



## CITY OF SIGNAL HILL

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2175 Cherry Avenue • Signal Hill, California 90755-3799

THE CITY OF SIGNAL HILL  
WELCOMES YOU TO A REGULAR  
PLANNING COMMISSION MEETING  
August 18, 2026

The City of Signal Hill appreciates your attendance. Public interest provides the Commission with valuable information regarding issues of the community. Meetings are held on the 3rd Tuesday of every month.

Meetings begin at 7:00 pm. There is a public comment period at the beginning of the regular meeting, as well as the opportunity to comment on each agenda item as it arises. Any meeting may be adjourned to a time and place stated in the order of adjournment.

The agenda is posted 72 hours prior to each meeting on the City's website and outside of City Hall. The agenda and related reports are also available for review online at [www.cityofsignalhill.org](http://www.cityofsignalhill.org).

### To participate:

- In-person Participation: Council Chamber of City Hall, 2175 Cherry Avenue, Signal Hill, California.
- To make a general public comment or comment on a specific agenda item, you may also submit your comment, limited to 250 words or less, to [commdev@cityofsignalhill.org](mailto:commdev@cityofsignalhill.org) not later than 5:00 p.m. on Tuesday, August 18, 2026. Written comments will be provided electronically to the Planning Commission and attached to the meeting minutes. Written comments will not be read into the record.

Planning Commission Members are compensated \$125.00 per meeting.

(1) **CALL TO ORDER – 7:00 P.M.**

(2) **ROLL CALL**

CHAIR MILLER  
VICE CHAIR BELL  
COMMISSIONER LOPEZ  
COMMISSIONER PARKER  
COMMISSIONER SAVOULIAN

**(3) PLEDGE OF ALLEGIANCE****(4) PUBLIC BUSINESS FROM THE FLOOR ON ITEMS NOT LISTED ON THIS AGENDA****(5) PRESENTATIONS**

## a. REORGANIZATION

## SUMMARY:

ANNUALLY, THE COMMISSION SELECTS MEMBERS TO SERVE ONE-YEAR TERMS AS CHAIR AND VICE CHAIR. PLANNING MANAGER CARLOS LUIS WILL CALL FOR NOMINATIONS FOR CHAIR, AND ONCE SEATED, THE NEW CHAIR WILL CALL FOR NOMINATIONS FOR VICE CHAIR TO SERVE THE 2026/27 TERM OF OFFICE.

**(6) PUBLIC HEARING**

PUBLIC HEARING TO CONSIDER A SITE PLAN AND DESIGN REVIEW APPLICATION FOR THE CONSTRUCTION OF A NEW 1,025-SQUARE-FOOT DRIVE-THRU COFFEE SHOP LOCATED AT 850 EAST 33RD STREET WITHIN THE GATEWAY NORTH SPECIFIC PLAN (SP-12) ZONING DISTRICT AND THE ADOPTION OF AN ADDENDUM TO A PREVIOUSLY ADOPTED MITIGATED NEGATIVE DECLARATION

Recommendation:

## 1) Waive further reading and adopt the following resolution, entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, APPROVING SITE PLAN AND DESIGN REVIEW 26-01, A REQUEST TO CONSTRUCT A NEW 1,025-SQUARE-FOOT DRIVE-THRU COFFEE SHOP LOCATED AT 850 EAST 33RD STREET WITHIN THE GATEWAY NORTH SPECIFIC PLAN (SP-12) ZONING DISTRICT AND ADOPTING AN ADDENDUM TO SCH# 2021030665 APPROVED IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO SECTION 15162 AND 15164

**(7) CONSENT CALENDAR**

The following Consent Calendar items are expected to be routine and non-controversial. Items will be acted upon by the Commission at one time without discussion. Any item may be removed by a Commissioner or member of the audience for discussion.

## a. PREVIOUS MINUTES



Recommendation:

Approve.

## b. DEVELOPMENT STATUS REPORT

Recommendation:

Receive and file.

## c. IN THE NEWS

Recommendation:

Receive and file.

**(8) COMMISSION NEW BUSINESS**

COMMISSIONER LOPEZ  
COMMISSIONER PARKER  
COMMISSIONER SAVOULIAN  
VICE CHAIR BELL  
CHAIR MILLER

**(9) ADJOURNMENT**

Tonight's meeting will be adjourned to the next regular meeting of the Planning Commission to be held on Tuesday, September 15, 2026 at 7:00 p.m., in the Council Chamber of City Hall, 2175 Cherry Avenue, Signal Hill, CA 90755.

**PUBLIC PARTICIPATION**

If you need special assistance beyond what is normally provided to participate in City meetings, the City will attempt to accommodate you in every reasonable manner. Please call the City Clerk's office at (562) 989-7305 at least 48 hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible.

**AFFIDAVIT OF POSTING**

I, Greg Kapovich, Commission Secretary of the Planning Commission, do hereby affirm that a copy of the foregoing agenda was posted at City Hall 72 hours in advance of this meeting.



CITY OF SIGNAL HILL  
STAFF REPORT

2175 Cherry Avenue • Signal  
Hill, California 90755-3799

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8/18/2026

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**AGENDA ITEM**

**TO:**

**HONORABLE CHAIR  
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM:**

**GREG KAPOVICH  
COMMUNITY DEVELOPMENT DIRECTOR**

**CARLOS LUIS  
PLANNING MANAGER**

**SUBJECT:**

**REORGANIZATION**

**Summary:**

Annually, the Commission selects members to serve one-year terms as Chair and Vice Chair. Planning Manager Carlos Luis will call for nominations for Chair, and once seated, the new Chair will call for nominations for Vice Chair to serve the 2026/27 term of office.

The following procedures will be used for Commission reorganization:

1. The Chair turns the meeting over to the Commission Secretary who presides over the nomination of the new Chair.
2. The Commission Secretary indicates that "Nominations are now in order for the Chair of the Planning Commission."
3. Any member of the Commission may nominate any member for Chair; no second is required.
4. The Commission Secretary states, "Commissioner \_\_\_\_\_ has been nominated. Are there any further nominations for Chair?" The Commission Secretary repeats each nomination in this way until all nominations are made.
5. When it appears no one else wishes to make a nomination, the Commission Secretary again states, "Are there any further nominations for Chair? If there are no further nominations, the nominations are closed." No waiting for a motion to that effect.
6. After completion of the nominations, the Commission Secretary may provide each nominee with an opportunity to speak regarding their qualification for the position.
7. The Commission Secretary shall then conduct a roll call vote for the selection of Chair, asking each member to vote for the nominee of his or her choice. The vote shall be conducted in alphabetical order.
8. The Commission Secretary then declares the result of the election. The nominee receiving a majority vote of the Commission shall be declared the new Chair.
9. After selection of the new Chair, the Commission Secretary turns the meeting over to the newly elected Chair who is given an opportunity to make any remarks, which he or she may wish to make upon entering office.
10. The new Chair then presides over the selection of the Vice Chair, calling for nominations and conducting the vote as with the selection of the Chair.
11. The new Vice Chair is also given an opportunity to make any remarks which they may wish to make upon entering office.



## CITY OF SIGNAL HILL

2175 Cherry Avenue • Signal  
Hill, California 90755-3799

### STAFF REPORT

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8/18/2026

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#### **AGENDA ITEM**

**TO:**

**HONORABLE CHAIR  
AND MEMBERS OF THE PLANNING COMMISSION**

**FROM:**

**SUSANA MARTINEZ  
ASSOCIATE PLANNER**

**SUBJECT:**

**PUBLIC HEARING TO CONSIDER A SITE PLAN AND DESIGN REVIEW  
APPLICATION FOR THE CONSTRUCTION OF A NEW 1,025-SQUARE-FOOT DRIVE  
-THRU COFFEE SHOP LOCATED AT 850 EAST 33<sup>RD</sup> STREET WITHIN THE  
GATEWAY NORTH SPECIFIC PLAN (SP-12) ZONING DISTRICT AND THE  
ADOPTION OF AN ADDENDUM TO A PREVIOUSLY ADOPTED MITIGATED  
NEGATIVE DECLARATION**

#### **Summary:**

The applicant, Gurinder Kehr of Dutch Bros, LLC, is requesting approval of a Site Plan and Design Review (SPDR) application to construct a new 1,025 square-foot drive-thru coffee shop at 850 East 33<sup>rd</sup> Street within the Gateway North Specific Plan (SP-12) zoning district. The project proposes to construct a modified building design that reduces the previously approved building square footage in Area Three of SP-12 from 5,000 square feet to 1,025 square feet.

The project also requires review pursuant to the California Environmental Quality Act (CEQA). Staff prepared an Addendum to the previously adopted Mitigated Negative Declaration (State Clearinghouse No. 2021030665) to evaluate the proposed project's modifications and environmental impacts.

#### **Strategic Plan Goal(s):**

Goal No. 3 Economic & Downtown Development: Improve the local economy, support local businesses, and create a vibrant downtown core.

