3	9.6	10.3	10.3	26.5	0.0	0.0	27.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.3	3.2	0.3	2.7	2.6	0.5	0.0	0.0	0.8	0.0	0.0
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	0.5	10.6	11.0	1.0	9.5	9.8	2.4	0.0	0.0	3.3	0.0	0.0
LnGrp Delay(d),s/veh	8.3	14.6	14.5	9.9	13.0	12.9	26.9	0.0	0.0	27.9	0.0	0.0
LnGrp LOS	A	B	B	A	B	B	C			C		
Approach Vol, veh/h		1426			1418			127			172	
Approach Delay, s/veh		14.3			12.7			26.9			27.9	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	50.0		20.7	6.3	51.0		20.7
Change Period (Y+Rc), s	3.5	5.0		4.5	3.5	5.0		4.5
Max Green Setting (Gmax), s	16.5	45.0		25.5	16.5	45.0		25.5
Max Q Clear Time (g_c+I1), s	4.1	22.2		9.0	3.0	20.1		6.9
Green Ext Time (p_c), s	0.1	21.5		1.7	0.0	23.3		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	1024	141	207	969	201	109	873	173	201	1053	323
Future Volume (veh/h)	194	1024	141	207	969	201	109	873	173	201	1053	323
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		1.00	1.00		0.98
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	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	194	1024	141	207	969	201	109	873	173	201	1053	323
Adj No. of Lanes	2	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	1006	569	224	1146	696	151	1122	701	224	1269	694
Arrive On Green	0.09	0.28	0.28	0.13	0.32	0.32	0.08	0.32	0.32	0.13	0.36	0.36
Sat Flow, veh/h	3442	3539	1527	1774	3539	1533	1774	3539	1580	1774	3539	1553
Grp Volume(v), veh/h	194	1024	141	207	969	201	109	873	173	201	1053	323
Grp Sat Flow(s),veh/h/ln	1721	1770	1527	1774	1770	1533	1774	1770	1580	1774	1770	1553
Q Serve(g_s), s	6.9	36.0	8.1	14.6	32.3	10.5	7.6	28.3	8.7	14.1	34.4	18.5
Cycle Q Clear(g_c), s	6.9	36.0	8.1	14.6	32.3	10.5	7.6	28.3	8.7	14.1	34.4	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	1006	569	224	1146	696	151	1122	701	224	1269	694
V/C Ratio(X)	0.65	1.02	0.25	0.92	0.85	0.29	0.72	0.78	0.25	0.90	0.83	0.47
Avail Cap(c_a), veh/h	435	1006	569	224	1146	696	224	1243	755	224	1269	694
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	45.3	27.8	54.7	39.9	22.0	56.5	39.2	22.0	54.5	37.1	24.6
Incr Delay (d2), s/veh	0.9	33.0	1.0	39.1	7.7	1.0	2.4	2.9	0.2	33.1	4.8	0.5
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	3.3	22.1	3.6	9.6	17.0	4.6	3.8	14.3	3.8	9.0	17.7	8.0
LnGrp Delay(d),s/veh	56.9	78.3	28.8	93.8	47.6	23.1	58.9	42.1	22.2	87.6	41.9	25.1
LnGrp LOS	E	F	C	F	D	C	E	D	C	F	D	C
Approach Vol, veh/h		1359			1377			1155			1577	
Approach Delay, s/veh		70.1			51.0			40.7			44.3	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	41.0	14.8	50.9	15.0	46.0	20.0	45.7
Change Period (Y+Rc), s	4.0	5.0	4.0	5.5	4.0	5.0	4.0	5.5
Max Green Setting (Gmax), s	16.0	36.0	16.0	44.5	16.0	38.0	16.0	44.5
Max Q Clear Time (g_c+I1), s	16.6	38.0	9.6	36.4	8.9	34.3	16.1	30.3
Green Ext Time (p_c), s	0.0	0.0	0.0	6.8	0.1	3.3	0.0	9.8

Intersection Summary	
HCM 2010 Ctrl Delay	51.6
HCM 2010 LOS	D

Scenario Report

```
Scenario:             Ex + Ambient Growth + Project AM

Command:              Ex + Ambient Growth + Project AM
Volume:               Ex + Ambient Growth + Project AM
Geometry:             Ex + Ambient Growth + Project AM
Impact Fee:           Default Impact Fee
Trip Generation:      Default Trip Generation
Trip Distribution:    Default Trip Distribution
Paths:                Default Path
Routes:               Default Route
Configuration:        Default Configuration
```

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Ex + Ambient Growth + ProjeTue Oct 11, 2016 14:15:06                 Page 2-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                            Impact Analysis Report
                               Level Of Service

Intersection                              Base           Future       Change
                                       Del/   V/       Del/   V/        in
                                   LOS Veh    C    LOS Veh    C
#  1 MacKay Ln & Artesia Blvd       A xxxxx 0.513   A xxxxx 0.513  + 0.000 V/C

#  2 Felton Ln & Artesia Blvd       B xxxxx 0.644   B xxxxx 0.644  + 0.000 V/C

#  3 Inglewood Ave & Artesia Blvd   C xxxxx 0.744   C xxxxx 0.744  + 0.000 V/C
```

```
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Ex + Ambient Growth + ProjeTue Oct 11, 2016 14:15:06                 Page 3-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 MacKay Ln & Artesia Blvd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.513
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
*******************************************************************************
Street Name:            MacKay Ln                        Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << AM Peak Hr
Base Vol:      54   48    46    36   28    22    34  944    20    49 1103    40
Growth 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
```

```
Initial Bse:   54   48    46    36   28    22    34  944    20    49 1103    40
User 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
PHF Adj:     0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
PHF Volume:    56   50    48    37   29    23    35  982    21    51 1148    42
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   56   50    48    37   29    23    35  982    21    51 1148    42
PCE 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
MLF 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
FinalVolume:   56   50    48    37   29    23    35  982    21    51 1148    42
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.37 0.32  0.31  0.42 0.32  0.26  1.00 1.96  0.04  1.00 1.93  0.07
Final Sat.:   584  519   497   670  521   409  1600 3134    66  1600 3088   112
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.10  0.10  0.02 0.06  0.06  0.02 0.31  0.31  0.03 0.37  0.37
Crit Moves:       ****        ****             ****                   ****
*******************************************************************************
```

```
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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Felton Ln & Artesia Blvd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.644
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52                Level Of Service:                  B
*******************************************************************************
```

```
Street Name:            Felton Ln                       Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      68  124   106    27   73    60    34 1169    17    56 1079    53
Growth 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
Initial Bse:   68  124   106    27   73    60    34 1169    17    56 1079    53
User 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
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    72  131   112    29   77    63    36 1237    18    59 1142    56
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   72  131   112    29   77    63    36 1237    18    59 1142    56
PCE 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
MLF 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
FinalVolume:   72  131   112    29   77    63    36 1237    18    59 1142    56
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.23 0.42  0.35  0.17 0.46  0.37  1.00 1.97  0.03  1.00 1.91  0.09
Final Sat.:   365  666   569   270  730   600  1600 3154    46  1600 3050   150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.20  0.20  0.02 0.11  0.11  0.02 0.39  0.39  0.04 0.37  0.37
Crit Moves:       ****        ****                  ****        ****
*****************************************************************************
```

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Inglewood Ave & Artesia Blvd
********************************************************************************
Cycle (sec):         113                Critical Vol./Cap.(X):         0.744
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        89                Level Of Service:                  C
********************************************************************************
Street Name:          Inglewood Ave                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    11    9    11    12    9    11    11    9    11    10    8    12
Lanes:        1  0  2  0  1    1  0  2  0  1    2  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << AM Peak Hr
Base Vol:      74  946   148   118  808   192   271  792    82   170  938   105
Growth 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
Initial Bse:   74  946   148   118  808   192   271  792    82   170  938   105
User 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
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    78  992   155   124  847   201   284  830    86   178  983   110
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78  992   155   124  847   201   284  830    86   178  983   110
PCE 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
MLF 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
FinalVolume:   78  992   155   124  847   201   284  830    86   178  983   110
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.80 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  5760 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.31  0.10  0.08 0.26  0.13  0.05 0.26  0.05  0.11 0.31  0.07
Crit Moves:       ****        ****              ****                   ****
********************************************************************************
```

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Scenario Report

```
Scenario:             Ex + Ambient Growth + Project PM

Command:              Ex + Ambient Growth + Project PM
Volume:               Ex + Ambient Growth + Project PM
Geometry:             Ex + Ambient Growth + Project PM
Impact Fee:           Default Impact Fee
Trip Generation:      Default Trip Generation
Trip Distribution:    Default Trip Distribution
Paths:                Default Path
Routes:               Default Route
Configuration:        Default Configuration
```

```
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Ex + Ambient Growth + ProjeTue Oct 11, 2016 13:41:17                 Page 2-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                            Impact Analysis Report
                               Level Of Service

Intersection                                Base           Future       Change
                                        Del/   V/       Del/   V/        in
                                    LOS Veh    C    LOS Veh    C
#  1 MacKay Ln & Artesia Blvd        A xxxxx 0.576   A xxxxx 0.576  + 0.000 V/C

#  2 Felton Ln & Artesia Blvd        B xxxxx 0.627   B xxxxx 0.627  + 0.000 V/C

#  3 Inglewood Ave & Artesia Blvd    D xxxxx 0.847   D xxxxx 0.847  + 0.000 V/C
```

```
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Ex + Ambient Growth + ProjeTue Oct 11, 2016 13:41:17                 Page 3-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 MacKay Ln & Artesia Blvd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.576
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44                Level Of Service:                  A
*******************************************************************************
Street Name:            MacKay Ln                        Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << PM Peak Hr
Base Vol:      35   43    38    28   43    24    41 1243    79    95 1148    43
Growth 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
```

```
Initial Bse:   35   43    38    28   43    24    41 1243    79    95 1148    43
User 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
PHF Adj:     0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98  0.98 0.98  0.98
PHF Volume:    36   44    39    29   44    25    42 1272    81    97 1175    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   36   44    39    29   44    25    42 1272    81    97 1175    44
PCE 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
MLF 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
FinalVolume:   36   44    39    29   44    25    42 1272    81    97 1175    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.30 0.37  0.33  0.29 0.46  0.25  1.00 1.88  0.12  1.00 1.93  0.07
Final Sat.:   483  593   524   472  724   404  1600 3009   191  1600 3084   116
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.07  0.07  0.02 0.06  0.06  0.03 0.42  0.42  0.06 0.38  0.38
Crit Moves:       ****        ****                  ****        ****
*******************************************************************************
```

```
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Ex + Ambient Growth + ProjeTue Oct 11, 2016 13:41:18                Page 4-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Felton Ln & Artesia Blvd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.627
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                  B
*******************************************************************************
```

```
Street Name:            Felton Ln                       Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    4     0     0    4     0     4    6     0     4    6     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << PM Peak Hr
Base Vol:      31   45    43    70   57    35    53 1253    35   112 1165    56
Growth 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
Initial Bse:   31   45    43    70   57    35    53 1253    35   112 1165    56
User 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
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:    33   48    46    74   61    37    56 1330    37   119 1237    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33   48    46    74   61    37    56 1330    37   119 1237    59
PCE 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
MLF 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
FinalVolume:   33   48    46    74   61    37    56 1330    37   119 1237    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.26 0.38  0.36  0.43 0.35  0.22  1.00 1.95  0.05  1.00 1.91  0.09
Final Sat.:   417  605   578   691  563   346  1600 3113    87  1600 3053   147
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.08  0.08  0.05 0.11  0.11  0.04 0.43  0.43  0.07 0.41  0.41
Crit Moves:       ****        ****                  ****        ****
*****************************************************************************
```

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Inglewood Ave & Artesia Blvd
********************************************************************************
Cycle (sec):         113                Critical Vol./Cap.(X):         0.847
Loss Time (sec):       0 (Y+R=4.5 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       113                Level Of Service:                  D
********************************************************************************
Street Name:          Inglewood Ave                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    11    9     0    12    9    11    11    9    11    10    8    12
Lanes:        1  0  2  0  1    1  0  2  0  1    2  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jul 2016 << PM Peak Hr
Base Vol:     109  873   173   201 1053   323   194 1024   141   207  969   201
Growth 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
Initial Bse:  109  873   173   201 1053   323   194 1024   141   207  969   201
User 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
PHF 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
PHF Volume:   109  874   173   201 1054   323   194 1025   141   207  970   201
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  109  874   173   201 1054   323   194 1025   141   207  970   201
PCE 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
MLF 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
FinalVolume:  109  874   173   201 1054   323   194 1025   141   207  970   201
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.80 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  5760 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.27  0.11  0.13 0.33  0.20  0.03 0.32  0.09  0.13 0.30  0.13
Crit Moves:  ****                ****             ****        ****
********************************************************************************
```

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APPENDIX F

QUEUE ANALYSIS

Wednesday , August 24, 2016

Queue Count

Coffee Bean and Tea Leaf situated at 3470 S. Sepulveda Blvd., Los Angeles

Prepared by AimTD LLC

Time	Queue
7:00	5
7:05	4
7:10	3
7:15	6
7:20	5
7:25	5
7:30	4
7:35	6
7:40	3
7:45	5
7:50	4
7:55	4

4.50	Average
1.00	SD
5.00	75th %ile
5.35	85th %ile
5.90	90th %ile
6.00	95th %ile

APPENDIX G

ORIGIN-DESTINATION STUDY FIELD SHEETS

* = Approach from EB Venice

Origin-Destination Study
Field Sheet

Location: OUT @ 9829 Venice Blvd, LA
Time: Begin: 7.00AM, 10/4/16
End: 8.00AM, 10/4/16

Station Number: —
Inbound: —
Outbound: —

1	2	3	4	5
Origin	Destination	Route Used	Parking	Other
Indicate by block, street, zone, or other city		Streets, zones, or highway	Location and type	
Z	E	—	—	—
Z	A			
Z	B			
Z	E			
Z	E*			
Z	E			
Z	D			
Z	E			
H	~~H~~ A			
Z	G			
Z	E			
Z	E			
Z	E			
H	~~H~~ A*			
Z	E			
Z	E			
Z	F			
Z	~~E~~			
Z	B*			
Z	G			
Z	A			
Z	E			
Z	F			

Date: 10/4/16 Observer VIVIANNE TABUENA

Figure G-13 Refer to Figure 7-5 on page 115.

Origin-Destination Study
Field Sheet

Location _____

Time: Begin: _____

End: _____

Station Number _____

Inbound _____

Outbound _____

1	2	3	4	5
Origin	Destination	Route Used	Parking	Other
Indicate by block, street, zone, or other city		Streets, zones, or highway	Location and type	
Z	E			
Z	E			
Z	B*			
Z	E			
Z	G			
Z	E			
Z	G			
Z	G*			
Z	G			
Z	G			
Z	A*			
Z	E			
Z	E			
Z	G			
Z	G			
Z	B			
Z	E			
Z	C			
Z	E			
Z	D			
Z	A			
Z	G			
Z	A			

Date: _____ Observer _____

Figure G-13 Refer to Figure 7-5 on page 115.

Origin-Destination Study
Field Sheet

Location _____ Station Number _____

Time: Begin: _____ Inbound _____

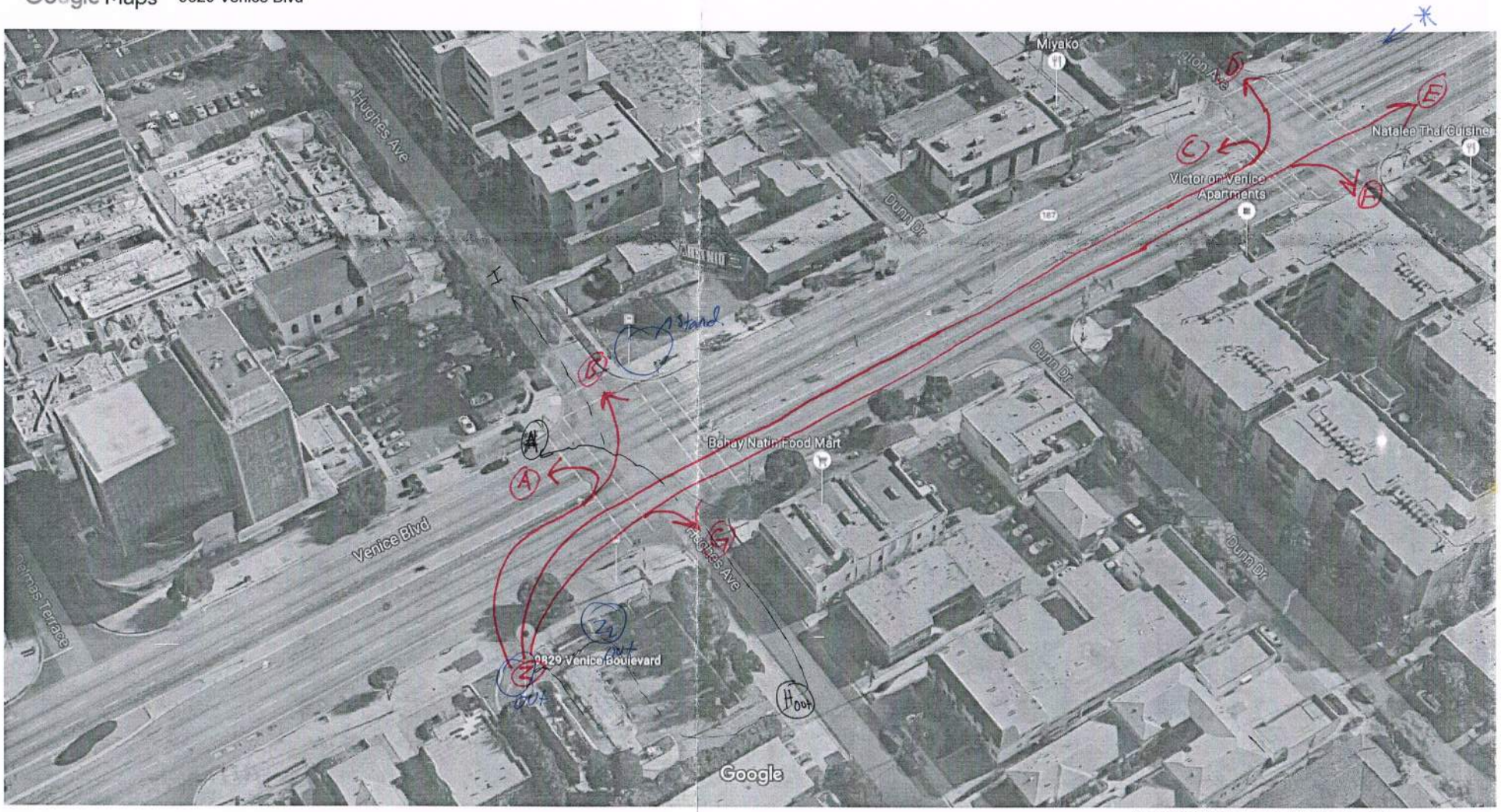
End: _____ Outbound _____

1	2	3	4	5
Origin	Destination	Route Used	Parking	Other
Indicate by block, street, zone, or other city		Streets, zones, or highway	Location and type	
Z	G			
Z	E			
Z	E			
Z	A			
Z	G			
Total	A	6	0.12	12%
	B	4	0.08	8%
	C	1	0.02	2%
	D	2	0.04	4%
	E	21	0.42	42%
	F	2	0.04	4%
	G	12	0.24	24%
	H	2	0.04	4%
		50	T	100%

Date: _____ Observer _____

Figure G-13 Refer to Figure 7-5 on page 115.

Google Maps 9829 Venice Blvd



Imagery ©2016 Google, Map data ©2016 Google 50 ft

2525 ARTESIA BLVD.

RALPH GENTILE • ARCHITECTS
7250 Melrose Avenue, Suite 5 Los Angeles, CA 90046
Telephone: 323.954.8291 FAX: 323.954.0248

The Coffee Bean & Tea Leaf

PLANNING SUBMISSION

NOT TO SCALE
3 OCTOBER 2016

2521-2525 ARTESIA BLVD.

REDONDO BEACH, CA 90278

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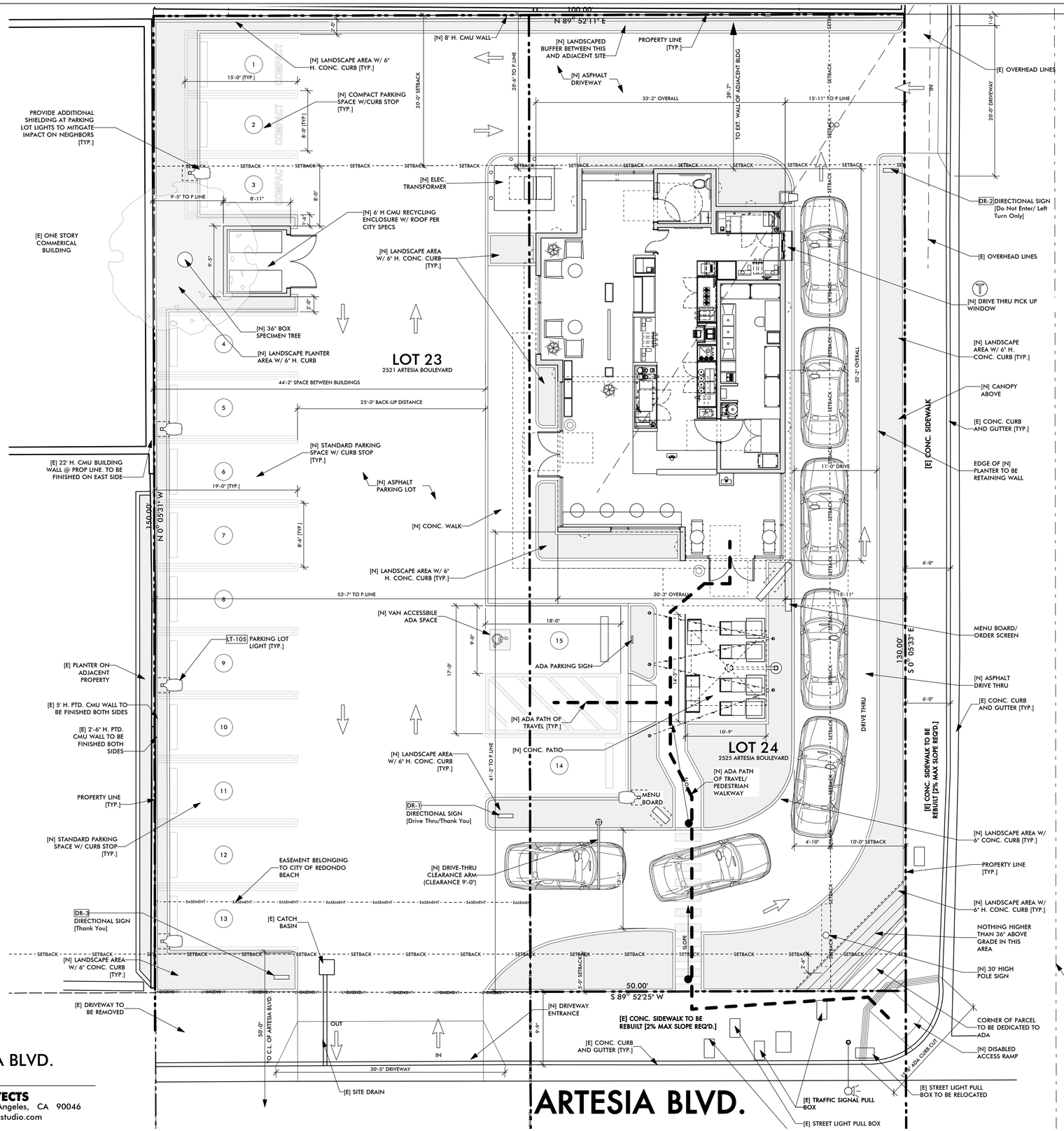
[E] SITE PLAN (TOPO INCLUDED)

SCALE: 1/8" = 1'-0"
3 OCTOBER 2016



PROJECT DATA

PROJECT DESCRIPTION: New construction of a 1,500 sf coffee shop and exterior patio seating with drive thru and surface parking lot for 16 cars.

LEGAL DESCRIPTION: Lots 23 and 24 of Redondo Villa Tract No.2

ZONING: C-2 Commerical

LOT AREA: 13,996 sf

PARKING CALCULATION

USE	AREA	PARKING						COMMENTS
		RATIO	REQ'D	STND	COMP	ADA	ACTUAL	
SNACK SHOP	1500 SF	1 PER 250	6	11	3	1	15	FOOD & BEVERAGE SALES
PATIO	150 SF	0	0	0	0	0	0	12 SEATS ALLOWABLE W/NO CHANGE IN PARKING

NOTE: SEE PROPOSED GRADING PLAN FOR PERCENT OF SLOPE OF ALL SIDEWALKS, CURB CUTS, AND DRIVEWAYS.

2521-2525 ARTESIA BLVD.
