



PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING: March 22, 2022

SUBJECT: Site Plan and Design Review (DOR) No. 1864-21

APPLICANT: Herman Architecture and Design
16201 Scientific Way
Irvine, CA 92618

PROPERTY OWNER: LIT 9th Street 223rd LLP
P.O. Box 3388
Manhattan Beach, 90266

REQUEST: Consider approval of Site Plan and Design Review No. 1864-21 to demolish an existing 58,965 square-foot vacant warehouse and construct a new 60,558-square-foot tilt-up warehouse building with 4,000 square feet of ground floor office space, an additional 4,000 square feet of mezzanine office space, 7 truck loading docks and surface parking.

PROPERTY INVOLVED: 18001 South Main Street

COMMISSION ACTION

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

Item No. 7A

EXHIBIT NO. 1

I. Introduction

Applicant

Herman Architecture and Design
16201 Scientific Way
Irvine, CA 92618

Property Owner

LIT 9th Street 223rd LLP
P.O. Box 3388
Manhattan Beach, 90266

II. Project Description

The applicant, Herman Architecture and Design, requests approval of DOR No. 1864-21 to demolish an existing 58,965 square-foot vacant warehouse and construct a new 60,558-square-foot tilt-up warehouse building with 4,000 square feet of ground floor office space, an additional 4,000 square feet of mezzanine office space, 7 truck loading docks and surface parking.

9th St. Partners, LLC is a Southern California based real estate investment and development firm specializing in logistics with their headquarters in El Segundo, CA. 9th St. Partners, LLC was founded in 2019 and focuses exclusively on investing in industrial properties throughout Southern California.

III. Project Site and Surrounding Land Uses

The subject property site is located in the MH-D zone and is designated Heavy Industrial under the Land Use Element of the General Plan. The subject property is located on the west side of Main Street between Albertoni Street and Victoria Street.

Land uses surrounding the proposed project site are primarily light and heavy industrial uses.

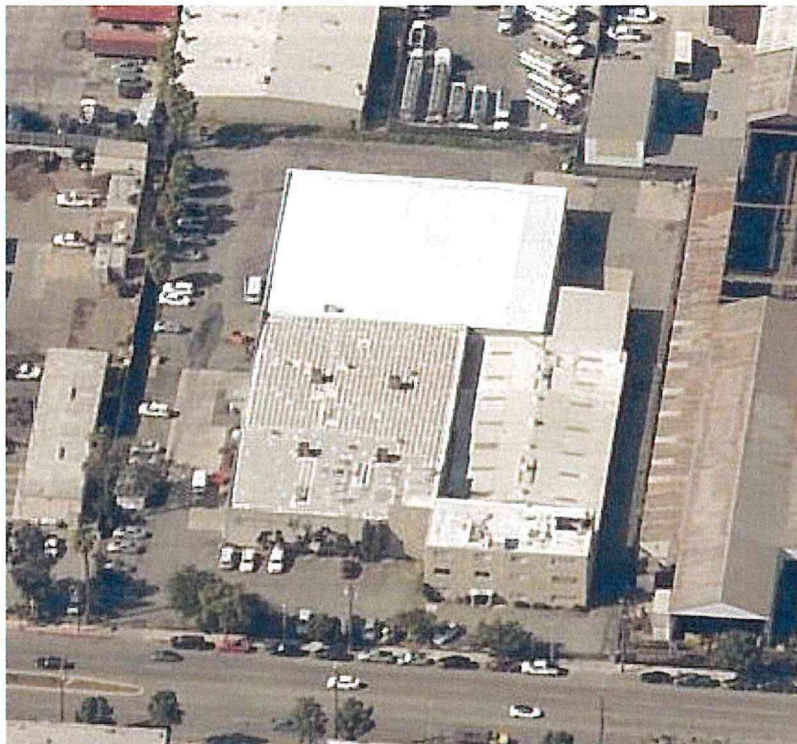


Figure (a) Project Site in context to surrounding zoning

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

Site Information	
General Plan Land Use	Heavy Industrial
Zone District	MH-D (Manufacturing, Heavy; Design Overlay)
Site Size	2.7 acres
Present Use and Development	Former Machine Shop (Gasket Manufacturing Company Inc.)
Surrounding Uses/Zoning	North: Heavy Industrial, MH-D South: Heavy Industrial, MH-D East: Light Industrial, ML-D West: Heavy Industrial; MH-D
Access	Ingress/Egress: Main Street

IV. Analysis

Site History

The subject property has historically been an industrial property. The existing vacant warehouse building was constructed in 1961. Gasket Manufacturing Company Inc. used the property from 1969 until August 2021 as a machine shop.



Site Plan

The subject property measures approximately 2.7 acres. The proposed warehouse with office facility includes approximately 52,558 square feet of warehouse space with 8,000 square feet of office space. A new parking lot will be installed that will include American with Disabilities Act (ADA) accessible parking. Landscape planters with permanent irrigation and a trash enclosure will also be installed. The project involves the complete demolition and removal of the industrial facility currently existing on the site.

Access

The proposed warehouse facility will have two vehicular access points from Main Street. The internal driveways will provide full access to the warehouse facility and are designed to meet Fire Department turning radius requirements.

Fencing

An 8' foot high tubular steel fence will be installed along the northern, western, and southern perimeters of the property which do not have vehicular access points. Landscaping will be provided along the northern, southern, and eastern perimeters of the

building and property. One metal gate will be provided along the northern driveway to control access for the industrial building and parking area.

Parking & Traffic

Carson Municipal Code Section 9162.21 (Parking Spaces Required) requires 1 parking space for every 1,500 square-foot of gross floor area for warehouse purposes and 1 space for every 300 square feet of office space. Carson Municipal Code Section 9162.24 (Automobile Parking Spaces requires for Mixed Uses) states that office space incidental to warehouse or other industrial uses shall have its required parking spaces computed at the same ratio as the industrial use, provided the office space does not exceed ten percent of the total gross floor area. The proposed warehouse and office facility require 45 parking spaces: 39 for warehouse ($52,558 \text{ sf (warehouse)} + 6,056 \text{ sf (} 60,558 \text{ sf} \times 10\%) / 1,500 = 39$) and 6 for office ($1,944 \text{ sf (} 8,000 \text{ sf (office)} - (60,558 \text{ sf} \times 10\%) / 300$). The applicant proposes 74 parking spaces; 71 standard stalls and 3 ADA compliant parking stalls.

A Transportation Technical Memorandum (Exhibit No. 2), completed by the applicant's environmental consultant and reviewed and approved by the City's Traffic Engineer, concluded the following:

- The proposed project would generate 3 net new trips and no additional AM or PM peak hour trips.
- The proposed Project would not result in unacceptable queueing conditions into or out of the Project site. No impacts would occur.
- Bicyclist and pedestrian safety would be maintained at existing levels in the area since the project is not changing the existing land use and would result in a negligible increase in project related trips.
- Based on the Los Angeles County Transportation Impact Analysis Guidelines the project meets the low trip generation VMT screening criterion and would be screened from conducting a project specific VMT analysis.

Building and Architecture

The project is designed in a modern architectural style combining painted concrete blocks, metal canopies, clear anodized mullions, and blue high-performance glazing. Large openings with reflective glass have been used along the Main Street façade to create an office-like appearance. Articulation of the concrete panels interspersed with the use of different color tones effectively breaks-up the façade and creates an interesting design aesthetic. The project is compatible with the surrounding area in that it is in keeping with similar industrial uses.

Signage

Carson Municipal Code Section 9146.7 (Signs) allows two square feet of signage for every one linear foot of lot frontage for the first one hundred (100) feet, plus one-half (1/2) times the frontage in excess of one hundred (100) feet. At 270 feet in length, 185 square feet of signage will be allowed. The applicant has not proposed signage at this time.

Landscaping

Carson Municipal Code Section 9162.52 (Landscaping Requirements) requires automobile parking facilities and any parking facilities visible from the public right-of-way to have interior landscaping with permanent irrigation of not less than 5%. The project is proposing to install landscaping along the northern, southern, and eastern perimeters of the building and property as well as the eastern parking area visible from Main Street. Approximately 8% of the land area or 9,467 square feet of landscaping is proposed.

V. CFD/DIF Discussion

1. ***Interim Development Impact Fee:*** In accordance with Article XI (Interim Development Impact Fee Program) of the Carson Municipal Code, the applicant, property owner, and/or successor to whom these project entitlements are assigned ("Developer") shall be responsible for payment of a one-time development impact fee at the rate in effect at the time of issuance of building permits, currently (for Fiscal Year 2021-2022, effective July 1, 2021, through June 30, 2022) set at \$2.63 per square foot of industrial building constructed. Based on the current rates, the interim development impact fees for the proposed development are estimated at \$159,267.54 [60,558 sq. ft. (Proposed Project) X \$2.63 per unit = \$159,267.54]. If the Project increases or decreases in size, the development impact fee amount will be adjusted accordingly at the same rate.

Additionally, subject to the review, verification, and approval of the Community Development Director, the applicant may be eligible for development impact fee credits for demolition of an existing permitted structure or structures. To be eligible for credits, prior to demolition, provide building volume (average building height and footprint, usable areas) of all existing permitted structures and the new proposed structure. Awarded fee credits shall reduce the final development impact fee amount and are applied when development impact fees are due.

Final development impact fee amounts are calculated and due prior to issuance of a building permit in one lump sum installment. Fees are subject to adjustments every July 1st based on State of California Construction Cost Index (Prior March to Current March Adjustment). If fees are not paid at the end of a fiscal year (e.g. June 30, 2022), a new fee will be calculated based on the new fiscal year's rate (e.g. July 1, 2022) from the aforementioned adjustment. No building permits shall be issued prior to the full payment of the required development impact fee amount.

2. ***Funding Mechanism for Ongoing Services / Community Facilities District:*** The Developer is required to establish a funding mechanism to provide an ongoing source of funds to mitigate the impacts of the proposed development on City services on an ongoing basis.

In 2018, City adopted Community Facilities District (CFD) No. 2018-01, and City may adopt a similar community facilities district in the future to use instead of CFD No. 2018-01 (collectively referred to herein as the "CFD"), to fund the ongoing costs of City services permitted by the CFD, including the maintenance of parks, roadways, and sidewalks and other eligible impacts of the Project within the CFD (the CFD Services). The City uses this mechanism for projects wanting to join the CFD as a means to satisfy the condition to mitigate impacts on services. In 2019, the City undertook a Fiscal Impact Analysis ("FIA") and uses the analysis generally to determine the impacts in CFD No. 2018-01.

Based on the FIA, the subject property falls under the "Industrial Zone 1" category. Based on a 2.67-acre development, the current estimated annual amount for ongoing services

is \$7,997.10, subject to annual adjustments every July 1st. Prior to recordation of final tract map or permit issuance, whichever comes first, Developer shall demonstrate compliance under this section either through: (1) Annexing into a City CFD; or (2) Establishing a funding mechanism to provide an ongoing source of funds for ongoing services, acceptable to the City.

This condition may be satisfied by annexing the subject property to the CFD with the rate comparable to that of the FIA, or by requesting the City undertake a Fiscal Impact Study by a consultant chosen by the City with respect to the subject property with similar scope and standards as the FIA and paid for by the Developer to set the rate of the CFD for the subject property. Should another Fiscal Impact Study be undertaken, a lower or higher rate may be required for the mitigation of impacts based on the Study. The Developer may also provide another mechanism for satisfying the requirement to mitigate impacts that is acceptable to the City Council.

VI. Zoning and General Plan Consistency

The proposed project is consistent with the standards of the MH (Manufacturing, Heavy) zoning designation and Light Industrial General Plan land use designation and will remain consistent with the surrounding uses.

VII. Environmental Review

Design related issues such as those found in Site Plan and Design Overlay Review (DOR) No. 1864-21 have been found to be outside CEQA, as it is common sense that design related issues do not relate to the potential for whether a project causes a significant effect on the environment. (*McCorkle Eastside Neighborhood Group v. City of St. Helena*, 31 Cal.App.5th 80 (2018)). Toward that end, the City cannot impose conditions of approval that constitute environmental impact mitigation measures exceeding the scope of design review for Site Plan and Design Overlay Review (DOR) No. 1864-21.

VIII. Public Notice

Notices of public hearing were mailed to property owners and occupants within a 750' radius and posted to the project site by March 10, 2022. The agenda was posted at City Hall no less than 72 hours prior to the Planning Commission meeting.

IX. Recommendation

That the Planning Commission:

- **ADOPT** Resolution No. 22-____, entitled "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING SITE PLAN AND DESIGN OVERLAY REVIEW NO. 1864-21 FOR A PROPOSED TILT-UP WAREHOUSE FACILITY AT 18001 SOUTH MAIN STREET."

X. Exhibits

1. Draft Resolution
 - A. *Legal Description*
 - B. *Conditions of Approval*
2. Transportation Technical Memorandum dated November 8, 2021
3. Development Plans

Prepared by: Max Castillo, Assistant Planner

CITY OF CARSON
PLANNING COMMISSION

RESOLUTION NO. 22-_____

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF CARSON APPROVING SITE PLAN AND
DESIGN OVERLAY REVIEW NO. 1864-21 FOR A
PROPOSED TILT-UP WAREHOUSE FACILITY AT 18001
SOUTH MAIN STREET**

WHEREAS, on December 1, 2021, the Department of Community Development received a complete application from Herman Architecture and Design for real property located at 18001 South Main Street and legally described in Exhibit "A" attached hereto, requesting approval of Site Plan and Design Overlay Review No. 1864-21 to demolish an existing 58,965 square-foot vacant warehouse and construct a new 60,558-square-foot tilt-up warehouse building with 8,000 square feet of included office space and with surface parking; and

WHEREAS, studies and investigations were made and a staff report with recommendations was submitted, and the Planning Commission, upon giving the required notice, did on the 22nd day of March 2022, conduct a duly noticed public hearing as required by law to consider said application. Notice of the hearing was posted and mailed to property owners and properties within a 750-foot radius of the project site by March 10, 2022; and

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

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

SECTION 2. The Planning Commission finds as follows:

- a) The proposed project is compatible with the General Plan of the City of Carson. The project site has a General Plan Land Use designation of Heavy Industrial, and the proposed tilt-up warehouse and associated offices are compatible with said designation and the surrounding uses.
- b) The proposed project is compatible in architecture and design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance and scale of structures and open spaces, and other features relative to a harmonious and attractive development of the area. The proposed project consists of developing a 60,558-square-foot tilt-up warehouse building with 8,000 square feet of included office space and associated 74-stall parking area.