#### **Recommendation:**

- 1) Waive further reading and adopt the following resolution, entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, APPROVING SITE PLAN AND DESIGN REVIEW 26-01, A REQUEST TO CONSTRUCT A NEW 1,025-SQUARE-FOOT DRIVE-THRU COFFEE SHOP LOCATED AT 850 EAST 33<sup>RD</sup> STREET WITHIN THE GATEWAY NORTH SPECIFIC PLAN (SP-12) ZONING DISTRICT AND ADOPTING AN ADDENDUM TO

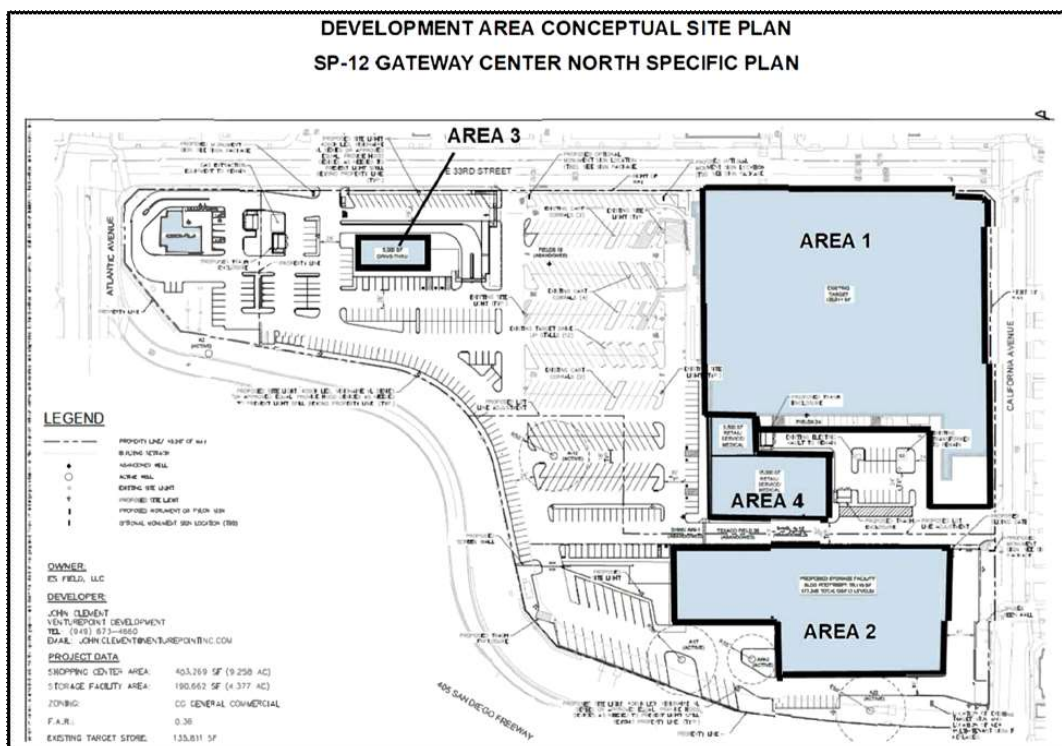
SCH# 2021030665 APPROVED IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO SECTION 15162 AND 15164

Background:

The Gateway Center North (SP-12) Specific Plan was approved in 2021, with the intent to establish a specific plan to guide physical development within the existing commercial center located at 950 East 33rd Street/3171 California Avenue. The specific plan also established a phased development concept that allows the commercial center to expand over time. The goals and objectives of SP-12 include:

1. Establish a unique review process for phased development, ensure conformity to the approved full build-out conceptual site plan for build-out of the Gateway Center North commercial center, and ensure the quality of design and architectural diversity;
2. Retain, revitalize, and renovate the existing Target store and commercial center;
3. Facilitate development of 23,500 square feet of new commercial building pads, including a 5,000 square-foot freestanding pad designed to house a drive-thru restaurant with outdoor dining;
4. Facilitate development of a 177,345 square-foot, three-story self-storage facility; and
5. Establish a project sign program for the Gateway Center North site, including renovation of an existing freeway-oriented pole sign and a review procedure for future tenant signs.

The phased development concept divided the commercial centers into four areas. Area 1 is dedicated to the Target retail store, which underwent a comprehensive interior and exterior remodel as the first phase of development. Area 2 accommodated a self-storage facility which was completed as the second phase of development. Area 3 was set apart for a food serving establishment with a drive-through. Area 4 is anticipated to accommodate future retail pads adjacent to the Target store. Pursuant to the Specific Plan, each development phase is required to undergo a Site Plan and Design Review and requires Planning Commission approval. The site plan below identifies the approved conceptual plan layout and location of each development area. It is worth noting the numerical areas are not required to be developed in order. The application submitted proposes to develop in Area 3, where the 5,000 square-foot restaurant with drive-thru was conceptually approved.



The Gateway Center North commercial shopping center is located within the North End neighborhood of the City. The approximately 13.63-acre center is bounded by commercial and residential uses to the north, residential to the east, Interstate 405 (I-405) to the south, and the City of Long Beach to the west. The site is currently developed with a Target store in Area 1 and a SecureSpace self-storage facility in Area 2. The center also includes a Chick-Fil-A restaurant on its western side; however, the restaurant is located entirely in the City of Long Beach.

On August 5, 2025, the Planning Division received a formal application to construct a new 1,025 square foot drive-through coffee facility within Area 3, of the existing shopping center. The application was reviewed for completeness and deemed incomplete on September 2, 2025. A second submittal was received on October 1, 2025, and deemed incomplete on October 31, 2025, due to the required submittal of an updated focused traffic analysis addressing the surrounding intersections and proposed business operations. due to outstanding information required for the traffic analysis. A fourth submittal was received by the City on June 26, 2026. Following review of the outstanding information, the application was deemed complete on July 29, 2026.

Consistent with the approved conceptual layout, the project proposes a food serving commercial use with a drive-through facility. The proposed project modifies the previously approved building size, building orientation, drive-through configuration, parking layout, and trash enclosure location.

### Analysis:

#### Business Operations

The proposed operator, Dutch Bros Coffee, is a quick-service beverage retailer that primarily serves customers through a drive-through format. The proposed facility includes a dual-lane drive-through

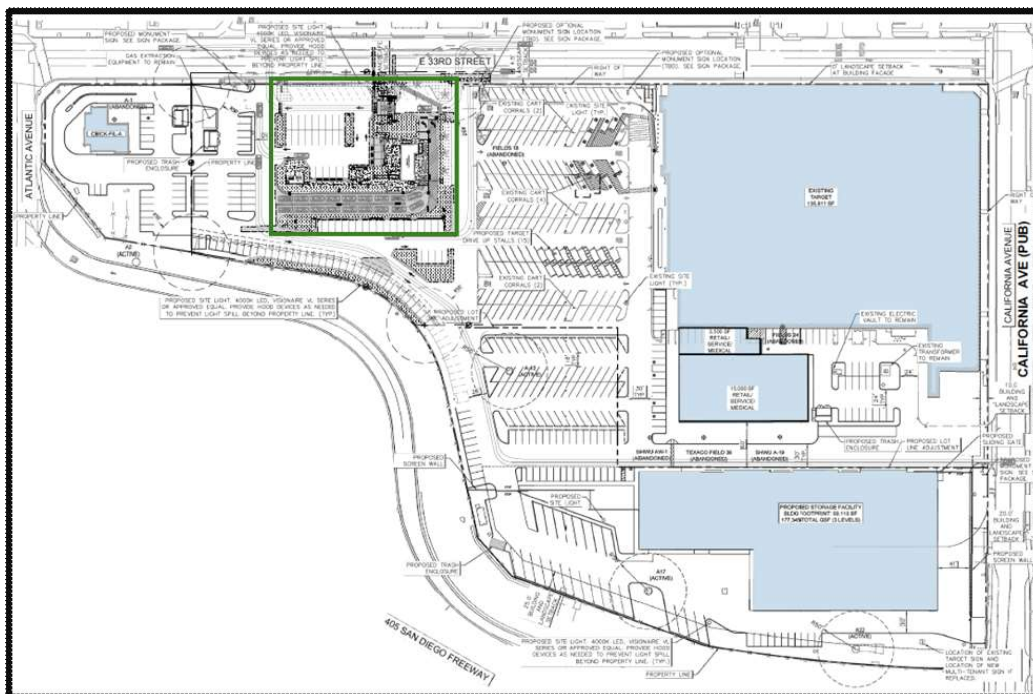
that merges into a single service lane at the pick-up window, as well as a walk-up ordering window to accommodate both vehicular and pedestrian customers. The business offers a variety of specialty beverages, including coffee, teas, lemonades, smoothies, shakes, and energy drinks, in addition to a limited selection of baked goods and seasonal drinks (Attachment E).

Dutch Bros proposes to use a combination of permanent ordering stations and handheld point-of-sale devices to process customer orders. Dutch Bros. staff would use handheld devices to process payments while customers wait in the designated drive-through queuing lanes. This approach allows staff to prepare beverages before vehicles reach the pick-up window, improving service efficiency and reducing customer wait times.

The proposed hours of operation are 5:00 am to 11:00 pm seven days a week. The business would operate in multiple shifts, with approximately four to twelve employees on-site at any given time.

### Site Plan

The proposed project would construct a freestanding commercial building along the northerly portion of the commercial center. The location where the building is proposed is currently part of the surface parking lot for the center. The building would not include any indoor seating and would instead provide a drive-through, order-ahead pick-up area, and covered walk-up service window located along the westerly side of the building. The site would incorporate pedestrian walkways and landscaping around the building to integrate the new facility with the existing shopping center. The proposed site plan is provided below.



### Building Design

The proposed building design incorporates horizontal and vertical metal siding, split-face CMU block,



aluminum storefront windows, and natural wood accents. The exterior color palette consists primarily of Dutch Bros' blue, dark gray, and light gray, with a white roofing material. The design incorporates a tower element, varied façade materials, wall articulation, and canopy awnings to add visual interest and break up the building massing. The project proposes canopying awnings at the building entrances and service doors, including a large canopy over the walk-up service window to provide weather protection. The following renderings depict the proposed building design.