REDONDO BEACH, CA 90278

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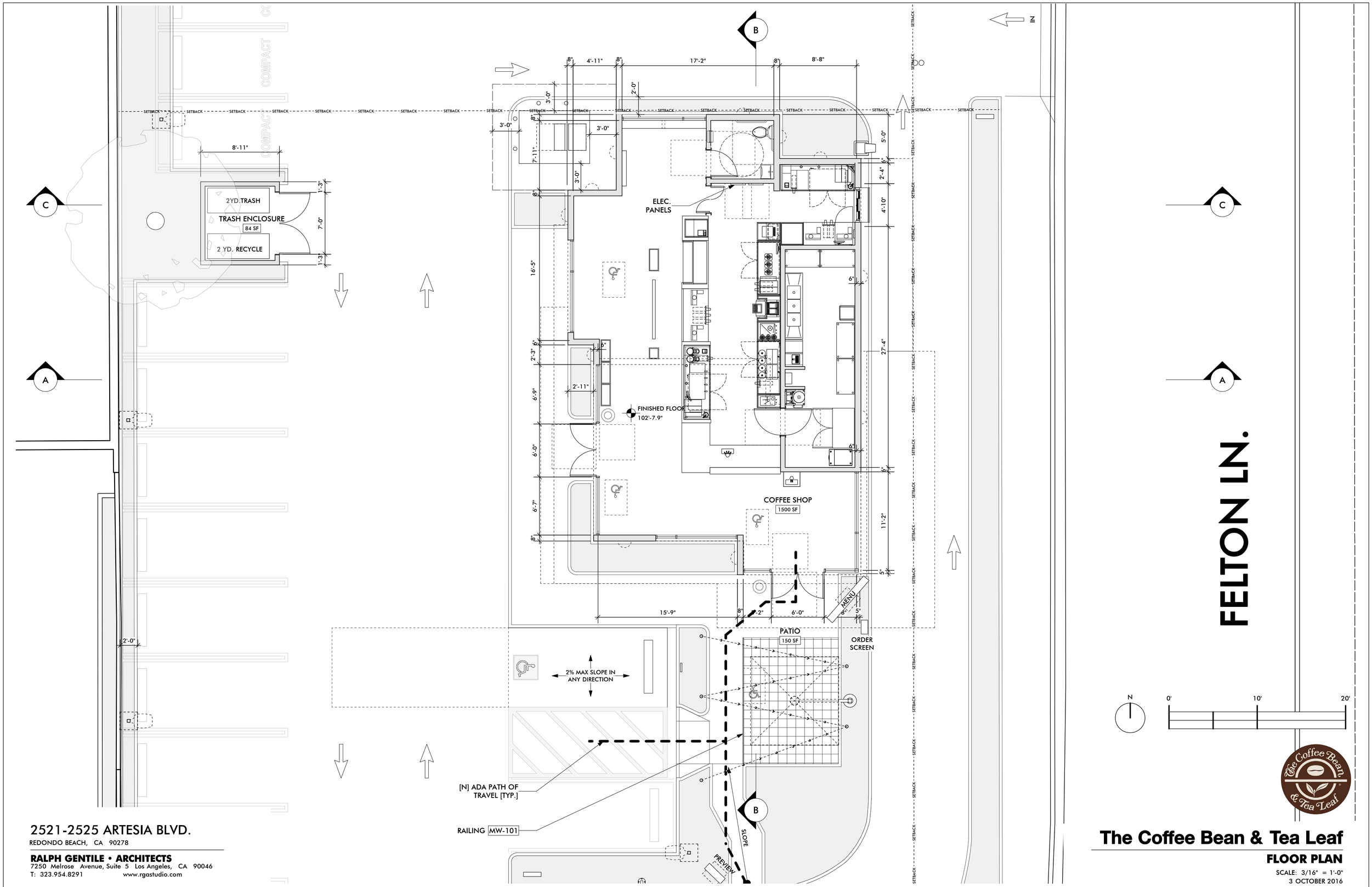
SITE PLAN

SCALE: 1/8" = 1'-0"
3 OCTOBER 2016



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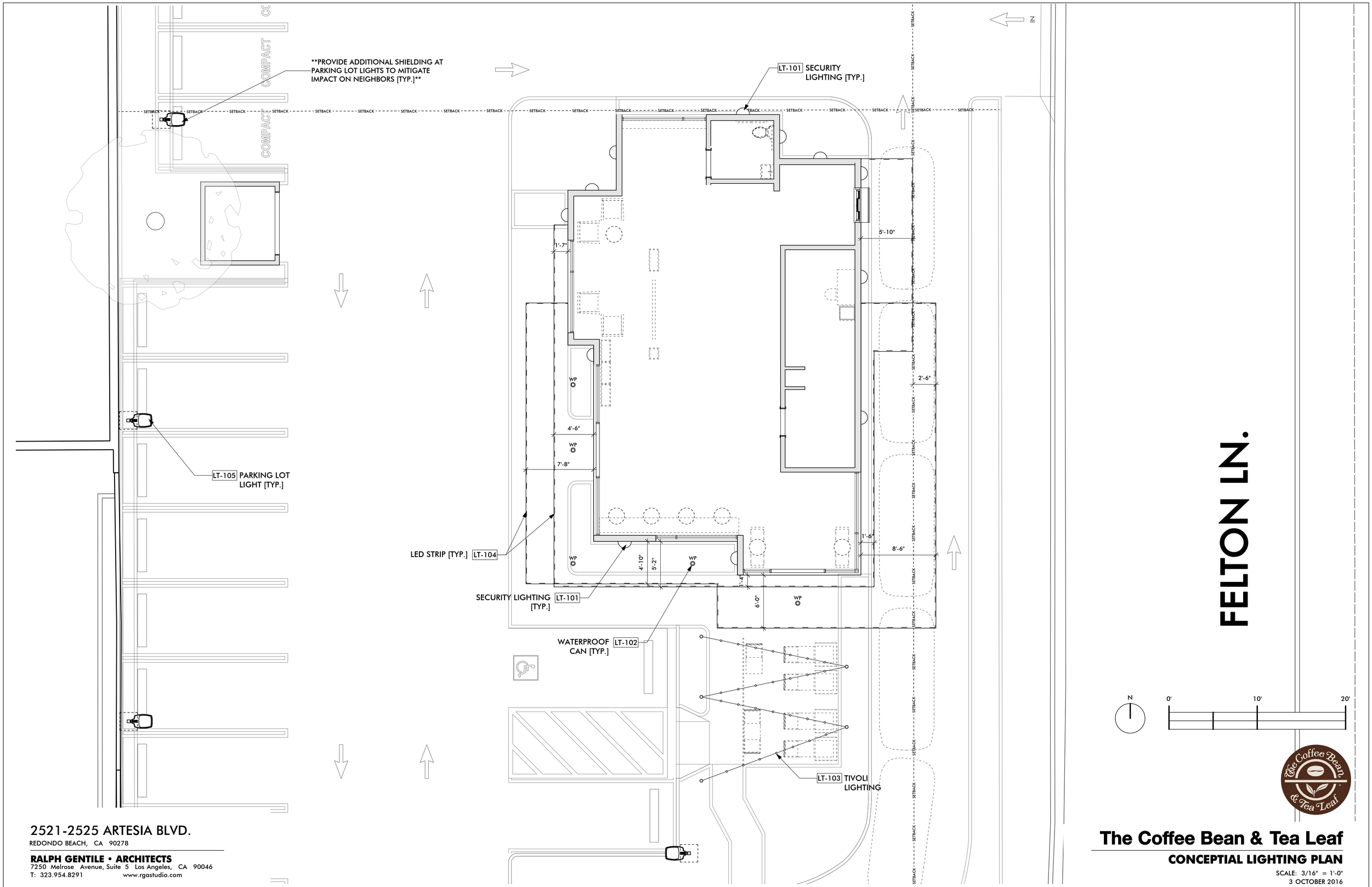
FLOOR PLAN

SCALE: 3/16" = 1'-0"

3 OCTOBER 2016



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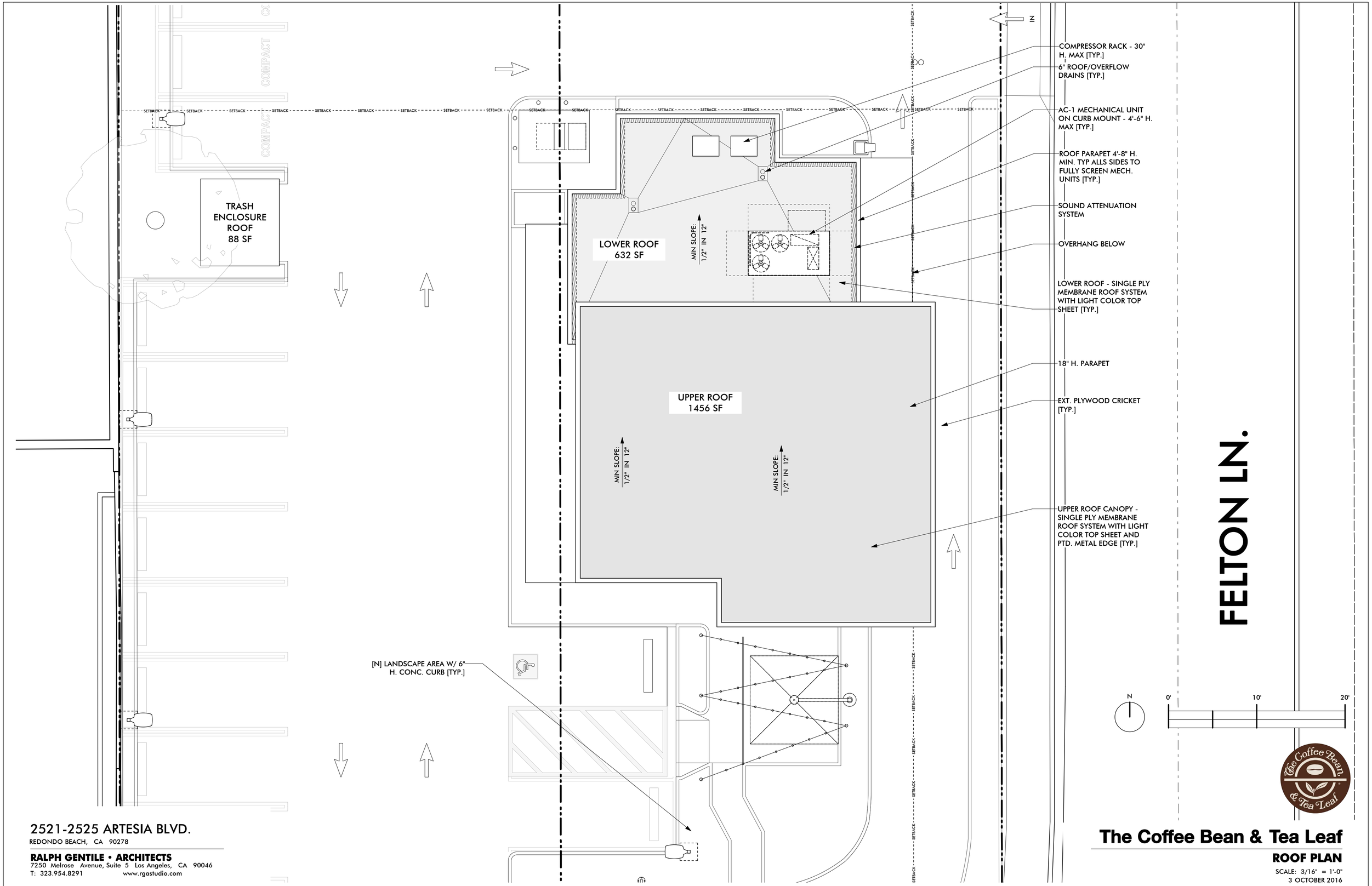
CONCEPTIAL LIGHTING PLAN

SCALE: 3/16" = 1'-0"
3 OCTOBER 2016



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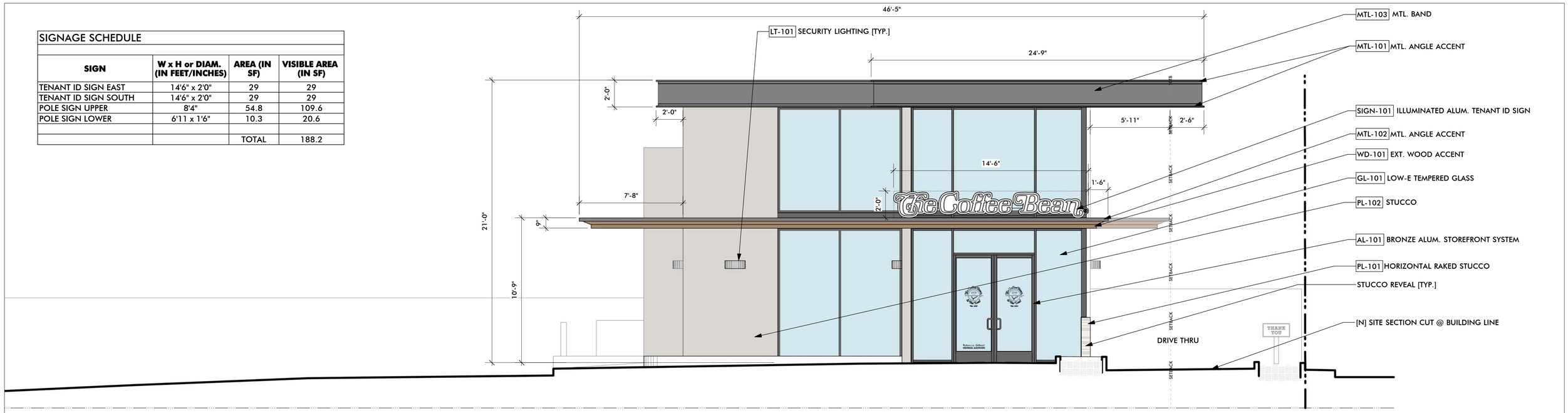
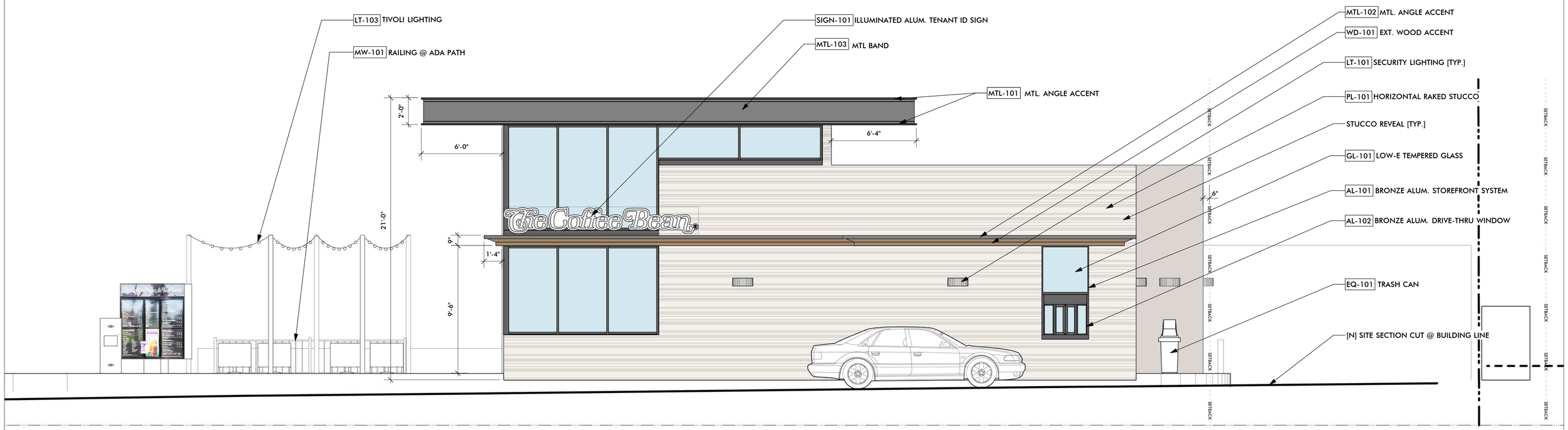
ROOF PLAN

SCALE: 3/16" = 1'-0"
3 OCTOBER 2016

SIGNAGE SCHEDULE			
SIGN	**W x H or DIAM. (IN FEET/INCHES)**	**AREA (IN SF)**	**VISIBLE AREA (IN SF)**
TENANT ID SIGN EAST	14'6" x 2'0"	29	29
TENANT ID SIGN SOUTH	14'6" x 2'0"	29	29
POLE SIGN UPPER	8'4"	54.8	109.6
POLE SIGN LOWER	6'11 x 1'6"	10.3	20.6
		TOTAL	188.2





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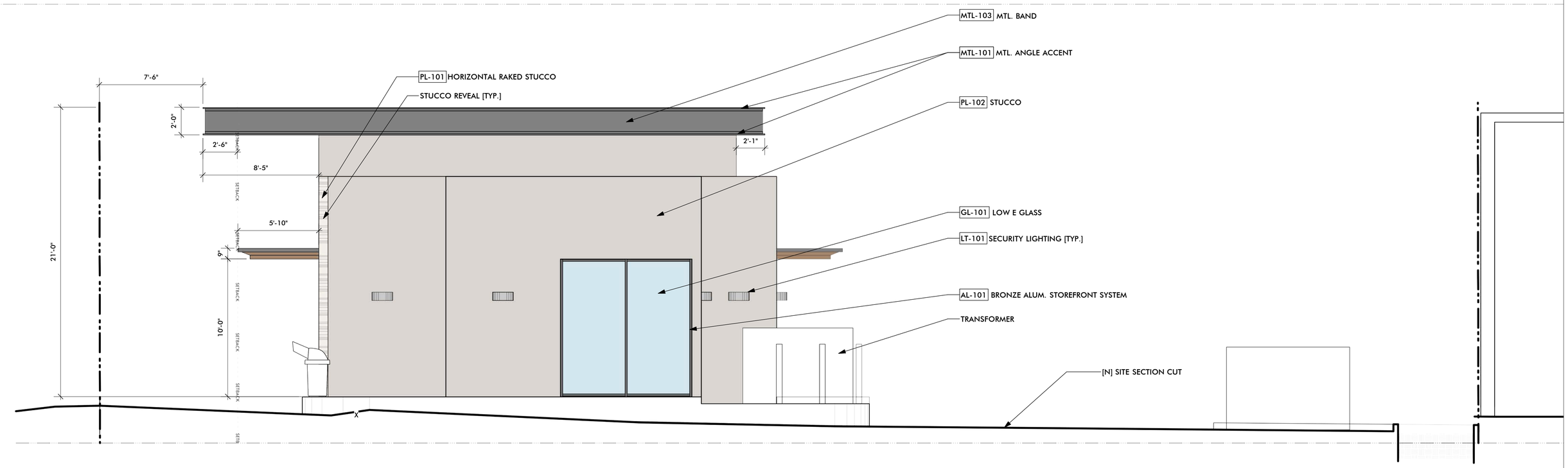
EXTERIOR ELEVATIONS

SCALE: 1/4" = 1'-0"
3 OCTOBER 2016



2525 ARTESIA BLVD.

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EXTERIOR ELEVATIONS

SCALE: 1/4" = 1'-0"
3 OCTOBER 2016

CONCEPT SKETCH - VIEW FROM ARTESIA BLVD.

2525 ARTESIA BLVD.

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RENDERING

NOT TO SCALE
3 OCTOBER 2016

CONCEPT SKETCH - VIEW OF DRIVE THRU FROM FELTON LANE

2525 ARTESIA BLVD.

RALPH GENTILE • ARCHITECTS
7250 Melrose Avenue, Suite 5 Los Angeles, CA 90046
Telephone: 323.954.8291 FAX: 323.954.0248

The Coffee Bean & Tea Leaf

RENDERING

NOT TO SCALE
3 OCTOBER 2016

CONCEPT SKETCH - VIEW FROM INTERSECTION OF ARTESIA BLVD. AND FELTON LANE

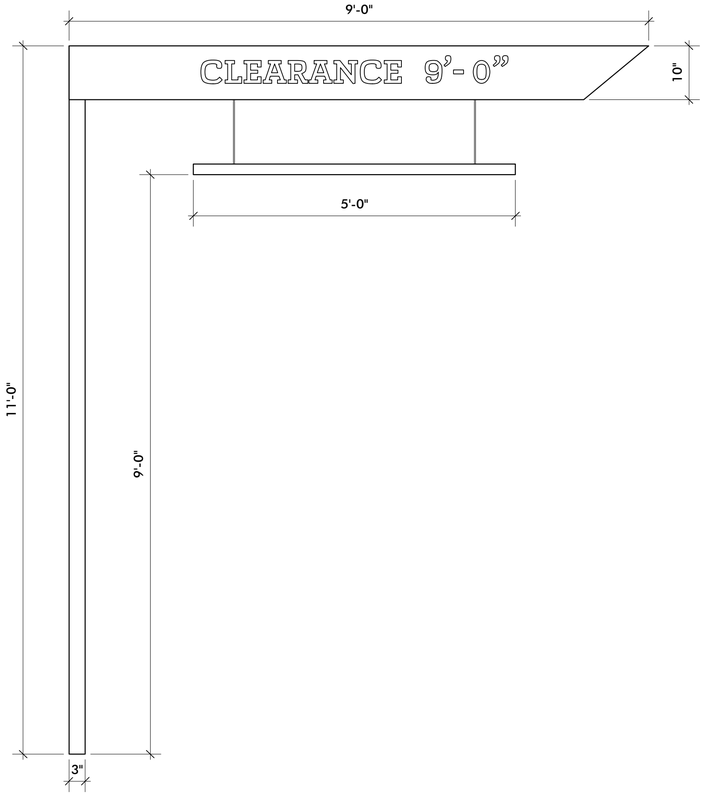
2525 ARTESIA BLVD.

RALPH GENTILE • ARCHITECTS
7250 Melrose Avenue, Suite 5 Los Angeles, CA 90046
Telephone: 323.954.8291 FAX: 323.954.0248

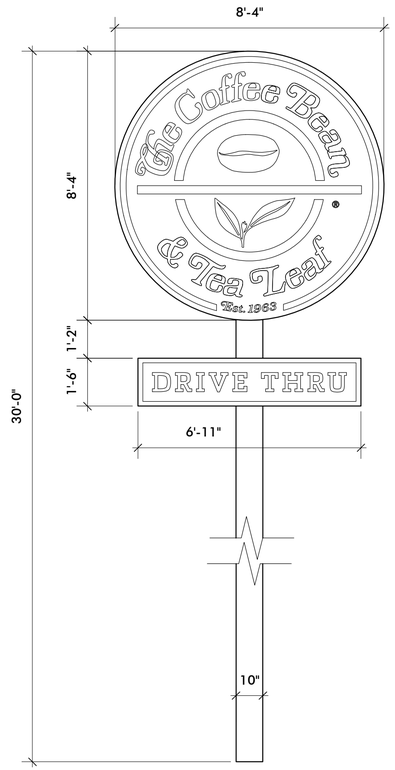
The Coffee Bean & Tea Leaf

RENDERING

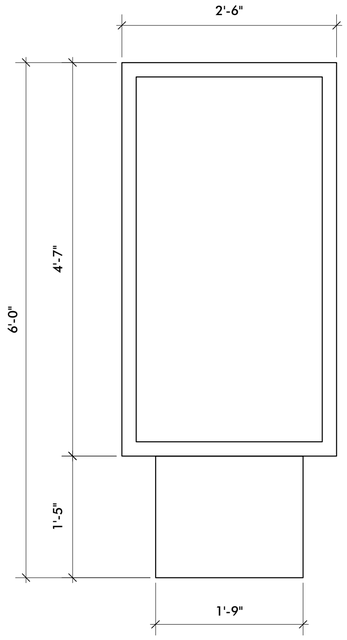
NOT TO SCALE
3 OCTOBER 2016

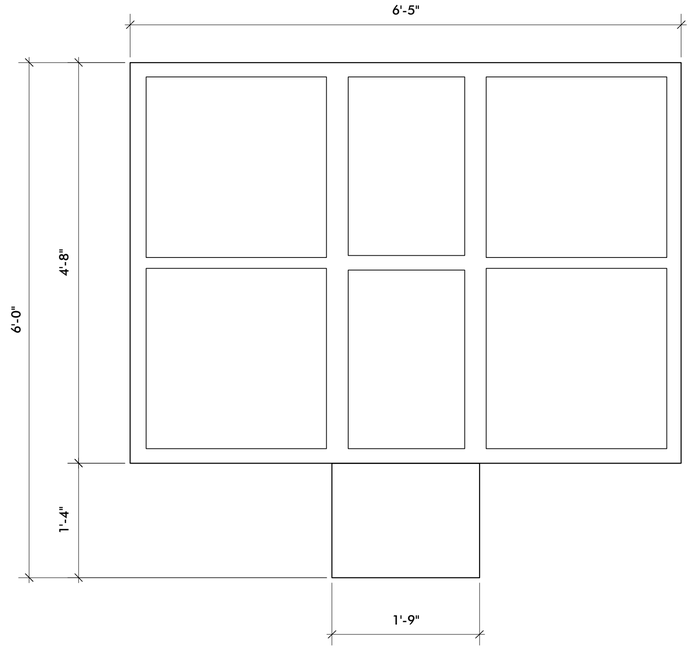


CLEARANCE POLE
SCALE: 3/4" = 1'-0"

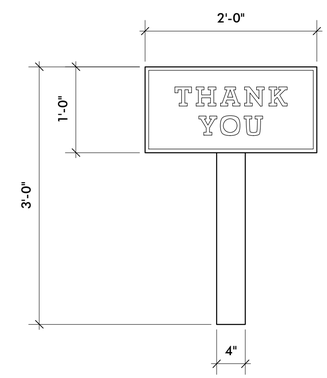


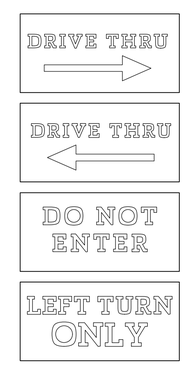
POLE SIGN
SCALE: 3/8" = 1'-0"





MENU BOARDS
SCALE: 1" = 1'-0"





ALTERNATIVE DIRECTIONAL SIGN FACES

DIRECTIONAL SIGNS
SCALE: 1" = 1'-0"

SIGNAGE SCHEDULE			
SIGN	**W x H or DIAM. (IN FEET/INCHES)**	**AREA (IN SF)**	**VISIBLE AREA (IN SF)**
TENANT ID SIGN EAST	14'6" x 2'0"	29	29
TENANT ID SIGN SOUTH	14'6" x 2'0"	29	29
POLE SIGN UPPER	8'4"	54.8	109.6
POLE SIGN LOWER	6'11 x 1'6"	10.3	20.6
		TOTAL	188.2