The project is designed in a modern architectural style combining painted concrete blocks, metal canopies, clear anodized mullions, and blue high-performance glazing. Large openings with reflective glass have been used along the Main Street façade to create an office-like appearance. Articulation of the concrete panels interspersed with the use of different color tones effectively breaks-up the façade and creates an interesting design aesthetic. The project is compatible with the surrounding area in that

it is in keeping with other heavy and light heavy industrial uses and will be an improvement to the overall area.

- c) The proposed development provides for convenience and safety of circulation for pedestrians and vehicles. The proposed development will have adequate street access for pedestrian and vehicles, and also adequate capacity for parking and traffic. The project site will be accessed through two existing driveways off of Main Street.

Carson Municipal Code Section 9162.21 (Parking Spaces Required) requires 1 parking space for every 1,500 square-feet of gross floor area for warehouse purposes and 1 space for every 300 square feet of office space. Carson Municipal Code Section 9162.24 (Automobile Parking Spaces requires for Mixed Uses) states that office space incidental to warehouse or other industrial uses shall have its required parking spaces computed at the same ratio as the industrial use, provided the office space does not exceed ten percent of the total gross floor area. The proposed warehouse and office facility require 45 parking spaces: 39 for warehouse ($52,558 \text{ sf (warehouse)} + 6,056 \text{ sf (60,558 sf} \times 10\%) / 1,500 = 39$) and 6 for office ($1,944 \text{ sf (8,000 sf (office)} - (60,558 \text{ sf} \times 10\%)) / 300$). The applicant proposes 74 parking spaces; 71 standard stalls and 3 ADA compliant parking stalls.

A Transportation Technical Memorandum completed by the applicant's environmental consultant and reviewed and approved by the City's Traffic Engineer, concluded the following:

- The proposed project would generate 3 net new trips and no additional AM or PM peak hour trips.
 - The proposed Project would not result in unacceptable queueing conditions into or out of the Project site. No impacts would occur.
 - Bicyclist and pedestrian safety would be maintained at existing levels in the area since the project is not changing the existing land use and would result in a negligible increase in project related trips.
 - Based on the Los Angeles County Transportation Impact Analysis Guidelines the project meets the low trip generation VMT screening criterion and would be screened from conducting a project specific VMT analysis.
- d) Carson Municipal Code Section 9146.7 (Signs) allows two square feet of signage for every one linear foot of lot frontage for the first one hundred (100) feet, plus one-half (1/2) times the frontage in excess of one hundred (100) feet. At 270 feet in length, 185 square feet of signage will be allowed. All signage associated with this project will be reviewed and approved as a separate application and will ensure that the signage complies with applicable Carson Municipal Code provisions, and will exhibit attractiveness, effectiveness and restraint in signing graphics and color.
- e) The proposed development will be constructed in one single phase.
- f) The proposed landscape plan will comply with applicable water conservation requirements. Permanent irrigation utilizing best water conversation practices will be installed for both on and off-site landscaped areas. New landscape will be installed throughout the site, providing shade to vehicles and enhancing the visual attractiveness from adjoining streets and walkways.

- g) The required findings pursuant to Section 9172.23 (D), "Site Plan and Design Review," can be made in the affirmative.

SECTION 3. Design related issues such as those found in Site Plan and Design Overlay Review No. 1864-21 have been found to be outside CEQA, as it is common sense that design related issues do not relate to the potential for whether a project causes a significant effect on the environment. (*McCorkle Eastside Neighborhood Group v. City of St. Helena*, 31 Cal.App.5th 80 (2018)). Toward that end, the City cannot impose conditions of approval that constitute environmental impact mitigation measures exceeding the scope of design review for Site Plan and Design Overlay Review No. 1864-21.

SECTION 4. The Planning Commission of the City of Carson, pursuant to the findings noted above, does hereby approve Site Plan and Design Overlay Review No. 1864-21, subject to the Conditions of Approval contained in Exhibit "B," attached hereto.

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

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

PASSED, APPROVED and ADOPTED this 22nd day of March, 2022.

CHAIRPERSON

ATTEST:

SECRETARY

EXHIBIT "A"

Legal Description

Real property in the City of Carson, County of Los Angeles, State of California, described as follows:

PARCEL 1:

THOSE PORTIONS OF LOTS 10 AND 11 OF THE SOUTH GARDENA TRACT, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 43, PAGE 39 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE EASTERLY LINE OF LOT 10, DISTANT NORTHERLY THEREON, 555.73 FEET FROM THE SOUTHEASTERLY CORNER THEREOF; THENCE NORTHERLY ALONG THEEASTERLY LINES OF SAID LOTS 10 AND 11, A DISTANCE OF 270 FEET; THENCE WESTERLY AT RIGHT ANGLES TO THE EASTERLY LINE OF SAID LOT 11, A DISTANCE OF 428.8 FEET; THENCE SOUTHERLY PARALLEL WITH THE EASTERLY LINE OF SAID LOTS 11 AND 10, A DISTANCE OF 270 FEET TO A LINE DRAWN AT RIGHT ANGLES TO THE EASTERLY LINE OF SAID LOT 10 AND WHICH PASSES THROUGH THE POINT OF BEGINNING; THENCE EASTERLY IN A DIRECT LINE, 428.8 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

THE NORTH 210 FEET OF THAT PORTION OF LOT 10 OF THE SOUTH GARDENA TRACT, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 43, PAGE 39 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF BROADWAY "100 FEET WIDE" AS DESCRIBED IN DECREE OF CONDEMNATION IN LOS ANGELES COUNTY SUPERIOR COURT CASE NO. 274177, RECORDED IN BOOK 12339, PAGE 97 OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER WITH A LINE THAT IS PARALLEL WITH AND DISTANT 537.08 FEET SOUTHERLY FROM THE NORTHERLY LINE OF SAID LOT 10; THENCE ALONG SAID PARALLEL LINE NORTH 89° 31' 43" EAST 400 FEET TO THE TRUE POINT OF BEGINNING; THENCE PARALLEL WITH SAID EASTERLY LINE NORTH 0° 28' 30" WEST 537.08 FEET TO SAID NORTHERLY LINE; THENCE ALONG SAID NORTHERLY LINE NORTH 89° 31' 49" EAST 28.04 FEET, MORE OR LESS, TO A LINE THAT IS PARALLEL WITH AND DISTANT 428.80 FEET WESTERLY "MEASURED AT RIGHT ANGLES" FROM THE EASTERLY LINE OF SAID LOT 10; THENCE ALONG SAID PARALLEL LINE SOUTH 0° 28' 30" EAST 537.08 FEET TO A LINE PARALLEL WITH SAID NORTHERLY LINE WHICH PASSES THROUGH THE TRUE POINT OF BEGINNING; THENCE ALONG SAID PARALLEL LINE SOUTH 89° 31' 45" WEST 28.04 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING. EXCEPT THE SOUTH 287.08 FEET THEREOF.

CITY OF CARSON
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

EXHIBIT "B"
CONDITIONS OF APPROVAL
SITE PLAN AND DESIGN OVERLAY REVIEW NO. 1864-21

I. GENERAL CONDITIONS

1. ***Interim Development Impact Fee:*** In accordance with Article XI (Interim Development Impact Fee Program) of the Carson Municipal Code, the applicant, property owner, and/or successor to whom these project entitlements are assigned ("Developer") shall be responsible for payment of a one-time development impact fee at the rate in effect at the time of issuance of building permits, currently (for Fiscal Year 2021-2022, effective July 1, 2021, through June 30, 2022) set at \$2.63 per square foot of industrial building constructed. Based on the current rates, the interim development impact fees for the proposed development are estimated at \$159,267.54 [60,558 sq. ft. (Proposed Project) X \$2.63 per unit = \$159,267.54]. If the Project increases or decreases in size, the development impact fee amount will be adjusted accordingly at the same rate.

Additionally, subject to the review, verification, and approval of the Community Development Director, the applicant *may* be eligible for development impact fee credits for demolition of an existing permitted structure or structures. To be eligible for credits, **prior to demolition**, provide building volume (average building height and footprint, usable areas) of all existing permitted structures and the new proposed structure. Awarded fee credits shall reduce the final development impact fee amount and are applied when development impact fees are due.

Final development impact fee amounts are calculated and due prior to issuance of a building permit in one lump sum installment. Fees are subject to adjustments every July 1st based on State of California Construction Cost Index (Prior March to Current March Adjustment). If fees are not paid at the end of a fiscal year (e.g. June 30, 2022), a new fee will be calculated based on the new fiscal year's rate (e.g. July 1, 2022) from the aforementioned adjustment. No building permits shall be issued prior to the full payment of the required development impact fee amount.

To understand the requirements in more detail, please visit the City's IDIF webpage at <https://ci.carson.ca.us/communitydevelopment/IDIFProgram.aspx> and/or contact James Nguyen at jnguyen@carsonca.gov or 310-952-1700 ext. 1310.

2. ***Funding Mechanism for Ongoing Services/Community Facilities District:*** The Developer is required to establish a funding mechanism to provide an ongoing source of funds to mitigate the impacts of the proposed development on City services on an ongoing basis.

In 2018, City adopted Community Facilities District (CFD) No. 2018-01, and City may adopt a similar community facilities district in the future to use instead of CFD No. 2018-01 (collectively referred to herein as the "CFD"), to fund the ongoing costs of City services permitted by the CFD, including the maintenance of parks, roadways, and sidewalks and other eligible impacts of the Project within the CFD (the CFD Services). The City uses this mechanism for projects wanting to join the CFD as a means to satisfy the condition to mitigate impacts on services. In 2019, the City undertook a Fiscal Impact Analysis ("FIA"), and uses the analysis generally to determine the impacts in CFD No. 2018-01.

Based on the FIA, the subject property falls under the "Industrial Zone 1" category. Based on a 2.67-acre development, the current estimated annual amount for ongoing services is \$7,997.10, subject to annual adjustments every July 1st. Prior to recordation of final tract map or permit issuance, whichever comes first, Developer shall demonstrate compliance under this section either through: (1) Annexing into a City CFD; or (2) Establishing a funding mechanism to provide an ongoing source of funds for ongoing services, acceptable to the City.

This condition may be satisfied by annexing the subject property to the CFD with the rate comparable to that of the FIA, or by requesting the City undertake a Fiscal Impact Study by a consultant chosen by the City with respect to the subject property with similar scope and standards as the FIA and paid for by the Developer to set the rate of the CFD for the subject property. Should another Fiscal Impact Study be undertaken, a lower or higher rate may be required for the mitigation of impacts based on the Study. The Developer may also provide another mechanism for satisfying the requirement to mitigate impacts that is acceptable to the City Council.

To understand the requirements in more detail, please visit the City's CFD webpage at <https://ci.carson.ca.us/communitydevelopment/CFD.aspx> and/or contact James Nguyen at jnguyen@carsonca.gov or 310-952-1700 ext. 1310.

3. If a building permit for Site Plan and Design Review No. 1864-21 is not issued within **two years** of the effective date of the approved Planning Commission Resolution, the entitlement shall be declared null and void unless an extension of time is approved by the Planning Commission.
4. The approved Resolution, including these Conditions of Approval, and signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.
5. Developer shall submit two complete sets of plans that conform to all the Conditions of Approval, to be reviewed and approved by the Planning Division prior to the issuance of a building permit.
6. Developer shall comply with all city, county, state and federal regulations applicable to this project.
7. Any substantial project revisions will require review and approval by the Planning Commission. Any revisions shall be approved by the Planning Division prior to Building and Safety plan check submittal.
8. The applicant and property owner shall sign an Affidavit of Acceptance of these Conditions of Approval, in a form approved by the Director, and shall submit the signed Affidavit of Acceptance to the Planning Division within 30 days of receipt of the Planning Commission Resolution.
9. A modification of these conditions, including additions or deletions, may be considered upon filing of an application by the owner of the subject property or his/her authorized representative in accordance with Section 9173.1 of the Zoning Ordinance.
10. It is further made a condition of this approval that if any condition is violated or if any law, statute, or ordinance is violated, this permit may be revoked by the Planning Commission or

City Council, as may be applicable; provided the Developer has been given written notice to cease such violation and has failed to do so for a period of thirty days.