In addition, the project proposes to incorporate exterior lighting throughout the site, including lighting along pedestrian walks, the drive-through, parking areas, and building façade. Lighting would provide and improve visibility for customers and employees during early morning and evening hours. Fixtures located in the drive-thru would include shielding in order to keep illumination on the project site, minimizing light glare and light spill onto the public right-of-way and surrounding properties. The photometric plan submitted identifies that the foot candles shall not exceed 0 at and within five feet of the property line.

Lastly, the project proposes landscaping improvements throughout Area 3. The landscape plan incorporates a combination of shrubs, groundcovers, and trees that complement the existing commercial center. Plants include thornless honeylocust and holly oak trees, dwarf olive shrubs, red yucca accent plantings, and acacia ground cover. The plans also include bioretention plantings including blue-eyed grass, common money flowers, and California wild rose. The project would retain existing trees and landscaping and protect them throughout construction. All proposed landscaping would use a permanent underground, water-wise irrigation system, and the project would not include any turfgrass. All proposed plants are classified as "Very Low" or "Low" water-use plants. The landscape plan provides a complete list of proposed plant species.

## Parking

SP-12 established parking requirements for phased development within the commercial center. Pursuant to Signal Hill Municipal Code (SHMC) Section 20.32.360, each development area must either maintain the existing number and design of parking spaces or, when proposing changes, substantially conform to the parking layout identified in the full buildout conceptual plan. At full buildout, the commercial center is required to provide a minimum of 492 parking spaces across the



entire site.

The approved full-buildout conceptual plan identified six parking zones throughout the commercial center, designated as Zones A through F. The parking areas collectively provide the 492 parking spaces, distributed as follows:

| Zone | Number of Parking Spaces |
|------|--------------------------|
| A    | 140 spaces               |
| B    | 169 spaces               |
| C    | 121 spaces               |
| D    | 32 spaces                |
| E    | 19 spaces                |
| F    | 11 spaces                |

The proposed Dutch Bros development would modify a portion of the existing parking area within Zone A to accommodate the building, drive-through circulation, and associated site improvements. The proposed site plan maintains the commercial center's overall parking and circulation framework and would not alter the approved full buildout parking supply of 492 spaces. Because the proposed development is located within an existing shared parking area that serves the commercial center, parking availability is evaluated as part of the overall site rather than as a parking supply dedicated exclusively to the Dutch Bros use. The project would continue to utilize the shared parking system established for Gateway Center North. Based on staff review of the proposed site plan and the applicable SP-12 parking requirements, the proposed parking modifications substantially conform to the approved full buildout conceptual site plan and the requirements of SHMC Section 20.32.360.

### Access and Circulation

The proposed project would utilize the existing access network serving the Gateway Center North shopping center. Vehicles traveling eastbound on East 33<sup>rd</sup> Street would enter the shopping center through the existing shared driveway and reach the Dutch Bros site through the internal shopping center drive aisles. The proposed drive-through would provide two lanes that merge into a single lane near the service window. A bypass lane would allow vehicles to exit the queue before reaching the service window, supporting efficient drive-through operations. Dutch Bros employees, referred to as "drink runners," may deliver completed beverage orders to waiting vehicles as they become available. This operational approach would minimize delays at the service window and maintain efficient vehicle circulation.

The project provides approximately 450 feet of drive-through queuing, accommodating approximately 18 to 21 vehicles, depending on vehicle spacing and traffic management practices. The 2026 Traffic Operations Memorandum evaluated potential drive-through queuing using a time-dependent queuing model based on transaction data from comparable Dutch Bros locations. The analysis determined that there is approximately a five percent probability that the queue would exceed 16 vehicles. Based on the available on-site storage, the study concluded that the anticipated queue would not extend to the public right-of-way or adversely affect circulation within the commercial shopping center. The traffic report (Attachment E) contains the queueing plan.

To further manage vehicle circulation during periods of increased demand, the traffic study recommends active queue management when the drive-through reaches approximately 75 percent of its capacity, or approximately 13 vehicles. Active queue management would include employees taking orders and payments from vehicles within the queue, distributing completed orders to waiting customers when feasible, and directing vehicles to maintain efficient spacing within the queue. Additionally, temporary directional signage and traffic-control personnel may also be used as needed to prevent the queue obstructing adjacent circulation.

The proposed project accounted for the Chick-fil-A circulation within the shopping center. Although the traffic study does not anticipate Dutch Bros queues regularly extending beyond the designated drive-through capacity, the study identifies a supplemental wrap-around queue configuration that could accommodate up to approximately 11 additional vehicles if needed. This configuration is activated when the queue reaches its available capacity and would help minimize potential conflicts between the Dutch Bros and Chick-fil-A circulation areas. The wrap around queue is depicted on page 17 of the traffic report (Attachment E).

The 2021 MND evaluated a 5,000 square-foot drive-through restaurant within Area Three and estimated approximately 1,273 two-way daily trips. The 2026 Traffic Operations Memorandum estimates that the proposed Dutch Bros use would generate approximately 754 daily trips based on observed transaction data from four comparable Dutch Bros locations. The analysis estimates approximately 53 AM peak-hour trips and 46 PM peak-hour trips. Accordingly, the proposed use is anticipated to generate approximately 519 fewer daily trips than the development evaluated in the 2021 MND.

The 2026 analysis also evaluated operations at six surrounding intersections. During the weekday PM peak hour, the analysis determined that project generated traffic would not change existing operations at any of the study intersections. Atlantic Avenue and East 33<sup>rd</sup> Street would continue to operate at Level of Service C, which indicates moderate traffic delay, while the remaining intersections would maintain their existing levels of service. The substantial reduction in anticipated daily trips compared with the previously approved development would reduce the project's overall traffic demand and could reduce the impacts on traffic conditions within and around the commercial center. The City Traffic Engineer reviewed the 2026 Traffic Operations Memorandum and determined that the analysis was prepared in accordance with industry standards and concur with its findings and conclusions.

### Temporary Traffic Management

The project would implement temporary traffic management measures during periods of increased drive-through demand to maintain efficient circulation within the project site and surrounding shopping center. The Traffic Operations Memorandum recommends implementation of active queue management when the drive-through reaches approximately 75 percent of its capacity, or approximately 13 vehicles.

The operators would implement queue management measures that include having employees take orders and payments from vehicles within the queue, deliver completed orders to customers before they reach the service window when feasible, and direct vehicles to minimize gaps between queued vehicles. Dutch Bros staff may also use temporary directional signage and traffic-control personnel to direct vehicles and prevent the drive-through queue from obstructing adjacent circulation.

The applicant's traffic management plan identifies designated paths of travel, points of ingress and egress, directional sign locations, and staffing locations to manage vehicle circulation. Staff would remove all temporary signs and cones at the end of each business day.

Because the City's Zoning Code regulates temporary and portable signage separately from permanent tenant signage, the operator must ensure all temporary traffic management devices used on the site comply with applicable City regulations and shall not obstruct pedestrian, vehicular, or emergency access.

### Sign Program

SP-12 established a coordinated sign program for the commercial center to provide consistent identification of the development and its individual tenants. The approved sign program includes monument signage along East 33<sup>rd</sup> Street and the renovation of the existing freeway-oriented sign to provide identification for Gateway Center North tenants. As tenants are confirmed, individual tenant signs are subject to review through the Site Plan and Design Review process and are incorporated into the comprehensive project sign program.

As part of the proposed Dutch Bros development, the project includes tenant and operational signage intended to identify the business, provide wayfinding, and facilitate safe and efficient circulation throughout the site. The proposed signage includes wall-mounted building signage, drive-through menu boards, directional signage, parking lot signage, and signage identifying the walk-up service window. The signage would be designed to complement the architectural character of the building and the overall Gateway Center North commercial center.

As noted above, the project includes temporary directional signage that Dutch Bros' may use during periods of increased customer demand to manage vehicle circulation. Employees may use these signs to direct vehicles away from the drive-through entrance or managing vehicle queues. These temporary traffic management signs are addressed separately as part of the project's Temporary Traffic Management measures.

Pursuant to SHMC 20.32.390, individual tenant signs within the Gateway Center North commercial center are subject to administrative approval and must comply with Chapter 20.58, Signs. The proposed Dutch Bros sign program complies with the applicable requirements of SHMC Sections 20.32.390 and Chapter 20.58. The proposed Sign Program is included as Attachment G for Planning Commission consideration.

### Conformity with Gateway Specific Plan

City staff reviewed the project for compliance with SHMC Chapter 20.32. The proposed project is located within Area 3 of the Gateway Center North Specific Plan (SP-12), establishes Area 3 as the designated footprint for a restaurant with drive-through within the commercial center. SHMC Section 20.32.330 requires development within Area 3 to substantially conform to the approved Gateway Center North full buildout conceptual site plan presented above. The Planning Commission must determine whether the project substantially conforms to the approved site plan. The basis of the determination is the building location, orientation, and size. Additionally, the SHMC requires conformity with conceptual design elements, such as the building's design and materials utilized. A

full list of conformity design elements is provided below:

1. Variation of building roofline, angle, and height;
2. Variation of building materials and colors;
3. Combined use of stone, siding, and windows; and
4. Articulation of elevations to reduce mass.