2525 ARTESIA BLVD.

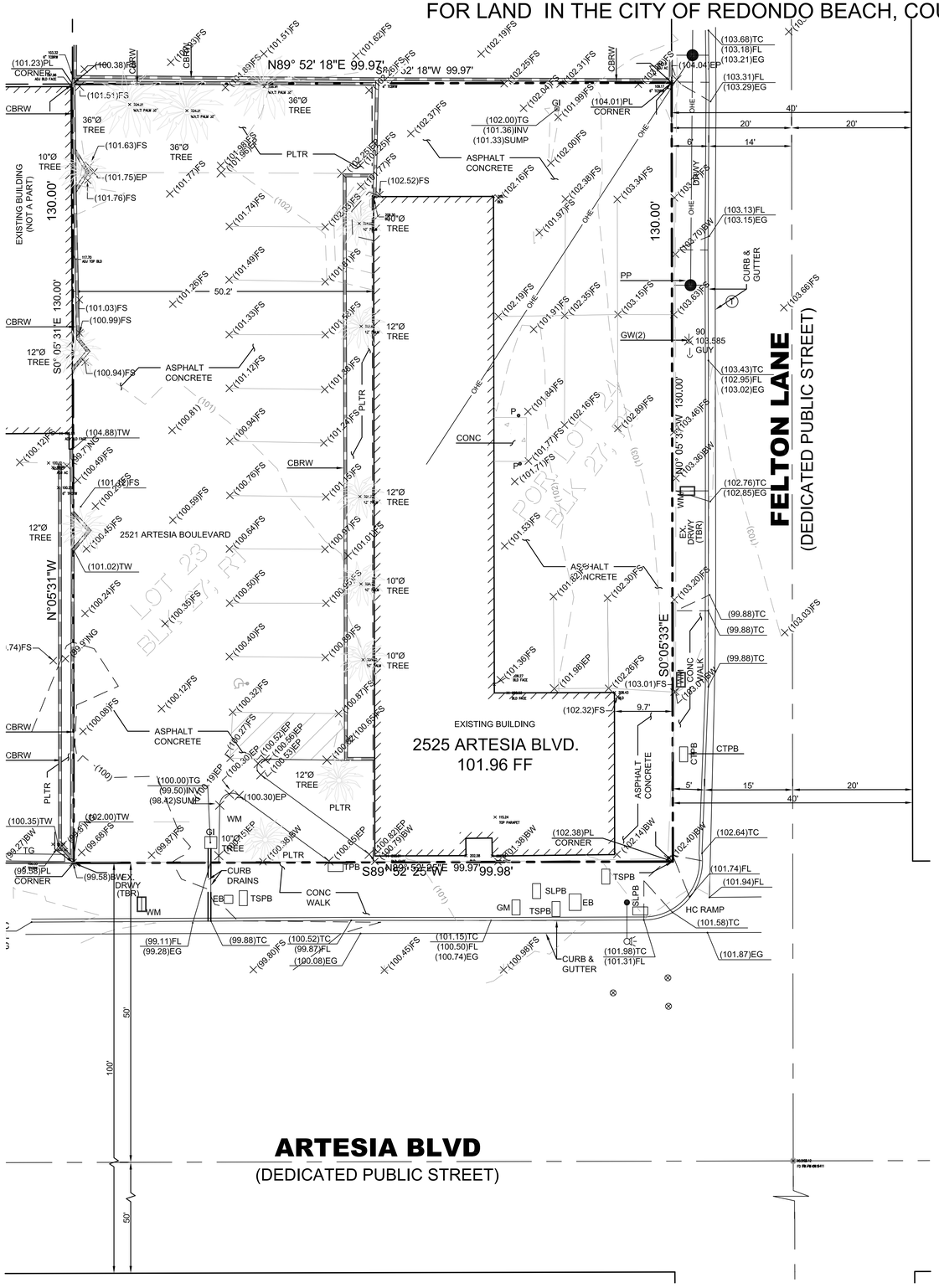
RALPH GENTILE • ARCHITECTS
7250 Melrose Avenue, Suite 5 Los Angeles, CA 90046
Telephone: 323.954.8291 FAX: 323.954.0248

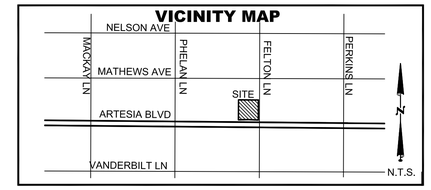
The Coffee Bean & Tea Leaf

SIGNAGE
SCALE: 1/8" = 1'-0"
3 OCTOBER 2016

TOPOGRAPHIC SURVEY

FOR LAND IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA





ABBREVIATIONS

BLDG	= BUILDING
CBRW	= CONCRETE BLOCK RETAINING WALL
CONC	= CONCRETE
DRWY	= DRIVEWAY
EB	= ELECTRICAL BOX
EG	= EDGE OF GUTTER
FL	= FLOWLINE
FS	= FINISHED SURFACE
GI	= GRATE INLET
GM	= GAS METER
GW	= GUY WIRE
INV	= INVERT
LS	= LIGHT STANDARD
PL	= PROPERTY LINE
PP	= POWER POLE
PLTR	=PLANTER
RMP	= RAMP
SL	= STREET LIGHT
TC	= TOP OF CURB
TG	=TOP OF GRATE
TPB	= TELEPHONE PULL BOX
TW	= TOP OF WALL
TYP.	= TYPICAL
UGE	= UNDERGROUND ELECTRIC
V	= VALVE
WM	= WATER METER

UTILITY LEGEND

CHW	UNDERGROUND CHILLED WATER LINE
COMM	UNDERGROUND COMMUNICATION LINE
FS	UNDERGROUND FIRE WATER LINE
G	UNDERGROUND GAS LINE
GAS ABD	ABANDONED UNDERGROUND GAS LINE
OD	OVERDRAIN LINE
OHE	OVERHEAD LINE
SD	UNDERGROUND STORM DRAIN LINE
SS	UNDERGROUND SEWER LINE
UGE	UNDERGROUND ELECTRIC LINE
UGE ABD	ABANDONED UNDERGROUND ELECTRIC LINE
UGT	UNDERGROUND TELEPHONE LINE
W	UNDERGROUND WATER LINE
W(ABND)	ABANDONED UNDERGROUND WATER LINE
	UNDERGROUND SEWER LINE
	UNDERGROUND STORM DRAIN

LEGEND

GENERAL
BLDG= BUILDING
BLK= CONCRETE BLOCK
CL=CENTERLINE
CONC=CONCRETE
DRW=DRIVEWAY
EB=ELECTRICAL BOX
GI=GRATE INLET
GM=GAS METER
GW=GUY WIRE
PB=PULL BOX
PL=PROPERTY LINE
PP=POWER POLE
R/W=RIGHT OF WAY
SL= STREET LIGHT

SYMBOLS
= GUY WIRE & ANCHOR
= HANDICAP PARKING STALL
= TELEPHONE MANHOLE
= POWER POLE
SLPB = STREET LIGHT PULL BOX
TSPB = TRAFFIC SIGNAL PULL BOX
P = POST
= STREET LIGHT
= PULL BOX OR VAULT
= TRAFFIC SIGNAL
= PALM TREE
OHE = OVERHEAD LINES

LEGAL DESCRIPTION

THE LAND DESCRIBED BELOW IS PER THE TITLE COMPANY.

PARCEL 1:
LOT 23 IN BLOCK 27 OF REDONDO VILLA TRACT NO. 2, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE(S) 101 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT AN UNDIVIDED ONE-HALF INTEREST IN AND TO ALL OIL, GAS AND MINERALS AND ALL OIL, GAS AND MINERAL RIGHTS UPON AND UNDER SAID LAND, AS RESERVED IN THE DEED FROM SECURITY FIRST NATIONAL BANK OF LOS ANGELES, RECORDED IN BOOK 15477, PAGE(S) 339 OF OFFICIAL RECORDS.

PARCEL 2:
LOT 24 IN BLOCK 27, REDONDO VILLA TRACT NO. 2, IN THE CITY OF REDONDO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE(S) 101 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE SOUTHERLY 20 FEET THEREOF.

BASIS OF BEARINGS

THE BASIS OF BEARINGS USED FOR THIS SURVEY IS THE CENTERLINE OF ARTESIA BLVD SHOWN AS BEARING S89°52'25"W ON TRACT NO. 42852, BOOK 1035, PAGES 98-99, OFMAPS IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES.

LAND AREA

13,996 S.F. /0.32 ACRES

BENCHMARK

COUNTY OF LOS ANGELES #QY12129

LS TAG #5411 IN N CB 1.2M(4FT) E/O BCR @ NE COR ARTESIA BL & PHELAN

QUAD 2005 EL. 98.663 FT EL. 30.072 M

GRAPHIC SCALE
0' 10' 20'
SCALE: 1" = 10'

NO.	DATE	REVISION

PLANS PREPARED BY:
DCA CIVIL ENGINEERING GROUP
Corporate Office
17822 Gothard Street, Suite 300
Huntington Beach, California 92647
Tel (714) 842-3456 Fax (714) 842-3575
www.dcacivilengineering.com
• CIVIL ENGINEERING • LAND PLANNING • SURVEYING & MAPPING • A.L.T.A. SPECIALISTS
PLANS PREPARED UNDER THE DIRECTION OF:
NAME RCE # DATE

© 2014 DCA CIVIL ENGINEERING GROUP ALL RIGHTS RESERVED

TOPOGRAPHIC SURVEY

FOR LAND IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

PROFESSIONAL STAMP
PROFESSIONAL LAND SURVEYOR
CHRISTOPHER W. VASGALIO
P.L.S. 8418
EXP. 12/31/2014
STATE OF CALIFORNIA

DATE: 07/11/16
SCALE: AS SHOWN
DESIGNED: CSH DRAWN: TC
SHEET NO. S-1
SHEET 1 OF 1
PROJECT NO. 16-2222-4282.000-1384

7/11/2016 1:59 PM
S:\PROJECTS\4282.000 – 2525 Artesia\1384\SURVEY\SHEETS\1VT101.dwg

Written Public Comments

2521 - 2525 Artesia Blvd.

CUP coffee shop with drive-up service

From: Rachel Mahoney
Sent: Wednesday, September 14, 2016 9:49 AM
To: Sean Scully <Sean.Scully@redondo.org>
Subject: Opposing Drive Through Coffee Shop

Good morning.

We live on the 2100 block Felton in Redondo Beach and we'd like to go on the record for opposing the drive through aspect of the proposed coffee shop going in on the corner of Felton and Artesia (2521-2525 Artesia Blvd.)

Our main concerns are with traffic, especially morning traffic. Felton going across Artesia is a main byway for the middle school crowd to walk to school, and for Madison elementary school families to walk to school. Any added car traffic will greatly decrease the safety of these walking children going across an already very busy intersection which is heavy with 7-11 in-and-out traffic.

Secondly we are very concerned about backed up cars waiting to go in and/or out of a drive through. Cars waiting for the light on the Felton and Artesia intersection already backs up at least a block and a half to corner of Nelson and Felton at high times in the morning and evening. Adding customers waiting for coffee in their cars will stress an already maxed out intersection.

We urge a city investigation into these traffic issues before allowing a drive-through coffee restaurant to move in.

Thank you,
Chase and Rachel Mahoney (2522 Nelson Ave)
Chris and Lissette Bodmer (2105 Felton Lane)

From: David Collacott
Sent: Thursday, September 15, 2016 12:35 PM
To: Sean Scully <Sean.Scully@redondo.org>
Cc: pattidelgiudice
Subject: RE: Opposition to drive-up plans at former El Indo site (case 2016-09-PC-017)

Dear Mr. Scully,

My neighbor, Patti Delgiudice, a long-time Redondo Beach resident and homeowner, called me to voice her opposition to the plan (case 2016-09-PC-017) as well, and for the same reasons. She is traveling at the moment and is unable to contact you herself, but she said you can reach her here if needed:

Cell: 310-634-[redacted]

Address: 2523 Mathews Ave. Redondo Beach, CA 90278

Thanks again for your consideration.

David Collacott

-From: David Collacott
Sent: Wednesday, September 14, 2016 7:52 PM
To: sean.scully@redondo.org
Subject: Opposition to drive-up plans at former El Indo site (case 2016-09-PC-017)

Dear Mr. Scully,

My name is David Collacott and I have been a homeowner and resident of Redondo Beach, living at 2103 Felton Lane near Artesia Blvd. since January 2015. I am writing to voice my opposition to case 2016-09-PC-017, which is the plan to build a new commercial building for a coffee shop with drive-up service. I believe that having such a construction, particularly one that allows drive-up service, would negatively affect the quality and safety of traffic in the area surrounding the intersection of Felton and Artesia. There is very little room for drive-up customers to queue, and having drive-up customers drive into and out of the lot poses additional safety risks for pedestrians.

Thanks for your consideration.

David Collacott

City of Redondo Beach

NOTICE OF CONTINUANCE OF PUBLIC HEARING PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that on September 15, 2016 at 7:00 p.m., at a Regular meeting of the Planning Commission of the City of Redondo Beach, California, a public hearing regarding the matter below was continued to Thursday, October 20, 2016 at 7:00 p.m. Said Public Hearing will be held at 415 Diamond Street, Redondo Beach, California, in the Redondo Beach Council Chambers.

SUBJECT OF THE HEARING: Consideration of an Exemption Declaration, Conditional Use Permit, and Planning Commission Design Review to allow the demolition of an existing commercial building and construction of a new commercial building for the operation of a coffee shop with drive-up service on property located within a Commercial (C-2) zone.

LOCATION OF PROPOSED PROJECT: 2521 – 2525 Artesia Boulevard, Redondo Beach. (Legal description on file)

CALIFORNIA ENVIRONMENTAL QUALITY ACT: The project is Categorically Exempt from environmental review, pursuant to Section 15303(c) of the Guidelines of the California Environmental Quality Act (CEQA).

DOCUMENT AVAILABILITY AND WRITTEN COMMENTS: The case file containing the applications and plans may be reviewed in the Planning Division, located through Door E of the Redondo Beach City Hall, 415 Diamond Street, Redondo Beach from 7:30am to 5:00pm. City Hall is closed every other Friday. Public testimony will be taken at the hearing described in this notice. Written comments for the Planning Commission may be submitted to the Planning Division by mail, fax, email, or in person no later than 4:00 p.m. the day of the public hearing. For additional project information, contact Sean Scully, Planning Manager, at (310) 318-0637, x1-2405.

If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

POSTED: DOOR A, DOOR C, CITY COUNCIL CHAMBER WINDOW

Easy Reader Inc/Redondo Beach New/October 6, 2016/RD16-083

City of Redondo Beach

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD BEFORE THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH ON THE FOLLOWING MATTER. ANY AND ALL INTERESTED PERSONS MAY APPEAR AND BE HEARD.

SUBJECT OF THE HEARING: Consideration of an Exemption Declaration, Conditional Use Permit, and Planning Commission Design Review to allow the demolition of an existing commercial building and construction of a new commercial building for the operation of a coffee shop with drive-up service on property located within a Commercial (C-2) zone.

LOCATION OF PROPOSED PROJECT: 2521 – 2525 Artesia Boulevard, Redondo Beach. (Legal description on file)

HEARING WILL TAKE PLACE: Thursday, October 20, 2016 at 7:00 p.m., or as soon thereafter as possible, in the City Council Chambers, 415 Diamond Street, Redondo Beach.

CALIFORNIA ENVIRONMENTAL QUALITY ACT: The project is Categorically Exempt from environmental review, pursuant to Section 15303(c) of the Guidelines of the California Environmental Quality Act (CEQA).

DOCUMENT AVAILABILITY AND WRITTEN COMMENTS: The case file containing the applications and plans may be reviewed in the Planning Division, located through Door E of the Redondo Beach City Hall, 415 Diamond Street, Redondo Beach from 7:30am to 5:00pm. City Hall is closed every other Friday. Public testimony will be taken at the hearing described in this notice. Written comments for the Planning Commission may be submitted to the Planning Division by mail, fax, email, or in person no later than 4:00 p.m. the day of the public hearing. For additional project information, contact Sean Scully, Planning Manager, at (310) 318-0637, x1-2405.

If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

Easy Reader Inc/Redondo Beach News/October 6, 2-16/RD16-084

Administrative Report

Planning Commission Hearing Date: **October 20, 2016**

AGENDA ITEM: 11 (CONTINUED PUBLIC HEARING, OLD BUSINESS)

PROJECT LOCATION: 600 N PACIFIC COAST HIGHWAY

APPLICATION TYPE: EXEMPTION DECLARATION AND CONDITIONAL USE PERMIT

CASE NUMBER: 2016-09-PC-019

APPLICANT'S NAME: JIM SARMAST

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of an Exemption Declaration and a Conditional Use Permit to allow the operation of an automobile sales lot on property located within a Commercial (C-2B) zone at 600 N Pacific Coast Highway.

DEPARTMENT'S RECOMMENDATION

The Community Development Department recommends that the Planning Commission make the findings as set forth in the staff report and attached Resolution, adopt the Exemption Declaration and approve a Conditional Use Permit to allow the operation of an automobile sales lot on property located within a Commercial (C-2B) zone at 600 N Pacific Coast Highway.

EXISTING CONDITIONS & BACKGROUND

Attached to this report is the "Administrative Report" prepared in support of the Planning Commission's meeting on September 15, 2016. The September 15, 2016 report presented a comprehensive and detailed account of the subject properties "Existing Conditions & Background". Please refer to the attached September 15, 2016 report for information on the subject properties development history, size, shape, and zoning as well as general information on all the existing "Used Vehicle Sales" locations in Redondo Beach.

September 15, 2016 Planning Commission Meeting

At the September 15, 2016 Planning Commission meeting, Planning Staff presented this project and the Planning Commission opened the public hearing, took testimony from the

applicant and multiple residents from the surrounding neighborhood, and discussed the item at great length. Included with the October 20, 2016 agenda package is a copy of the draft minutes from the meeting that summarizes the discussion. In general, the residents from the surrounding neighborhood spoke in opposition to the project citing their concerns with the potential impacts including light, noise, traffic, and neighborhood compatibility. The project as conditioned addresses all potential issues cited by the surrounding residents.

Lighting

With respect to lighting the project is conditioned to provide a lighting study that will design the sites lighting in a manner that will not generate more than 1.0 foot candles of light at the centerline of Agate Street or Irena Avenue. In addition, after the installation of site lights a follow up field measurement of the lighting amount is required to ensure compliance with this condition.

Noise & Traffic

No outdoor paging or speakers are permitted at this location in conjunction with this business. In addition, all vehicle loading and unloading activities are required to take place west of the driveway on Agate Street and are only permitted between the hours of 10:00 AM and 2:00 PM Monday through Friday. There is also general concern with potential noise from test drives of the high performance luxury vehicles that constitute the planned inventory. To address this concern test driving is not permitted in the nearby residential streets but rather is conditioned for commercial roadways only. The restrictions on loading and unloading and test drive routes also addresses potential traffic impacts by restricting the loading-unloading to outside of AM or PM peak hours and concerning test drives limiting additional trips on residential streets.

Neighborhood Compatibility

In response to neighborhood compatibility concerns the project has been redesigned to include a 42" high dense hedge (living wall) that will be located from the driveway at Agate Street to the proposed office building. In addition, the area south of the proposed office building will be entirely landscaped. The addition of the hedge (living wall) and increased landscaping at the intersection of the Agate Street and Irena Avenue will serve to further soften and shield the proposed commercial activities from the adjacent residentially zoned and developed properties to the south and east.

610 N. Pacific Coast Highway (Existing Platinum Autohaus)

The applicant for this project is the same owner-operator of the existing Platinum Autohaus located within the same block of Pacific Coast Highway approximately 75' north along Pacific Coast Highway at 610 N. Pacific Coast Highway. The separate application for a new Conditional Use Permit was also heard, discussed, and approved by the Planning Commission at their meeting on September 15, 2016. As of the date of the writing of this report the applicant has meet with the City on multiple occasions in

preparation for submitting plans required for the approved project. The conditioned lighting plan is still being development and pending submission for review by the City.

Public Noticing

The reason that the Planning Commission continued this matter from their September 15, 2016 was a question concerning whether the project was properly noticed and specifically if a public notice was placed in a public newspaper pursuant to the zoning ordinance noticing requirements. Section 10-2.2506 (f) below is the City's noticing requirement for this matter.

> "(f) **Notice of public hearing before the Planning Commission.** Notice of public hearing before the Planning Commission to consider an application for a Conditional Use Permit shall be given as follows:
>
> (1) By publication at least once in a weekly newspaper of general circulation in the City not less than ten (10) calendar days prior to the date of the public hearing; and
>
> (2) By mailing a written notice thereof, not less than ten (10) days prior to the date of such hearing to the applicant, the owner of the subject property and to the owners of properties within 300 feet of the exterior boundary of the subject property or properties; such notices shall be sent by first class mail, with postage prepaid, using the addresses from the last adopted tax roll, if available; and
>
> (3) By posting such notice in at least one prominent place on or about each parcel which is the subject of the proposed action, or upon utility poles or sticks along or about the street line of such parcel. In the event more than one parcel is the subject of such hearing, and such parcels comprise 200 or more feet of street frontage, at least one such notice shall be posted on or about the street line at intervals of not less than 200 feet, starting at either end of the subject properties where the property line intersects the street line."

It has since been discovered that in fact the project was advertised in compliance with the requirements stipulated above. Attached to this report is a copy of the "Certified" notice that was placed in the August 25, 2016 edition of the Easy Reader. It is also important to note that site postings were placed at both corners of the subject property, one (1) at PCH, the other at Agate Street. Also attached are the two (2) additional notices placed in the Easy Reader. One (1) advertising the matter for the October 20, 2016 and the other also advertising the matter for the October 20, 2016 as a matter "continued" from the September 15, 2016 meeting.

DESCRIPTION OF THE REQUEST:

The proposed project consists of the construction and operation of new satellite Platinum Autohaus for pre-owned vehicle sales that will include the following site improvements:

- New 30 foot driveway from Agate street;
- Perimeter landscaping totaling approximately 2,627 sf of which 1,238 sf is on-site and 1,389 sf is on the adjacent rights of way;
    - 16% of subject property will be landscaped.
    - Including the proposed landscaping in the adjacent right of way the plan will provide 34% of the site in landscaping.
    - Enhanced landscaping to be provided between the proposed office building and the intersection of Agate Street and Irena Avenue.
    - A 42" high dense hedge (living wall) from the driveway at Agate Street to the proposed office building.
- New perimeter 6' high block wall with smooth stucco finish between subject property and existing legal nonconforming residence;
- Blacktop paving and parking area for automobile inventory with a capacity of approximately 20 vehicles;
- Three (3) parking spaces, two (2) for customers (1 van accessible, 1 standard) and one (1) for an employee;
- A small sales office, 580 sf; and
- LED shielded site lights; Exact number, location, design, and height as prescribed by a "Lighting Study" that requires the following:
    - No direct source of lighting is visible from the adjacent residentially zoned and developed properties; and
    - Light yields are no greater than 1.0 foot candle power as measured at the centerline of N Irena Avenue along the entirety of the eastern property line and Agate Street along the entirety of the southern property line.

The proposed hours of operations will be the same as the hours of operations that were approved for the existing Platinum Autohaus currently operating at 610 N. Pacific Coast Highway.

1. M-F 10 AM – 7 PM;
2. Saturday 10 AM – 5 PM; and
3. Sunday 12 PM – 5 PM.

As was approved with the Conditional Use Permit application for the existing Platinum Autohaus at 610 N. Pacific Coast Highway, this location is also requesting that the site lights, as conditioned, be permitted to stay on until 10:00 PM seven (7) nights a week, with only security lighting as determined by the required light study be the only site lighting permitted past 10:00 PM.

EVALUATION OF THE REQUEST:

See the attached September 15, 2016 Administrative Report for a comprehensive and detailed "evaluation of the request". Included within that report is a summary of the public input received as of that date, and an analysis of the following "typical concerns attributable to vehicle sales businesses":

- Noise,

- Parking,
- Signage-banners,
- Lighting,
- Traffic-Trips-Test Drives-Vehicle Deliveries, and
- Washing of vehicles.

The general issue of "neighborhood compatibility" was discussed at length on September 15, 2016. In addition to the conditions that are made part of the project to address the specific issues noted above, an enhanced "buffer" between the car lot and the residences south and east has been integrated into the site's design. The solution determined in the discussions with the Planning Commission to improve the compatibility of the project with the adjacent nearby residential neighborhood was the addition of "living wall" (42" high dense hedge) to be planted along the frontage of Agate Street from the driveway entrance east to the proposed office building. Also at the southeast corner of the project (intersection of Agate Street and Irena Avenue) additional landscaping is proposed. With the additional "buffers" of the "living wall", enhanced landscaping at the southeast corner of the subject property, and the office building itself a significant buffer between the proposed business and the residential neighborhood is achieved. The site as proposed is oriented towards Pacific Coast Highway with significant screening elements to best buffer the commercial use from residences south and east.

Public Input Received

See the attached September 15, 2016 Administrative Report for a summary of the public input received prior to that meeting date. Since the September 15, 2016 meeting and as of the date of the drafting of this report, no additional comments from the public have been received.

Commercial (C-2B) Development Standards

Included within the attached September 15, 2016 Administrative Report is a table that confirms the compliance of project with all required development standards.

ENVIRONMENTAL EVALUATION

Pursuant to the California Environmental Quality Act (CEQA), Section 15303 of the Guidelines (New Construction or Conversion of Small Structures), the proposed project is categorically exempt from the preparation of environmental analyses.