11. Precedence of Conditions. If any of these Conditions of Approval alter a commitment made by the Developer in another document, the conditions enumerated herein shall take precedence unless superseded by a Development Agreement, which shall govern over any conflicting provisions of any other approval.
12. City Approvals. All approvals by City, unless otherwise specified, shall be by the department head of the department requiring the condition. All agreements, covenants, easements, deposits and other documents required herein where City is a party shall be in a form approved by the City Attorney. The Developer shall pay the cost for review and approval of such agreements and deposit necessary funds pursuant to a deposit agreement.
13. Deposit Account. A trust deposit account shall be established for all deposits and fees required in all applicable conditions of approval of the project. The trust deposit shall be maintained with no deficits. The trust deposit shall be governed by a deposit agreement. The trust deposit account shall be maintained separate from other City funds and shall be non-interest bearing. City may make demands for additional deposits to cover all expenses over a period of 60 days and funds shall be deposited within 10 days of the request therefor, or work may cease on the Project.
14. Indemnification. The applicant, property owner, and tenant(s), for themselves and their successors in interest ("Indemnitors"), agree to defend, indemnify and hold harmless the City of Carson, its agents, officers and employees, and each of them ("Indemnitees") from and against any and all claims, liabilities, damages, losses, costs, fees, expenses, penalties, errors, omissions, forfeitures, actions, and proceedings (collectively, "Claims") against Indemnitees to attack, set aside, void, or annul any of the project entitlements or approvals that are the subject of these conditions, and any Claims against Indemnitees which are in any way related to Indemnitees' review of or decision upon the project that is the subject of these conditions (including without limitation any Claims related to any finding, determination, or claim of exemption made by Indemnitees pursuant to the requirements of the California Environmental Quality Act), and any Claims against Indemnitees which are in any way related to any damage or harm to people or property, real or personal, arising from Indemnitors' operations or any of the project entitlements or approvals that are the subject of these conditions. The City will promptly notify Indemnitors of any such claim, action or proceeding against Indemnitees, and, at the option of the City, Indemnitors shall either undertake the defense of the matter or pay Indemnitees' associated legal costs or shall advance funds assessed by the City to pay for the defense of the matter by the City Attorney. In the event the City opts for Indemnitors to undertake defense of the matter, the City will cooperate reasonably in the defense, but retains the right to settle or abandon the matter without Indemnitors' consent. Indemnitors shall provide a deposit to the City in the amount of 100% of the City's estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorneys' fees, and shall make additional deposits as requested by the City to keep the deposit at such level. If Indemnitors fail to provide or maintain the deposit, Indemnitees may abandon the action and Indemnitors shall pay all costs resulting therefrom and Indemnitees shall have no liability to Indemnitors.

II. AESTHETICS

1. There shall be no deviation of architectural design or details from the approved set of plans. Any alteration shall be first approved by the Planning Division.

2. Down spouts shall be interior to the structure or architecturally integrated into the structure to the satisfaction of the Planning Division.
3. Any roof-mounted equipment shall be screened to the satisfaction of the Planning Division.
4. Graffiti shall be removed from all areas within twenty-four (24) hours of written notification by the City of Carson, including graffiti found on perimeter walls and fences. Should the graffiti problem persist more than twice in any calendar year, the matter may be brought before the Planning Commission for review and further consideration of site modification (i.e. fencing, landscaping, chemical treatment, etc.).
5. The proposed project site shall be maintained free of debris, litter and inoperable vehicles at all times. The subject property shall be maintained to present an attractive appearance to the satisfaction of the Planning Division.
6. No outdoor storage of materials shall be permitted on the property at any time.

III. FENCES/WALLS

1. Perimeter walls and fences shall be architecturally coordinated with the project building and subject to the approval of the Planning Division.
2. **An 8-foot-high tubular steel fence shall be installed along the north property line, to the satisfaction of the Planning Division.**
3. **An 8-foot-high tubular steel fence shall be installed along the south property line, to the satisfaction of the Planning Division.**
4. **An 8-foot-high tubular steel fence shall be installed along the west property line, to the satisfaction of the Planning Division.**

IV. LANDSCAPE/IRRIGATION

1. Landscaping shall be provided with a permanently installed, automatic irrigation system and operated by an electrically timed controller station set for early morning or late evening irrigation.
2. Installation of 6" x 6" concrete curbs is required around all landscaped planter areas, except for areas determined by National Pollutant Discharge Elimination System (NPDES) permit or other applicable condition of approval that requires certain landscaped areas to remain clear of concrete curbs for more efficient storm water runoff flow and percolation. Revised landscaping and irrigation plans shall be reviewed and approved by the Planning Division should subsequent modifications be required by other concerned agencies regarding the removal of concrete curbs.
3. The proposed irrigation system shall include best water conservation practices.
4. Installation, maintenance, and repair of all landscaping shall be the responsibility of the property owner.
5. **All new and retrofitted landscape area of 500 square feet or greater (in the aggregate) is subject to the Model Water Efficient Landscape Ordinance (MWELO) per Department of Water Resources (Chapter 2.7 of Division 2 of Title 23 of the California Code of Regulations).**

6. **A total of 9,467 square feet of landscaping shall be installed along the northern, southern and eastern portions of the property, and throughout the eastern parking area visible from Main Street, to the satisfaction of the Planning Division.**
7. Maintenance and repair of all landscaping shall be the responsibility of Developer.
8. Prior to Issuance of Building Permit, the Developer shall submit two sets of landscape and irrigation plans drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Planning Division.

V. LIGHTING

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

VI. PARKING/TRAFFIC

1. All driveways shall remain clear. No encroachment into driveways shall be permitted.
2. All areas used for movement, parking, loading, or storage of vehicles shall be paved and in accordance with Section 9162.0 of the Zoning Ordinance.
3. **Any work that takes place within the public right-of-way shall obtain a City-approved traffic control plan prior to the beginning of work.**

VII. TRASH

1. Trash collection from the project site shall comply with the requirements of the City's trash collection company.

VIII. UTILITIES

1. All utilities and aboveground equipment shall be constructed and located pursuant to Section 9146.8 of the Zoning Ordinance, unless otherwise provided for in these conditions.
2. Any aboveground utility cabinet or equipment cabinet shall be screened from the public right-of-way by a decorative block wall or landscaping, to the satisfaction of the Planning Division.

IX. BUILDING AND SAFETY DIVISION

1. Applicant shall submit development plans for plan check review and approval.
2. Developer shall obtain all appropriate building permits and an approved final inspection for the proposed project.

3. Prior to issuance of building permit, proof of worker's compensation and liability insurance for Developer must be on file with the Los Angeles County Building and Safety Division.

X. FIRE DEPARTMENT

1. Developer shall obtain approval and comply with all Los Angeles County Fire Department requirements for the proposed development.

XI. ENGINEERING SERVICES DEPARTMENT – CITY OF CARSON

1. The Developer shall submit an electronic copy of approved plans (*such as, Sewer, Street and/or Storm Drain Improvements, Grading, etc., whichever applies*), to the City of Carson – Engineering Division, prior to issuance of construction permits.
2. Any existing off-site improvements damaged and/or damaged during the construction shall be removed and reconstructed per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
3. A construction permit is required for any work to be done within the public right-of-way.
4. Proof of Worker's Compensation and Liability Insurance shall be submitted to the City prior to issuance of any permit by Engineering Division.
5. Construction bond for all work to be done within the public right of way shall be submitted and approved by Engineering Division prior to the issuance of any encroachment permits.
6. The Developer shall provide recorded covenant to address drainage maintenance/responsibilities.
7. If required by the Engineering Division, soils report, sewer area study, drainage concept, hydrology study and stormwater quality plan shall be reviewed and approved by Engineering Division.

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

8. Per City of Carson Municipal Code Section 5809, Developer shall comply with all applicable Low Impact Development (LID) requirements and shall include Best Management Practices necessary to control storm water pollution from construction activities and facility operations to the satisfaction of the City Engineer.
9. Per City of Carson Municipal Code Section 5809(d)(2), Developer shall comply with all street and road construction of 10,000 S.F. or more of impervious surface, shall manage wet weather with Green Infrastructure: Greens Streets
10. Developer shall provide contact information of the Qualified Storm Water Developer (QSD) and/or Qualified SWPPP (Storm Water Pollution Prevention Plan) Developer (QSP) of the site to Kenneth Young via E-mail kyoung@carsonca.gov
11. Developer shall submit digital copies of the LID/NPDES/Grading Plans, hydrology and Hydraulic analysis concurrently to City of Carson, Engineering Services Department and Los

Angeles County Building & Safety Division. Deliver copy to Kenneth Young via E-mail kyoung@carsonca.gov

12. Developer shall complete, sign and return the Stormwater Planning Program LID Plan Checklist form and return to City of Carson Engineering Services Division.
13. Drainage/Grading plan shall be submitted for approval of the Building and Safety Division. The Developer shall submit a copy of approved Drainage/Grading plans on bond paper to the City of Carson – Engineering Division.
14. If or when required, as determined by the City Engineer, provide CC&R's (covenants, conditions, and restrictions) to address drainage responsibilities.
15. A soils report, sewer area study, drainage concept, hydrology study and stormwater quality plan shall be reviewed and approved. Building Permit issuance will not be granted until the required soils, sewer, drainage concept, hydrology study and stormwater information have been received and found satisfactory. Developer shall comply with mitigation measures recommended in the approved soils, sewer area study, drainage concept, hydrology study and stormwater quality plan.
16. The Developer shall submit a sewer area study to the Los Angeles County Department of Public Works (LACDPW) to determine if capacity is adequate in the sewerage system to be used as the outlet for the sewer of the development that is the subject of these conditions. If the system is found to have insufficient capacity, the problem must be addressed and resolved to the satisfaction of the L.A. County Sewer Department.
17. Dedicate additional Right-of-Way beyond the existing right-of-way line to the extent the City Engineer determines such additional right-of-way is necessary to conform with City of Carson PW Standard Street Section to accommodate the ADA access behind the Main St. driveway approach to the project site. Developer shall prepare the legal description for any such required dedication, for review and approval of the City Engineer and Recordation with County Records Office. All documents shall be approved and ready for recordation prior to issuance of Building Permits.
18. The Developer shall submit improvement plans to the Engineering Division showing all the required improvements in the public right of way for review and approval of the City Engineer. A copy of approved conditions of approval shall be attached to the plans when submitted. The following are required as a part of the project's improvement plans.
 - a. Repair any broken or raised/sagged sidewalk, curb and gutter within the public right of way along Main St. abutting this proposed development per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
 - b. Remove and replace any broken/damaged driveway approach within the public right of way along Main St. abutting this proposed development per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
 - c. The Developer shall modify existing driveways within the public right of way along Main St. abutting this proposed development per City of Carson PW Standard Drawings to comply with the ADA requirements and to the satisfaction of the City Engineer.
 - d. Plant approved parkway trees on locations where trees in the public right of way along Main St. abutting this proposed development are missing per City of Carson PW Standard Drawings Nos. 117, 132, 133 and 134.

- e. Plant parkway grass/landscaping in the public right of way along Main St. abutting this proposed development per City of Carson PW Standard Drawing No. 116 to the satisfaction of the City Engineer.
 - f. Install irrigation system for the purpose of maintaining the parkway trees to be planted within the public right of way along Main St. abutting this proposed development.
 - g. Install/Modify existing raised landscaped median along the Main St. to the satisfaction of the City Engineer.
 - h. Install striping and pavement legend per City of Carson PW Standard Drawings.
 - i. Paint Curbs Red along Main St. within or abutting this proposed development. Plans showing the proposed red curbs shall be submitted to the Traffic Engineer for review and approval.
 - j. Streets abutting the development, shall be slurry sealed from curb-to-curb or from median-to-curb when medians are existing or as approved by the City Engineer. Slurry Seal materials shall be rubberized emulsion aggregate slurry (REAS).
19. Off-site improvements (e.g. driveways, sidewalk, parkway drains, trees, curb/gutter etc.) shown on the grading plans must provide a concurrent submittal to City of Carson Engineering Division. Off-site improvements may be shown on a separate set of street improvement plans. Prior to issuance of grading permit, Developer shall obtain clearance from City of Carson Engineering Division.
20. Pursuant to Section 9161.4 of the Zoning Ordinance, Developer shall underground all existing overhead utility lines 12 kilovolts and less along Main St. to the satisfaction of the City Engineer and only if the estimated cost of this, and all such required improvements, does not exceed fifty (50) percent of the valuation of the structure for which a building permit is requested. Pursuant to Section 9161.7 of the Zoning Ordinance, the City may accept an in-lieu fee in an amount determined by the City Engineer to be sufficient to cover the costs of such undergrounding provided the applicant deposits the full amount of the in-lieu fee before issuance of Building Permits and the in-lieu fee, and fees for all such required improvements, does not exceed fifty (50) percent of the valuation of the structure for which a building permit is requested. Undergrounding cost estimate shall be prepared by Southern California Edison and shall be submitted to the City Engineer for his determination.
21. Comply with the street lighting requirements if required by the LA County Public Works, Traffic Safety and Mobility Division, Street Lighting Section and any City Street Lighting requirements.

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

22. For any structural and/or treatment control device installed. Developer shall record a maintenance covenant pursuant to Section 106.4.3 of the County of Los Angeles Building Code and title 12, Chapter 12.80 of the Los Angeles County Code relating to the control of pollutants carried by storm water runoff. In addition, an exhibit shall be attached to identify the location and maintenance information for any structural and/or treatment control device installed.
23. Developer shall complete and submit digital BMP Reporting Template Spreadsheet to Kenneth Young via E-mail kyoung@carsonca.gov

24. Covenant shall be reviewed and approved by the City Engineer prior to recordation with the Los Angeles County Registers Recorder/County Clerk.
25. RECORDATION is the responsibility of the Developer. Provide a copy of the recorded covenant agreement to City Engineer
26. Inspection will be conducted once a year after all Post Construction Best Management Practices (BMP) are constructed.
27. The Developer shall comply with all requirements from L.A. County Sewer Maintenance Division for maintenance of new and/or existing sewer main, relating to this development, prior to release of all improvement bonds.
28. The Developer shall execute and provide to the City Engineer, a written statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building.
 - a. Comply with mitigation measures recommended by the water purveyor.
29. The Developer shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer.
30. The Developer shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer.
31. The Developer shall repair any broken or raised/sagged curb and gutter within the public right of way along Main Street fronting this proposed development per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
32. All street cuts for utility construction purposes shall be repaired by the Developer per the City's utility trench repair standard.
33. All infrastructures necessary to serve the proposed development (Electric, Gas, water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy.
34. The Developer shall pay any applicable Public Works/Engineering fees prior to the issuance of the Certificate of Occupancy.