The proposed site plan is consistent with the approved location and commercial function contemplated for Area Three while modifying the building orientation, drive-through circulation, parking configuration, trash enclosure location, and landscaping. The proposed modifications are identified in the project's CEQA consistency review and do not require an amendment to SP-12. Overall, the proposed design conforms to the approved conceptual plan, while modifying the layout to provide a configuration that better aligns with the business model and operational needs of the proposed operator.

The building design incorporates the conceptual design elements required by SHMC Section 20.32.330, including variation in building materials and colors, combined use of masonry, siding, and windows, and articulation of the elevations to reduce building mass as identified in the renderings. The architectural design also incorporates varied building elements and a tower feature that contributes to the required variation in building form. The material board is provided as Attachment H.

SHMC Section 20.32.350 does not establish a required setback for Area 3 because the commercial building must substantially conform to the approved full-buildout conceptual site plan. Accordingly, the proposed development does not require a separate setback deviation.

The project also proposes to modify the existing parking and circulation area within Area 3. The project's site plan provides on-site parking, of which two are accessible parking spaces, and incorporates pedestrian walkways, accessible routes, and revised circulation improvements. The applicant also revised the plans to provide an ADA-compliant driveway and added "DO NOT ENTER" pavement markings and signage at the northwesterly exit, since this drive aisle shall be utilized for one-way traffic as provided in the condition of approval for SP-12.

The project would provide new landscaping consistent with the Specific Plan's landscape requirements and would not introduce turf as part of the proposed development. The project also includes a trash enclosure and tenant signage, which comply with the applicable provisions of SHMC Sections 20.32.370 through 20.32.390.

Based on staff's review of the submitted plans and applicable SP-12 requirements, the proposed project substantially conforms to the approved Gateway Center North conceptual site plan and conceptual design elements, subject to the Conditions of Approval.

### Environmental Review

The City prepared an Addendum to the previously adopted Mitigated Negative Declaration (MND) (SCH No. 2021030665) to evaluate the proposed modifications associated with the proposed project. The project proposes a new 1,025 square-foot drive-through coffee shop. The previously approved MND analyzed and designated area three for a 5,000 square-foot restaurant with drive-through. The proposed project reduces the originally approved building footprint, reconfigures the drive-through circulation, relocates the trash enclosures, and enhances site landscaping.

Lastly, a review of the original traffic report included in the MND indicated that the approved restaurant with drive-through would generate approximately 1,273 daily trips. The proposed project is estimated to generate 754 average daily trips. The daily trip information is based on comparative data to four other Dutch Bros locations within Southern California. Accordingly, the proposed use is anticipated to generate approximately 519 fewer daily trips than the development evaluated in the 2021 MND.

The Addendum concludes that the proposed modifications do not create a new significant environmental impact or substantially increase the severity of previously identified impacts. The project remains within the scope of the environmental analysis completed for the 2021 MND. Therefore, the City will continue to implement the previously adopted mitigation measures and Mitigation Monitoring and Reporting Program (MMRP). Therefore, because the project satisfies the requirements of CEQA Guidelines Sections 15162 and 15164, the City does not need to prepare subsequent or supplemental environmental documents.

### Departmental Review

The project was routed to the Public Works Department, Police Department, and Building Division for review. The Police Department and Building Division reviewed the project and did not identify any additional Conditions of Approval. Public Works reviewed the project and provided Conditions of Approval addressing applicable public works and site improvement requirements. The Public Works Conditions of Approval have been incorporated into the project's final Conditions of Approval.

### Conclusion

The proposed Dutch Bros project has been reviewed for consistency with the Gateway Center North Specific Plan (SP-12), applicable development standards, site design requirements, traffic and circulation considerations, and the California Environmental Quality Act (CEQA) and has been determined to be in conformance with all standards and requirements.

The proposed project would contribute to the growth and investment of the commercial shopping center and would welcome another business to the Gateway Center. Staff recommends that the Planning Commission approve Site Plan and Design Review 26-01 and adopt the Addendum to the previously adopted MND (SCH No. 2021030665), subject to the Conditions of Approval included in the attached resolution.

### Attachments:

- A. Planning Commission Resolution: SPDR 26-01 and Conditions
- B. Addendum to the Previously Adopted MND
- C. Project Plans
- D. Business Narrative and Menu
- E. Traffic Memorandum
- F. Sign Program
- G. Materials Board
- H. Renderings
- I. Gateway Center North Specific Plan (SP-12) Staff Report

**RESOLUTION NO. XXX-08-18**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIGNAL HILL, CALIFORNIA, APPROVING SITE PLAN AND DESIGN REVIEW 26-01, FOR THE CONSTRUCTION OF A NEW 1,025 SQUARE-FOOT DRIVE-THRU COFFEE SHOP LOCATED AT 850 EAST 33RD STREET WITHIN THE GATEWAY NORTH SPECIFIC PLAN (SP-12) ZONING DISTRICT, AND ADOPTING AN ADDENDUM TO SCH# 2021030665 APPROVED IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO STATE CEQA GUIDELINES SECTION 15162 AND 15164**

**WHEREAS**, on August 5, 2025, Gurinder Kehr of Dutch Bros, LLC, submitted an application requesting approval of Site Plan and Design Review (SPDR) 26-01 to construct a new 1,025 square-foot drive-thru coffee shop at 850 East 33<sup>rd</sup> Street; and

**WHEREAS**, on May 11, 2021, the City Council approved a Zoning Ordinance Amendment to create the Gateway North Specific Plan (SP-12) to renovate the 135,811 square-foot existing Target store; constructing a new 177,345 square-foot self-storage facility; adding approximately 18,500 square feet of new commercial building pads; and constructing a new 5,000 square-foot drive-thru restaurant (“Project”) at a 13.63-acre site consisting of two parcels at 950 E. 33<sup>rd</sup> Street (APN 7148-005-028) and 3177 California Avenue (APN 7148-005-030) in the City of Signal Hill; and

**WHEREAS**, the approved SP-12 conceptual site plan contemplated a 5,000 square-foot drive-thru restaurant within Area 3; and

**WHEREAS**, the proposed project reduce the size of the previously approved 5,000 square-foot drive-thru restaurant with a 1,025 square-foot Dutch Bros drive-thru coffee shop and would modify elements of the approved conceptual site plan, including the building footprint, building orientation, drive-through circulation, parking configuration, trash enclosure location, and landscaping; and

**WHEREAS**, the proposed project has been reviewed for substantial

conformity with the Gateway Center North Specific Plan (SP-12) and the applicable requirements of Chapter 20.32 of the Signal Hill Municipal Code (SHMC); and

**WHEREAS**, the proposed project substantially conforms with the commercial and drive-thru use contemplated for Area Three and, with the approved Gateway Center North full buildout conceptual site plan and applicable conceptual design elements; and

**WHEREAS**, the City prepared an Addendum to the previously adopted Mitigated Negative Declaration (MND), State Clearinghouse No. 2021030665, to evaluate the proposed modifications to the project; and

**WHEREAS**, the Addendum determined that the proposed modifications would not result in a new significant environmental effect or substantially increase the severity of previously identified significant effects, and that the project remains within the scope of the previously adopted MND; and

**WHEREAS**, the proposed project remains subject to the previously adopted mitigation measures and Mitigation Monitoring and Reporting Program; and

**WHEREAS**, on August 7, 2026, notices were mailed to property owners and residents within a 300' radius, were posted and published in accordance with SHMC Section 1.08.010; and

**WHEREAS**, on August 18, 2026, the Planning Commission held a public hearing on the subject Site Plan and Design Review and all interested parties were given an opportunity to be heard regarding the proposed project; and

**WHEREAS**, the Planning Commission has reviewed the staff report, project plans, Addendum, and all other materials submitted in connection with the proposed project and has considered all testimony presented at the public hearing.



**NOW, THEREFORE, BE IT RESOLVED**, that the Planning Commission of the City of Signal Hill, California, does hereby find as follows:

Section 1. The proposed project, subject to the attached Conditions of Approval, is in conformance with the Signal Hill Municipal Code, applicable development standards, and the Gateway Center North Specific Plan (SP-12). The proposed project substantially conforms with the commercial and drive-through use contemplated for Area Three and the approved Gateway Center North full buildout conceptual site plan and conceptual design elements. The proposed modifications to the conceptual site plan, including changes to the building footprint, building orientation, drive-through circulation, parking configuration, trash enclosure location, and landscaping, do not require an amendment to SP-12.

Section 2. The project site is adequate in size and shape to accommodate the proposed Dutch Bros drive-through coffee shop, associated drive-through circulation, parking, pedestrian access, landscaping, and other site improvements. The proposed site plan incorporates accessible parking spaces, pedestrian walkways, accessible routes, and an ADA-compliant driveway.

Section 3. The existing streets and access network serving the Gateway Center North commercial center are adequate to accommodate the quantity and type of traffic anticipated to be generated by the proposed use. The 2026 Traffic Operations Memorandum estimates approximately 754 daily vehicle trips, which is approximately 519 fewer daily trips than the 1,273 daily trips estimated for the 5,000 square-foot drive-through restaurant evaluated in the 2021 MND. The analysis also determined that the addition of project traffic would not change the existing operating conditions at the study intersections.

Section 4. The proposed site plan is suitable for the proposed use and incorporates site design features that support safe and efficient vehicular and pedestrian circulation. The project provides approximately 450 feet of drive-through queuing capacity, a two-lane drive-through that merge into a single service lane, a bypass lane, pedestrian walkways, and revised on-site circulation. Temporary traffic management measures will also be implemented during periods of increased drive-through demand to maintain circulation within the site and surrounding shopping center.