FINDINGS

1. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

    a) The proposed vehicle sales business is conditionally permitted in the land use and zoning district in which the site is located, and the site is adequate

in size and shape to accommodate the use, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

b) The site has access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed vehicle sales business subject to the requirement that all test driving activity be conducted on Pacific Coast Highway and other major arterial streets only and subject to the requirement that the applicant shall irrevocably offer to dedicate 10' of property across the PCH frontage for future street ROW purposes.

c) The proposed vehicle sales use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval. Conditions including but not limited to: the hours of operation; limited to having inventory on-site only (inventory cannot be stored on adjacent public streets); lighting study requirement to prohibit direct source of light being visible from nearby residential uses and limit light yields offsite at centerline of nearest adjacent roadway (N. Irena Avenue and Agate Street) to 1.0 foot candles; landscaping to include a 42" high dense hedge from Agate Street driveway to proposed office building and additional enhanced landscaping at southeast corner of subject property, on-site parking; no loudspeaker or audio paging systems; prohibiting banners and pennants without special permit; test drives permitted on Pacific Coast Highway and other Major Arterials only; limiting car washing and detailing activities; and improvements to adjacent sidewalks.

d) The proposed vehicle sales business conforms to all of the requirements of the Zoning Ordinance.

e) The proposed vehicle sales business is consistent with the Comprehensive General Plan of the City.

2. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

3. The project is Categorically Exempt from the preparation of environmental documents pursuant to Section 15303 (New Construction or Conversion of Small Structures) of the Guidelines of the California Environmental Quality Act (CEQA).

4. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

5. The Planning Commission further finds that in reviewing the Exemption Declaration it has exercised its own independent judgment.

CONDITIONS

1. That the approval granted herein is for the operation of a Vehicle Sales business on the property at 600 N. Pacific Coast Highway and the subject property shall be improved, developed, constructed and operated in substantial compliance with the plans reviewed in conjunction with the applications approved by the Planning Commission on October 20, 2016.

2. Any modification to the approved plans requires the approval of the Department of Community Development. Significant changes to the plans or vehicle sales operations as determined by the Director of the Community Development Department may require review by the Planning Commission.

3. That the hours of operation for the vehicle sales on the subject property will be as follows: Monday – Friday 10:00 AM – 7:00 PM; Saturday 10:00 AM – 5:00 PM; and Sunday 12 PM – 5 PM.

4. Vehicle deliveries to the business are limited to weekdays only between the hours of 10:00 AM to 2:00 PM. Vehicles can only be loaded and offloaded from the north side of Agate Street west of the access driveway to the property.

5. That a minimum of three (3) striped parking spaces (dimensioned per zoning ordinance regulations), one (1) for employee and two (2) are required on the subject property.

6. All test drives associated with the operation of the vehicles sales business are limited to routes along Pacific Coast Highway and other roadways within the City designated as Major Arterials, i.e. Anita/190th Street, Aviation Boulevard, Artesia Boulevard, etc. A map of the planned test drives route is required to be submitted to and approved by the Planning Division and the City's Traffic Engineer.

7. An irrevocable offer for dedication of 10' for the 20.99' of frontage along Pacific Coast Highway (100' Right of Way, 50' from center line) is required to be submitted for review and approval to the City by the applicant and then recorded against the subject property and a certified copy of the recorded irrevocable offer of dedication shall be provided to the City by the applicant prior to the certificate of occupancy for the on-site office.

8. An additional 5' wide landscaping area for the 20.99' of frontage along Pacific Coast Highway may be required in the event the City improves Pacific Coast Highway to its full width right-of-way.

9. An additional 2' wide landscaping area along the 226.69' of frontage along Agate Street may be required in the event additional street improvements are made by

the City of Agate Street adjacent to the subject property. A minimum 5' wide landscaping area is required along the entire Agate Street frontage which can be accommodated by a combination of private and adjacent public property.

10. Any landscaping provided within adjacent public right-of-way must be reviewed and approved by the City's Public Works Department.

11. A lighting study is required to provide a site lighting design that will not exceed 1.0 foot candles of light at the centerline of N. Irena Avenue and Agate Street. The lighting study will also provide a light standard design that ensures no direct source of light is visible from adjacent residentially zoned and developed properties. The lighting study must also include a lighting plan that will provide security lighting for the site. The lighting study is subject to the approval by the Community Development Department and the Police Department. The lighting study is required to be submitted to the Planning Division prior to the issuance of any Building Permit issued for this project. Following the installation of the new site lighting, field measurements are required to verify that the lights are compliant with the requirements of this condition prior to the certificate of occupancy for the on-site office. The site lighting as determined by the lighting study will be permitted to be on until 10:00 PM seven (7) days a week. Only the determined security lighting will be permitted after 10:00 PM.

12. A new smooth finish stucco block wall 6' in height is required to be installed on or near the property line between this property and the adjacent property to the north developed with legal nonconforming residential use subject to the approval by the Community Development Director. The wall on this northern property line cannot exceed 42" in height for the first 20' from N Irena Avenue.

13. On-site and off-site landscaping is required and must substantially conform to the landscaping plans approved by the Planning Commission on October 20, 2016.

14. No signs or banners are permitted without approval by the Community Development Department and the issuance of any required permits. Only two (2) walls signs, compliant with applicable zoning ordinance signage requirements, one (1) to be located on the south elevation and the other on the west elevation of the proposed building will be permitted.

15. No outdoor speakers or outdoor amplified sound is permitted with this business. All noise requirements must be met for this location.

16. The washing and detailing of vehicles on-site is limited to a system subject to the approval by the Community Development Director and cannot include equipment that exceeds required noise limits at the property line. No vehicle washing of vehicles is permitted after 5:00 PM Monday-Saturday and is not permitted on Sundays. Any washing system must be minimal in terms of water usage and must

drain to the landscaping area with the design infiltration area along Pacific Coast Highway.

17. That the project shall comply with all applicable codes, local ordinances, regulations and requirements and obtain all necessary permits from the Community Development Department, Public Works Department and the Fire Department.

18. That the project shall adhere to all adopted state codes and local ordinances in regards to accessibility requirements.

19. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision. The decision of the Planning Commission shall be final.

20. All employee vehicles and vehicles subject to sale are not permitted to be parked on public streets. All vehicle parking associated with the subject business, employee or vehicle inventory must be kept on the subject property.

21. Accessible off-street parking, including signage and markings, should be installed consistent with the requirements of Caltrans Standard Plan A90A (traffic).

22. The driveway approach must designed and constructed per APWA Standard Plans (traffic).

23. That curb ramps at two street corners adjacent to the property shall be constructed. Land for curb ramp use shall be dedicated to the City via easement deed. Contact the Public Works Department for additional information (public works).

24. Landscaping in the Public Right of Way shall be reviewed and approved by the PW Parks Manager (public works).

25. Provide sidewalk compliant with ADA and APWA Standards (public works).

26. Comply with all adopted state codes (2013 California Codes) and local ordinances (building division).

27. Submit survey, soil report, architectural and structural plans, EMP plans, grading and drainage plans at time of plan check submittal (building division).

28. Comply with all Title 24 accessibility requirements.

29. Provide property Building Information at time of building permit plan check submittal: Occupancy, Type of Construction, Fire Sprinklers, Exiting Analysis, etc. (building division).

Prepared by:

Sean Scully
Planning Manager

Approved by:

Aaron Jones
Community Development Director

cc.

- ☐ Exemption Declaration
- ☐ Draft Resolution
- ☐ Applicant's Submittals
- ☐ Planning Commission September 15, 2016 Administrative Report
- ☐ Written Comments From Neighboring Properties
- ☐ Public Notices for October 20, 2016 Planning Commission Meeting published in October 6, 2016 Easy Reader
- ☐ "Certified" Public Notice for September 15, 2016 Planning Commission Meeting published in August 25, 2016 Easy Reader

CITY OF REDONDO BEACH

EXEMPTION DECLARATION
PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

DATE: October 20, 2016

PROJECT ADDRESS: 600 N Pacific Coast Highway

PROPOSED PROJECT: Consideration of an Exemption Declaration, a Conditional Use Permit to allow the construction and operation of a vehicle sales facility on property located within a Commercial (C-2B) zone, at N 600 Pacific Coast Highway.

In accordance with Chapter 3, Title 10, Section 10-3.301(a) of the Redondo Beach Municipal Code, the above-referenced project is Categorically Exempt from the preparation of environmental review documents pursuant to:

> Section 15303 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), a structure not exceeding 2500 square feet in floor area in an urbanized area where all the necessary public services and facilities are available and the surrounding area is not environmentally sensitive, is exempt from the requirements of CEQA. This finding is supported by the fact that the proposed project is the construction of a new administrative office with a structure that is 580 square feet in size.

Prepared By:

Sean Scully
Planning Manager

RESOLUTION NO. 2016-10-PCR-***

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A CONDITIONAL USE PERMIT TO ALLOW THE OPERATION OF AN AUTOMOBILE SALES LOT ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2B) ZONE AT 600 N. PACIFIC COAST HIGHWAY (CASE NO. 2016-09-PC-019)

WHEREAS, an application was filed on behalf of the owner of the property located at 600 N. Pacific Coast Highway for approval of an Exemption Declaration and consideration of a Conditional Use Permit to allow the operation of an automobile sales lot on property located within a Commercial (C-2B) zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and application would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, and other interested parties at the public hearings held on the 15th day of September, 2016, and October 20, 2016 with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

    a) The proposed vehicle sales business is conditionally permitted in the land use and zoning district in which the site is located, and the site is adequate in size and shape to accommodate the use, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

    b) The site has access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed vehicle sales business subject to the requirement that all test driving activity be conducted on Pacific Coast Highway and other major arterial streets only and subject to

the requirement that the applicant shall irrevocably offer to dedicate 10' of property across the PCH frontage for future street ROW purposes.

c) The proposed vehicle sales use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval. Conditions including but not limited to: the hours of operation; limited to having inventory on-site only (inventory cannot be stored on adjacent public streets); lighting study requirement to prohibit direct source of light being visible from nearby residential uses and limit light yields offsite at centerline of nearest adjacent roadway (N. Irena Avenue and Agate Street) to 1.0 foot candles; landscaping to include a 42" high dense hedge from Agate Street driveway to proposed office building and additional enhanced landscaping at southeast corner of subject property, on-site parking; no loudspeaker or audio paging systems; prohibiting banners and pennants without special permit; test drives permitted on Pacific Coast Highway and other Major Arterials only; limiting car washing and detailing activities; and improvements to adjacent sidewalks.

d) The proposed vehicle sales business conforms to all of the requirements of the Zoning Ordinance.

e) The proposed vehicle sales business is consistent with the Comprehensive General Plan of the City.

2. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

3. The project is Categorically Exempt from the preparation of environmental documents pursuant to Section 15303 (New Construction or Conversion of Small Structures) of the Guidelines of the California Environmental Quality Act (CEQA).

4. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

5. The Planning Commission further finds that in reviewing the Exemption Declaration it has exercised its own independent judgment.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That based on the above findings, the Planning Commission does hereby approve the Exemption Declaration and grant the Conditional Use Permit pursuant to

the plans and applications considered by the Planning Commission at its meetings on the 15th day of September, 2016, and again on the 20th day of October, 2016.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. That the approval granted herein is for the operation of a Vehicle Sales business on the property at 600 N. Pacific Coast Highway and the subject property shall be improved, developed, constructed and operated in substantial compliance with the plans reviewed in conjunction with the applications approved by the Planning Commission on October 20, 2016.

2. Any modification to the approved plans requires the approval of the Department of Community Development. Significant changes to the plans or vehicle sales operations as determined by the Director of the Community Development Department may require review by the Planning Commission.

3. That the hours of operation for the vehicle sales on the subject property will be as follows: Monday – Friday 10:00 AM – 7:00 PM; Saturday 10:00 AM – 5:00 PM; and Sunday 12 PM – 5 PM.

4. Vehicle deliveries to the business are limited to weekdays only between the hours of 10:00 AM to 2:00 PM. Vehicles can only be loaded and offloaded from the north side of Agate Street west of the access driveway to the property.

5. That a minimum of three (3) striped parking spaces (dimensioned per zoning ordinance regulations), one (1) for employee and two (2) are required on the subject property.

6. All test drives associated with the operation of the vehicles sales business are limited to routes along Pacific Coast Highway and other roadways within the City designated as Major Arterials, i.e. Anita/190th Street, Aviation Boulevard, Artesia Boulevard, etc. A map of the planned test drives route is required to be submitted to and approved by the Planning Division and the City's Traffic Engineer.

7. An irrevocable offer for dedication of 10' for the 20.99' of frontage along Pacific Coast Highway (100' Right of Way, 50' from center line) is required to be submitted for review and approval to the City by the applicant and then recorded against the subject property and a certified copy of the recorded irrevocable offer of dedication shall be provided to the City by the applicant prior to the certificate of occupancy for the on-site office.

8. An additional 5' wide landscaping area for the 20.99' of frontage along Pacific Coast Highway may be required in the event the City improves Pacific Coast Highway to its full width right-of-way.

9. An additional 2' wide landscaping area along the 226.69' of frontage along Agate Street may be required in the event additional street improvements are made by the City of Agate Street adjacent to the subject property. A minimum 5' wide landscaping area is required along the entire Agate Street frontage which can be accommodated by a combination of private and adjacent public property.

10. Any landscaping provided within adjacent public right-of-way must be reviewed and approved by the City's Public Works Department.

11. A lighting study is required to provide a site lighting design that will not exceed 1.0 foot candles of light at the centerline of N. Irena Avenue and Agate Street. The lighting study will also provide a light standard design that ensures no direct source of light is visible from adjacent residentially zoned and developed properties. The lighting study must also include a lighting plan that will provide security lighting for the site. The lighting study is subject to the approval by the Community Development Department and the Police Department. The lighting study is required to be submitted to the Planning Division prior to the issuance of any Building Permit issued for this project. Following the installation of the new site lighting, field measurements are required to verify that the lights are compliant with the requirements of this condition prior to the certificate of occupancy for the on-site office. The site lighting as determined by the lighting study will be permitted to be on until 10:00 PM seven (7) days a week. Only the determined security lighting will be permitted after 10:00 PM.

12. A new smooth finish stucco block wall 6' in height is required to be installed on or near the property line between this property and the adjacent property to the north developed with legal nonconforming residential use subject to the approval by the Community Development Director. The wall on this northern property line cannot exceed 42" in height for the first 20' from N Irena Avenue.

13. On-site and off-site landscaping is required and must substantially conform to the landscaping plans approved by the Planning Commission on October 20, 2016.

14. No signs or banners are permitted without approval by the Community Development Department and the issuance of any required permits. Only two (2) walls signs, compliant with applicable zoning ordinance signage requirements, one (1) to be located on the south elevation and the other on the west elevation of the proposed building will be permitted.

15. No outdoor speakers or outdoor amplified sound is permitted with this business. All noise requirements must be met for this location.

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17. That the project shall comply with all applicable codes, local ordinances, regulations and requirements and obtain all necessary permits from the Community Development Department, Public Works Department and the Fire Department.

18. That the project shall adhere to all adopted state codes and local ordinances in regards to accessibility requirements.

19. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision. The decision of the Planning Commission shall be final.

20. All employee vehicles and vehicles subject to sale are not permitted to be parked on public streets. All vehicle parking associated with the subject business, employee or vehicle inventory must be kept on the subject property.

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22. The driveway approach must designed and constructed per APWA Standard Plans (traffic).

23. That curb ramps at two street corners adjacent to the property shall be constructed. Land for curb ramp use shall be dedicated to the City via easement deed. Contact the Public Works Department for additional information (public works).

24. Landscaping in the Public Right of Way shall be reviewed and approved by the PW Parks Manager (public works).

25. Provide sidewalk compliant with ADA and APWA Standards (public works).

26. Comply with all adopted state codes (2013 California Codes) and local ordinances (building division).

27. Submit survey, soil report, architectural and structural plans, EMP plans, grading and drainage plans at time of plan check submittal (building division).

28. Comply with all Title 24 accessibility requirements.

29. Provide property Building Information at time of building permit plan check submittal: Occupancy, Type of Construction, Fire Sprinklers, Exiting Analysis, etc. (building division).

Section 3. That the approved Conditional Use Permit shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 4. That, prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED, AND ADOPTED this 20th day of October, 2016.

_____
Doug Rodriquez, Chair
Planning Commission
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Aaron Jones, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2016-10-PCR-*** was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 20th day of October, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Aaron Jones
Community Development Director

APPROVED AS TO FORM:

_____
City Attorney's Office

CITY OF REDONDO BEACH

PLANNING DIVISION

PLANNING DEPT. REVIEWED BY: SG

DATE REVIEWED BY: 5/3/16

APPLICATION FOR CONDITIONAL USE PERMIT

Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Conditional Use Permit, pursuant to Section 10-2.2506 of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I: GENERAL INFORMATION

A APPLICANT INFORMATION

STREET ADDRESS OF PROPERTY:
600 NORTH PACIFIC COAST HIGHWAY

EXACT LEGAL DESCRIPTION OF THE PROPERTY:
LOT: BLOCK: 111 TRACT: MP 39-1-16

ZONING: C2(B)

FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)
SITE SIZE (SQ. FT.): 7621 GROSS FLOOR AREA (SQ. FT.) 580 FLOOR AREA RATIO: 8%

RECORDED OWNER'S NAME:
SIGI WERNER
MAILING ADDRESS:
6631 EDGEMONT DR./HB CA
TELEPHONE: 949 400 1458/92647

AUTHORIZED AGENT'S NAME: CBB ARCHITECTS
MAILING ADDRESS: 521 W. ROSECRANS AVE GARDENA, CALIF
TELEPHONE: 310 493 0882

APPLICANT'S NAME: SEE AUTHORIZED AGENTS NAME
MAILING ADDRESS:
TELEPHONE: 310 493 0882

PROJECT ARCHITECT/FIRM/PRINCIPAL:
CBB ARCHITECT/CHARLES BENSK-BENGER
MAILING ADDRESS:
SAME AS AUTHORIZED AUTHORIZED AGENTS
TELEPHONE: 310 493 0882 **LICENSE NO.** C013657

B REQUEST

The applicant requests a Conditional Use Permit to use the above described property for the following purposes:
THE PROPERTY IS ZONED FOR THE USE PROPOSED & THE IMPACT ON THE VACANT LAND IS MARGINAL. PLEASE REVIEW PLANS AS SUBMITTED.

CID 51964

20161176

C. SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2-2506(B) of the Zoning Ordinance.

1. Describe existing site improvements and their present use. If vacant, please specify.

THE PRESENT USE IS RESIDENTIAL, THERE IS AN EXISTING 800 SF ONE STORY BUILDING ON THE LOT. THE PLAN IS TO DEMOLISH THE EXISTING SINGLE STORY RESIDENCE & TO REPLACE IT WITH A 580.00 SF OFFICE FOR AUTO SALES. WITH THE EXCEPTION OF THE SFR (RESIDENTIAL BLD) THE LOT IS VACANT. (THE SITE HAS BEEN VACANT FOR MANY YEARS NOW AND THE EXISTING BLDG HAS NOT BEEN UTILIZED, RENTED OR LEASED FOR THE SAME TIME.

2. Describe the site in terms of its ability to accommodate the proposed use and conform to the development standards of the Zoning Ordinance (i.e., setbacks, parking, landscaping, etc.)

THE IRREGULAR SIZE OF THE LOT MAKES IT CONDUCIVE TO THE PROPOSED USE AS A SMALL CORNER TYPE AUTOMOBILE SALES OFFICE FOR EXCLUSIVE VEHICLE DISPLAY. THE PROPOSED USE WILL ALSO ALLEVIATE PARKING CONGESTION ON IRENA STREET, DUE TO THE IMPACT OF PARKING DEMAND BY PLATINUM SALES @ THE NORTHWEST CORNER OF IRENA ST. W/ PCH.

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

THE PRESENT LOT IS READILY ACCESSIBLE FROM AGATE STREET, WHERE A 30' WIDE CURB CUT & DRIVEWAY ARE PROPOSED. A SECOND SMALL DRIVEWAY FROM IRENA AVENUE WILL BE CLOSED, RECURBED & RESTORED. A PEDESTRIAN WALKWAY TO THE SITE, FROM IRENA STREET WILL BE MAINTAINED & IMPROVED. A SECONDARY HANDICAPPED RAMPED WALKWAY FROM THE AGATE STREET SIDEWALK IS PROPOSED FOR PEDESTRIAN USE.

4. Describe the expected impact of the proposed use on adjoining uses and activities and on future development of the neighborhood.

AS MENTIONED, PARKING IS THE ONLY REAL IMPACT THAT WILL OCCUR AND IT SHOULD BE NON CONSEQUENTIAL DURING PEAK PARKING DEMAND IN THE NEIGHBORHOOD.

THE LANDSCAPE WILL BE AN IMPROVEMENT TO THE STREET WITH ADDITIONAL STREET TREES AND ONSITE TREE PLANTING AND LIGHTING WILL BE DIRECTED TO ONLY THE SITE AND NOT SPILL INTO THE NEIGHBORHOOD.

5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.

THE ZONING FOR THIS PROPERTY IS COMMERCIAL AND ITS USE IS CONSISTENT WITH THE GENERAL PLAN. LOT IS ZONE C2-B.

D. It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the establishment of the use as applied for in this request for a Conditional Use Permit. Use reverse side of this sheet if more space is needed.

NAME	ADDRESS	LOT	BLOCK	TRACT
Amanda Freeman	804 N Irena Ave #A Redondo	1		67862
Peter Ardeljan	804 N Irena Ave #B II	1		67862
Joseph M Icardi	806 N Irena Ave #A II	1		67862
Amanda Freeman	806 N Irena Ave #B II	1		67862
Nelu Ardeljan	808 N Irena Ave #A II	2		67862
Nelu Ardeljan	808 N irena Ave #B II	2		67862
Alexa N Ardeljan Braden	810 N Irena Ave #A II	3		67862
Sandra Onalfo	810 N Irena Ave #B II	3		67862
Peter Ardeljan	812 N Irena Ave #A II	3		67862
Kelli Corbett	812 N Irena Ave #B II	3		67862

4. Describe the expected impact of the proposed use on adjoining uses and activities and on future development of the neighborhood.

AS MENTIONED, PARKING IS THE ONLY REAL IMPACT THAT WILL OCCUR AND IT SHOULD BE NON CONSEQUENTIAL DURING PEAK PARKING DEMAND IN THE NEIGHBORHOOD.

THE LANDSCAPE WILL BE AN IMPROVEMENT TO THE STREET WITH ADDITIONAL STREET TREES AND ONSITE TREE PLANTING AND LIGHTING WILL BE DIRECTED TO ONLY THE SITE AND NOT SPILL INTO THE NEIGHBORHOOD.

5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.

THE ZONING FOR THIS PROPERTY IS COMMERCIAL AND ITS USE IS CONSISTENT WITH THE GENERAL PLAN.

D. It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the establishment of the use as applied for in this request for a Conditional Use Permit. Use reverse side of this sheet if more space is needed.

NAME	ADDRESS	LOT	BLOCK	TRACT
Richard Kim	803 N Irena Ave			

OWNER'S AFFIDAVIT

Project address: 6600 PCH N., Redondo Beach CA 90277

Project description: AUTOMOBILE SALES

I (We) SIEGHARDUS SYLLA, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s): [signature]

Address: 16631 Edgemont Dr.
HB CA 92647

Phone No. (Res.) 949 400 1458

(Bus.)

Subscribed and sworn to (or affirmed) before me this 14th **day of** Oct, **20**15

by Sieghardus Sylla, **proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.**

[signature]
FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) ss

Seal

YONG BOK YOOK
Commission # 2012576
Notary Public - California
Los Angeles County
My Comm. Expires Mar 22, 2017

BUILDING DATA

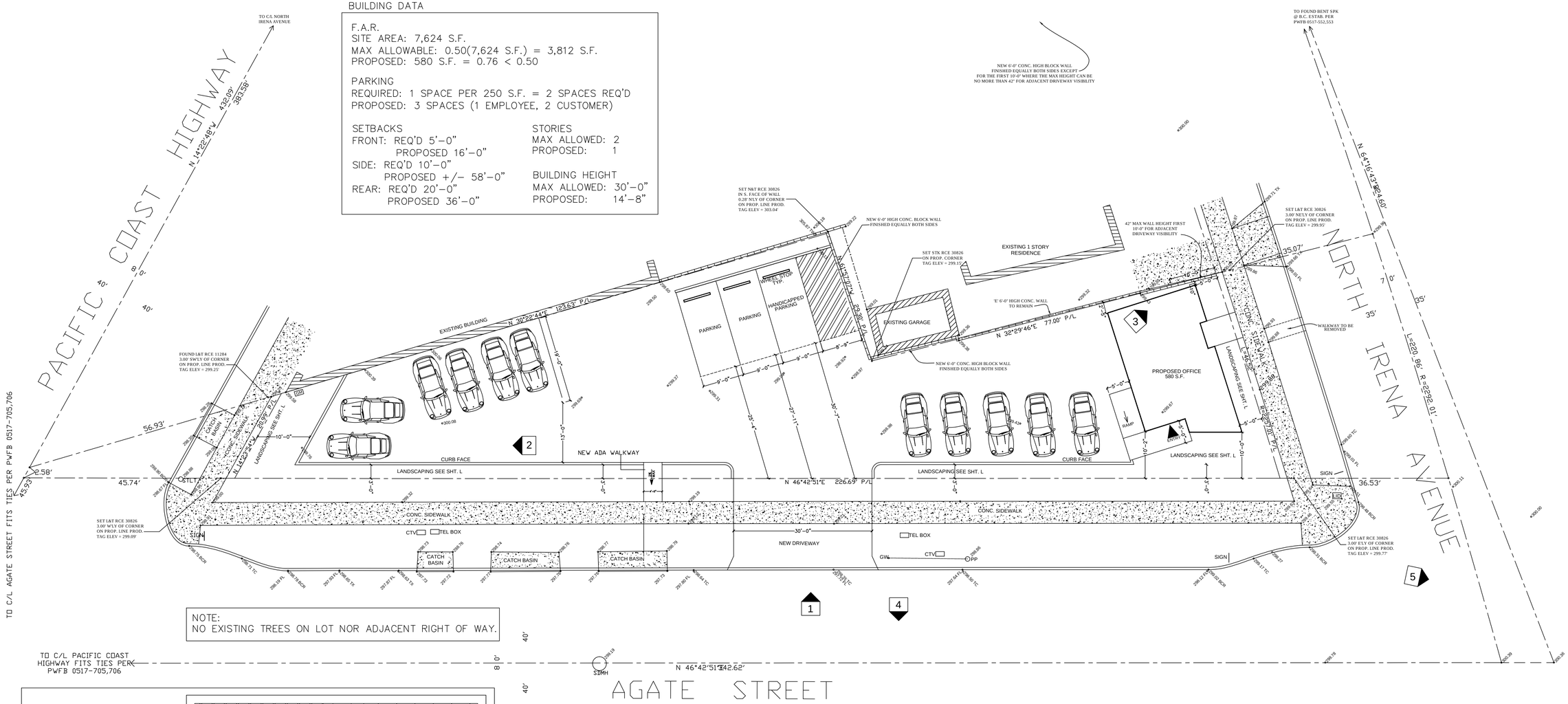
F.A.R.