XII. BUSINESS LICENSE

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

MEMORANDUM

To: ECM Management
From: Lisa Valdez, Senior Transportation Planner
Subject: Transportation Assessment for the Main Street Warehouse Project, City of Carson
Date: November 8, 2021
cc: Sean Kilkenny, Senior Project Manager, Dudek
Attachment(s): Attachment A: Queuing Analysis Worksheets
Attachment B: Raw Traffic Count Data

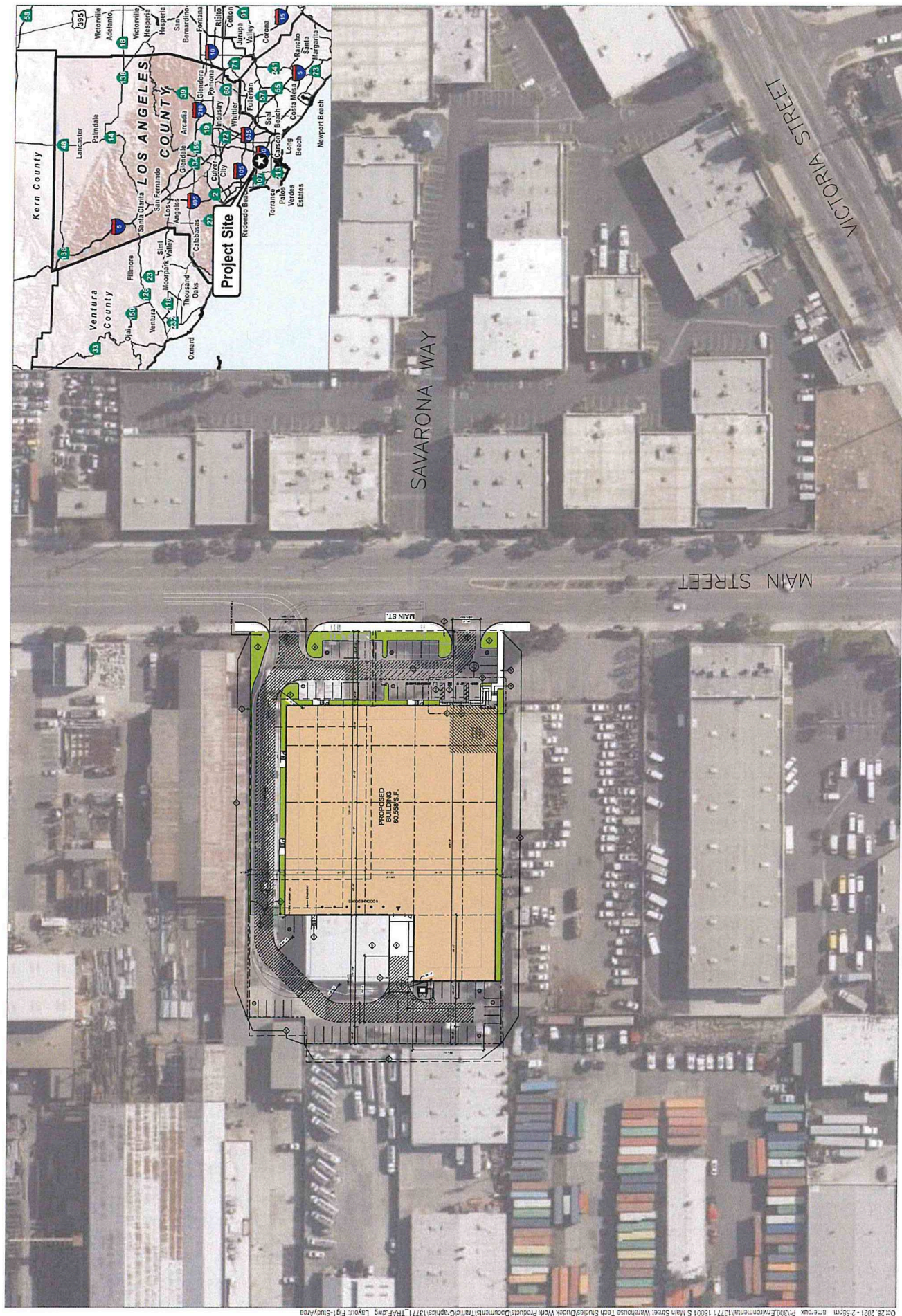
The purpose of this Transportation Technical Memorandum is to conduct a focused site access analysis and vehicle miles traveled (VMT) screening analysis for the proposed Main Street Warehouse Project (proposed project or project), in the City of Carson (City). The following Memo describes the proposed project and study area, presents the estimated project trip generation, evaluates the site access, and presents a VMT screening analysis.

1 Project Description and Study Area

The proposed project is located on a 2.67-acre industrial site at 18001 South Main Street in the City of Carson. Figure 1 provides a map of the transportation study area and Figure 2 presents the proposed project site plan. The project applicant is requesting approval of required entitlements for the construction and operation of an approximately 60,558-square-foot on-spec concrete tilt-up warehouse building and site improvements on an existing industrial site. The project would involve the demolition of an existing vacant warehouse (approximately 58,961 square feet) and the site is surrounded by other light and heavy industrial uses. The project site is located within the MH_D (Manufacturing, Heavy – with Site Plan and Design Review Overlay) zone with a General Plan Land Use designation of Heavy Industrial. Access to the site is proposed from two existing driveways on Main Street.

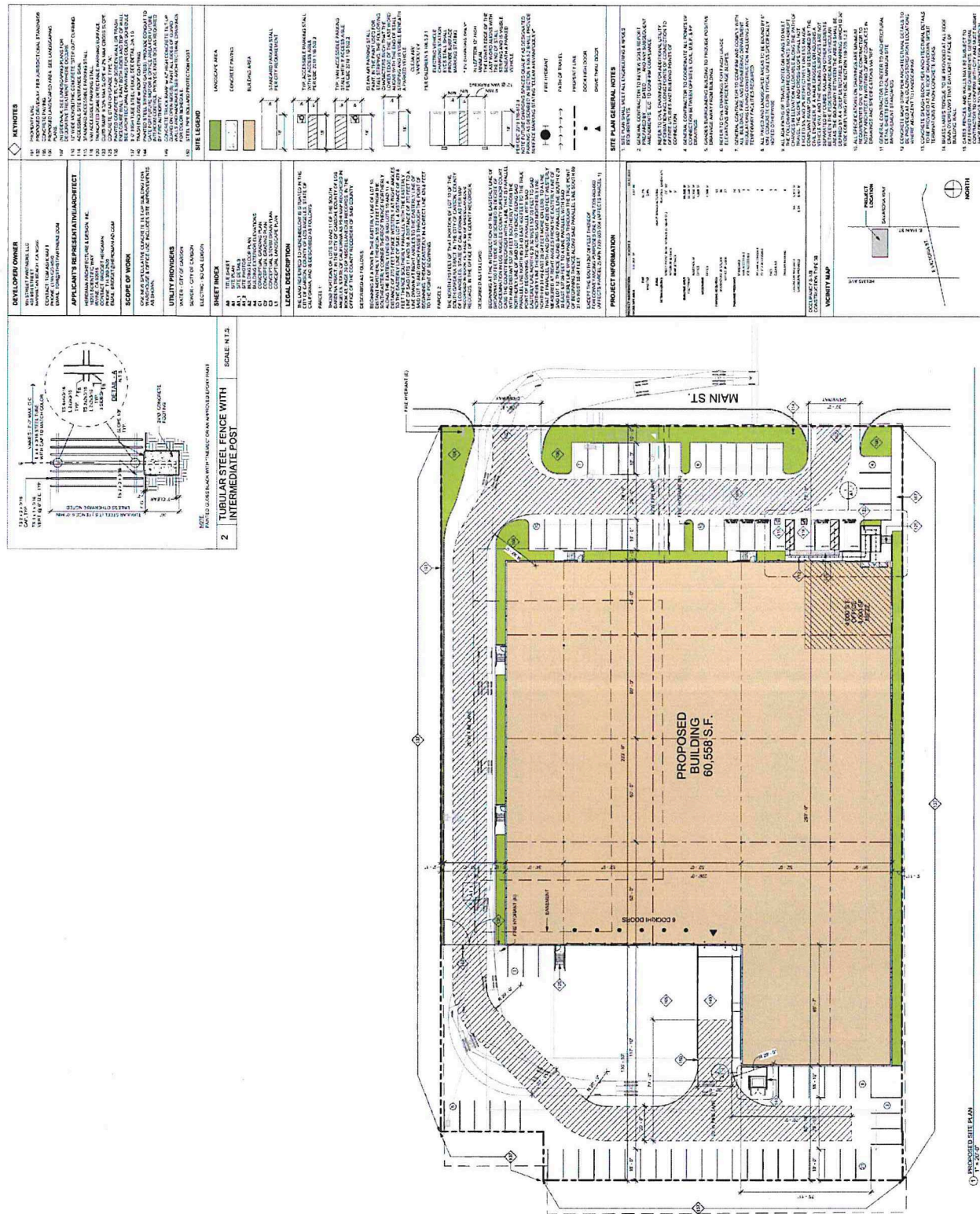
The project site is located on the west side of Main Street, between Victoria Street and Albertoni Street, and the focus of this analysis is on this segment of Main Street. Main Street is a north-south four lane road with a two-way left turn lane (TWLTL). Two raised medians are also provided on Main Street at each end of the study area segment. Main Street, in the study area, is classified as a Major Highway in the City's Transportation and Infrastructure Element¹. Main Street is also a designated truck route, between Alondra Boulevard to the north and Torrance Boulevard to the south. Sidewalks are provided on both sides of the street, with parking permitted along most of its length. Currently, there are no bus routes along Main Street, near the project site, or bicycle facilities. The speed limit on Main Street is 40 MPH.

¹ City of Carson. 2004. General Plan Transportation and Infrastructure Element.



SOURCE: Bing Maps 2021; Herdman Architecture + Design 2021

Figure 2
Site Plan
Main Street Warehouse Project



2 Project Trip Generation

Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 11th Edition*². The project includes the construction of a 60,558-square-foot warehouse and the demolition of an existing 58,961 square foot warehouse. As such, a trip credit for the existing uses has been applied to the project trip generation estimates.

Based on the ITE rates, the project would generate approximately 104 daily trips, 10 AM peak hour trips, and 11 PM peak hour trips. This equates to 155 daily passenger car equivalents (PCEs), 16 AM peak hour PCEs, and 17 PM peak hour PCEs. By applying a trip credit for the existing warehouse to be demolished, the project would generate 3 net new daily trips and no additional AM or PM peak hour trips.

Table 1. Project Trip Generation

Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
TRIP RATES ¹									
Warehousing	150	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
TRIP GENERATION									
Proposed- Warehouse	150	60.558 TSF	104	8	2	10	3	8	11
Existing- Warehouse	150	58.961 TSF	101	8	2	10	3	8	11
Net Change		1.597 TSF	3	0	0	0	0	0	0
PROJECT TRIP GENERATION (WITHOUT TRIP CREDIT) ²									
Vehicle Mix ³		Percent ²							
Passenger Vehicles		69.0%	71	5	2	7	2	5	8
2-Axle Trucks		6.8%	7	1	0	1	0	1	1
3-Axle Trucks		5.5%	6	0	0	1	0	0	1
4+-Axle Trucks		18.7%	19	1	0	2	1	2	2
Project Trip Generation Non-PCE			104	8	2	10	3	8	11
Vehicle Mix ³		PCE Factor ⁴							
Passenger Vehicles		1.0	71	5	2	7	2	5	8
2-Axle Trucks		2.0	14	1	0	1	0	1	1
3-Axle Trucks		2.0	11	1	0	1	0	1	1
4+-Axle Trucks		3.0	58	4	1	6	2	4	6
Project Trip Generation W/PCE			155	12	4	16	5	12	17

Notes: TSF = Thousand Square Feet; Rounding errors may occur

¹ Trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition, 2021*.

² Trip Generation (without trip credit applied) is shown for site queuing analysis only.

³ Vehicle Mix and Percent from SCAQMD, Warehouse Truck Trip Study Data Results and Usage, July 2014.

⁴ Passenger Car Equivalent (PCE) factors are assumed to be 1.0 for passenger vehicles, 2.0 for medium trucks, and 3.0 for heavy trucks.

² Institute of Transportation Engineers. 2021. *Trip Generation Handbook, 11th Edition*

3 Site Access

Vehicular access to the Project site is proposed from two existing driveways on Main Street, with minor improvements proposed. The existing driveways will be removed and reconstructed per the City's engineering design standards. The northern driveway is proposed to be approximately 39 feet wide with full access provided. The southern driveway is proposed to be 30 feet wide and restricted to right turn in and right turn out movements only, due to the existing raised median on Main Street, near the driveway. The median is approximately 281-feet-in length. A two-way left turn lane is provided on Main Street along the remainder of the project frontage.

3.1 Queuing Analysis

A queuing analysis was prepared for the project driveways to assess the adequacy of any off-site storage lanes into the project site, as well as the adequacy of driveway throat lengths and space on-site for vehicles to queue without effecting the internal circulation on the project site. Queuing was analyzed utilizing the SimTraffic software, which calculates the 95th percentile (design) queue. All queuing analysis data and SimTraffic queuing worksheets are provided in Attachment A.

AM and PM peak hour turning movement counts were collected on October 14, 2021 at the unsignalized intersection of Main Street and Savarona Drive, across from the project site and were used to calculate the Existing plus Project queues. The raw traffic counts worksheets are provided in Attachment B.

As shown in Table 2 below, none of the calculated 95th percentile (design) queues exceed storage capacities along Main Street. None of the queues would conflict with turning movements into or out of the project site, within the internal access drive aisles, or along Main Street with the addition of Project traffic during the Existing plus Project conditions. The longest 95th percentile queue is shown for the westbound left-through-right turning movement at the south project driveway, reaching 61 feet in the PM peak hour under Existing plus Project conditions.