Section 5. The proposed use, subject to the attached Conditions of Approval, will not adversely affect adjacent properties or the permitted uses thereof. The project incorporates landscaping, site lighting, pedestrian improvements, parking and circulation improvements, and operational measures intended to maintain safe and orderly site operations. The project will also implement temporary traffic management measures during periods of increased demand to minimize potential impacts to the surrounding shopping center circulation.

Section 6. The conditions attached hereto are deemed necessary to protect the public health, safety, and general welfare of the community.

Section 7. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at City Hall in the City of Signal Hill, located at 2175 Cherry Avenue, Signal Hill, CA 90755. The Community Development Director is the custodian of the record of proceedings.

Section 8. Execution of Resolution. The Chair of the Signal Hill Planning Commission shall sign this Resolution and the Secretary shall attest and certify to the passage and adoption thereof.

Section 9. California Environmental Quality Act. The Planning Commission hereby adopts the Addendum to the previously adopted Mitigated Negative Declaration, State Clearinghouse No. 2021030665, prepared for Site Plan and Design Review 26-01. The Addendum evaluates the proposed modifications to the previously approved project and concludes that the proposed modifications would not result in a new significant environmental effect or substantially increase the severity of previously identified significant effects. The project remains within the scope of the previously adopted Mitigated Negative Declaration, and the previously adopted mitigation measures and Mitigation Monitoring and Reporting Program shall continue to apply. The Community Development Department is hereby directed to file a Notice of Determination with the Los Angeles County Clerk within five (5) working days of project approval.

**NOW, THEREFORE, BE IT FURTHER RESOLVED**, that the Planning Commission of the City of Signal Hill, California, hereby approves Site Plan and Design Review 26-01 and adopts the Addendum to the previously adopted Mitigated Negative Declaration, State Clearinghouse No. 2021030665, subject to the Conditions of Approval attached hereto as Exhibit A and incorporated herein by reference.

**PASSED, APPROVED, AND ADOPTED**, at a regular meeting of the Planning Commission of the City of Signal Hill, California, on this 18<sup>th</sup> day of August 2026.

\_\_\_\_\_  
[TBD]  
CHAIR

ATTEST:

\_\_\_\_\_  
GREG KAPOVICH  
COMMISSION SECRETARY

STATE OF CALIFORNIA            )  
COUNTY OF LOS ANGELES    ) ss.  
CITY OF SIGNAL HILL         )

I, Greg Kapovich, Commission Secretary do hereby certify that Resolution No. xxx-08-18 was adopted by the Planning Commission of the City of Signal Hill, California, at a regular meeting held on the 18<sup>th</sup> day of August 2026, and was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
GREG KAPOVICH  
COMMISSION SECRETARY

**SITE PLAN AND DESIGN REVIEW 26-01**  
**RECOMMENDED CONDITIONS OF APPROVAL**

**PROJECT:** GATEWAY CENTER NORTH (SP-12), DUTCH BROS

**LOCATION:** 850 EAST 33<sup>RD</sup> STREET

**PROPERTY OWNER:** WESTPORT SIGNAL HILL LLC

**APPLICANT/AGENT:** GURINDER KEHR, DUTCH BROS, LLC

1. The property owner/applicant shall agree to defend, indemnify, and hold harmless, the City of Signal Hill, its agents, officers, and employees from any claim, action, or proceeding against the City of Signal Hill or its agents, officers, or employees to attach, set aside, void, or annul, an approval of the City of Signal Hill, its legislative body, advisory agencies, or administrative officers concerning subject approval. The City of Signal Hill will promptly notify the applicant of any such claim, action, or proceeding against the City of Signal Hill, and the applicant, or owner, will either undertake defense of the matter and pay the City's associated legal costs, or will advance funds to pay for defense of the matter by the City Attorney. If the City of Signal Hill fails to promptly notify the applicant of any such claim, action, or proceeding, or fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City of Signal Hill. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.
2. The project shall be developed and operated in substantial conformance with the approved Site Plan and Design Review plans, project description, Sign Program, Traffic Management Plan, and other materials approved as part of SPDR 26-01. Any substantial modification to the approved plans or project operations shall require prior review and approval by the Community Development Department.
3. The coffee shop business shall have and maintain a valid City business license at all times. Business licenses are administered by the City's Finance Department.
4. The property owner/applicant shall prepare and submit a Parking and Circulation Management Report to the Community Development Department every three (3) months during the first year of operation. The report shall evaluate parking availability, drive-through queueing, circulation conditions, and the continued availability of reciprocal parking for all Gateway Center North businesses. Following the first year of operation, the Community Development Department may require additional reports or reviews as needed to address changes in business demand, queueing, parking availability, or circulation conditions.

5. The operator shall implement the approved Traffic Management Plan and active queue management measures during periods of increased drive-through demand. Active queue management shall be initiated when the drive-through queue reaches approximately 75 percent of its available capacity, or approximately 13 vehicles, and shall include measures identified in the approved Traffic Management Plan, including staff-assisted ordering and payment, delivery of completed orders to queued vehicles when feasible, and management of vehicle spacing within the queue.
6. If the primary drive-through queue reaches its available capacity, the operator may implement the supplemental wrap-around queue configuration identified in the approved Traffic Operations Memorandum to provide additional queuing capacity and minimize conflicts with adjacent circulation. The supplemental configuration provides approximately 11 additional vehicle spaces.
7. Temporary traffic management devices, including directional signage, cones, and other traffic-control devices, shall be located and used in accordance with the approved Traffic Management Plan. Such devices shall not obstruct pedestrian, vehicular, or emergency access and shall be removed from the site at the end of each business day unless otherwise approved by the City.
8. The northwesterly drive aisle shall operate as a one-way drive aisle in accordance with the approved site plan and applicable SP-12 requirements. The required "DO NOT ENTER" pavement markings and signage shall be maintained in good condition and shall remain visible at all times.
9. The structure and any walls (interior or exterior) shall be maintained free of graffiti and in a clean and aesthetically pleasing condition. Any graffiti painted or marked upon the premises or on an adjacent area under the control of the licensee shall be removed or painted over within seven (7) days, unless any law in effect at that time imposes a shorter time period for eradication. Please refer to SHMC Section 9.56.140.
10. All permanent tenant and project signage shall conform to the approved Dutch Bros Sign Program and applicable provisions of SHMC Chapter 20.58. Any modification to the approved Sign Program shall require the appropriate Community Development Department review and approval.
11. Temporary signage shall comply with applicable requirements of SHMC Chapter 20.58 and shall be subject to any required City permits or approvals.
12. The trash enclosure within the project shall use decorative materials such as but not limited to stucco exterior with decorative cap, split-face block with decorative

cap or other similar materials, subject to Director of Community Development review and approval.

13. The trash and recycling enclosure shall be maintained in accordance with the approved plans and shall be of sufficient size to accommodate all solid waste generated by the use, including a third bin for organic waste. The operator shall maintain the enclosure in a clean and sanitary condition and shall provide additional capacity if routinely required due to overflow.
14. The applicant shall comply with all applicable mitigation measures and requirements of the previously adopted Mitigation Monitoring and Reporting Program associated with State Clearinghouse No. 2021030665.
15. The property owner/applicant shall meet all code requirements of the City of Signal Hill, the Los Angeles County Fire Department, Los Angeles County Sanitation District, Los Angeles County Health Department and all other applicable agencies.
16. The property owner/applicant shall submit for City review and approval, and obtain all necessary permits for any tenant improvements, including structural, plumbing, mechanical, and electrical repairs.
17. Should the City receive documented nuisance/noise complaints, the operator shall work with staff to mitigate the complaints by all reasonable measures, including but not limited to, reducing the hours of operation, modifying the services offered, or (if deemed necessary by the Director of Community Development) paying the cost to have an acoustical study prepared to determine whether a violation of the City's Noise Ordinance exists, and by implementing all mitigation measures recommended by the study within 30 days if the study shows there are violations.
18. The maximum occupancy, as determined by provisions of the International Building Code or other applicable codes, shall be posted in public view within the premises and it shall be the responsibility of the operator to ensure that the limit is not exceeded.
19. No special events, promotional activities, or temporary operations shall be conducted on the property without first obtaining a Temporary Use Permit (TUP) in accordance with the Signal Hill Municipal Code. Any such activities shall comply with the approved TUP and shall not obstruct required parking spaces, drive aisles, pedestrian access, emergency access, or the approved drive-through circulation.
20. If, in the judgement of the Signal Hill Police Department Chief of Police or the Director of Community Development, criminal or nuisance behaviors become a problem at the project site to the detriment of neighboring business, residents, or

land uses, the Chief of Police or the Director of Community Development may require the property owner to provide additional on-site security services or other measures as necessary to remedy the problem.