SITE AREA: 7,624 S.F.
MAX ALLOWABLE: 0.50(7,624 S.F.) = 3,812 S.F.
PROPOSED: 580 S.F. = 0.76 < 0.50

PARKING
REQUIRED: 1 SPACE PER 250 S.F. = 2 SPACES REQ'D
PROPOSED: 3 SPACES (1 EMPLOYEE, 2 CUSTOMER)

SETBACKS
FRONT: REQ'D 5'-0"
PROPOSED 16'-0"
SIDE: REQ'D 10'-0"
PROPOSED +/- 58'-0"
REAR: REQ'D 20'-0"
PROPOSED 36'-0"

STORIES
MAX ALLOWED: 2
PROPOSED: 1

BUILDING HEIGHT
MAX ALLOWED: 30'-0"
PROPOSED: 14'-8"



NOTE:
NO EXISTING TREES ON LOT NOR ADJACENT RIGHT OF WAY.

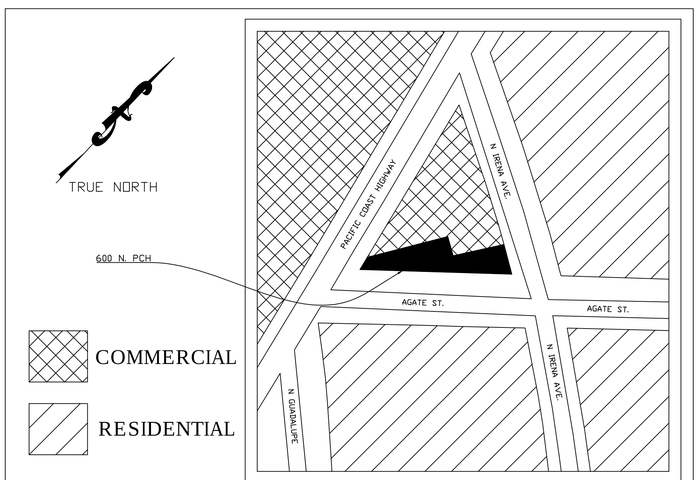
SITE PLAN

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

JOB ADDRESS
600 N PACIFIC COAST HIGHWAY
REDONDO BEACH, CA 90277

LEGAL DESCRIPTION
LOT 1 & A PORTION OF LOT 2
BLOCK 111
TOWNSHIP OF REDONDO BEACH
M.B. 39-1-17
APN 7503-002-027,028,030

TRUE NORTH



USE MAP

NOT TO SCALE

PROJECT INFORMATION

OWNER:

JIM SARMAST
600 N PACIFIC COAST HIGHWAY
REDONDO BEACH, CA 90277

ARCHITECT/ENGINEER:

CHARLES BELAK-BERGER
521 WEST ROSECRANS BLVD
GARDENA, CA 90248
(310)793-0882

SURVEY BY:

DENN ENGINEERS
3914 DEL AMO BLVD. #921
TORRANCE, CA 90501
(310)542-9433

SITE AREA: 7,624 S.F.
ZONING : C2-B
OCCUPANCY : M
CONSTRUCTION: TYPE V-B
FLOOD ZONE: X
FIRE SPRINKLERS REQ'D: YES THROUGHOUT

FLOOR AREAS:

OFFICE - 580 SF

PROJECT CODES:

2013 CRC CALIFORNIA RESIDENTIAL CODE
2013 CBC CALIFORNIA BUILDING CODE
2013 CMC CALIFORNIA MECHANICAL CODE
2013 CPC CALIFORNIA PLUMBING CODE
2013 CEC CALIFORNIA ELECTRICAL CODE
2013 TITLE 24 ENERGY CONSERVATION
CITY OF REDONDO BEACH MUNICIPAL CODE
2013 CA GREEN BUILDING CODE

SHEET INDEX:

ARCHITECTURAL SHEETS	
SHEET # 1	SITE PLAN
SHEET # 2	FLOOR PLANS, ELEVATIONS
SHEET # L	LANDSCAPE/LIGHTING PLAN
SHEET #SUR.	SURVEY/ DEMO PLAN
SHEET #C1	L.I.D. PLAN
SHEET #C2	L.I.D. DETAILS

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Stamp:

LICENSED ARCHITECT
CHARLES BELAK BERGER
C-013657
EXP. 05-20-15
STATE OF CALIFORNIA

Legal Description:
LOT#: LOT #1 & A PORTION OF LOT #2
BLOCK#:111
TRACT#: TOWNSHIP OF R.B.
M.B.: 39-1-16
APN: 7503-002-027,28,30

Project Name (Client – Address – City)
PLATINUM AUTO DEALERSHIP
600 NORTH PACIFIC COAST HIGHWAY
REDONDO BEACH CA 90277

Use Description:

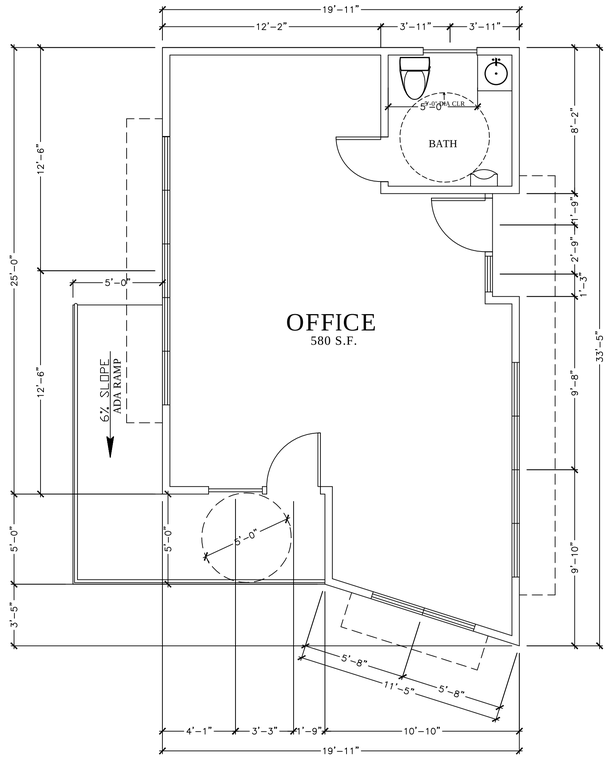
DATE: 03.24.2016

Revision Date:
10-6-16

Drawing By: CBB STAFF

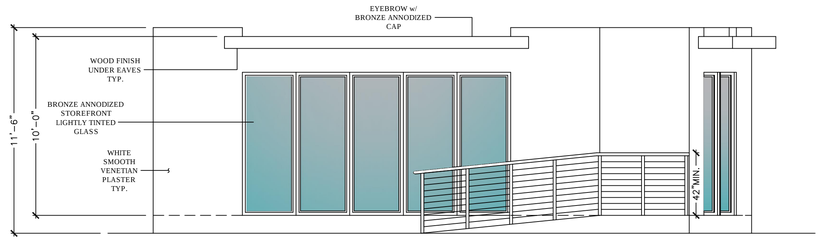
Scale:

Sheet
1



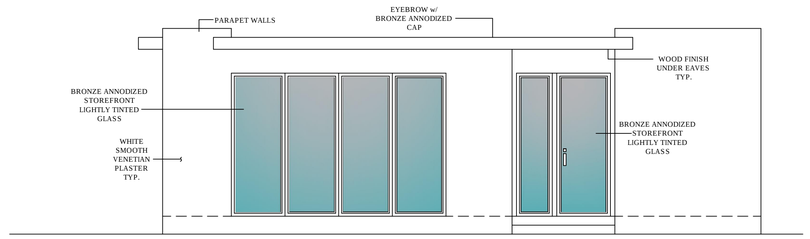
FLOOR PLAN

SCALE : 1/4" = 1'-0"



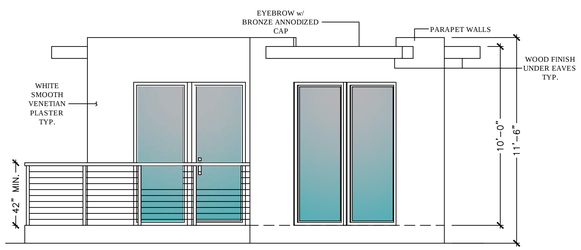
WEST ELEVATION

SCALE : 1/4" = 1'-0"



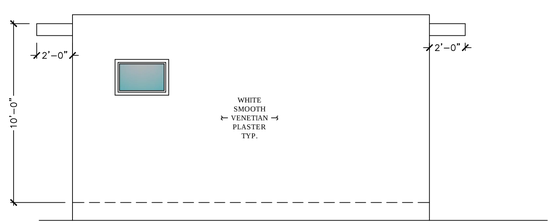
EAST ELEVATION

SCALE : 1/4" = 1'-0"



SOUTH ELEVATION

SCALE : 1/4" = 1'-0"



NORTH ELEVATION

SCALE : 1/4" = 1'-0"

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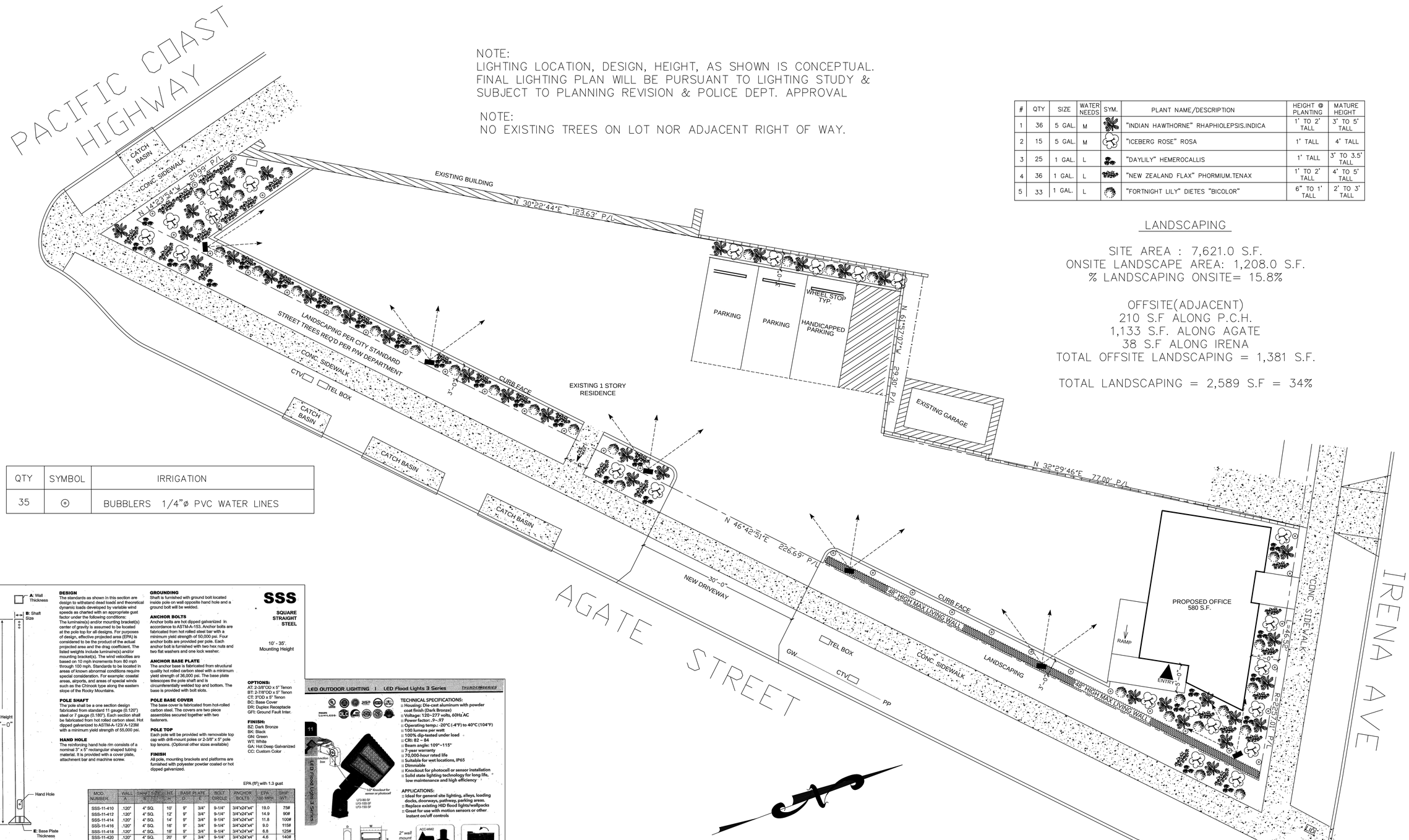
Drawing By: CBB STAFF

Scale:

Sheet
2

NOTE:
LIGHTING LOCATION, DESIGN, HEIGHT, AS SHOWN IS CONCEPTUAL.
FINAL LIGHTING PLAN WILL BE PURSUANT TO LIGHTING STUDY &
SUBJECT TO PLANNING REVISION & POLICE DEPT. APPROVAL

NOTE:
NO EXISTING TREES ON LOT NOR ADJACENT RIGHT OF WAY.



QTY	SYMBOL	IRRIGATION
35	⊙	BUBBLERS 1/4"ø PVC WATER LINES

#	QTY	SIZE	WATER NEEDS	SYM.	PLANT NAME/DESCRIPTION	HEIGHT @ PLANTING	MATURE HEIGHT
1	36	5 GAL.	M		"INDIAN HAWTHORNE" RHAPHIOLEPSIS.INDICA	1' TO 2' TALL	3' TO 5' TALL
2	15	5 GAL.	M		"ICEBERG ROSE" ROSA	1' TALL	4' TALL
3	25	1 GAL.	L		"DAYLILY" HEMEROCALLIS	1' TALL	3' TO 3.5' TALL
4	36	1 GAL.	L		"NEW ZEALAND FLAX" PHORMIUM.TENAX	1' TO 2' TALL	4' TO 5' TALL
5	33	1 GAL.	L		"FORTNIGHT LILY" DIETES "BICOLOR"	6" TO 1' TALL	2' TO 3' TALL

LANDSCAPING

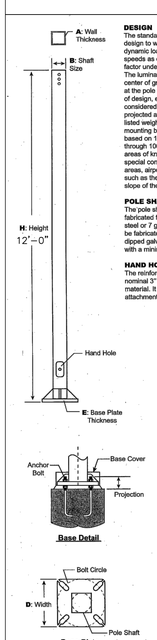
SITE AREA : 7,621.0 S.F.
ONSITE LANDSCAPE AREA: 1,208.0 S.F.
% LANDSCAPING ONSITE= 15.8%

OFFSITE(ADJACENT)
210 S.F ALONG P.C.H.
1,133 S.F. ALONG AGATE
38 S.F ALONG IRENA
TOTAL OFFSITE LANDSCAPING = 1,381 S.F.

TOTAL LANDSCAPING = 2,589 S.F = 34%

LANDSCAPE / LIGHTING PLAN

SCALE : 1/8" = 1'-0"



DESIGN
The standards as shown in this section are design to withstand dead loads and theoretical dynamic loads developed by variable wind speeds as charted with an appropriate gust factor under the following conditions:
The luminaire(s) and/or mounting bracket(s) center of gravity is assumed to be located at the pole top for all designs. For purposes of design, effective projected area (EPA) is considered to be the product of the actual projected area and the drag coefficient. The listed weights include luminaire(s) and/or mounting bracket(s). The wind velocities are based on 10 mph increments from 80 mph through 100 mph. Standards to be located in areas of known abnormal conditions require special consideration. For example: coastal areas, airports, and areas of special winds such as the Chinook type along the eastern slope of the Rocky Mountains.

POLE SHAFT
The pole shall be a one section design fabricated from standard 11 gauge (0.120") steel or 7 gauge (0.180"). Each section shall be fabricated from hot rolled carbon steel. Hot dipped galvanized to ASTM-A-123/ A-123M with a minimum yield strength of 55,000 psi.

HAND HOLE
The reinforcing hand hole rim consists of a nominal 3" x 5" rectangular shaped tubing material. It is provided with a cover plate, attachment bar and machine screw.

GROUNDING
Shaft is furnished with ground bolt located inside pole on wall opposite hand hole and a ground bolt will be welded.

ANCHOR BOLTS
Anchor bolts are hot dipped galvanized in accordance to ASTM-A-153. Anchor bolts are fabricated from hot rolled steel bar with a minimum yield strength of 50,000 psi. Four anchor bolts are provided per pole. Each anchor bolt is furnished with two hex nuts and two flat washers and one lock washer.

ANCHOR BASE PLATE
The anchor base is fabricated from structural quality hot rolled carbon steel with a minimum yield strength of 36,000 psi. The base plate telescopes the pole shaft and is circumferentially welded top and bottom. The base is provided with bolt slots.

POLE BASE COVER
The base cover is fabricated from hot-rolled carbon steel. The covers are two piece assemblies secured together with two fasteners.

POLE TOP
Each pole will be provided with removable top cap with drill-mount poles or 2-3/8" x 5" pole top tenons. (Optional other sizes available)

FINISH
All pole, mounting brackets and platforms are furnished with polyester powder coated or hot dipped galvanized.

SSS
SQUARE STRAIGHT STEEL

10' - 35'.
Mounting Height

OPTIONS:
AT: 2-3/8"OD x 5" Tenon
BT: 2-7/8"OD x 5" Tenon
CT: 3"OD x 5" Tenon
BC: Base Cover
DR: Duplex Receptacle
GFI: Ground Fault Inter.

FINISH:
BZ: Dark Bronze
BK: Black
GN: Green
WT: White
GA: Hot Deep Galvanized
CC: Custom Color

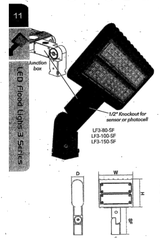
EPA (ft²) with 1.3 gust

MOD. NUMBER	WALL A	SHAFT SIZE B	HT. H1	BASE PLATE D	BASE PLATE E	BOLT CIRCLE	ANCHOR BOLTS	EPA 100 MPH	SHIP WT.
SSS-11-410	.120"	4" SQ.	10'	9"	3/4"	9-1/4"	3/4"x24"x4"	19.0	75#
SSS-11-412	.120"	4" SQ.	12'	9"	3/4"	9-1/4"	3/4"x24"x4"	14.9	90#
SSS-11-414	.120"	4" SQ.	14'	9"	3/4"	9-1/4"	3/4"x24"x4"	11.8	100#
SSS-11-416	.120"	4" SQ.	16'	9"	3/4"	9-1/4"	3/4"x24"x4"	9.0	115#
SSS-11-418	.120"	4" SQ.	18'	9"	3/4"	9-1/4"	3/4"x24"x4"	6.8	125#
SSS-11-420	.120"	4" SQ.	20'	9"	3/4"	9-1/4"	3/4"x24"x4"	4.6	140#
SSS-11-422	.120"	4" SQ.	22'	12"	3/4"	12-7/8"	3/4"x24"x4"	3.1	150#
SSS-11-424	.120"	4" SQ.	24'	12"	3/4"	12-7/8"	3/4"x24"x4"	2.1	155#
SSS-11-425	.120"	4" SQ.	25'	12"	1"	12-7/8"	1"x36"x4"	1.0	160#
SSS-7-420	.180"	4" SQ.	20'	12"	1"	12-7/8"	1"x36"x4"	11.9	155#
SSS-7-422	.180"	4" SQ.	22'	12"	1"	12-7/8"	1"x36"x4"	8.5	167#
SSS-7-424	.180"	4" SQ.	24'	12"	1"	12-7/8"	1"x36"x4"	6.2	186#
SSS-7-425	.180"	4" SQ.	25'	12"	1"	12-7/8"	1"x36"x4"	5.5	210#
SSS-11-520	.120"	5" SQ.	20'	12"	3/4"	12-7/8"	1"x36"x4"	9.5	188#
SSS-11-525	.120"	5" SQ.	25'	12"	1"	12-7/8"	1"x36"x4"	3.8	230#
SSS-11-530	.120"	5" SQ.	30'	12"	1"	12-7/8"	1"x36"x4"	2.1	272#
SSS-7-520	.180"	5" SQ.	20'	12"	1"	12-7/8"	1"x36"x4"	16.1	260#
SSS-7-525	.180"	5" SQ.	25'	12"	1"	12-7/8"	1"x36"x4"	9.6	385#
SSS-7-530	.180"	5" SQ.	30'	12"	1"	12-7/8"	1"x36"x4"	4.1	470#
SSS-11-620	.120"	6" SQ.	20'	12"	1"	12-7/8"	1"x36"x4"	17.2	212#
SSS-11-625	.120"	6" SQ.	25'	12"	1"	12-7/8"	1"x36"x4"	8.5	295#
SSS-7-630	.180"	6" SQ.	30'	12"	1"	12-7/8"	1"x36"x4"	8.6	520#
SSS-7-635	.180"	6" SQ.	35'	12"	1"	12-7/8"	1"x40"x4"	3.8	592#

ORDER GUIDE :

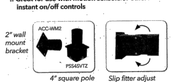
MODEL	OPTION	FINISH
SSS-11-420	BC	BZ

LED OUTDOOR LIGHTING | LED Flood Lights 3 Series THUNDERSERIES



TECHNICAL SPECIFICATIONS:
:: Housing: Die-cast aluminum with powder coat finish (Dark Bronze)
:: Voltage: 120~277 volts, 60Hz AC
:: Power factor: .9~.97
:: Operating temp.: -20°C (-4°F) to 40°C (104°F)
:: 100 lumens per watt
:: 100% dip-tested under load
:: CRI: 82 ~ 84
:: Beam angle: 109°~115°
:: 7-year warranty
:: 70,000-hour rated life
:: Suitable for wet locations, IP65
:: Dimmable
:: Knockout for photocell or sensor installation
:: Solid state lighting technology for long life, low maintenance and high efficiency

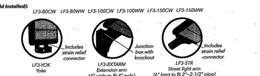
APPLICATIONS:
:: Ideal for general site lighting, alleys, loading docks, doorways, pathway, parking areas.
:: Replace existing HID flood lights/wallpacks
:: Great for use with motion sensors or other instant on/off controls



LED FLOOD LIGHT 3 SERIES WITH SLIP FITTER

CATALOG NO.	WATTS	VOLTAGE	INITIAL LUMENS	DIMENSIONS	COLOR TEMP.
LF3-80CW-SF	80W	100~277V AC	9060	12-1/2"(W) x 9-3/4"(H) x 2-1/2"(D) x 13-1/4"(SF)	CW 5000K
LF3-80WW-SF	80W	100~277V AC	8800	12-1/2"(W) x 9-3/4"(H) x 2-1/2"(D) x 13-1/4"(SF)	WW 3000K
LF3-100CW-SF	100W	100~277V AC	11021	12-1/2"(W) x 9-3/4"(H) x 2-1/2"(D) x 12-1/4"(SF)	CW 5000K
LF3-100WW-SF	100W	100~277V AC	10735	12-1/2"(W) x 9-1/4"(H) x 2-1/2"(D) x 12-1/4"(SF)	WW 3000K
LF3-150CW-SF	150W	100~277V AC	16423	12-1/2"(W) x 9-3/4"(H) x 2-1/2"(D) x 12-1/4"(SF)	CW 5000K
LF3-150WW-SF	150W	100~277V AC	15131	12-1/2"(W) x 9-3/4"(H) x 2-1/2"(D) x 12-1/4"(SF)	WW 3000K

Other Options (Field Installed):
Order fixtures: LF3-80CW LF3-80WW LF3-100CW LF3-100BW LF3-150CW LF3-150WW

Order Mounting:


Example: LF3 (series) - 80 (wattage) - CW (color temp) + LF3-80CW + LF3-EXTAM (mounting)

LED LIGHT & POLE

1

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Drawing By: CBB STAFF

Scale:

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Administrative Report

Planning Commission Hearing Date: **September 15, 2016**

AGENDA ITEM: 10 (PUBLIC HEARING)

PROJECT LOCATION: 600 N PACIFIC COAST HIGHWAY

APPLICATION TYPE: EXEMPTION DECLARATION AND CONDITIONAL USE PERMIT

NUMBER: 2016-09-PC-019

APPLICANT'S NAME: JIM SARMAST

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of an Exemption Declaration and a Conditional Use Permit to allow the operation of an automobile sales lot on property located within a Commercial (C-2B) zone at 600 N Pacific Coast Highway.