Table 2. Peak-Hour Queuing Summary for Existing Plus Project Conditions

No.	Intersection	Movement ¹	Pocket Length ¹	Existing plus Project			
				AM Peak Hour		PM Peak Hour	
				95th Percentile Queue ²	Exceeds Turn Pocket Length?	95th Percentile Queue ²	Exceeds Turn Pocket Length?
1	Main Street/North Project Driveway	EBLR	500	21	No	34	No
		NBL	150	16	No	9	No
2	Main Street/South Project Driveway	EBR	500	10	No	22	No
		WBLTR	125	40	No	61	No
		SBLT	150 ³	42	No	23	No

Source: Attachment A

Notes: EBLR = eastbound left-right; NBL = northbound left; EBR = eastbound right; WBLTR = westbound left-through-right; SBLT = southbound left-through

¹ Measured in feet.

² Based on 95th percentile (design) queue length in SimTraffic 10

³ Length measured from nearest intersection.

3.2 Pedestrian and Bicycle Access

The site is in an existing industrial area with limited pedestrian and bicycle activity. Sidewalks are located on both sides of Main Street and there are currently no bike facilities. The City of Carson Master Plan of Bikeways³ was adopted by the City Council in August 2013 and proposes an extensive network of streets designed to be safe and comfortable for bicyclists, with the goal of enhancing the practical use of bicycles as a transportation choice. Between Alondra Street to the north and Victoria Street to the south, the plan proposes to add six-foot bike lanes to sections of Main Street with a raised median and six-foot bike lanes with a two-foot buffer to sections without a median.

Bicyclist and pedestrian safety would be maintained at existing levels in the area since the project is not changing the existing land use and would result in a negligible increase in project related trips. The project is proposing to reconstruct the existing driveways on Main Street to meet the City's design standards and would be improved over existing conditions. The project would not include any other site improvements that would extend into the public right-of-way or alter the existing roadway network. Therefore, the project would also not interfere with City's ability to construct any planned bicycle or pedestrian facilities in the future.

4 Vehicle Miles Traveled Analysis

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, with the purpose of streamlining the California Environmental Quality Act (CEQA) review process for several categories of development projects, including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of level of service (LOS) in CEQA documents. In November 2017, pursuant to SB 743, the Office of Planning and Research (OPR) released the draft revised CEQA Guidelines, recommending the use of VMT for analyzing transportation impacts. Additionally, OPR released the *Technical Advisory on Evaluating Transportation Impacts in CEQA*⁴, to provide guidance on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their jurisdictions. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance... recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence" (CEQA Guidelines Section 15064.7[c]). Subsequently in December 2018 the CEQA Guidelines were updated to add new Section 15064.3, Determining the Significance of Transportation Impacts, that describes considerations for evaluating a project's transportation impacts using the VMT methodology, formally replacing the LOS metric. This new methodology is required under CEQA beginning on July 1, 2020.

Screening Criteria

The City of Carson is in the process of creating transportation guidelines for evaluating potential project-related impacts to VMT. In the interim, the Los Angeles County Transportation Impact Analysis Guidelines⁵ are used to evaluate transportation impacts for proposed projects in the City. The County's Guidelines include the following

³ City of Carson. 2013. Carson Master Plan of Bikeways.

⁴ Office of Planning and Research. 2018. Updates to Technical Advisory on Evaluating Transportation Impacts in CEQA. April.

⁵ Los Angeles County Public Works Department. 2020. Los Angeles County Transportation Impact Analysis Guidelines. July.

screening criteria, consistent with OPR's Technical Advisory, to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed VMT analysis. A land use project needs only to meet one of the below screening criteria to have a presumption of less than significance.

- **Non-Retail Project Trip Generation Screening Criteria.** If a development project generates 110 or less net daily vehicle trips, further analysis is not required, and a less than significant determination can be made. The Guidelines state that a project's daily vehicle trip generation should be estimated using the most recent edition of the ITE Trip Generation Manual. As previously shown in Table 1, the project would generate a net increase of three daily trips and therefore meets this screening criterion based on its proposed size and land use.
- **Retail Project Site Plan Screening Criteria.** A project that contains a local serving retail use is assumed to have less than significant VMT impacts for the retail portion of the project. A local serving retail use is defined as a retail use that is 50,000 square feet of gross floor area or less. However, if the retail project is part of a mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with other screening criteria. Projects that include retail uses in excess of the Retail Project Site Plan Screening Criteria need to evaluate the entirety of the project's VMT. The proposed project does not include a retail component and therefore does not meet this screening criterion.
- **Proximity to Transit Based Screening Criteria.** Projects located within a ½ mile of an existing "major transit stop" or an "existing stop along a high-quality transit corridor may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to its proximity to transit, the project must also have a minimum Floor Area Ratio of 0.75; provide no more parking than required by the County Code; be consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS2); and not replace residential units set aside for lower income households with a smaller number of market-rate residential units. If the project meets these additional considerations, further analysis is not required, and a less than significant determination can be made. The project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor, and therefore does not meet this screening criterion.
- **Residential Land Use Based Screening Criteria.** Residential projects that set aside 100 percent of the units, excluding manager's units, for lower income households may be assumed to cause a less-than-significant transportation impact on VMT because they further the State's affordable housing goals. The project does not include a residential component and therefore does not meet this screening criterion.

As described above, the project meets the low project trip generation screening criterion and therefore a detailed project specific VMT analysis is not required.

5 Summary

The key findings of the project trip generation, site access, and VMT analysis presented in this Memo are summarized below:

- The proposed project would generate approximately 104 daily trips, 10 AM peak hour trips, and 11 PM peak hour trips (Table 1). This equates to 155 daily PCEs, 16 AM peak hour PCEs, and 17 PM peak hour

PCEs. By applying a trip credit for the existing warehouse to be demolished, the project would generate 3 net new trips and no additional AM or PM peak hour trips.

- The proposed Project would not result in unacceptable queueing conditions into or out of the Project site (Table 2). No impacts would occur.
- Bicyclist and pedestrian safety would be maintained at existing levels in the area since the project is not changing the existing land use and would result in a negligible increase in project related trips.
- Based on the Los Angeles County Transportation Impact Analysis Guidelines the project meets the low trip generation VMT screening criterion and would be screened from conducting a project specific VMT analysis.

Attachment A: Queuing Analysis Worksheets

Queuing and Blocking Report
Existing Conditions

Existing Conditions
AM Peak Hour

Intersection: 1: Main St & North Project Dwy

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 2: Main St & South Project Dwy/Savarona Wy

Movement

WB

SB

Directions Served

LTR

LT

Maximum Queue (ft)

32

69

Average Queue (ft)

11

13

95th Queue (ft)

35

46

Link Distance (ft)

232

123

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Existing Conditions

Existing Conditions
PM Peak Hour

Intersection: 1: Main St & North Project Dwy

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 2: Main St & South Project Dwy/Savarona Wy

Movement	WB	SB
Directions Served	LTR	LT
Maximum Queue (ft)	62	39
Average Queue (ft)	31	3
95th Queue (ft)	53	19
Link Distance (ft)	232	123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Existing plus Project

Existing plus Project
AM Peak Hour

Intersection: 1: Main St & North Project Dwy

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	31	31
Average Queue (ft)	4	2
95th Queue (ft)	21	16
Link Distance (ft)	357	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Main St & South Project Dwy/Savarona Wy

Movement	EB	WB	SB
Directions Served	R	LTR	LT
Maximum Queue (ft)	31	36	53
Average Queue (ft)	1	15	12
95th Queue (ft)	10	40	42
Link Distance (ft)	248	232	123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Existing plus Project

Existing plus Project
PM Peak Hour

Intersection: 1: Main St & North Project Dwy

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	31	24
Average Queue (ft)	10	1
95th Queue (ft)	34	9
Link Distance (ft)	357	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		75
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Main St & South Project Dwy/Savarona Wy

Movement	EB	WB	SB
Directions Served	R	LTR	LT
Maximum Queue (ft)	31	74	40
Average Queue (ft)	4	32	4
95th Queue (ft)	22	61	23
Link Distance (ft)	248	232	123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Attachment B: Raw Traffic Count Data

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 13, 21

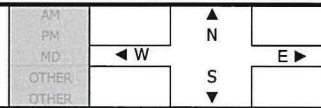
LOCATION:
NORTH & SOUTH:
EAST & WEST:

Carson
Main
Savarona

PROJECT #:
LOCATION #:
CONTROL:

SC3127
1
STOP W

NOTES:



☐ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Main NL X	Main NT 2	Main NR 0	Main SL 0	Main ST 2	Main SR X	Savarona EL X	Savarona ET X	Savarona ER X	Savarona WL 0	Savarona WT X	Savarona WR 0	
LANES:													
7:00 AM	0	63	4	6	76	0	0	0	0	1	0	1	151
7:15 AM	0	78	6	10	81	0	0	0	0	1	0	2	178
7:30 AM	0	70	3	7	85	0	0	0	0	1	0	1	167
7:45 AM	0	121	19	9	139	0	0	0	0	0	0	2	290
8:00 AM	0	103	4	8	119	0	0	0	0	1	0	4	239
8:15 AM	0	106	4	11	91	0	0	0	0	1	0	5	218
8:30 AM	0	93	6	10	85	0	0	0	0	3	0	1	198
8:45 AM	0	85	9	13	84	0	0	0	0	1	0	2	194
VOLUMES	0	719	55	74	760	0	0	0	0	9	0	18	1,637
APPROACH %	0%	93%	7%	9%	91%	0%	0%	0%	0%	33%	0%	67%	
APP/DEPART	776	/	737	834	/	771	0	/	129	27	/	0	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	423	33	38	434	0	0	0	0	5	0	12	947
APPROACH %	0%	92%	7%	8%	92%	0%	0%	0%	0%	29%	0%	71%	
PEAK HR FACTOR		0.806			0.797			0.000			0.708		0.811
APP/DEPART	458	/	435	472	/	441	0	/	71	17	/	0	0
4:00 PM	0	94	3	0	150	0	0	0	0	7	0	9	263
4:15 PM	0	114	3	3	141	0	0	0	0	4	0	7	272
4:30 PM	0	113	1	4	152	0	0	0	0	5	0	13	288
4:45 PM	0	123	3	0	123	0	0	0	0	7	0	10	266
5:00 PM	0	121	0	3	157	0	0	0	0	9	0	10	300
5:15 PM	0	112	3	2	140	0	0	0	0	4	0	6	267
5:30 PM	0	91	1	3	141	0	0	0	0	6	0	7	249
5:45 PM	0	93	1	0	103	0	0	0	0	5	0	4	206
VOLUMES	0	861	15	15	1,107	0	0	0	0	47	0	66	2,118
APPROACH %	0%	98%	2%	1%	98%	0%	0%	0%	0%	42%	0%	58%	
APP/DEPART	881	/	929	1,124	/	1,159	0	/	30	113	/	0	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	0	471	7	10	573	0	0	0	0	25	0	40	1,133
APPROACH %	0%	98%	1%	2%	98%	0%	0%	0%	0%	38%	0%	62%	
PEAK HR FACTOR		0.951			0.914			0.000			0.855		0.938
APP/DEPART	483	/	513	585	/	603	0	/	17	65	/	0	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2

0	0	0	0	0
2	0	0	0	2
0	1	0	0	1
1	1	0	0	2
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5	2	0	0	7



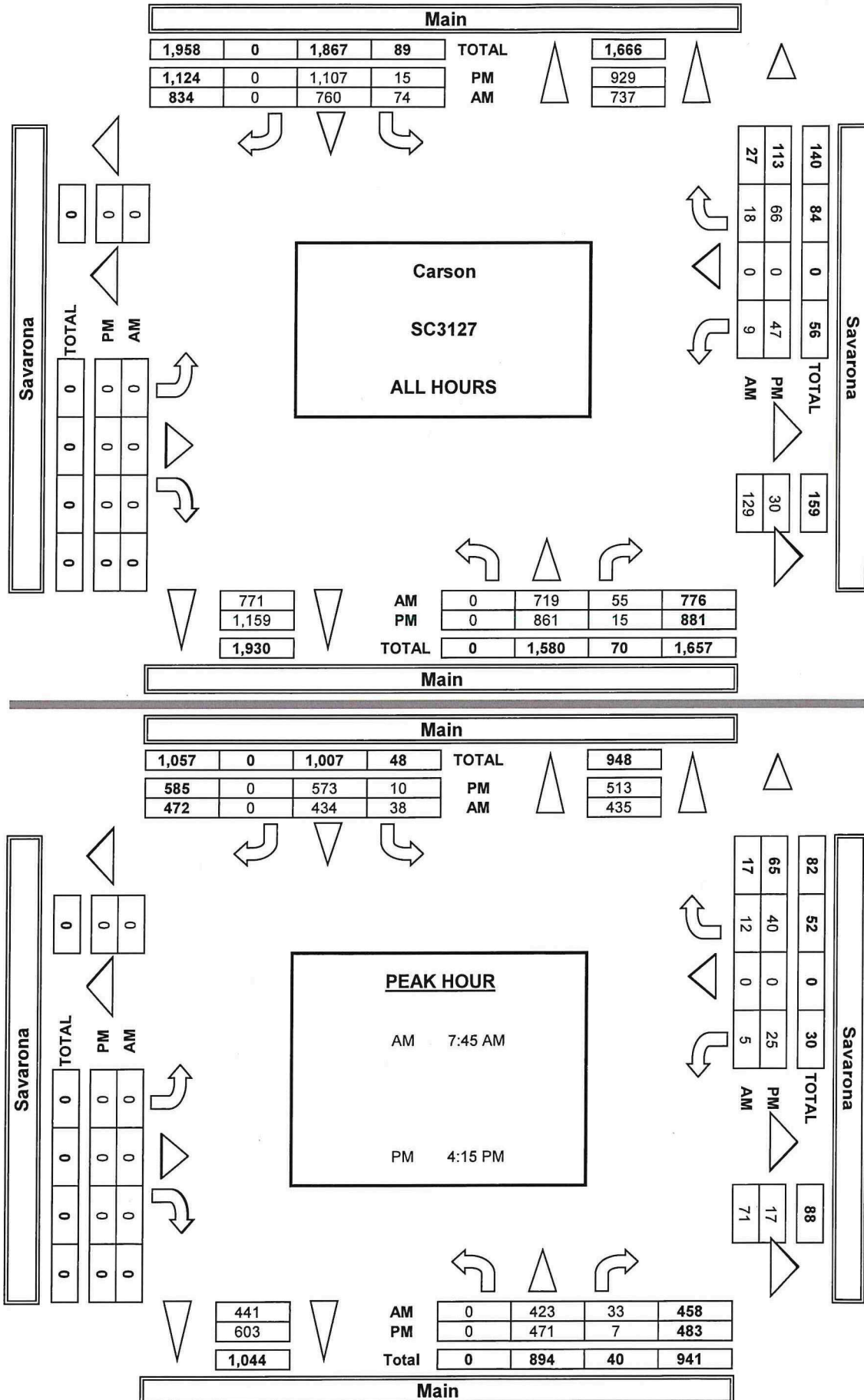
AM	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
	8:45 AM	
	TOTAL	
PM	4:00 PM	
	4:15 PM	
	4:30 PM	
	4:45 PM	
	5:00 PM	
	5:15 PM	
	5:30 PM	
	5:45 PM	
	TOTAL	