21. All rooftop mechanical equipment shall be fully screened from public view. Said screening shall be architecturally compatible with the building in terms of theme, materials, colors, and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment screening plan shall be submitted for approval by the Director of Community Development prior to issuance of a building permit.
22. Any proposed outdoor seating, tables, chairs, or other outdoor furniture associated with the business shall be subject to prior review and approval by the Community Development Department. Outdoor furniture shall not be placed in a manner that obstructs required pedestrian access, accessible routes, parking spaces, drive aisles, emergency access, or other required site circulation.
23. The operator shall prevent loitering in all parking and landscaping areas serving the use during and after hours of operation. The operator shall clean the parking and landscaping areas of trash and debris on a daily basis. If loitering problems develop, the Director of Community Development may require additional preventative measures such as but not limited to, additional security cameras, new lighting, or private security guard services.
24. Safety lighting on the building and in the outdoor parking lot shall be properly maintained and in working condition. All lighting shall be maintained in a manner that does not create nuisances for surrounding neighbors. The operator shall make a good faith effort to remedy the nuisances in a timely and reasonable manner. Operator shall further provide adequate lighting above the entrance to the premises sufficient in intensity to make visible the identity and actions of all persons entering and leaving the premises.
25. The property owner/applicant shall adequately stripe the parking stalls and directional signage in the parking lot area consistent with the approved plans associated with the SPDR. Any faint parking stalls or directional signage shall be re-coated in a timely manner. The parking lot shall not be re-striped in a manner that would reduce the number of parking spaces at the facility.
26. The operator must maintain the pedestrian sidewalk on the north side of the building in good condition free of overgrown landscaping, uneven paving, trash, debris, and any other obstructions. The sidewalk shall comply with the Americans with Disabilities Act (ADA).

27. The applicant shall utilize EDCO Disposal for all refuse and recycling collection services. EDCO Disposal is the City's exclusive franchisee for these services. The Applicant shall meet on site with EDCO to discuss the location of trash enclosures and trash collection. The locations, size, and methods of screening of all proposed trash enclosures shall be included on the plans and shall be of sufficient size to accommodate a third bin for organic waste.
28. The property owner/applicant shall be furnished with this list of conditions and shall sign an acknowledgment of the fact that should they default on the above conditions, the default shall constitute a violation of the permit and shall be cause for its revocation.



**CITY OF SIGNAL HILL  
DEPARTMENT OF PUBLIC WORKS  
CONDITIONS OF APPROVAL**

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Public Works requirements for issuance of a Building Permit (2026 Building valuation) and for a Land Subdivision. In addition, a Subdivision must fulfill all requirements of the California Subdivision Map Act, and the City of Signal Hill Subdivision Ordinance.

Project: **Dutch Bros Coffee Drive Thru Restaurant**  
Address: **850 E 33<sup>rd</sup> Street,**  
Developer: **Dutch Bros Coffee**  
Date: **August 18, 2026**

**REQUIREMENTS OF DEVELOPER/APPLICANT**

Prior to issuance of any permits (grading, excavation, etc.) all improvement plans (street, sewer, water, alley, grading, etc.), all dedication/vacation drawings, must be approved to the satisfaction of the City Engineer.

- (a) Provide documentation that all existing utility and pipeline easements across the property, affecting the development of the property, have been relinquished or abandoned.

**1. GRADING PLAN**

The applicant shall submit a Grading Plan prepared by a registered Civil Engineer, on City Title Block, subject to the review and approval of the City Engineer.

**2. STREET IMPROVEMENTS**

The applicant shall submit a Street Improvement Plan prepared by a registered Civil Engineer, on City Title Block, subject to the review and approval of the City Engineer. Applicant shall construct the following Public Works Street Improvements (per approved plans & City Standards):

- (a) Remove and Replace Driveway Approach with ADA compliant pedestrian pathway.
- (b) Remove and replace existing sidewalk and curb and gutter with full height curb and install sidewalk per City standard along property frontage and connecting to the adjacent sidewalks.

- (c) Remove and replace broken and off grade sidewalk in accordance with City Standards, and as directed by the City Engineer or his/her designee.
- (d) Remove and replace broken and off grade curb and gutter in accordance with City standards, and as directed by the City Engineer or his/her designee.
- (e) Restore street pavement with a 2" grind and overlay where utility trench cuts or other roadway excavation has taken place. Extent of trench limits shall be determined during plan check but must cover a minimum of a lane width where road surface is disturbed and extend 25 feet beyond the edge of each trench.

**3. OVERHEAD UTILITIES**

- (a) Underground all new overhead facilities (electrical, telephone, cable T.V.).

**4. SEWER CONNECTION/EXTENSION OF DISTRICT'S COLLECTOR SEWER**

The City of Signal Hill will perform a preliminary review of the applicant's method of connection to the sewer. Based on the City's review, a review form will be issued by the City. The applicant is to bring the signed review form to the County Sanitation District of Los Angeles County (District), 1955 Workman Mill Road, Whittier, CA 90601 for any sewer connection information and/or design standards for preparation of a sewer extension or connection permit. The applicant is required to obtain the relevant sewer permits and approvals from the District prior to building permit approval.

If an extension of a collector sewer is required, the applicant shall design and construct the sewer to District's standards. The applicant is responsible for design and construction costs, reimbursement of District's design review cost and District's construction inspection costs. Applicants are required to have an executed agreement with District outlining these financial responsibilities prior to District reviewing the design plans. After construction is completed and approved by District, applicants shall file Notice of Completion and prepare a Bill of Sale in accordance with the agreement.

**5. WATER SERVICES**

New separate domestic water service(s), irrigation service(s), fire services, meter(s) and backflow protection device(s) are required per Public Works Standards and shall be sized to meet the minimum requirements set by the

California Plumbing Code (CPC). The new domestic water service(s) shall be a minimum of 1-inch in size. Meters shall be located in the City right of way within parkway adjacent to the sidewalk or as approved by the City Engineer.

If the existing domestic water service(s) and meter(s) are not to be utilized, they shall be properly abandoned by the developer per Public Works Standard Plan No. 409.

The Developer shall utilize a properly licensed (Engineering A License) contractor to complete water service connections; work shall be subject to the inspection and approval of the Signal Hill Water Division. New or replacement service connections and water improvements completed in the public right-of-way shall be made in accordance with City of Signal Hill Water Standards.

**6. ESTIMATED IMPACT FEES**

Applicant shall make a payment to the City of Signal Hill for Impact Fees as required by Signal Hill Municipal Code Title 21 prior to Certificate of Occupancy, request for utilities, or final inspection. Please refer to Building Department Conditions of Approval for latest estimated impact fees.

**7. AGREEMENT TO INSTALL PUBLIC WORKS IMPROVEMENTS**

Applicant shall execute an "Agreement to Install Public Works improvements" for construction of street improvements and post a Surety Bond or cash deposit in the amount approved by the City Engineer.

- (a) An amount equal to at least one hundred percent (100%) of the estimated cost of improvements as security for faithful performance as determined by the City.
- (b) An amount equal to at least fifty percent (50%) of the estimated cost of improvements as security for the payment of all persons performing labor and furnishing materials as determined by the City.
- (c) An amount equal to at least ten percent (10%) of the estimated cost of improvements to guarantee and warrant the work and improvements for a period of one year as determined by the City.

**8. PLAN CHECK DEPOSIT**

Applicant shall clear any outstanding balance on existing deposits and submit additional plan check deposit in the amount of \$15,000 upon first submittal for

Construction Plans prepared by the developer's Registered Engineer. This deposit shall cover all staff time and consultant expenses (consultant invoices are assessed a 20% administrative fee per the City fee schedule) incurred on the project including, but not limited to, plan checking, preparation of staff reports, development meetings, field review, submittal review, and site visits.

**9. EXCAVATION PERMIT & INSPECTION FEE**

Prior to the commencement of any work in the Public right-of-way, applicant shall submit an engineered Traffic Control Plan for review by the City Traffic Engineer, obtain a City business license, submit insurance documents in accordance City's minimum required insurance coverages, and pay all applicable permit fees as required to obtain an Encroachment Permit for the work in the right-of-way. All development construction plans shall be approved, including any plans submitted to other City departments, prior to permit issuance.

**10. STORM WATER POLLUTION PREVENTION**

This project appears to result in soil disturbance of less than 1 acre. An erosion control plan shall be prepared by a qualified stormwater professional or licensed civil engineer subject to review and approval by the City Engineer. Prior to the issuance of a grading permit, the applicant shall submit a completed Owners Certification form (OC-1). This form is available in the Public Works Department. Should the project be revised in such a way that would result in the need for a Construction general permit (CGP), applicant's Qualified Stormwater Developer (QSD) shall prepare and submit a Stormwater Water Pollution Prevention Plan (SWPPP) and obtain CGP permit coverage from the state waterboard.

**11. STORM WATER POLLUTION PREVENTION/LOW IMPACT DEVELOPMENT**

- (a) Applicant shall submit to the City for review and approval a Low Impact Development (LID) Plan incorporating Best Management Practices (BMP) in conformance with the requirements of the City's LID manual. Requirements of the LID Plan will include construction of onsite water treatment, and maximization of infiltration except in hillside areas where alternative LIDs must be proposed maximizing vegetation and use of biofiltration with underdrains to limit infiltration. The applicant must determine if infiltration is feasible through the preparation of a geotechnical study. The LID Plan, LID reports, and Geotechnical Study are typically included as part of the grading submittal.
- (b) The site contains a Leaking Underground Storage tank (LUST) as identified in California's Geotracker website; the geotechnical study must evaluate the feasibility of infiltration given the proximity of the tank.

- (c) Applicant shall demonstrate that all LID and other structural Best Management Practices (BMPs) described in the LID Plan have been constructed and installed in conformance with approved plans and specifications.
- (d) Applicant shall properly maintain all LID and other structural Best Management Practices (BMPs) installed in new developments, as listed in the approved Low Impact Development Plan (LID Plan).
- (e) Applicant shall identify parties responsible for the long-term operation and maintenance of all LID and other structural Best Management Practices (BMPs) for the life of the project and a funding mechanism for operation and maintenance prior to approval of the LID Plan. This shall be identified and recorded with the County Recorder's office by the property owner or any successive owner.