DEPARTMENT'S RECOMMENDATION

The Community Development Department recommends that the Planning Commission make the findings as set forth in the staff report and attached Resolution, adopt the Exemption Declaration and approve a Conditional Use Permit to allow the operation of an automobile sales lot on property located within a Commercial (C-2B) zone at 600 N Pacific Coast Highway.

EXISTING CONDITIONS & BACKGROUND

The subject property is zoned Commercial (C-2B) and is located on the north side of Agate Street between Pacific Coast Highway and North Irena Avenue. The site is largely vacant and unpaved (dirt lot) with the exception of a small vacant 690 square foot single family residence. The existing residence is not identified on the City's "List of Potential Historic Resources". Building permit records for the existing vacant residence were not on file.

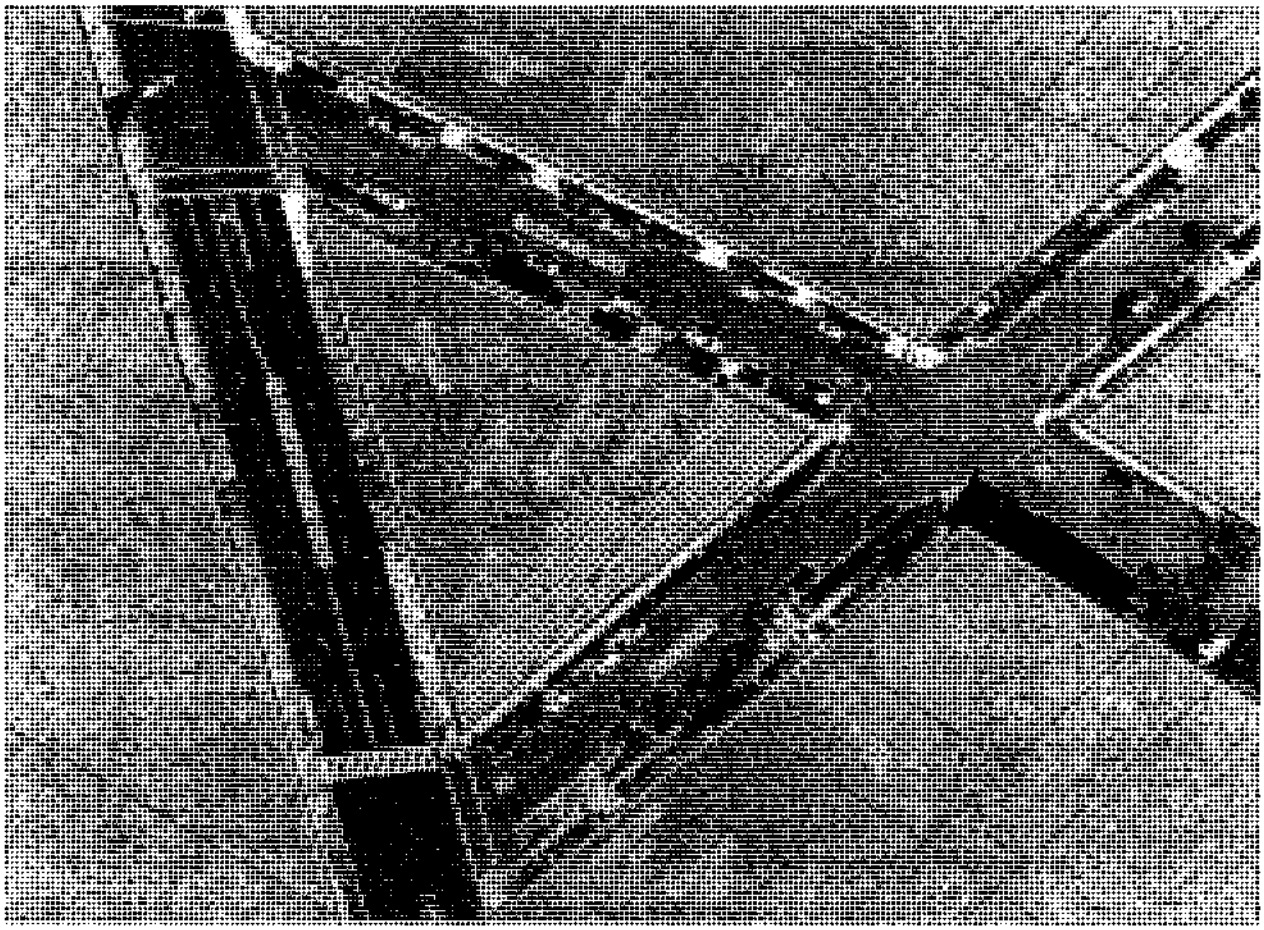
The subject site is irregular in shape and approximately 7,621 square feet in area. The property fronts Pacific Coast Highway (20.99 linear feet), Agate Street (226.69 linear feet), and North Irena Avenue (46.52 linear feet). Currently there is no improved driveway providing vehicular access to the subject lot(s), however there is a small curb cut, 12' in width, along Agate Street approximately 30' east from Pacific Coast Highway. Pacific

Coast Highway has a current Right-of-Way width of 80 feet abutting the subject property. This is less than the required 100' of Right-of-Way specified in the City's General Plan and Zoning Ordinance (Major Arterial). Therefore, an irrevocable offer of dedication of 10' along the Pacific Coast Highway frontage of the subject property consistent with the future right of way of 50' from centerline is required (condition of approval) to be recorded against the property given the change in use of the property.

The adjacent properties to the north are zoned Commercial (C-2B). There is one (1) legal nonconforming residential property immediately adjacent to the subject property fronting North Irena with all other properties developed and operating as commercial.

The properties to the south across Agate Street are zoned R-3 and largely developed with multiple family residences with one legal nonconforming property developed and operating as a small Automobile Sales business located on the southeast corner of Agate Street and Pacific Coast Highway. Across North Irena Avenue all properties are developed residential and zoned R-3.

The exhibit below identifies the zoning of the subject property (hatched) and surrounding properties.



Vehicle Sales in Redondo Beach

Within the City of Redondo Beach there are four (4) existing Used Automobile Vehicle Sales business currently operating.

Existing Used Vehicle Sales Locations Redondo Beach		
Name of Business	**Location**	**Entitlement**
Platinum Autohaus	610 N Pacific Coast Highway (also operates an administrative office and photography studio for marketing purposes at adjacent locations, 816 and 818 N. Irena. The 816 and 818 N. Irena locations are approved for auto parts, accessories, administrative office, display and sales uses.)	Use Permit and Planning Commission Resolution 3505 for Automobile Sales, approved 1971. Concurrently processing with this entitlement is a new Conditional Use Permit to authorize some site improvements operational changes that are inconsistent with the original "Similar Use Permit" approved in 1971.
Right Choice Motor LLC (Used Autos)	530 N. Pacific Coast Highway	Conditional Use Permit Automobile Use, approved 1984.
Classic Auto Sales	320 N. Pacific Coast Highway	Conditional Use Permit and Planning Commission Resolution 5516 for Automobile Sales, approved 1985.
RonRoss Motors	339 S. Pacific Coast Highway	City Council Resolution 264 for Automobile Sales, approved 1953.

All existing used automobile sales locations are on small lots along Pacific Coast Highway.

The applicant for this project is the same owner-operator of the existing Platinum Autohaus located within the same block of Pacific Coast Highway approximately 75' north along Pacific Coast Highway at 610 N. Pacific Coast Highway. Concurrent with the processing of this application is a separate application for a new Conditional Use Permit that will serve to amend the original entitlement for that existing automobile sales operation. Details regarding that project are contained in the documents supporting that application.

DESCRIPTION OF THE REQUEST:

The proposed project consists of the construction and operation of new satellite Platinum Autohaus for pre-owned vehicle sales that will include the following site improvements:

- New 30 foot driveway from Agate street;
- Perimeter landscaping totaling approximately 2,627 sf of which 1,238 sf is on-site and 1,389 sf is on the adjacent rights of way;
    - 16% of subject property will be landscaped.
    - Including the proposed landscaping in the adjacent right of way the plan will provide 34% of the site in landscaping;
- New perimeter 6' high block wall with smooth stucco finish between subject property and existing legal nonconforming residence;
- Blacktop paving and parking area for automobile inventory with a capacity of approximately 20 vehicles;
- Three (3) parking spaces, two (2) for customers (1 van accessible, 1 standard) and one (1) for an employee;
- A small sales office, 580 sf; and
- LED shielded site lights; Exact number, location, design, and height as prescribed by a "Lighting Study" that requires the following:
    - No direct source of lighting is visible from the adjacent residentially zoned and developed properties; and
    - Light yields are no greater than 1.0 foot candle power as measured at the centerline of N Irena Avenue along the entirety of the eastern property line and Agate Street along the entirety of the southern property line.

The proposed hours of operations will be the same as the hours of operations that are being proposed with the application for the existing Platinum Autohaus currently operating at 610 N. Pacific Coast Highway.

1. M-F 10 AM – 7 PM;
2. Saturday 10 AM – 5 PM; and
3. Sunday 12 PM – 5 PM.

As is similarly requested with the Conditional Use Permit application for the existing Platinum Autohaus, this location is also requesting that the site lights, as conditioned, be permitted to stay on until 10:00 PM seven (7) nights a week, with only security lighting as determined by the required light study be the only site lighting permitted past 10:00 PM.

EVALUATION OF THE REQUEST:

Pursuant to Section 10-2.620 of the Zoning Ordinance, a Vehicle Sales business, such as the proposed Platinum Autohaus, requires the approval of a Conditional Use Permit. The purpose of a Conditional Use Permit (CUP) is to ensure that the proposed use and development is appropriate on the subject property and that it does not have an adverse

effect on the surrounding land uses nor disrupt the orderly development of the surrounding community.

Typical concerns attributable to vehicle sales businesses are noise, parking, signage-banners, lighting, potential traffic from "test driving", and washing of vehicles. Prior to discussions and planned resolutions of the various concerns typically associated with this land use, the following section presents a summary of the "Public Input Received" on this project to date. In addition, written communications regarding this project are attached to this report.

Public Input Received

As a result of the recent public hearing notification some neighbors residing within the residential neighborhoods to the east and south of the existing Platinum Autohaus and this proposed "satellite" facility have recently expressed concerns with respect to the following issues:

- Lighting.
- Streets blocked during vehicle deliveries.
- Use of adjacent streets for vehicle inventory parking.
- Noise from car deliveries and car alarms.

Attached to this "Administrative Report" are copies of letters from neighbors which detail various concerns some of which are summarized above.

On Tuesday, June 7, 2016, two residents from the 700 block of N. Irena came into the Planning Division to review the file and express their opposition to this project and the proposed CUP for the existing Platinum Autohaus located at 610 N. Pacific Coast Highway. Their primary concerns were lighting impacts upon nearby residences, noise, and parking of sales inventory on nearby adjacent public streets. Numerous follow up separate meetings with these two (2) neighbors have occurred with both planning staff and the applicant.

The following analysis identifies each of the potential impact categories noted by neighbors as well as other issues typically attributable with vehicle sales businesses, and how the issue(s) are addressed by the project.

Noise

It is a fairly common operational practice for automobile dealerships to utilize onsite outdoor audio systems (loudspeaker paging systems) for the purpose of paging sales associates and other employees and customers on their vehicle lots. This practice is common with much larger new vehicle sales dealerships that are typically on properties ranging from 3-5 acres in size and in locations adjacent to freeways and heavy commercial areas. This property is very small (comparably) and is adjacent to and near residentially zoned and developed properties rendering such outdoor loudspeaker paging system both unnecessary and inappropriate. There is no such loudspeaker paging

system at the existing Platinum Autohaus at 610 N. Pacific Coast Highway and to ensure there is no such system at this location a condition has been recommended prohibiting any outdoor loudspeaker paging system at this location.

In further analysis of this issue the City's Code Enforcement Division was asked to research all complaints received regarding the existing nearby Platinum Autohaus business (610 N. Pacific Coast Highway) with respect to noise. The City's Code Enforcement Division confirmed that no formal complaints have been documented with respect to noise. There are however references to noise from vehicle deliveries to the existing Platinum Autohaus business included in the recent letters from some neighbors. To address this potential noise impact from vehicle deliveries to this location a condition has been added that limits vehicle deliveries to between the hours of 10:00 AM and 2:00 PM Monday through Friday and that those deliveries must be along the northern side of Agate Street immediately adjacent to the subject property near Pacific Coast Hwy only.

Therefore with the addition of the recommended condition prohibiting outdoor loudspeaker audio systems and the absence of other noise issues related to this use, the noise generated by this facility is not anticipated to be an issue with the neighboring surrounding uses.

As this business does plan to include high performance vehicles within its inventory some higher than typical noise is expected from test drives of these high performance models. To mitigate this potential noise impact the test drive routes are required to exit westbound on Agate Street and are only permitted on nearby commercial roadways.

With the addition of the following recommended conditions, potential noise generated by this facility is not anticipated to be a significant issue:

- Prohibiting outdoor loudspeaker audio systems,
- Limiting vehicle deliveries to the hours of 10:00 AM and 2:00 PM Monday through Friday along Agate Street adjacent to the subject property only, and
- Limiting test drives to commercial roadways only.

Parking

Two (2) parking spaces are required for the subject use based on the size of the proposed office, 580 sf. A total of three (3) parking spaces are proposed. One (1) for employee parking and two (2) for customers. One (1) space will be van accessible as required.

Some research was conducted with respect to parking associated with the existing nearby Platinum Autohaus business. Over the past few years there have been some complaints received by the City's Code Enforcement Division from surrounding residents regarding the parking of inventory on adjacent streets. The current "use permit" for the existing Platinum Autohaus business does not include an explicit condition of approval that addresses this issue of concern. In the absence of this specific condition prohibiting inventory on the adjacent streets, the City has discussed with the owner-operator of existing Platinum Autohaus two (2) general options, a reduction of inventory and/or the

expansion of the existing business location. The development of this new location proposed at 600 N. Pacific Coast Highway is the realization of the preferred long term solution and will provide further remediation to ensure this issue does not impact the surrounding residential neighborhood. To ensure this does not become an issue at this location too, a condition is recommended that specifically requires all inventory associated with this business and any employee parking must be on-site and is not permitted on adjacent public streets.

Signage-Banners

It is a fairly common operational design practice for smaller Used Vehicle Sales businesses to have multiple signs and colorful banners for the purpose of advertising and gaining attention. This type of signage can result in negative aesthetic impacts and detract from the stated General Plan policy of high quality development. To ensure this issue is adequately addressed a condition has been added limiting signage to two (2) wall signs on the proposed structure only. One (1) will be permitted on the Agate Street facing elevation (south elevation) and one (1) will be permitted on the Pacific Coast Highway facing elevation (west elevation). They will be limited to zoning ordinance requirements for wall signs and will be issued under a separate permit.

Lighting

The current lighting of the existing facility at 610 N. Pacific Coast Highway is why lighting is one of the primary concerns with this project. The onsite lighting as shown on the attached plans reflects a "conceptual" lighting plan only and is not assumed to be the final lighting plan for the project site.

To address this issue and ensure that impacts upon surrounding residential properties are reduced to levels consistent with the ambient conditions generated by the street lights in the area, the final lighting locations, design, and heights are to be determined by a required lighting analysis. The following are the lighting standards that will determine the final lighting plan.

- Pursuant to "Section 10-2.1706 Commercial, industrial, and other nonresidential parking standards"
  "(10) Lighting.
  - a. For new developments, parking areas with three (3) or more parking spaces shall have adequate lighting to provide visibility and security.
  - b. For additions to existing developments requiring Planning Commission Design Review or changes in use requiring a Conditional Use Permit, lighting improvements to provide adequate visibility and security may be required as determined to be appropriate by the Planning Commission.
  - c. The light source shall not be visible from the street or surrounding residential properties and the lighting shall be reflected away from adjacent residential premises."

To achieve a similar intention to that being implemented with the existing Platinum Autohaus business with respect to lighting and comply with applicable lighting regulations of the RBMC, the recommended lighting study is required to provide a site lighting design that will not exceed 1.0 foot candles of light at the centerline of N. Irena Avenue or Agate Street. The rational in support of requiring a 1.0 foot candles threshold is based upon the following:

- 1.0 foot candles is the approximate light yield from the existing street lighting that currently exists at the centerline of N. Irena Avenue and Agate Street.
- 1.0 foot candles is consistent with residential lighting standards.

As the RBMC does also require lighting of parking lots for security purposes, the lighting study-analysis will also include a lighting plan specifically designed for lot security.

In order to ensure that site lighting meets the recommended standards noted herein, a post installation lighting study is also recommended that will provide actual measurements of the light from the project in order to demonstrate compliance with this requirement.

With the implementation of these recommended lighting conditions, the anticipated lighting on adjacent properties from this development will essentially match the ambient lighting conditions of the street lights in the adjacent residential neighborhood.

Traffic-Trips-Test Drives-Vehicle Deliveries

Vehicle "test drives" can have impacts upon surrounding streets. Consultations with respect to this issue were conducted with the City's Traffic Engineers. They conducted a review of the ITE (Institute of Transportation Engineers) manual which determined that for a vehicle sales operation of this size very few trips are anticipated and no impact with respect to trip generation is expected. No trips will be generated during AM Peak Hour as the business is not open, and between 5-10 trips during PM Peak Hour could be expected which is significantly less than other permitted commercial uses that could locate on the subject property.

Research concerning the issue of traffic and "test drives" associated with the existing Platinum Autohaus business (610 N Pacific Coast Highway) was also considered as part of the review of this application. There have been some complaints from nearby residences concerning "test drives" associated with the existing Platinum Autohaus business. A request was made by nearby residences to install "speed cushions" along the 700 block of N Irena Avenue between Pacific Coast Highway and Agate Street. The City's Traffic Engineers investigated this request and their recommendation to the Public Works Commission was that all "warrants" for installation of "speed cushions" were not met and therefor "speed cushions" were not recommended. The Public Works Commission denied the request for "speed cushions" at a meeting earlier this year, however the City Council ultimately recently determined to install "speed cushions" and their installation was recently completed earlier this summer.

Given the types of performance vehicles sold it is expected that most prospective buyers would clearly want to test the cars especially upon open roadways or major arterials. As a result of general concerns regarding traffic-test drives, a condition is recommended that requires all test drives must be on Pacific Coast Highway and other Major Arterial designated roadways only.

The existing Platinum Autohaus business currently receives approximately 15-20 vehicles for inventory replenishment on average 2-3 times per month. Vehicles are delivered by a multiple vehicle carrier with a capacity of approximately 8 vehicles. It is expected that this location will require 1-2 vehicle deliveries per month with a similar delivery type truck. A condition is recommended that will require any vehicle deliveries be made only on weekdays between the hours of 10:00 AM and 2:00 PM. Also the recommended condition requires the delivery truck be parked on the north side of Agate Street west of the driveway when offloading-loading vehicles.

Auto Washing and Detailing

Auto washing and detail activities are required and expected as an ancillary component of this type of business. Water quality and noise are the potential impacts associated with these activities.

Concerning water quality (and conservation) a condition is recommended that will require the business to use a portable washing and detailing system approved by the Planning Division that generates no off-site runoff. In addition, the site is planned to drain into the adjacent landscaping area and percolate the wash water.

Concerning noise that may be associated with auto washing (vacuums and compressors) activities any noise resulting from cleaning equipment must comply with the City's noise standards (maximum 65 dbs at the property line) and cannot be conducted past 5:00 PM on Weekdays and Saturdays and is not permitted on Sundays.

Commercial (C-2B) Development Standards

The following is a brief summary of the development standards that apply to the subject property and demonstrates that the project as proposed is compliant with required standards.

C-2B Development Standards		
Development Standard	**Requirement**	**Proposed**
Floor Area Ratio	0.5	0.076
Building Height	30	Building: 14'-8" Light Standards: TBD.

Stories	2 Stories	1 Story
Setbacks: Front Side Rear	Front: 5' Side: 10' Rear: 0'	**Front:** The subject properties front yard is along PCH: + 200' **Side:** The subject properties side yard is Agate Street: 10' **Rear:** N Irena Avenue: 6'
Parking	One (1) space per 250 sf of gross floor area, 580 sf structure: Two (2) spaces required.	Three (3) spaces. Two (2) customer spaces and one (1) employee space.
Signage	Multiple sign types and amounts permitted based upon building wall percentages and street frontages.	Signage is under separate permit and will be limited by condition to wall signs only for the west and south elevations. Amount per wall sign regulations.
Landscaping	All required setbacks shall be landscaped. Total sf of landscaping required: 1,808 sf	2,627 sf of proposed landscaping (1,238 sf onsite, and 1,389 sf in adjacent parkway)

ENVIRONMENTAL EVALUATION

Pursuant to the California Environmental Quality Act (CEQA), Section 15303 of the Guidelines (New Construction or Conversion of Small Structures), the proposed project is categorically exempt from the preparation of environmental analyses.

FINDINGS

1. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

    a) The proposed vehicle sales business is conditionally permitted in the land use and zoning district in which the site is located, and the site is adequate in size and shape to accommodate the use, and the project is consistent

with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

b) The site has access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed vehicle sales business subject to the requirement that all test driving activity be conducted on Pacific Coast Highway and other major arterial streets only and subject to the requirement that the applicant shall irrevocably offer to dedicate 10' of property across the PCH frontage for future street ROW purposes.

c) The proposed vehicle sales use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval. Conditions including but not limited to: the hours of operation; limited to having inventory on-site only (inventory cannot be stored on adjacent public streets); lighting study requirement to prohibit direct source of light being visible from nearby residential uses and limit light yields offsite at centerline of nearest adjacent roadway (N. Irena Avenue and Agate Street) to 1.0 foot candles; landscaping, on-site parking; no loudspeaker or audio paging systems; prohibiting banners and pennants without special permit; test drives permitted on Pacific Coast Highway and other Major Arterials only; limiting car washing and detailing activities; and improvements to adjacent sidewalks.

d) The proposed vehicle sales business conforms to all of the requirements of the Zoning Ordinance.

e) The proposed vehicle sales business is consistent with the Comprehensive General Plan of the City.

2. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

3. The project is Categorically Exempt from the preparation of environmental documents pursuant to Section 15303 (New Construction or Conversion of Small Structures) of the Guidelines of the California Environmental Quality Act (CEQA).

4. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

5. The Planning Commission further finds that in reviewing the Exemption Declaration it has exercised its own independent judgment.

CONDITIONS

1. That the approval granted herein is for the operation of a Vehicle Sales business on the property at 600 N. Pacific Coast Highway and the subject property shall be improved, developed, constructed and operated in substantial compliance with the plans reviewed in conjunction with the applications approved by the Planning Commission on September 15, 2016.

2. Any modification to the approved plans requires the approval of the Department of Community Development. Significant changes to the plans or vehicle sales operations as determined by the Director of the Community Development Department may require review by the Planning Commission.

3. That the hours of operation for the vehicle sales on the subject property will be as follows: Monday – Friday 10:00 AM – 7:00 PM; Saturday 10:00 AM – 5:00 PM; and Sunday 12 PM – 5 PM.

4. Vehicle deliveries to the business are limited to weekdays only between the hours of 10:00 AM to 2:00 PM. Vehicles can only be loaded and offloaded from the north side of Agate street west of the access driveway to the property.

5. That a minimum of three (3) striped parking spaces (dimensioned per zoning ordinance regulations), one (1) for employee and two (2) are required on the subject property.

6. All test drives associated with the operation of the vehicles sales business are limited to routes along Pacific Coast Highway and other roadways within the City designated as Major Arterials, i.e. Anita/190th Street, Aviation Boulevard, Artesia Boulevard, etc. A map of the planned test drives route is required to be submitted to and approved by the Planning Division and the City's Traffic Engineer.

7. An irrevocable offer for dedication of 10' for the 20.99' of frontage along Pacific Coast Highway (100' Right of Way, 50' from center line) is required to be submitted for review and approval to the City by the applicant and then recorded against the subject property and a certified copy of the recorded irrevocable offer of dedication shall be provided to the City by the applicant prior to the certificate of occupancy for the on-site office.

8. An additional 5' wide landscaping area for the 20.99' of frontage along Pacific Coast Highway may be required in the event the City improves Pacific Coast Highway to its full width right-of-way.

9. An additional 2' wide landscaping area along the 226.69' of frontage along Agate Street may be required in the event additional street improvements are made by the City of Agate Street adjacent to the subject property. A minimum 5' wide landscaping area is required along the entire Agate Street frontage which can be accommodated by a combination of private and adjacent public property.

10. Any landscaping provided within adjacent public right-of-way must be reviewed and approved by the City's Public Works Department.

11. A lighting study is required to provide a site lighting design that will not exceed 1.0 foot candles of light at the centerline of N. Irena Avenue and Agate Street. The lighting study will also provide a light standard design that ensures no direct source of light is visible from adjacent residentially zoned and developed properties. The lighting study must also include a lighting plan that will provide security lighting for the site. The lighting study is subject to the approval by the Community Development Department and the Police Department. The lighting study is required to be submitted to the Planning Division prior to the issuance of any Building Permit issued for this project. Following the installation of the new site lighting, field measurements are required to verify that the lights are compliant with the requirements of this condition. The site lighting as determined by the lighting study will be permitted to be on until 10:00 PM seven (7) days a week. Only the determined security lighting will be permitted after 10:00 PM.

12. A new smooth finish stucco block wall 6' in height is required to be installed on or near the property line between this property and the adjacent property to the north developed with legal nonconforming residential use subject to the approval by the Community Development Director. The wall on this northern property line cannot exceed 42" in height for the first 20' from N Irena Avenue.