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	1	0	1
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	5	0	5
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	1	0	1
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	5	0	5
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/13/21
WEDNESDAY

LOCATION: NORTH & SOUTH:
EAST & WEST:

Carson
Main
Savaron

PROJECT #: SC3127
LOCATION #: 1
CONTROL: STOP W

PCE Adjusted	NOTES:						ANT PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
	Class	1	2	3	4	5			
	Factor	1	1.5	2	3	2			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
	X	2	0	0	2	X	X	X	X	0	X	0						

A.M.	7:00 AM	0	71	4	7	91	0	0	0	0	2	0	2	176				0
	7:15 AM	0	87	6	11	88	0	0	0	0	2	0	3	196				0
	7:30 AM	0	75	3	7	100	0	0	0	0	1	0	1	187				0
	7:45 AM	0	133	20	10	151	0	0	0	0	0	0	2	314				0
	8:00 AM	0	112	4	8	135	0	0	0	0	2	0	4	264				0
	8:15 AM	0	114	4	11	108	0	0	0	0	1	0	6	243				0
	8:30 AM	0	103	6	10	103	0	0	0	0	4	0	1	226				0
	8:45 AM	0	100	9	14	105	0	0	0	0	1	0	2	231				0
	VOLUMES	0	794	56	77	879	0	0	0	0	11	0	20	1,836	0	0	0	0
	APPROACH %	0%	93%	7%	8%	92%	0%	0%	0%	0%	36%	0%	64%					
P.M.	APP/DEPART	849	/	813	956	/	890	0	/	133	31	/	0	0				
	BEGIN PEAK HR	7:45 AM																
	VOLUMES	0	461	34	39	495	0	0	0	0	6	0	13	1,047				
	APPROACH %	0%	93%	7%	7%	93%	0%	0%	0%	0%	32%	0%	68%					
	PEAK HR FACTOR	0.813			0.834			0.000			0.712			0.833				
	APP/DEPART	495	/	474	534	/	501	0	/	72	19	/	0	0				
	4:00 PM	0	104	3	0	163	0	0	0	0	7	0	9	285				0
	4:15 PM	0	131	3	4	161	0	0	0	0	4	0	7	309				0
	4:30 PM	0	127	1	5	168	0	0	0	0	6	0	13	318				0
	4:45 PM	0	139	3	0	140	0	0	0	0	8	0	10	299				0
	5:00 PM	0	131	0	3	175	0	0	0	0	9	0	10	327				0
	5:15 PM	0	116	3	2	153	0	0	0	0	4	0	6	283				0
	5:30 PM	0	102	1	3	156	0	0	0	0	6	0	7	275				0
	5:45 PM	0	101	1	0	109	0	0	0	0	5	0	4	219				0
	VOLUMES	0	948	15	16	1,222	0	0	0	0	48	0	66	2,315	0	0	0	0
	APPROACH %	0%	98%	2%	1%	99%	0%	0%	0%	0%	42%	0%	58%					
	APP/DEPART	963	/	1,014	1,238	/	1,270	0	/	31	114	/	0	0				
	BEGIN PEAK HR	4:15 PM																
	VOLUMES	0	527	7	11	642	0	0	0	0	26	0	40	1,253				
	APPROACH %	0%	99%	1%	2%	98%	0%	0%	0%	0%	39%	0%	61%					
	PEAK HR FACTOR	0.940			0.920			0.000			0.868			0.958				
	APP/DEPART	534	/	567	653	/	668	0	/	18	66	/	0	0				



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/13/21 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Carson Main Savarona	PROJECT #: SC3127 LOCATION #: 1 CONTROL: STOP W
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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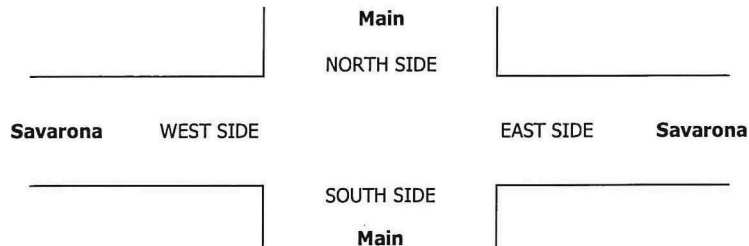
	NORTHBOUND Main			SOUTHBOUND Main			EASTBOUND Savarona			WESTBOUND Savarona			
LANES:	NL X	NT 2	NR 0	SL 0	ST 2	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	53	4	4	57	0	0	0	0	0	0	118
	7:15 AM	0	64	6	9	71	0	0	0	0	0	1	151
	7:30 AM	0	65	3	7	72	0	0	0	0	1	1	149
	7:45 AM	0	107	18	8	122	0	0	0	0	0	2	257
	8:00 AM	0	93	4	8	103	0	0	0	0	0	4	212
	8:15 AM	0	96	4	11	76	0	0	0	0	1	4	192
	8:30 AM	0	81	6	10	68	0	0	0	0	2	1	168
	8:45 AM	0	68	9	12	65	0	0	0	0	1	2	157
	VOLUMES	0	627	54	69	634	0	0	0	5	0	15	1,406
	APPROACH %	0%	92%	8%	10%	90%	0%	0%	0%	25%	0%	75%	
PM	APP/DEPART	683	/	642	703	/	641	0	/	123	20	/	0
	BEGIN PEAK HR	7:45 AM											
	VOLUMES	0	377	32	37	369	0	0	0	0	0	11	831
	APPROACH %	0%	92%	8%	9%	91%	0%	0%	0%	0%	21%	0%	79%
	PEAK HR FACTOR	0.809											
	APP/DEPART	411	/	388	406	/	374	0	/	69	14	/	0
	4:00 PM	0	83	3	0	136	0	0	0	0	7	0	9
	4:15 PM	0	91	3	2	119	0	0	0	0	4	0	7
	4:30 PM	0	96	1	3	131	0	0	0	0	4	0	13
	4:45 PM	0	101	3	0	108	0	0	0	0	6	0	10
PM	5:00 PM	0	107	0	3	135	0	0	0	0	9	0	10
	5:15 PM	0	106	3	2	122	0	0	0	0	4	0	6
	5:30 PM	0	77	1	3	127	0	0	0	0	6	0	7
	5:45 PM	0	85	1	0	98	0	0	0	0	5	0	4
	VOLUMES	0	746	15	13	976	0	0	0	0	45	0	66
	APPROACH %	0%	97%	2%	1%	98%	0%	0%	0%	0%	41%	0%	59%
	APP/DEPART	766	/	814	991	/	1,026	0	/	28	111	/	0
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	395	7	8	493	0	0	0	0	23	0	40
	APPROACH %	0%	97%	2%	2%	98%	0%	0%	0%	0%	37%	0%	63%
PM	PEAK HR FACTOR	0.933											
	APP/DEPART	407	/	437	503	/	521	0	/	15	63	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2

0	0	0	0	0
2	0	0	0	2
0	1	0	0	1
1	1	0	0	2
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5	2	0	0	7



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/13/21 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Carson Main Savarona	PROJECT #: SC3127 LOCATION #: 1 CONTROL: STOP W
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	<div> <div>AM</div> <div>PM</div> <div>MD</div> <div>OTHER</div> <div>OTHER</div> </div> <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>▶ E</div> <div>▼</div> </div> <div>N</div>
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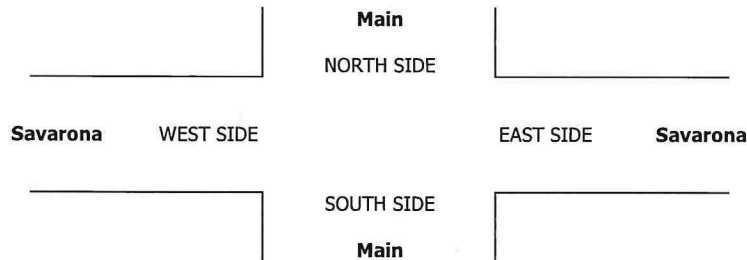
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Main			Main			Savarona			Savarona			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	2	0	0	2	X	X	X	X	0	X	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	6	0	2	13	0	0	0	0	1	0	1	23
	7:15 AM	0	10	0	1	8	0	0	0	0	1	0	1	21
	7:30 AM	0	2	0	0	6	0	0	0	0	0	0	0	8
	7:45 AM	0	9	1	1	13	0	0	0	0	0	0	0	24
	8:00 AM	0	7	0	0	11	0	0	0	0	1	0	0	19
	8:15 AM	0	8	0	0	7	0	0	0	0	0	0	1	16
	8:30 AM	0	8	0	0	9	0	0	0	0	1	0	0	18
	8:45 AM	0	11	0	0	11	0	0	0	0	0	0	0	22
	VOLUMES	0	61	1	4	78	0	0	0	0	4	0	3	151
	APPROACH %	0%	98%	2%	5%	95%	0%	0%	0%	57%	0%	43%		
PM	APP/DEPART	62	/	64	82	/	82	0	/	5	7	/	0	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	0	32	1	1	40	0	0	0	0	2	0	1	77
	APPROACH %	0%	97%	3%	2%	98%	0%	0%	0%	67%	0%	33%		
	PEAK HR FACTOR	0.825												
	APP/DEPART	33	/	33	41	/	42	0	/	2	3	/	0	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	50	0	2	54	0	0	0	0	2	0	0	108
	APPROACH %	0%	100%	0%	4%	96%	0%	0%	0%	100%	0%	0%		
	PEAK HR FACTOR	0.781												
	APP/DEPART	50	/	50	56	/	56	0	/	2	2	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/13/21 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Carson Main Savarona	PROJECT #: LOCATION #: CONTROL:	SC3127 1 STOP W
---------------------------------------	----------------------------------------------------	----------------------------	------------------------------------------------------------	-----------------------

CLASS 3: 3-AXLE TRUCKS	NOTES:	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;"> AM PM MD OTHER OTHER </div> <div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 5px;">▲</div> <div style="margin-bottom: 5px;">N</div> <div style="margin-bottom: 5px;">◀ W</div> <div style="margin-bottom: 5px;">S</div> <div style="margin-bottom: 5px;">▶ E</div> <div style="margin-bottom: 5px;">▼</div> </div> </div>
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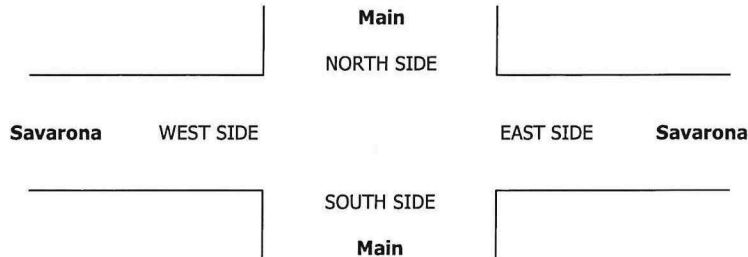
	NORTHBOUND Main			SOUTHBOUND Main			EASTBOUND Savarona			WESTBOUND Savarona			
LANES:	NL X	NT 2	NR 0	SL 0	ST 2	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	0	3	0	0	0	0	0	0	4
	7:15 AM	0	3	0	0	1	0	0	0	0	0	0	4
	7:30 AM	0	1	0	0	2	0	0	0	0	0	0	3
	7:45 AM	0	2	0	0	3	0	0	0	0	0	0	5
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	3	0	0	0	0	0	0	3
	8:30 AM	0	1	0	0	3	0	0	0	0	0	0	4
	8:45 AM	0	1	0	1	0	0	0	0	0	0	0	2
	VOLUMES	0	10	0	1	15	0	0	0	0	0	0	26
	APPROACH %	0%	100%	0%	6%	94%	0%	0%	0%	0%	0%	0%	
APP/DEPART	10	/	10	16	/	15	0	/	1	0	/	0	
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	4	0	0	9	0	0	0	0	0	0	13	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.500												
APP/DEPART	4	/	4	9	/	9	0	/	0	0	/	0	
PM	4:00 PM	0	1	0	0	2	0	0	0	0	0	0	3
	4:15 PM	0	4	0	0	2	0	0	0	0	0	0	6
	4:30 PM	0	7	0	0	1	0	0	0	0	0	0	8
	4:45 PM	0	5	0	0	0	0	0	0	0	0	0	5
	5:00 PM	0	1	0	0	7	0	0	0	0	0	0	8
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	20	0	0	14	0	0	0	0	0	0	34
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
APP/DEPART	20	/	20	14	/	14	0	/	0	0	/	0	
BEGIN PEAK HR	4:15 PM												
VOLUMES	0	17	0	0	10	0	0	0	0	0	0	27	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.607												
APP/DEPART	17	/	17	10	/	10	0	/	0	0	/	0	

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/13/21
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Carson
Main
Savarona