End of Conditions.

# Initial Study/Mitigated Negative Declaration Gateway Center North 950 E. 33rd St. & 3177 California Ave. (SCH #2021030665)

## Addendum

### Introduction

This document is an Addendum to the Initial Study/Mitigated Negative Declaration (ISMND) Gateway Center North Specific Plan. (SCH #2021030665) prepared by the City of Signal Hill (City). The ISMND is intended to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of the phased development Gateway Center located at North 950 E. 33rd St. & 3177 California Ave in the City of Signal Hill (Project). The ISMND was prepared in compliance with the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State CEQA Guidelines (Title 14, California Code of Regulations, § 15000 et seq.). The ISMND was adopted by the City of Signal Hill City Council on May 11, 2021.

The Developer (Applicant) is proposing minor modifications to the original Area Three (5,000 square-foot drive-through restaurant space). The proposed development would include construction and operation of a 1,025 square-foot Dutch Bros Coffee drive-through facility, located on a 0.77-acre parcel (APN: 7148-005-047). The parcel proposed for the Dutch Bros Coffee is currently developed as part of the parking lot for the existing Gateway Center North Shopping Center. The site has an approved specific plan, Gateway Center North Specific Plan (SP-12), which was approved in May 2021 with the adoption of the ISMND. The proposed development would occupy the 5,000 square-foot drive-through restaurant space (Area Three) originally proposed in the Specific Plan (SP-12) and ISMND. Existing requirements for the Area Three drive through space include the following Conformity standards as set in §20.32.320 through §20.32.390 of the Signal Hill Municipal Code.

### Purpose of Addendum

The purpose of this Addendum is to include the proposed site changes in the context of compliance with CEQA. Under CEQA, the lead agency shall prepare an addendum to a previously adopted negative declaration if some changes or additions are necessary to the prior adopted negative declaration, but none the conditions described in Section 15162 calling for the preparation of a subsequent negative declaration have occurred (CEQA Guidelines § 15164). Once a negative declaration has been adopted, several approaches can be used to achieve CEQA compliance for specific activities. A subsequent negative declaration is only required when the lead agency or responsible agency determines that one of the following conditions has been met:

- Substantial changes are proposed in the project, or substantial changes occur with respect to the circumstances under which the project is undertaken, which require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (CEQA Guidelines § 15162 (a)(1),(2));
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous negative declaration was adopted as complete, shows any of the following:
  1. The project will have one or more significant effects not discussed in the previous negative declaration;
  2. Significant effects previously examined will be substantially more severe than shown in the previous negative declaration;

3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines § 15162(a)(3)).

A CEQA addendum is the appropriate CEQA compliance document when changes or additions are necessary to a negative declaration, but none of the conditions described in Section 15162 calling for preparation of a subsequent negative declaration have occurred (CEQA Guidelines, § 15164(a)). The CEQA Guidelines recommend that a brief explanation of the decision to prepare an addendum rather than a subsequent or supplemental negative declaration be included in the record (CEQA Guidelines § 15164(e)).

This Addendum has been prepared because the proposed modifications to the adopted ISMND do not meet the conditions for a subsequent or supplemental negative declaration. This Addendum explains why the proposed modifications would not result in new significant environmental effects nor result in a substantial increase in the severity of previously-identified significant effects. There is no new information demonstrating that the proposed modifications would have new significant effects or substantially increase the severity of significant effects on the environment or would change the conclusions of the previously adopted negative declaration.

An addendum does not need to be circulated for public review, but rather can be attached to the adopted negative declaration (CEQA Guidelines § 15164(c)). Prior to initiating the modified Project, the City will consider this Addendum together with the adopted negative declaration and make a decision regarding the modified Project.

### **Initial Study/Mitigated Negative Declaration Gateway Center North Specific Plan Overview**

The Project as stated in the ISMND is a 13.63-acre site located on the south side of E. 33rd Street between Atlantic and California Avenues in the North End neighborhood. The Project consisted of the following components to be built in phases: renovation of the existing Target store with new exterior features but no increase in floor area; construction of a new three-story, 177,345 square-foot self-storage facility on the southern parcel; construction of a new commercial space adjacent to the existing Target and totaling 18,500 square feet; and construction of a new 5,000 square-foot drive-thru restaurant.

The Project also includes a variety of site improvements including surface parking for 493 vehicles. Vehicular access would be via two driveways on 33rd Street and one driveway on California Avenue. The 18,500 square foot commercial space and 5,000 square-foot drive through restaurant where to be built as tenants are secured and not part of the initial building phase. The original proposed site layout analyzed in the ISMND is provided in Figure 1.

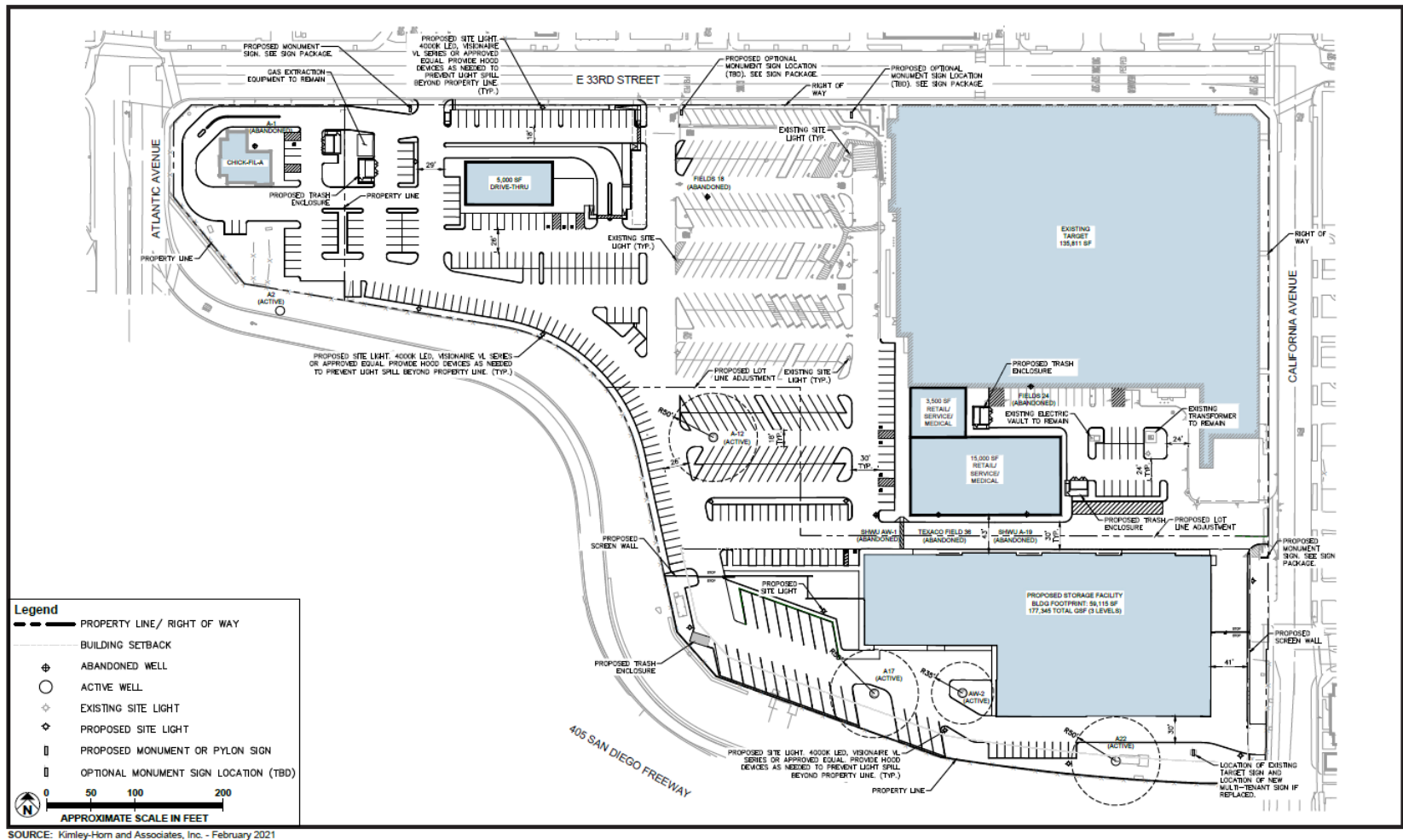


FIGURE 4



Figure 1: Original proposed site layout per Initial Study/Mitigated Negative Declaration Gateway Center North 950 E. 33rd St. & 3177 California Ave



### **Proposed Modification of Site Plan**

The applicant proposes modification to the Area Three portion of the site plan originally designed as 5,000 square-foot drive-through restaurant space. The proposed development would consist of construction of a Dutch Bros Coffee drive-through facility. The development will not include any indoor seating. Instead, the Project will provide drive-through service, order-ahead pick-up, and a designated walk-up ordering area. A covered walk-up service window will be located on the west side of the building, opposite the drive-through service window for pedestrian traffic. The Dutch Bros Coffee drive-through will operate seven days a week, with typical hours of operation of 5:00 a.m. to 11:00 p.m. The proposed development will incorporate landscaping enhancements including combination of shrubs, groundcovers, and trees consistent with the rest of the developed shopping center. Changes from the original site design include:

- A reduction in building footprint from 5,000 sq ft to 1,025;
- A change in orientation of the drive through from a southern entrance and eastern exit to an eastern entrance and northern exit, with an extended two-lane portion of the drive through line;
- Movement of the proposed trash enclosure to along the drive through lanes;
- Accommodate an average of 754 trips per day;

The proposed modified site plan is shown as Figure 2 and Figure 3.