13. On-site and off-site landscaping is required and must substantially conform to the landscaping plans approved by the Planning Commission on September 15, 2016.

14. No signs or banners are permitted without approval by the Community Development Department and the issuance of any required permits. Only two (2) walls signs, compliant with applicable zoning ordinance signage requirements, one (1) to be located on the south elevation and the other on the west elevation of the proposed building will be permitted.

15. No outdoor speakers or outdoor amplified sound is permitted with this business. All noise requirements must be met for this location.

16. The washing and detailing of vehicles on-site is limited to a system subject to the approval by the Community Development Director and cannot include equipment that exceeds required noise limits at the property line. No vehicle washing of vehicles is permitted after 5:00 PM Monday-Saturday and is not permitted on Sundays. Any washing system must be minimal in terms of water usage and must drain to the landscaping area with the design infiltration area along Pacific Coast Highway.

17. That the project shall comply with all applicable codes, local ordinances, regulations and requirements and obtain all necessary permits from the

Community Development Department, Public Works Department and the Fire Department.

18. That the project shall adhere to all adopted state codes and local ordinances in regards to accessibility requirements.

19. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision. The decision of the Planning Commission shall be final.

20. All employee vehicles and vehicles subject to sale are not permitted to be parked on public streets. All vehicle parking associated with the subject business, employee or vehicle inventory must be kept on the subject property.

21. Accessible off-street parking, including signage and markings, should be installed consistent with the requirements of Caltrans Standard Plan A90A (traffic).

22. The driveway approach must designed and constructed per APWA Standard Plans (traffic).

23. That curb ramps at two street corners adjacent to the property shall be constructed. Land for curb ramp use shall be dedicated to the City via easement deed. Contact the Public Works Department for additional information (public works).

24. Landscaping in the Public Right of Way shall be reviewed and approved by the PW Parks Manager (public works).

25. Provide sidewalk compliant with ADA and APWA Standards (public works).

26. Comply with all adopted state codes (2013 California Codes) and local ordinances (building division).

27. Submit survey, soil report, architectural and structural plans, EMP plans, grading and drainage plans at time of plan check submittal (building division).

28. Comply with all Title 24 accessibility requirements.

29. Provide property Building Information at time of building permit plan check submittal: Occupancy, Type of Construction, Fire Sprinklers, Exiting Analysis, etc. (building division).

Prepared by:

Sean Scully
Planning Manager

Approved by:

Aaron Jones
Community Development Director

cc.

- ☐ Exemption Declaration
- ☐ Draft Resolution
- ☐ Applicant's Submittals
- ☐ Public Written Comments From Neighboring Properties

CITY OF REDONDO BEACH

EXEMPTION DECLARATION
PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

DATE: September 15, 2016

PROJECT ADDRESS: 600 N Pacific Coast Highway

PROPOSED PROJECT: Consideration of an Exemption Declaration, a Conditional Use Permit to allow the construction and operation of a vehicle sales facility on property located within a Commercial (C-2B) zone, at N 600 Pacific Coast Highway.

In accordance with Chapter 3, Title 10, Section 10-3.301(a) of the Redondo Beach Municipal Code, the above-referenced project is Categorically Exempt from the preparation of environmental review documents pursuant to:

> Section 15303 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), a structure not exceeding 2500 square feet in floor area in an urbanized area where all the necessary public services and facilities are available and the surrounding area is not environmentally sensitive, is exempt from the requirements of CEQA. This finding is supported by the fact that the proposed project is the construction of a new administrative office with a structure that is 580 square feet in size.

Prepared By:

Sean Scully
Planning Manager

RESOLUTION NO. 2016-09-PCR-***

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A CONDITIONAL USE PERMIT TO ALLOW THE OPERATION OF AN AUTOMOBILE SALES LOT ON PROPERTY LOCATED WITHIN A COMMERCIAL (C-2B) ZONE AT 600 N. PACIFIC COAST HIGHWAY (CASE NO. 2016-09-PC-019)

WHEREAS, an application was filed on behalf of the owner of the property located at 600 N. Pacific Coast Highway for approval of an Exemption Declaration and consideration of a Conditional Use Permit to allow the operation of an automobile sales lot on property located within a Commercial (C-2B) zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and application would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, and other interested parties at the public hearing held on the 15th day of September, 2016, with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:

    a) The proposed vehicle sales business is conditionally permitted in the land use and zoning district in which the site is located, and the site is adequate in size and shape to accommodate the use, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.

    b) The site has access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed vehicle sales business subject to the requirement that all test driving activity be conducted on Pacific Coast Highway and other major arterial streets only and subject to

the requirement that the applicant shall irrevocably offer to dedicate 10' of property across the PCH frontage for future street ROW purposes.

c) The proposed vehicle sales use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval. Conditions including but not limited to: the hours of operation; limited to having inventory on-site only (inventory cannot be stored on adjacent public streets); lighting study requirement to prohibit direct source of light being visible from nearby residential uses and limit light yields offsite at centerline of nearest adjacent roadway (N. Irena Avenue and Agate Street) to 1.0 foot candles; landscaping, on-site parking; no loudspeaker or audio paging systems; prohibiting banners and pennants without special permit; test drives permitted on Pacific Coast Highway and other Major Arterials only; limiting car washing and detailing activities; and improvements to adjacent sidewalks.

d) The proposed vehicle sales business conforms to all of the requirements of the Zoning Ordinance.

e) The proposed vehicle sales business is consistent with the Comprehensive General Plan of the City.

2. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

3. The project is Categorically Exempt from the preparation of environmental documents pursuant to Section 15303 (New Construction or Conversion of Small Structures) of the Guidelines of the California Environmental Quality Act (CEQA).

4. The Planning Commission hereby finds that the proposed project will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.

5. The Planning Commission further finds that in reviewing the Exemption Declaration it has exercised its own independent judgment.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That based on the above findings, the Planning Commission does hereby approve the Exemption Declaration and grant the Conditional Use Permit pursuant to the plans and applications considered by the Planning Commission at its meeting of the 15th day of September, 2016.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. That the approval granted herein is for the operation of a Vehicle Sales business on the property at 600 N. Pacific Coast Highway and the subject property shall be improved, developed, constructed and operated in substantial compliance with the plans reviewed in conjunction with the applications approved by the Planning Commission on September 15, 2016.

2. Any modification to the approved plans requires the approval of the Department of Community Development. Significant changes to the plans or vehicle sales operations as determined by the Director of the Community Development Department may require review by the Planning Commission.

3. That the hours of operation for the vehicle sales on the subject property will be as follows: Monday – Friday 10:00 AM – 7:00 PM; Saturday 10:00 AM – 5:00 PM; and Sunday 12 PM – 5 PM.

4. Vehicle deliveries to the business are limited to weekdays only between the hours of 10:00 AM to 2:00 PM. Vehicles can only be loaded and offloaded from the north side of Agate street west of the access driveway to the property.

5. That a minimum of three (3) striped parking spaces (dimensioned per zoning ordinance regulations), one (1) for employee and two (2) are required on the subject property.

6. All test drives associated with the operation of the vehicles sales business are limited to routes along Pacific Coast Highway and other roadways within the City designated as Major Arterials, i.e. Anita/190th Street, Aviation Boulevard, Artesia Boulevard, etc. A map of the planned test drives route is required to be submitted to and approved by the Planning Division and the City's Traffic Engineer.

7. An irrevocable offer for dedication of 10' for the 20.99' of frontage along Pacific Coast Highway (100' Right of Way, 50' from center line) is required to be submitted for review and approval to the City by the applicant and then recorded against the subject property and a certified copy of the recorded irrevocable offer of dedication shall be provided to the City by the applicant prior to the certificate of occupancy for the on-site office.

8. An additional 5' wide landscaping area for the 20.99' of frontage along Pacific Coast Highway may be required in the event the City improves Pacific Coast Highway to its full width right-of-way.

9. An additional 2' wide landscaping area along the 226.69' of frontage along Agate Street may be required in the event additional street improvements are made by the City of Agate Street adjacent to the subject property. A minimum 5' wide landscaping area is required along the entire Agate Street frontage which can be accommodated by a combination of private and adjacent public property.

10. Any landscaping provided within adjacent public right-of-way must be reviewed and approved by the City's Public Works Department.

11. A lighting study is required to provide a site lighting design that will not exceed 1.0 foot candles of light at the centerline of N. Irena Avenue and Agate Street. The lighting study will also provide a light standard design that ensures no direct source of light is visible from adjacent residentially zoned and developed properties. The lighting study must also include a lighting plan that will provide security lighting for the site. The lighting study is subject to the approval by the Community Development Department and the Police Department. The lighting study is required to be submitted to the Planning Division prior to the issuance of any Building Permit issued for this project. Following the installation of the new site lighting, field measurements are required to verify that the lights are compliant with the requirements of this condition. The site lighting as determined by the lighting study will be permitted to be on until 10:00 PM seven (7) days a week. Only the determined security lighting will be permitted after 10:00 PM.

12. A new smooth finish stucco block wall 6' in height is required to be installed on or near the property line between this property and the adjacent property to the north developed with legal nonconforming residential use subject to the approval by the Community Development Director. The wall on this northern property line cannot exceed 42" in height for the first 20' from N Irena Avenue.

13. On-site and off-site landscaping is required and must substantially conform to the landscaping plans approved by the Planning Commission on September 15, 2016.

14. No signs or banners are permitted without approval by the Community Development Department and the issuance of any required permits. Only two (2) walls signs, compliant with applicable zoning ordinance signage requirements, one (1) to be located on the south elevation and the other on the west elevation of the proposed building will be permitted.

15. No outdoor speakers or outdoor amplified sound is permitted with this business. All noise requirements must be met for this location.

16. The washing and detailing of vehicles on-site is limited to a system subject to the approval by the Community Development Director and cannot include equipment that exceeds required noise limits at the property line. No vehicle washing of

vehicles is permitted after 5:00 PM Monday-Saturday and is not permitted on Sundays. Any washing system must be minimal in terms of water usage and must drain to the landscaping area with the design infiltration area along Pacific Coast Highway.

17. That the project shall comply with all applicable codes, local ordinances, regulations and requirements and obtain all necessary permits from the Community Development Department, Public Works Department and the Fire Department.

18. That the project shall adhere to all adopted state codes and local ordinances in regards to accessibility requirements.

19. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision. The decision of the Planning Commission shall be final.

20. All employee vehicles and vehicles subject to sale are not permitted to be parked on public streets. All vehicle parking associated with the subject business, employee or vehicle inventory must be kept on the subject property.

21. Accessible off-street parking, including signage and markings, should be installed consistent with the requirements of Caltrans Standard Plan A90A (traffic).

22. The driveway approach must designed and constructed per APWA Standard Plans (traffic).

23. That curb ramps at two street corners adjacent to the property shall be constructed. Land for curb ramp use shall be dedicated to the City via easement deed. Contact the Public Works Department for additional information (public works).

24. Landscaping in the Public Right of Way shall be reviewed and approved by the PW Parks Manager (public works).

25. Provide sidewalk compliant with ADA and APWA Standards (public works).

26. Comply with all adopted state codes (2013 California Codes) and local ordinances (building division).

27. Submit survey, soil report, architectural and structural plans, EMP plans, grading and drainage plans at time of plan check submittal (building division).

28. Comply with all Title 24 accessibility requirements.

29. Provide property Building Information at time of building permit plan check submittal: Occupancy, Type of Construction, Fire Sprinklers, Exiting Analysis, etc. (building division).

Section 3. That the approved Conditional Use Permit shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 4. That, prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED, AND ADOPTED this 15th day of September, 2016.

_____
Doug Rodriquez, Chair
Planning Commission
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Aaron Jones, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2016-09-PCR-*** was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 15th day of September, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Aaron Jones
Community Development Director

APPROVED AS TO FORM:

_____
City Attorney's Office

Written Public Comments

600 N. Pacific Coast Hwy CUP for auto sales

1 September, 2016

Mr. Nicholas Biro
Planning Commission
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Dear Commissioner Biro,

I received a City of Redondo Beach Notice of a Public Hearing before the Planning Commission, with reference to a "Consideration of an Exemption Declaration and Conditional Use Permit" to allow the operation of an automobile sales lot on property located at 600 N. Pacific Coast Highway on Thursday 25th August 2016. This Notice stated that the case file and plans may be reviewed in the Planning Division office.

On the 26th August 2016 I visited the Redondo Beach City Planning Division Office at 415 Diamond Street with the purpose of requesting that the Public Hearing before the Planning Commission, regarding an Exemption Declaration and Amendment to a Conditional Use Permit for the operation of an automobile sales business on property at 600 N. Pacific Coast Highway, Redondo Beach, be delayed until October 2016. My reason for the request was due to:

- I will not be able to attend the Hearing and will not be back in Redondo Beach to review the Commission's findings in time to appeal their decision if it is unacceptable to me;
- I own rental property adjacent to the property under review and live on-site, so the re-development of 600 N. Pacific Coast Highway has significant potential to affect my life and that of my business.

While at the office I asked to see the proposed plans for the lot (which according to the Notice were available for review) and was told that they were not available in the office. I returned on the 31st of August and was once again informed that only drafts and redlines were available for review.

The apartment complex that I own and manage will bear the brunt of the negative impacts of the proposed development. As a longtime business owner I expected a fair opportunity to express my concerns to the Planning Commission. For the first time I find myself unable to proactively protect my financial investment.

I am quite concerned that the City has taken shortcuts to ensure that this item is presented at a meeting I have openly told staff I cannot support. I am also extremely frustrated by the limited time afforded to me and the nearby residents to review the package prepared for the Planning Commission. I cannot prepare a counter argument to design and use guidelines I have not had an opportunity to see.

Is there any way that you and your fellow commissioners can postpone discussion and review of any proposal for 600 N. PCH so that I participate in the hearing before the Planning Commission?

Respectfully,

Doris E. Krebs

Doris E. Krebs,
725 N. Irena Avenue,
Apt. #1,
Redondo Beach, CA 90277
e-mail: dorisek@yahoo.com

CC: Aaron Jones

MATTHEW R. GORHAM

(310) 218-8267
mrgorham1@gmail.com

725 N. Irena Ave. #2
Redondo Beach, CA 90277

June 13, 2016

Mrs. Doris Krebs
725 North Irena Avenue #1
Redondo Beach, CA 90277

Re: Development/expansion of used car lot

Dear Mrs. Krebs

As you are aware I am a long-time (16 year) resident of your building at 725 N. Irena Ave. It has recently come to my attention that there is a possibility of future development/expansion of a used car lot on the corner of Agate and N. Irena Ave., directly adjacent to the building.

I wanted to make you aware of my concerns over the development/ expansion of said lot on the corner of Agate and N. Irena Ave. When I moved into this neighborhood one of the things that attracted me to it was the peaceful neighborhood feel of the area while still maintaining proximity to a variety of services. I did have some concerns of the proximity of Pacific Coast Highway at the time but felt the building and was set back enough, and that businesses where limited to PCH, as to not detract from the neighborhood atmosphere your location offered.

Over the years I have experienced an increase in cut through traffic (using our street to by-pass PCH), a decrease in available off street parking (due to the current used car business on PCH using the neighborhood as a storage lot for their cars), an increase in people using the neighborhood to test drive cars (often at dangerous and excessive speeds) from the current used car lot, regular street and parking blockages due to the loading and unloading of auto hauling trailers, an increase in business transactions taking place on the neighborhood streets, as well as a general increase in questionable people often roaming the neighborhood late at night.

I have grave concerns that any further development/expansion of the current used car lot into the neighborhood would at best be a further inconvenience and deterioration of the neighborhood. By adding to the deteriorating factors previously mentioned above. At worst lighting up the area and further drawing attention to the neighborhood and increasing the volume (both in numbers and in noise) of non residents roaming the neighborhood at all hours particularly when the lot in closed. All out of sight from main street traffic and setting the stage for a potential increase in opportunistic neighborhood crime.

Unfortunately if the development/expansion of a used car lot into the neighborhood comes to pass I will have to seriously consider leaving your building that I have made my home for the last 16 years for someplace that is not a center of commerce.

Regards

Matthew R. Gorham

ATTACHMENT #1 0.2/2

Subject: Car lot

From: James Lang (jamesplang@yahoo.com)

To: dorisek@yahoo.com;

Date: Monday, June 13, 2016 11:50 AM

To whom it concerns,

I am writing this letter to state my concerns with allowing another car lot in our residential area. The parking is already a hassle with the platinum auto house on the corner, so the problem will be only be exasperated with a new facility. The traffic it will surely cause is also concerning. A residential neighborhood is a place for it's residents to walk about freely and easily. If the lot takes up the block, that basic amenity will be lessened, if not taken completely away. Lastly, the construction and building will be a hardship for all the residents that call this block residential.
James Lang

Sent from Yahoo Mail for iPad

ATTACHMENT #4

Subject: platinum motors

From: C Prystalski (cprystal@yahoo.com)

To: dorisek@yahoo.com;

Date: Sunday, June 12, 2016 11:27 AM

City of Redondo Beach, Planning Division

I would like to voice my opposition to the proposed expansion of the Platinum Motors used car lot into our residential neighborhood. The expansion will negatively impact the quality of life for all local residents for the following reasons:

1. More unloading and loading of autos from/to the trailers will exacerbate what is already a hazardous traffic situation. It is dangerous to turn off of PCH onto N. Irena and immediately have to hit the brakes because an auto trailer is parked on the street and offloading vehicles. It is an even further hazard to have to go into the oncoming traffic lane to get around the trailer. And Platinum takes way too much time offloading the trailers.

2. The neighborhood noise level will go way up as more autos are offloaded and as more customer traffic comes through the neighborhood. In addition, we will now have to deal with even more car alarms waking us up in the middle of the night.

3. A bad street parking situation will become even worse as Platinum will undoubtedly park more of its "overflow" inventory on the street. This has been an ongoing problem for years, and approval of the expansion will only aggravate this situation. In addition, more customers will now be parking in the neighborhood since Platinum currently provides no customer parking and undoubtedly will include no customer parking in its expansion plan.

4. The proposed night lighting will destroy the night character of our neighborhood. It will be as if we live in an industrial park. Sleeping will be much more difficult for all who have views of the lot and the bright lighting.

In summary, while I do believe that Redondo Beach should be friendly to businesses, a change of this nature should not occur because of its drastic impact on the neighborhood and our quality of life. In this case, the residents of our neighborhood were here first. That should be respected. Less intrusive, neighborhood friendly uses for this land should be found to satisfy all community residents.

Christopher Prystalski
725 N. Irena Ave #3

Subject: Fw: Proposed Expansion of Platinum Motors: Objection

From: Steve Ng (stng0@yahoo.com)

To: dorisek@yahoo.com;

Date: Sunday, June 12, 2016 2:24 PM

— Forwarded Message —
From: Steve Ng <stng0@yahoo.com>
To: "www.dorisek@yahoo.com" <www.dorisek@yahoo.com>
Sent: Sunday, June 12, 2016 9:02 AM
Subject: Proposed Expansion of Platinum Motors: Objection

Doris:

This e-mail is to voice my objection of the proposed expansion of Platinum Motors for the following reasons:

1) Proposed lighting will be distracting at all hours and too bright for a residential area.

2) Residential parking will be reduced, caused by the car lot overflow and more customers parking on street.

3) Noise will increase at all hours with new car deliveries and car alarms going off.

4) Increased traffic in our residential area; more non-residents in the area for possible mischief.

Steve Ng
310-937-1142

ATTACHMENT # 2

11 June 2016

Ms. Doris Krebs
725 N. Irena Avenue
Unit 1
Redondo Beach, CA 90277

Dear Doris,
I learned from a fellow tenant that the city is reviewing a request from Platinum Auto to expand their used car lot onto the lot on the north side of our block of Agate.

I am upset for two reasons. I understand that the "owners" of nearby properties have been notified by the city of Planning Commission's review and consideration of Platinum's application to expand their business. I consider myself a **resident** of Redondo Beach. I find the fact that the city did not inform me of this significant change to a property less than 100 feet from home, disturbing. I would think the opinions of ALL residents should be considered by the Planning Commision.

I love living in Redondo Beach and would love to continue to reside in my unit in your complex . However, the other thing I am very worried about is the noise and disruption that another large used car lot will cause. As a pilot, I have irregular hours. With just the single lot, I have been awakended by car alarms and noisy cars. As a pilot, I need good sleep before I get into the cockpit of an airplane with the lives of 100+ passengers depending my flying skills and reflexes. Unfortunately, the most common source of airline accidents is pilot error and lack of sleep is often part of the factors causing the accident. I have an obligation to safeguard my crew and passengers. I have seen car deliveries very late at night to the Platinum lot on PCH and Irena. Those sorts of deliveries on Agate- day or night- will disrupt my rest, as will car alarms and bright lot lighting.

My neighbor is a local police officer and he has expressed similar concerns. His job has irregular hours . His job is hard enough on good sleep. As he said, lack of sleep diminishes his ability to protect the public and his partner.

Please convey my concerns to the Planning Commission. Unfortunately, should the used car lot, as proposed, be approved and built, I may be forced to move-out. This is not something I want to do. However, I am morally obliged to protect the safety of my passengers.
Sincerely-

Sidney Ruiz
725 North Irena Avenue
Unit #7

ATTACHMENT #5

11 June 2016

City of Redondo Beach Community Development Department

Planning Division

Attn.: Mr. Sean Scully

415 Diamond Street, Door "E"

Redondo Beach, CA 90277

Proposed Use of 600 N. Pacific Coast Highway, Redondo Beach, CA as Used Car Sales Lot

Dear Mr. Scully,

My name is Doris E. Krebs and I reside at 725 N. Irena Avenue, Redondo Beach. I own and operate a 10 unit apartment complex at that address. These apartments are significantly affected by the proposal requested by Platinum Autohaus, both as a business and its security. My major concerns are described below:

Posting of Hearing Notices:

The planning permission that has been requested by Platinum Autohaus is designated in the proposal by a postal address and not identified by Planning Map location. I believe that the Map location for the requested sales site is really three map lots and should have been designated accordingly rather than by the mailing address of 600N. Pacific Coast Highway. This mail address is really only the western lot of the area under discussion. In fact only that area was posted with Hearing notices for the Request of Planning Permission. Those two conditions suggest to the public and residents of Redondo Beach that only the western lot is under consideration rather than the three lots running from PCH along the north side of Agate to Irena Avenue. The area was not correctly posted or identified as the correct area under consideration.

Lighting for the Proposed Lot:

I anticipate that the lights will be of similar strength (lumens) as those currently in use on Platinum Autohaus' existing PCH /Irena Avenue Sales Lot. Those lights are operated throughout the hours of darkness and provide lighting for what I believe to be primarily security lighting for the lot. Those lights when operated on the proposed sales lot will light up residences on Agate between PCH and Irena, those east of Irena, and the residences with driveways or space between residences along Agate and Irena that accept the light from the proposed lot lighting lamps. This lighting will affect my property at 725 N. Irena Avenue. The lighting will cause difficulty for people to sleep, cause people to be aware of the vehicles on the lot at all times of the night, and illuminate other surrounding structures suggesting the possibility of reasons for break-in, damage, and noisy groups to congregate on these side streets. The current sales lot is located on a

main thoroughfare that restricts the possibility of break-ins, damage and the congregating of noisy groups.

Noise :

The noise from operating the proposed area as an Auto Sales Lot caused by operation of cars on the lot and surrounding roads (test runs of high performance cars), delivery and removal of vehicles from the lot, can be a nuisance factor for persons affected by shift work and need to sleep during the day. I currently have persons renting apartments across from the proposed lot who need to sleep during the day because of their work requirements, where good sleep conditions are required so that they can make good security decisions for those persons they will be responsible in their work. Not being able to provide a reasonably quiet environment, which Agate and Irena has been for many years, would affect my apartment business and cause shift workers from renting or necessitate moving and prevent others from becoming my tenants. This would be a business loss that maybe difficult to replace as well as a loss of very good long term tenants.

I suspect that Platinum Autohaus uses individual car alarms as part of its security program to prevent theft of the high performance cars that they sell. Although I understand and accept the necessity for a security program for their business and properties, I am concerned that false alarms could cause noisy situations affecting residential noise conditions.

Traffic on Agate:

Having a car lot on Agate will increase the traffic both for delivery/removal of cars from the lot, arrival and leaving of potential customers, test driving of vehicles from the lot. And other causes. Agate does have significant traffic volumes now for a side street. This proposal will increase the traffic on Agate and probably impact N. Irena Avenue. Currently Agate is not suitable to absorb an increase in traffic.

There are children who live opposite the proposed Car Sales Lot on Agate and play locally whose safety will be affected by the addition of this Sales lot.

The proposed lot is on a route frequently used by dog walkers and owners. Agate is also used as a main walking route to PCH from neighboring residential areas to bus stops and stores.

The increased traffic especially on Agate will decrease pedestrian safety for children, adults, and dogs walking or playing in the area.

Street Parking:

This area of Agate and N. Irena Avenue currently has problems for parking due to the high density residential area and the overflow of vehicles from Platinum Autohaus and the other Car Sales business on the southern corner of Agate and PCH. This parking becomes premium parking on Thursdays and Fridays due to street cleaning and is inadequate for the residential needs of the area AND Platinum Autohaus.

If Platinum Autohaus is allowed to use the Agate lots there will be a loss of 30 feet of parking to provide a driveway onto the Sales lot. This will make the parking in this area even harder for local residents.