PROJECT #:
LOCATION #:
CONTROL:

SC3127
1
STOP W

CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶
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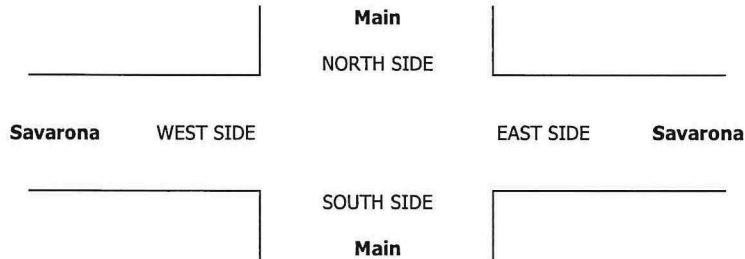
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Main			Main			Savarona			Savarona			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	2	0	0	2	X	X	X	X	0	X	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	0	2	0	0	0	0	0	0	3
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:30 AM	0	1	0	0	5	0	0	0	0	0	0	6
	7:45 AM	0	2	0	0	1	0	0	0	0	0	0	3
	8:00 AM	0	2	0	0	5	0	0	0	0	0	0	7
	8:15 AM	0	2	0	0	5	0	0	0	0	0	0	7
	8:30 AM	0	2	0	0	5	0	0	0	0	0	0	7
	8:45 AM	0	3	0	0	8	0	0	0	0	0	0	11
	VOLUMES	0	13	0	0	32	0	0	0	0	0	0	45
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	13	/	13	32	/	32	0	/	0	0	/	0
	BEGIN PEAK HR	7:45 AM											
	VOLUMES	0	8	0	0	16	0	0	0	0	0	0	24
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	1.000											
	APP/DEPART	8	/	8	16	/	16	0	/	0	0	/	0
	4:00 PM	0	2	0	0	3	0	0	0	0	0	0	5
	4:15 PM	0	2	0	0	5	0	0	0	0	0	0	7
	4:30 PM	0	1	0	0	3	0	0	0	0	0	0	4
	4:45 PM	0	1	0	0	6	0	0	0	0	0	0	7
PM	5:00 PM	0	1	0	0	2	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	2
	5:30 PM	0	2	0	0	5	0	0	0	0	0	0	7
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	4
	VOLUMES	0	11	0	0	28	0	0	0	0	0	0	39
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	11	/	11	28	/	28	0	/	0	0	/	0
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	5	0	0	16	0	0	0	0	0	0	21
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PM	PEAK HR FACTOR	0.625											
	APP/DEPART	5	/	5	16	/	16	0	/	0	0	/	0

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/13/21 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Carson Main Savarona	PROJECT #: LOCATION #: CONTROL:	SC3127 1 STOP W
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CLASS 5:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
RV			

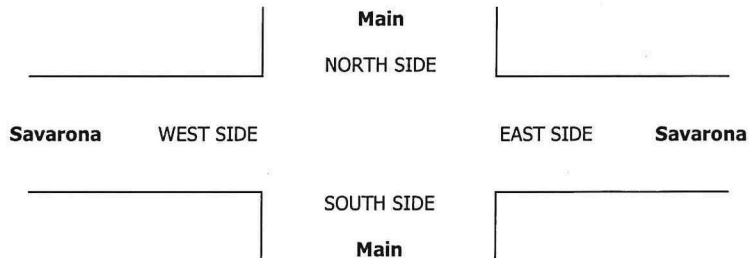
	NORTHBOUND Main			SOUTHBOUND Main			EASTBOUND Savarona			WESTBOUND Savarona			
LANES:	NL X	NT 2	NR 0	SL 0	ST 2	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	7:45 AM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:15 PM			0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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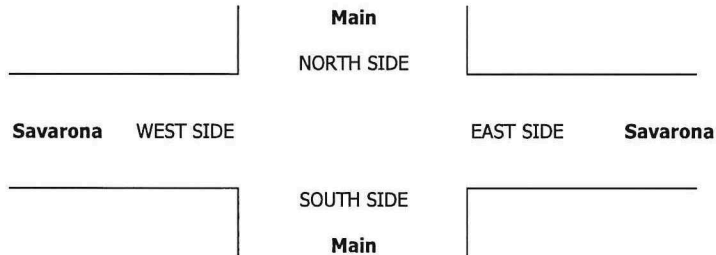
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/13/21 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Carson Main Savarona	PROJECT #: SC3127 LOCATION #: 1 CONTROL: STOP W
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CLASS 6:	NOTES:	AM PM MD OTHER	▲ N ◀ W S ▼	E ▶
BUSES				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	Main			Main			Savarona			Savarona				NB	SB	EB	WB	TTL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR						
LANES:	X	2	0	0	2	X	X	X	X	0	X	0						
AM	7:00 AM	0	2	0	0	1	0	0	0	0	0	0	3	0	0	0	0	
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
	VOLUMES	0	8	0	0	1	0	0	0	0	0	0	9	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		0	0	0	0	
APP/DEPART	8	/	8	1	/	1	0	/	0	0	/	0	0		0	0	0	
BEGIN PEAK HR	7:45 AM																	
VOLUMES	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0	0	0	0	
PEAK HR FACTOR	0.500			0.000			0.000			0.000			0.500					
APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0		0	0	0	
PM	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	VOLUMES	0	6	0	0	0	0	0	0	0	0	0	6	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0	0	0	0	
APP/DEPART	6	/	6	0	/	0	0	/	0	0	/	0	0		0	0	0	
BEGIN PEAK HR	4:15 PM																	
VOLUMES	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0	0	0	0	
PEAK HR FACTOR	0.500			0.000			0.000			0.000			0.500					
APP/DEPART	4	/	4	0	/	0	0	/	0	0	/	0	0		0	0	0	



9TH ST. PARTNERS, LLC

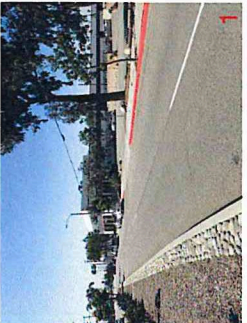
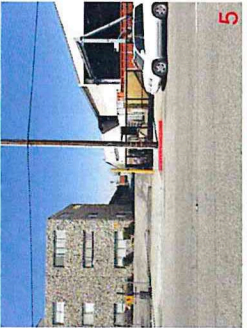
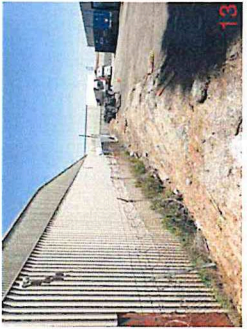
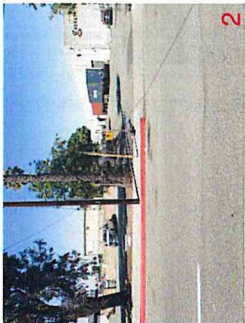
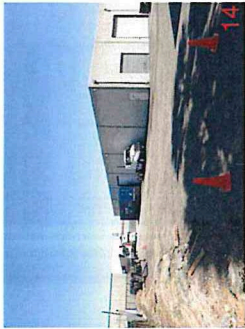
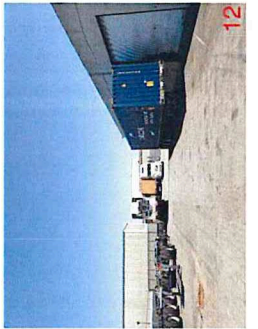
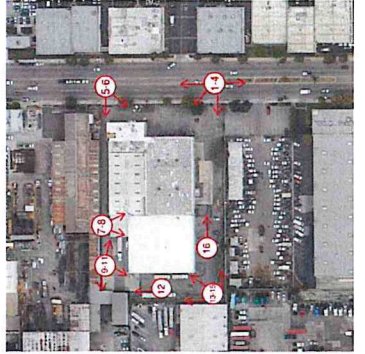
18001 MAIN ST.,
CARSON, CA

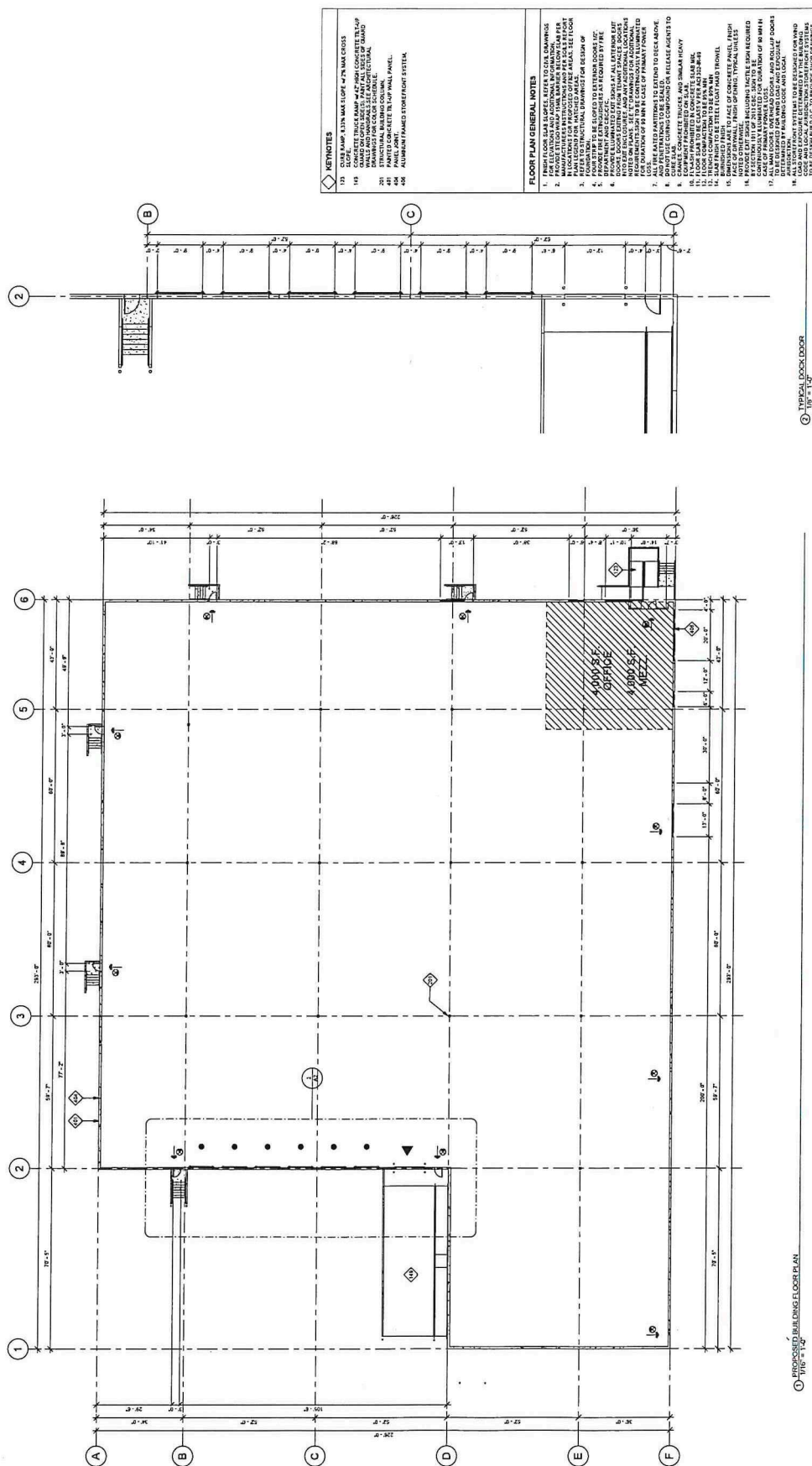


EXHIBIT NO. 3



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① PROPOSED BUILDING FLOOR PLAN

② TYPICAL DOCK DOOR
 $1/8" = 1'-0"$

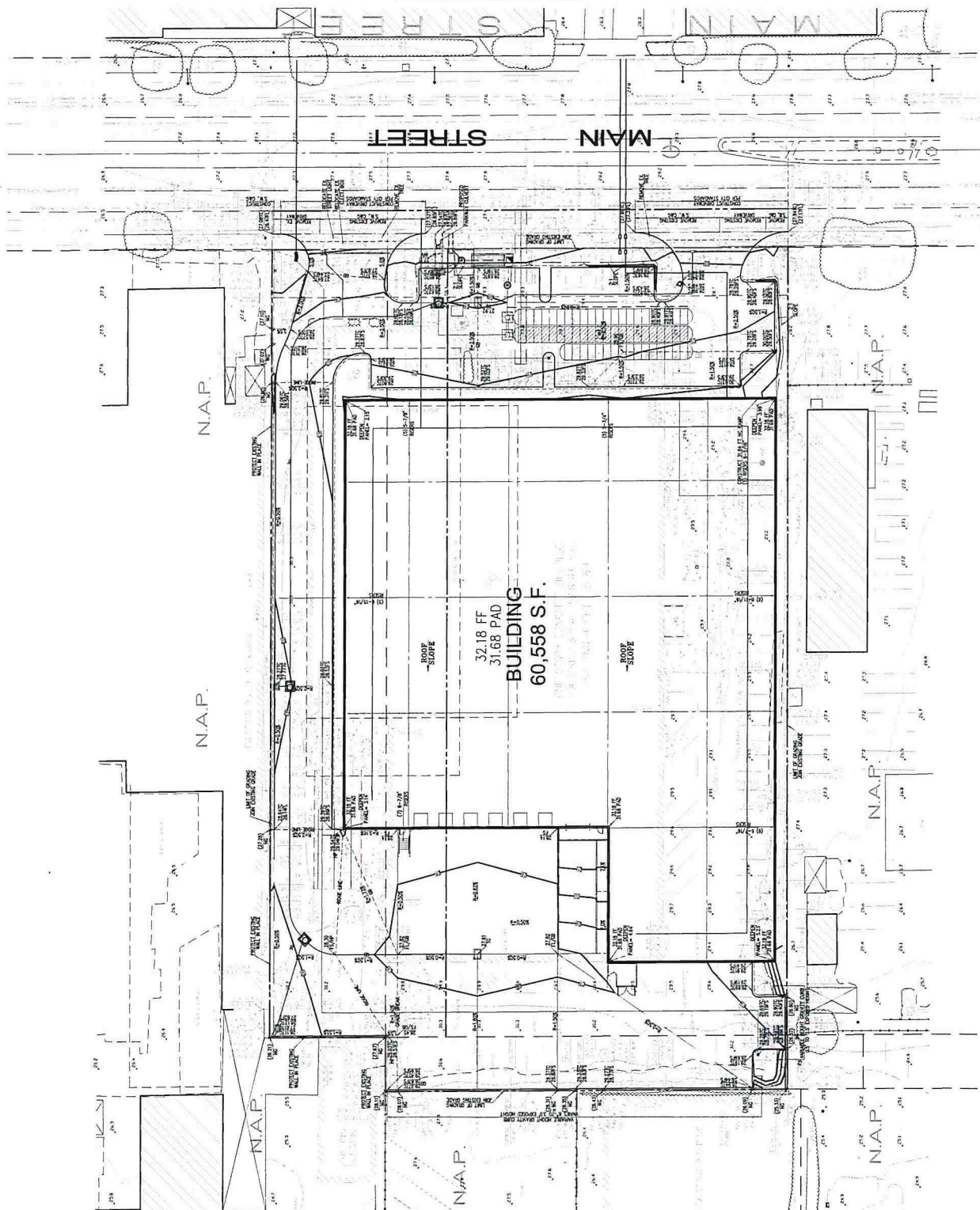
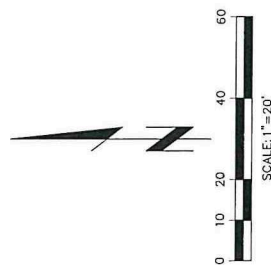
FLOOR PLAN GENERAL NOTES

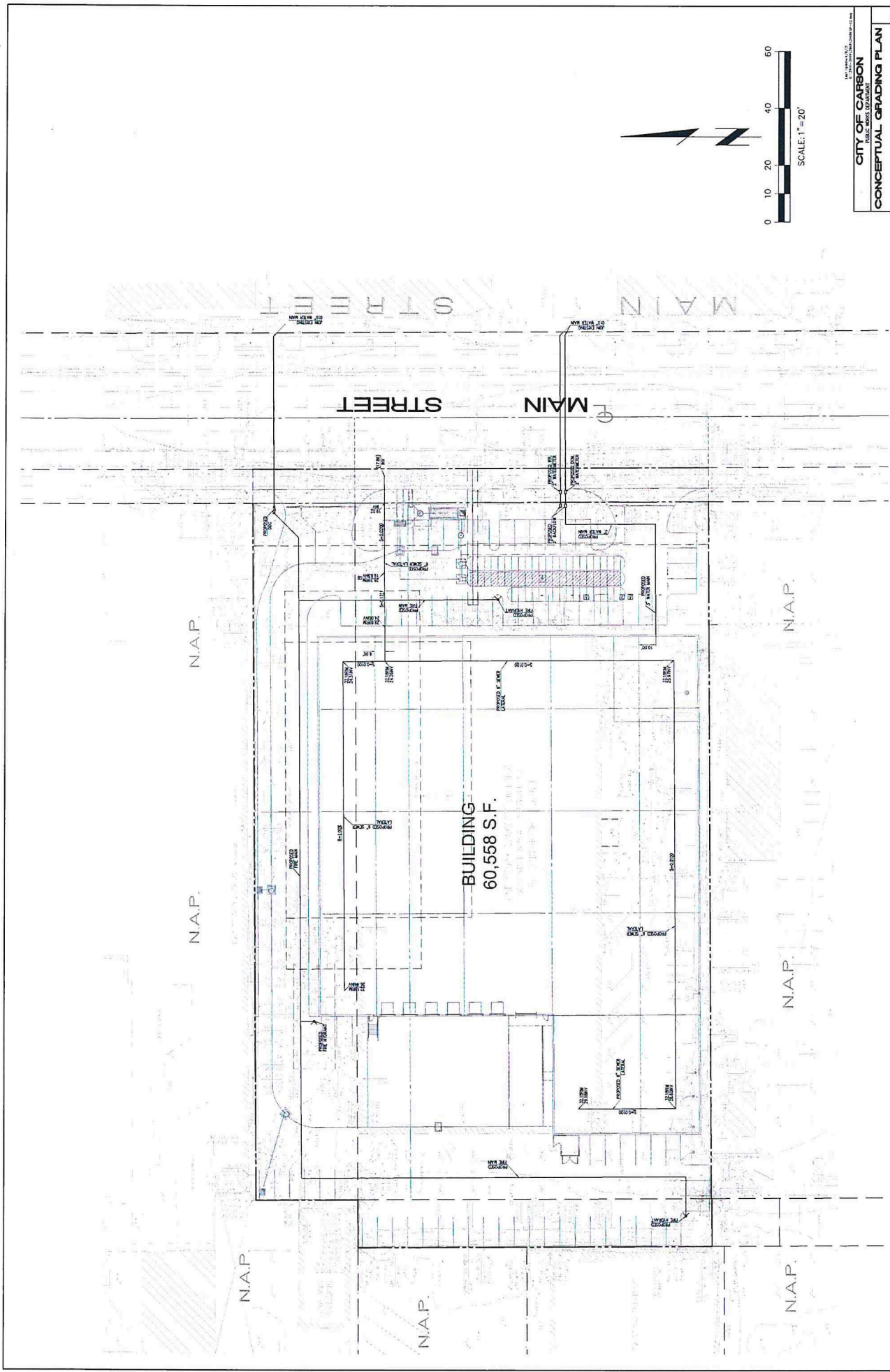
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KEYNOTES

- | | |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 22 | CURB RAMP, 8.33% MAX SLOPE w/ 7% MAX CROSS SLOPE. |
| 445 | CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE. PART ALL SIZES OF GUARD WALLS AND HANDRAILS SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE. |
| 201 | STRUCTURAL BUILDING COLUMN. |
| 181 | PANTEL CONCRETE TILT-UP WALL PANEL. |
| 504 | PANEL JOINT. |
| 504 | ALUMINUM FRAMED STOREFRONT SYSTEM. |



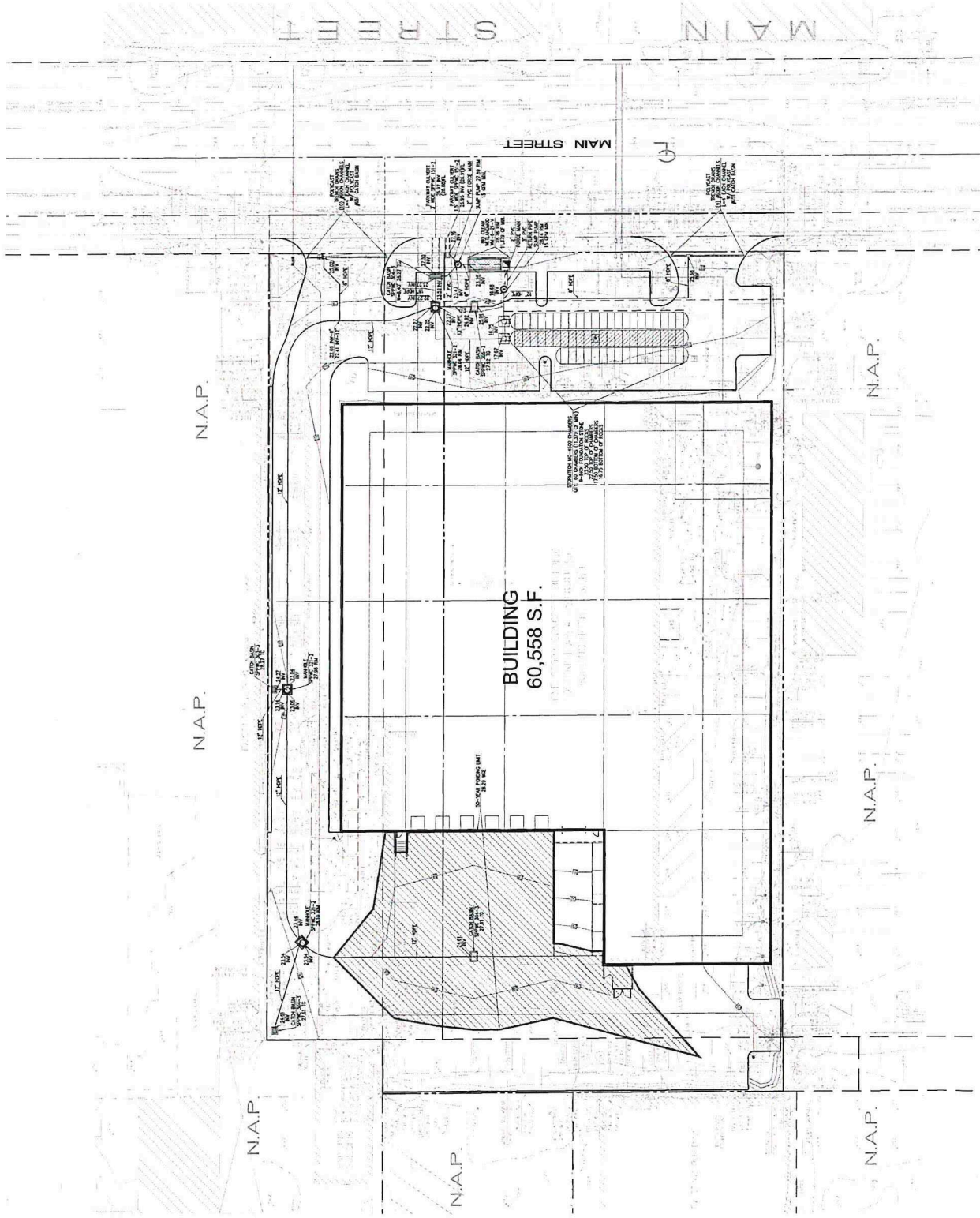




3968/2 OF 3 SHEET	
CITY OF CARBON	
PUBLIC WORKS DEPARTMENT	
CONCEPTUAL GRADING PLAN	
18001 SOUTH MAIN STREET	
Designed by	Date
Drawn by	Date
Checked by	Date
Approved by	Date



PREPARED FOR:
9TH STREET PARTNERS, LLC
1001 W. Main Street, Suite 100
Carbon, MO 63628
PHONE: (660) 338-1111



3968/3 OF 3 SHEET

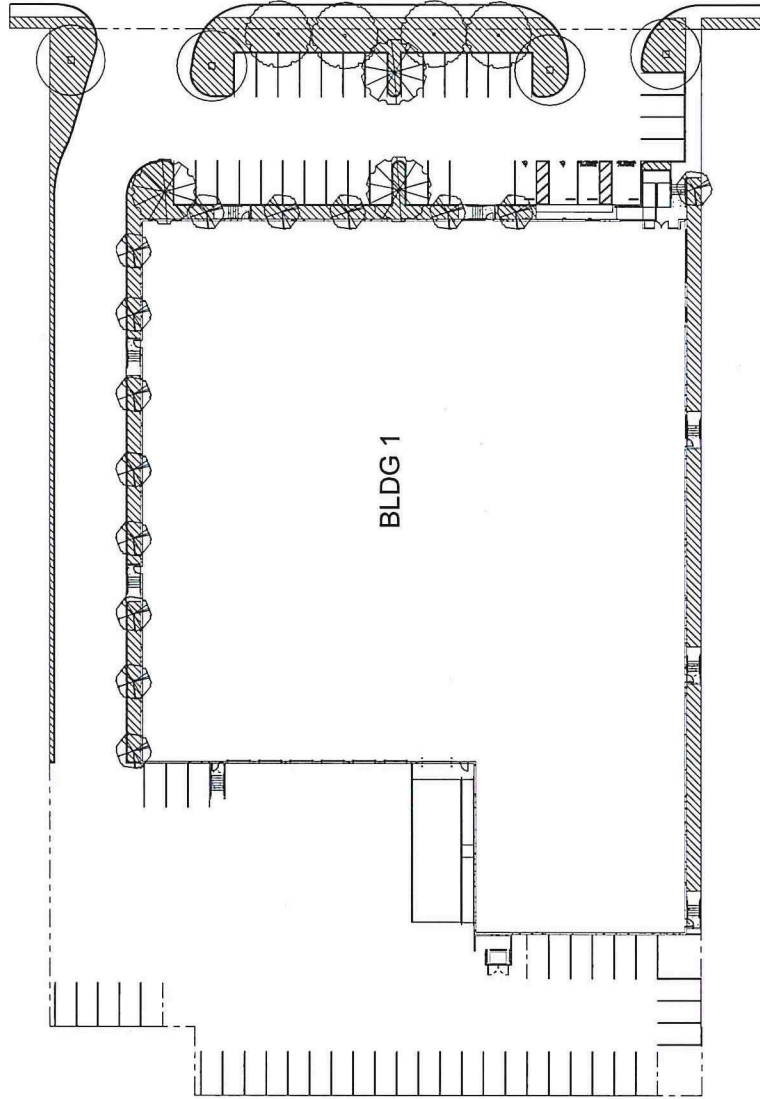
CITY OF CARBON	
PUBLIC WORKS DEPARTMENT	
CONCEPTUAL	
STORM DRAIN PLAN	
19001 SOUTH MAIN STREET	
Designed by	Date
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Checked by	Date
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70 YEARS
THOMPSON ENGINEERING, INC.
 1000 E. 10th Street, Suite 100
 Carbon, CO 80101
 Phone: (303) 507-5000
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PLANTING LEGEND

N.A.P.



S. MAIN STREET

BLDG 1

N.A.P.



18001 S Main St.

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