Car deliveries and pickup for Platinum Autohaus presently occurs in the early morning and throughout the day using 2 car and 4 car or more car transportation carriers which do block roadways (Agate and N. Irena Avenue) producing noise. Witb a larger sales site, this condition will only worsen and reduce the safety of the area. Neither the existing nor the proposed Sales Lots have space suitable to accept these car transportation carriers. Thus the operating safety of areas that would be used by these carriers will impact public areas including streets.

Concluding Comments:

The proposed use of the lots on the north side of Agate between Pacific Coast Highway and N. Irena Avenue as a Car Sales Lot by Platinum Autohaus will reduce the safety of the residential and public access areas, increase noise levels, light up the area, including residences (like a fairground), increase traffic, reduce parking, affect my business (loss), and necessitate increasing security of my business and for my tenants.

As a long time owner/operator of a Redondo based business I am disgusted that the city would take steps that while beneficial to one business diminisbes the value of mine which has supported this city for over 40 years.

Respectfully,

Doris E Krebs

Doris E. Krebs

See attached letter from my tenants DK

From: Jo Salcido
To: Sean Scully
Subject: FW: Commercial Cars on Agate
Date: Wednesday, June 08, 2016 5:22:18 PM

From: EF Morefield [mailto:efmorefield@gmail.com]
Sent: Tuesday, June 07, 2016 1:34 PM
To: Jo Salcido <Jo.Salcido@redondo.org>; Norma Cook <Norma.Cook@redondo.org>
Subject: Commercial Cars on Agate

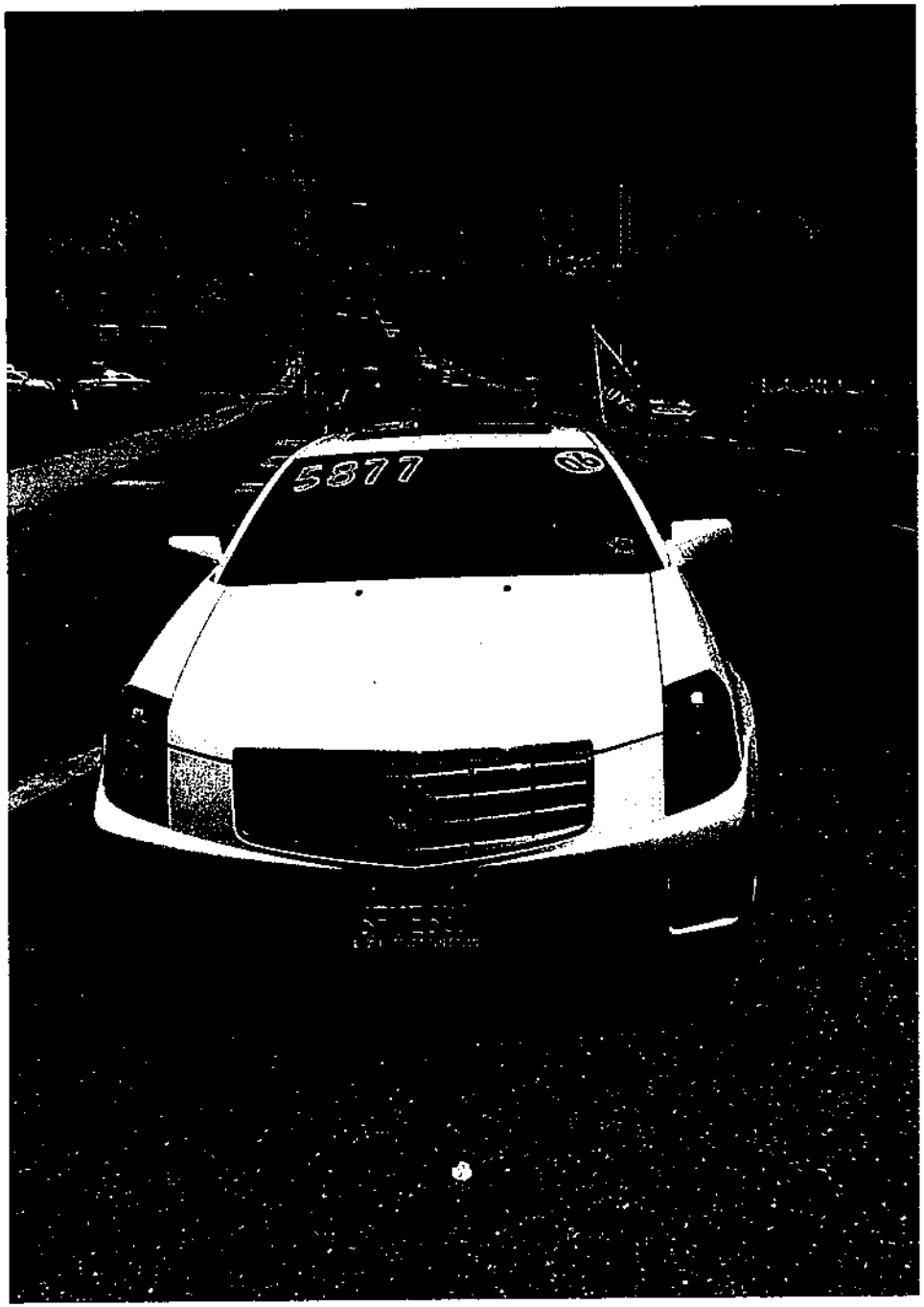
Hi-
Attached are photographs of three cars from nearby used car lots parked on Agate.

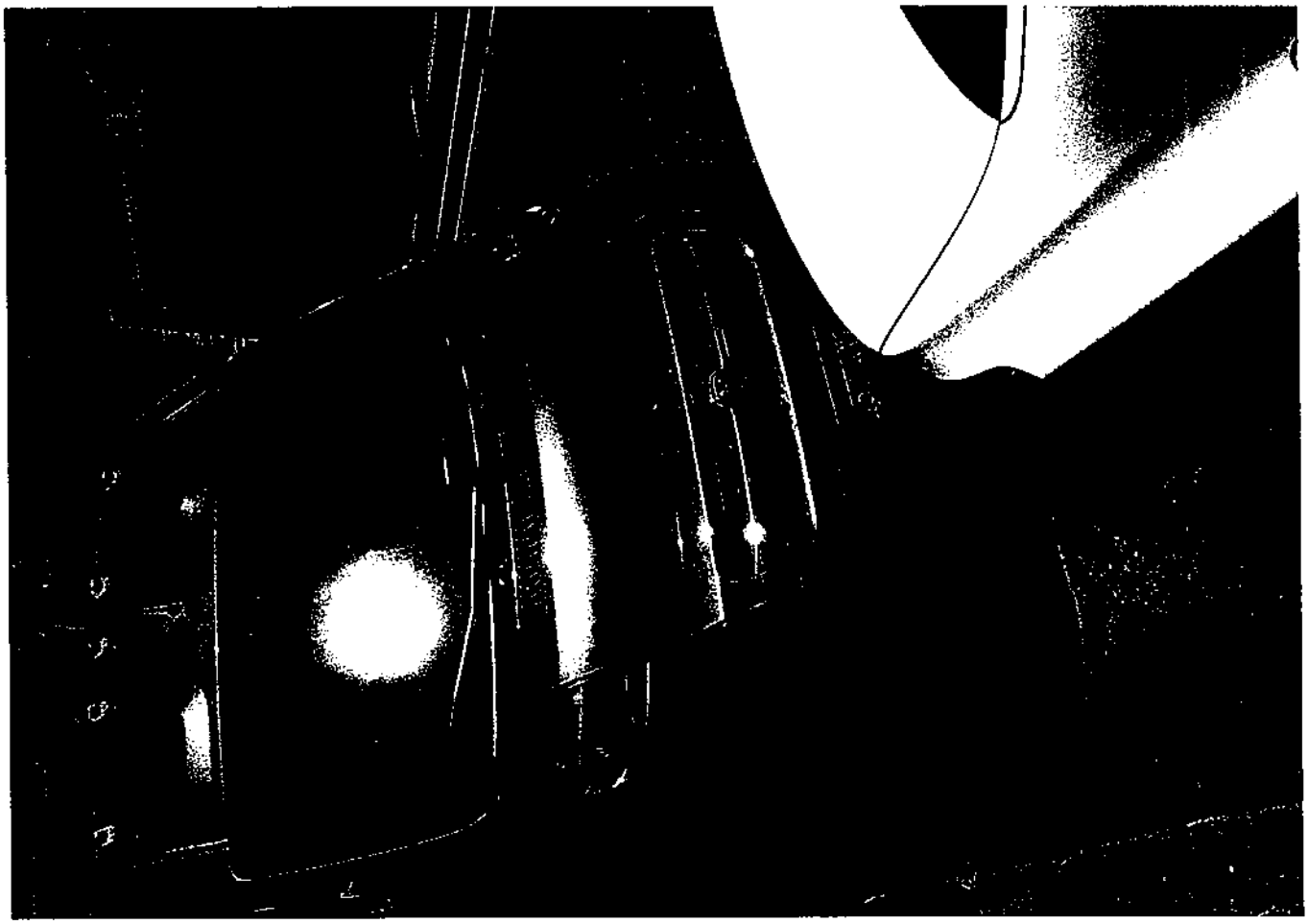
I have called the traffic folks over at the Police Department and they tell me that it is OK for these cars to be parked in our residential neighborhood.

Is this permitted under Redondo Beach code? Any suggestions on how this type of parking can be discouraged?

Thanks-

Elizabeth Morefield


5877



City of Redondo Beach Community Development Department
Planning Division
Attn: Mr. Sean Scully
415 Diamond Street, Door "E"
Redondo Beach, CA 90277

Dear Mr. Scully,
Attached please find signed copies of a letter from the residents in the area surrounding the proposed used car lot. These letters contain the signatures of more than 35 residents.

During discussions with neighbors were found that there were owners of the properties in the 800 block of North Irena who were NOT in favor of the lot and were unhappy to discover that the application for the conditional use permit implied they were in favor to the proposed auto sales lot. Their signatures are among those we present.

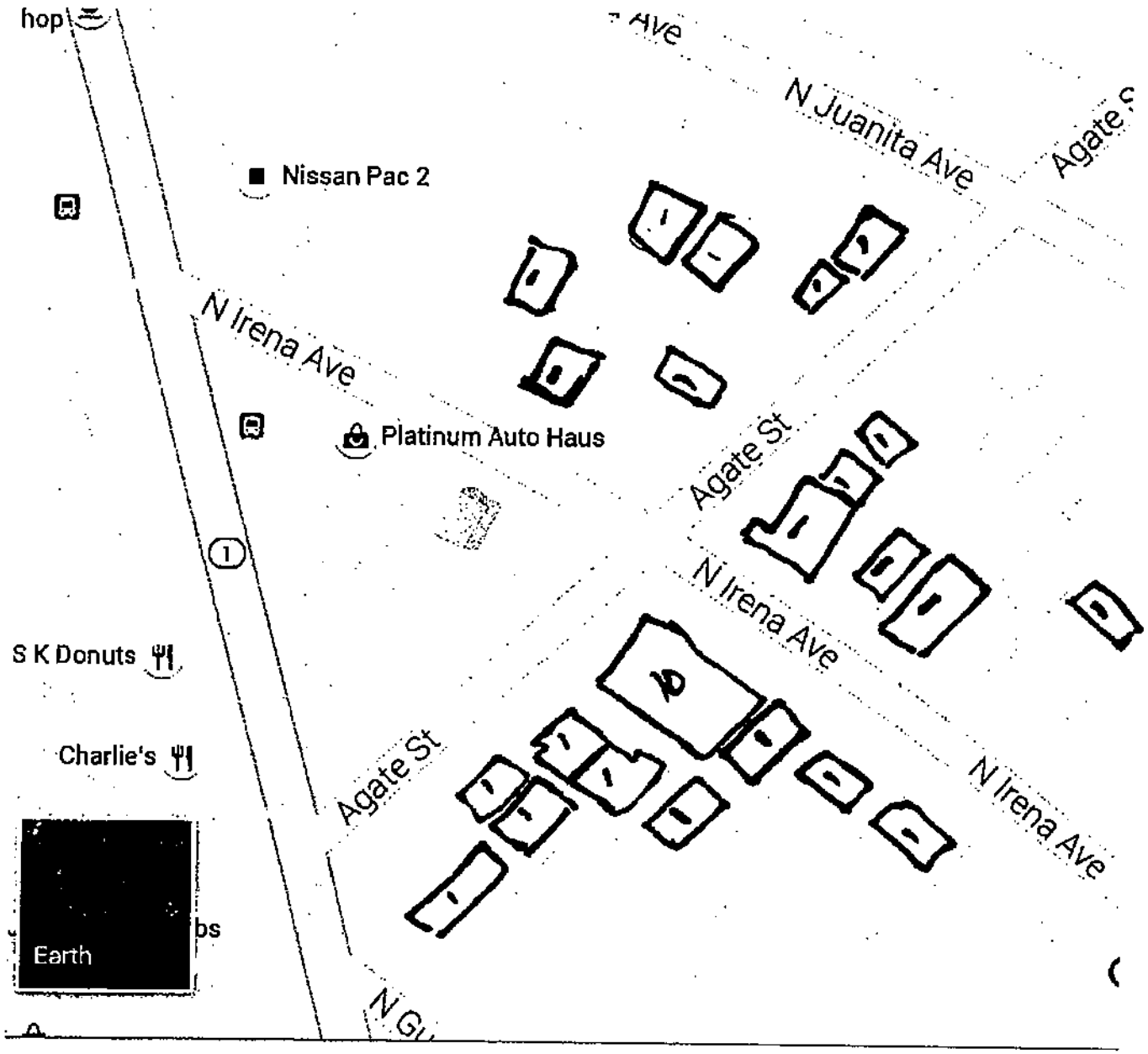
Could you provide copies of these letters to the Planning Commissioners?

Thank you very much

Resident in and around Agate and North Irena

Attachments

Residents AGAINST CU Permit



8 June 2016

City of Redondo Beach Community Development Department
Planning Division
Attn: Mr. Sean Scully
415 Diamond Street, Door "E"
Redondo Beach, CA 90277

Dear Mr. Scully,
We the undersigned, are Redondo Beach citizens residing near the intersection of Agate and North Irena.

We were recently notified that the planning commission will conduct a public hearing regarding the proposed expansion of Platinum Motors into the currently vacant lot at 600 N. Pacific Coast Highway. While the petitioners have listed the address for the new lot as 600N Pacific Coast Highway, the site has a small frontage on Pacific Coast Highway. The lot being considered comprises the northern side of the block of Agate between Pacific Coast Highway and North Irena Avenue. With the exception of a small car sales lot on the southern corner of Agate and Pacific Coast highway, the southern side of Agate is residential, as is the 700 block of North Irena Avenue. These lots form a buffer between the high density commercial areas along Pacific Coast Highway and the residential areas east of Pacific Coast Highway. The development of the lots should strive to preserve the buffer and to limit the impact of the commercial operations along Pacific Coast Highway on residential areas.

The proposed development has raised some serious concerns. Among them:

1. **Disruptive Lighting** -The six high power LED light fixtures will create light pollution which will be disruptive to those of us with homes directly adjacent to the lot. The surfaces of cars are very reflective which will make result in light pollution known as "sky glow" and "light trespass".
2. **Disruption associated with the Additional cars** –
    a. Street Blocked during deliveries. The delivery of cars to the present lot is disruptive to traffic. Access to and from Pacific Coast Highway is restricted frequently as the double-decker auto transport semi trucks make their deliveries. As cars are off loaded, at least one lane of North Irena is blocked for at least an hour. The presence of these large trucks on Agate will be equally disruptive to drivers. However, deliveries on Agate will create an additional hazard for pedestrians crossing Agate at Pacific Coast Highway or North Irena.
    b. Use of residential street parking. At present, both car dealers use street parking along Agate and North Irena as an "overflow" lot. This is especially true following a delivery. With two lots to stock, this is unlikely to improve. In fact with more cars it will probably get worse.
    c. Noise – The coming and goings of customers during normal working hours may, especially during warm (open window) weather disrupt the lives those of us who live nearby. The noise associated with the delivery of cars will be disruptive for those of us who must sleep during the day. Any alarms triggered will be highly disruptive – irrespective of when they occur.
3. **Security Concerns**- The open, well lit display of unusual and expensive cars will attract both potential buyers and window shoppers. Unfortunately, they will also be a magnet for vandals, who once in our residential neighborhood will find ways to make mischief. Over the last few years there have been a number of thefts in the area. With the additional lure provided by the

cars we will need to take significant additional steps to maintain the safety of our homes and families.

4. **Traffic and Pedestrian Safety-** The display of exotic cars on a major road can be momentarily distracting for drivers. In fact, there have been a number of accidents at the intersection of Pacific Coast Highway and North Irena where drivers have been distracted by the cars on display. The pedestrian crosswalk at Pacific Coast Highway and Agate is a simple crosswalk (no flashing lights, no warning signs). There have been fatal pedestrian accidents at this site. If the exotic cars facing Pacific Coast Highway cause even a momentary distraction, there is a high probability of an accident involving a pedestrian.
5. **Loss of Green Space impacts rainwater drainage-** The asphalting of this lot will change the drainage of rainwater at this intersection. The intersection has flooded on several occasions in the past. With the loss of the drainage provided naturally by the current lot, the intersection will flood more frequently. Is the developer being required to use "green parking lot" techniques to minimize the impact of all the asphalt they are introducing?

It is unfortunate that the concerns of the neighborhood have not been considered earlier in this process. While the applicants have had unlimited time to work with Redondo Beach City staff, we the citizens most affected by this proposal do not have equal access to staff and are forced to prepare a response for commission consideration in under two weeks.

We hope the commission will seriously consider the concerns we have raised and will not approve the proposal currently before you.

Sincerely-

Signature	Printed Name	Address
	Nancy Jo Rodriguez	807 N. Juanita #B Redondo Beach 90277
	Brad Angle	(same) ↑
	Alan Smith	822A N Juanita
	KARL FIOSUEN	510 AGATE ST Redondo
	Gwenn Bodek	508 Agate St. RB
	Adamika Wood	505 Agate Str.
	Charles Connell	724 N. Gertona Ave

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8 June 2016

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Planning Division
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415 Diamond Street, Door "E"
Redondo Beach, CA 90277

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Sincerely-

Signature	Printed Name	Address
	Susi M. Kaplan	412 Agate St.
	PATTY HUANG	717 N. Irena Ave. #A
	Shirley Yonuss	725 N. IRENA AVE. #9
	MICHAEL D. MELLE	725 N. IRENA AVE #5
	SIDNEY P. RUIZ	725 N. IRENA AVE #7
	Paulo Carvajal	408 Agate St.
	Valquiria Cunha	725 N. Irena #8
	Bernardo Mendonca	725 N. Irena #8

Ltr 2 p.2/2

8 June 2016

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Planning Division
Attn: Mr. Sean Scully
415 Diamond Street, Door "E"
Redondo Beach, CA 90277

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Sincerely-

Signature	Printed Name	Address
[illegible]	Tara Carmin	725 D Irena Ave #6 RB CA 90277
Dorothy Hunt		726-A N. Guadalupe
Eileen Oldotto	Eileen Oldotto	726 B N. Guadalupe #D RB 90277
[illegible]	Jason Morn	720 N Guadalupe Ave #[illegible]
[illegible]	Ginette Perez	442 Agate St #B 90277
Elizabeth DiCenzo	Elisabeth DiCenzo	804 N. Irena Ave. Unit B RB 90277
Amanda Freeman	Amanda Freeman	806 N. Irena Ave #B
Amanda Freeman	Amanda Freeman	804 N. Irena Ave #A

8 June 2016

City of Redondo Beach Community Development Department
Planning Division
Attn: Mr. Sean Scully
415 Diamond Street, Door "E"
Redondo Beach, CA 90277

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Sincerely-

Signature	Printed Name	Address
Judith Johnson	Judy Johnson	801 N. Juanita Ave
Tony Kredic	Tony Kredic	515 Agate St.
Tom Adams	Tom Adams	500 AGATE ST
Christopher Prystalski	Christopher Prystalski	725 N. Irena #3
Debra J Bina	Debra J. Bina	722 A. N. Irena Ave.
James P. Lang	James P. Lang	725 N. Irena #4
	STEVE NG	725 N IRENA #3

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8 June 2016

City of Redondo Beach Community Development Department
Planning Division
Attn: Mr. Sean Scully
415 Diamond Street, Door "E"
Redondo Beach, CA 90277

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Sincerely-

Signature	Printed Name	Address
Sandra Cloper	SANDRA CLOPER	716 N. Irena #E

Ltr 5 p 2/2

8 June 2016

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Planning Division
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415 Diamond Street, Door "E"
Redondo Beach, CA 90277

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Sincerely-

Signature	Printed Name	Address
	Krista L. Anderson	723 N. Irena Ave. Unit B
	MATT GORHAM	725 N. IRENA AVE. #2
	DORIS KREBS	725 N IRENA AVE #1
E.F. Morefield	Elizabeth Morefield	721-A N. Irena Ave

Ltr 6 p 2/2

8 June 2016

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Sincerely-

Signature	Printed Name	Address
	COBY GEWERTZ	723 N IRENA UNIT A 90277
	JAMES PRIETO	725 N. IRENA UNIT 10 90277

Ltr 7 p2/2

8 June 2016

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Signature	Printed Name	Address
	Richard MADUEÑO	412 AGATE ST. #B
	Emilie Moore	510 W. Lucia Ave
	Nick Book	510 N. Irena Ave

LTR 8 p.2/2

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Sincerely-

Signature	Printed Name	Address
	NICOLAS CABRAL	805 N. JUANITA AVE.
	MICHELLE CABRAL	805 N. JUANITA AVE.

City of Redondo Beach

NOTICE OF CONTINUANCE OF PUBLIC HEARING PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that on September 15, 2016 at 7:00 p.m., at a Regular meeting of the Planning Commission of the City of Redondo Beach, California, a public hearing regarding the matter below was continued to Thursday, October 20, 2016 at 7:00 p.m. Said Public Hearing will be held at 415 Diamond Street, Redondo Beach, California, in the Redondo Beach Council Chambers.

SUBJECT OF THE HEARING: Consideration of an Exemption Declaration and Conditional Use Permit to allow the operation of an automobile sales lot on property located within a Commercial (C-2B) zone.

LOCATION OF PROPOSED PROJECT: 600 N. Pacific Coast Highway (Northeast corner of N. Pacific Coast Highway and Agate Street), Redondo Beach. (Legal description on file)

CALIFORNIA ENVIRONMENTAL QUALITY ACT: The project is Categorically Exempt from further environmental review, pursuant to Section 15303(c) of the Guidelines of the California Environmental Quality Act (CEQA).

DOCUMENT AVAILABILITY AND WRITTEN COMMENTS: The case file containing the application and plans may be reviewed in the Planning Division, located through Door E of the Redondo Beach City Hall, 415 Diamond Street, Redondo Beach from 7:30am to 5:00pm. City Hall is closed every other Friday. Public testimony will be taken at the hearing described in this notice. Written comments for the Planning Commission may be submitted to the Planning Division by mail, fax, email, or in person no later than 4:00 p.m. the day of the public hearing. For additional project information, contact Sean Scully, Planning Manager, at (310) 318-0637, x1-2405.

If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

POSTED: DOOR A, DOOR C, CITY COUNCIL CHAMBER WINDOW
Easy Reader Inc/Redondo Beach News/October 6, 2016/RD16-088

City of Redondo Beach

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD BEFORE THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH ON THE FOLLOWING MATTER. ANY AND ALL INTERESTED PERSONS MAY APPEAR AND BE HEARD.

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Easy Reader Inc/Redondo Beach News/October 6, 2016/RD16-087

EASY READER, INC.
REDONDO BEACH NEWS
P.O. BOX 427, 2200 Pac. Cst. Hwy., Ste. 101
HERMOSA BEACH, CA 90254
Ph: 310 372-4611 x101 -- Fax: 310-697-8821
Judy@easyreadernews.com

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REDONDO BEACH CALIFORNIA

PROOF OF PUBLICATION
(2015.5C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the EASY READER INC,REDONDO BEACH NEWS a newspaper of general circulation, printed and published WEEKLY in the City of HERMOSA BEACH, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of October 24, 1972, Case Number SWC 22940, that the notice, of which the annexed is a printed copy (set in type not smaller that nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

Proof of Publication of:

CITY OF REDONDO BEACH

PCH 600 N. CUP Sales

RD16-071
August 25th

City of Redondo Beach

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LOCATION OF PROPOSED PROJECT: 600 N. Pacific Coast Highway (Northeast corner of N. Pacific Coast Highway and Agate Street), Redondo Beach. (Legal description on file)

HEARING WILL TAKE PLACE: Thursday, September 15, 2016 at 7:00 p.m., or as soon thereafter as possible, in the City Council Chambers, 415 Diamond Street, Redondo Beach.

CALIFORNIA ENVIRONMENTAL QUALITY ACT: The project is Categorically Exempt from further environmental review, pursuant to Section 15303(c) of the Guidelines of the California Environmental Quality Act (CEQA).

DOCUMENT AVAILABILITY AND WRITTEN COMMENTS: The case file containing the application and plans may be reviewed in the Planning Division, located through Door E of the Redondo Beach City Hall, 415 Diamond Street, Redondo Beach from 7:30am to 5:00pm. **City Hall is closed every other Friday.** Public testimony will be taken at the hearing described in this notice. Written comments for the Planning Commission may be submitted to the Planning Division by mail, fax, email, or in person no later than 4:00 p.m. the day of the public hearing. For additional project information, contact Sean Scully, Planning Manager, at (310) 318-0637, x1-2405.

If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

Easy Reader Inc/Redondo Beach News/August 25, 2016/RD16-071

ALL IN THE YEAR 2016

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signed at HERMOSA BEACH, CALIFORNIA,

This 25th day of August, 2016

Judy A. Rae, Principal Clerk