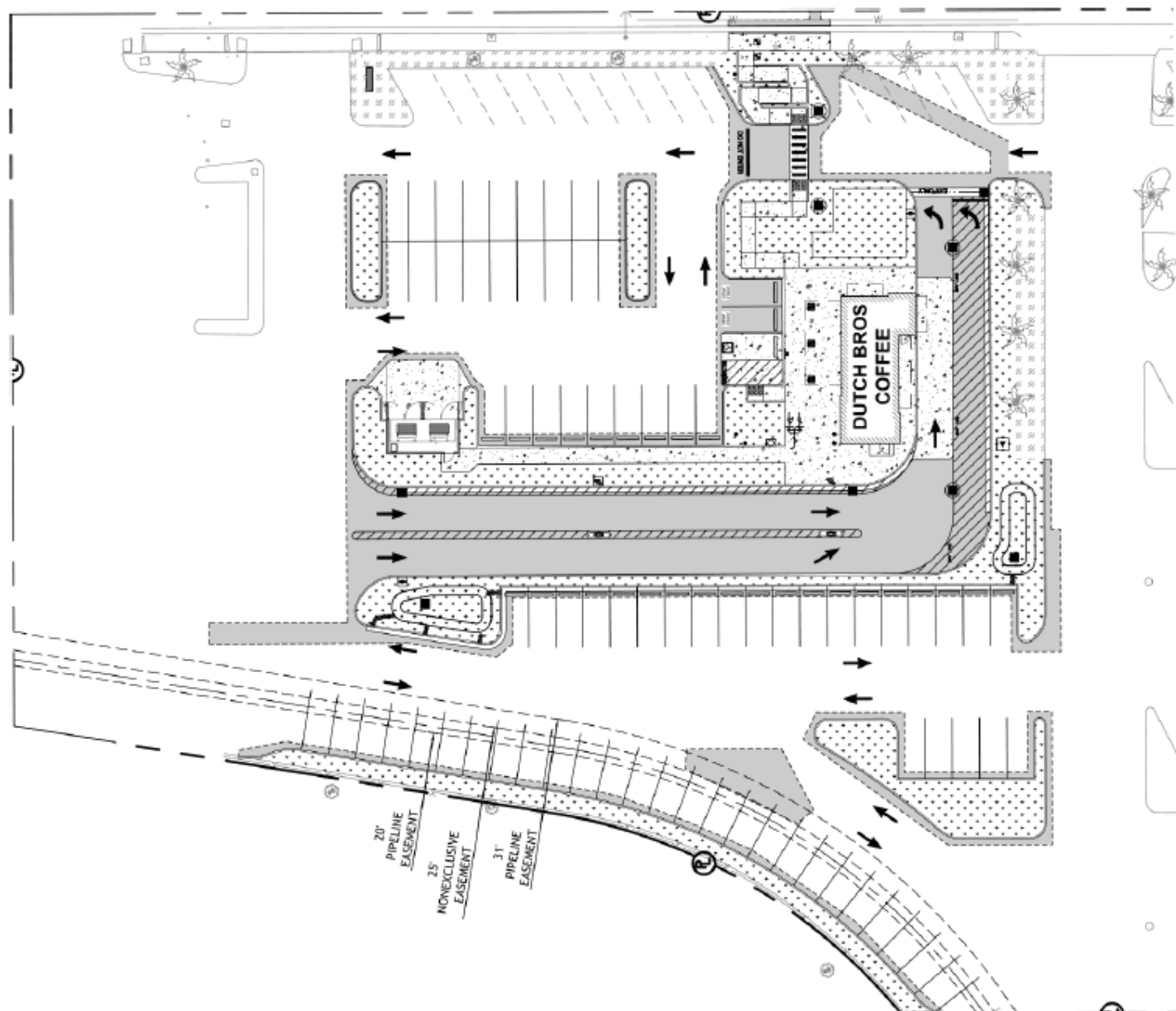


Figure 3 Enlarged Site Plan

## Analysis of Potential Environmental Impacts Associated with the Proposed Modifications

The 2021 ISMND identified potentially significant impacts to Cultural Resources, Transportation /Traffic, Hazards & Hazardous Materials, and Tribal Cultural Resources and provide mitigation to reduce these impacts to less than significant. This consistency review analysed if the modified site plan would lead to new impacts, or more severe impacts, compared to the findings of the 2021 ISMND. The result of this consistency analysis, based on the substantial evidence in the record, is documented in the environmental checklist presented in Table 1. The use of a checklist table is consistent with CEQA Guidelines 15164(b) as follows:

“An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred”

The modified site plan would not introduce new, operational, or infrastructure changes that may directly or indirectly affect the physical environment, compared to what was analysed in the 2021 ISMND and compared to the existing conditions related. Therefore, the modified site plan would not result in any new or more severe impacts compared to those identified in the 2021 ISMND.

**Table 1. Consistency with 2021 IS/MND Impacts**

| CEQA Environmental Resource Area    | Change to the Project That Would Affect the Resource? | New or More Severe Impact?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aesthetics                          | No                                                    | No. Section D.1 of the existing ISMND found less than significant impacts to Aesthetic resources as the site was previously developed as a commercial plaza. The ISMND found that scale and mass of the proposed structures would be comparable to existing commercial structures in the surrounding area. The proposed modifications to the site plan by the proposed development would reduce the overall footprint and scale of originally the proposed structure and expand landscaping area. The proposed development would follow all building conformity requirements set forth in SP-12 (Gateway Center North Specific Plan) and therefore be of a similar character and quality to what was previously evaluated. This would not create an impact more significant than previously evaluated.                                                         |
| Agricultural and Forestry Resources | No                                                    | No. Section D.2 of ISMND identifies no impacts to agricultural and forestry as the area is fully urbanized. The proposed modified site plan would be within the existing development footprint and not result in conversion of any farmland or forestry resources. Therefore, the proposed project will not result in a more significant impact than Identified in the 2021 ISMND.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Air Quality                         | No                                                    | No. Section D.3 of the ISMND identifies impacts to air quality as less than significant as development was found to be consistent with the growth projections in the General Plan. The 2021 project was consistent with the South Coast Air Basin, Air Quality Management Plan for the South Coast Air Basin (AQMP). No new emission sources would be constructed as a result of the proposed Project. Potential emissions would result from construction or change in vehicle trips to the site. Due to the reduction in scope of construction for the <i>Area Three</i> site, construction emissions are assumed to be similar or less than stated in the 2021 ISMND. The 2021 analysis estimated trips to proposed Project location at 1273 two-way trips. The estimated daily trips for the proposed development are 754 trips based on similar Dutch Bros |

| CEQA Environmental Resource Area | Change to the Project That Would Affect the Resource? | New or More Severe Impact?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                                       | locations. As total trip model generation for the proposed development is less than originally estimated it can be assumed that the emissions from traffic will similarly be reduced from the levels in the 2021 ISMND. The proposed development would be required follow all updated construction rules and guidelines from the SCAB and City.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Biological Resources             | No                                                    | No. Section D.4 of the 2021 ISMND identifies less than significant impacts to biological resources as the site has disturbed by past industrial and existing facilities, and the surrounding area is fully urbanized, dominated by buildings and other structures, pavement, and ornamental vegetation such as turf grass, trees, and shrubs. There are no forms of natural wildlife habitat, no rivers, lakes or streams, and no native wildlife nursery sites in this area. The proposed development area is an active parking lot with no natural habitat, therefore there will no impact to biological resources, and will not result in a more significant impact than Identified in the 2021 ISMND.                                                                                                               |
| Cultural Resources               | No                                                    | No. Section D.5 of the 2021 ISMND identifies less than significant impacts with mitigation incorporated due to potential to of previously unidentified archaeological deposits. MM V-1 from the 2021 ISMND would be implemented during the proposed development. Due to the nature of the site and the multiple disturbances which have occurred within the proposed development area, discovery of new archaeological resources is unlikely. The impact of the proposed development would remain the same as originally identified less than significant impact with mitigation incorporated.                                                                                                                                                                                                                          |
| Energy                           | No                                                    | No. Section D.6 of the 2021 ISMND identifies impacts to energy as less than significant due to compliance with all State required building codes and energy efficacy standards. The proposed development would comply with all current building and energy efficacy standards. The proposed development does not include any design features that would significantly increase energy consumption compared to the original site design. Due to the decreased scale of the development energy consumption would likely be lower than originally assumed.                                                                                                                                                                                                                                                                 |
| Geology and Soils                | No                                                    | No. Section D.7 of the 2021 ISMND identified less than significant impacts with mitigation incorporated to geology and soils. The proposed development would be located on the same soils and geological formations which the original ISMND assessed and therefore there would be no changes to geological or soil hazards. The proposed development would connect to the existing wastewater system. The 2021 ISMND identified less than significant with mitigation incorporated impacts to potential unknown fossil discovery's during ground disturbing work. The proposed development would be required to incorporate MM-VII-1 to reduce potential impacts to previously undiscovered paleontological resources. Therefore, there will be no more significant impact than originally assessed in the 2021 ISMND. |
| Greenhouse Gas Emissions         | No                                                    | No. Section D.8 of the 2021 ISMND found less than significant impacts related to greenhouse gas emissions the proposed development would not include any features or construction practices which would increase emissions evaluated in the 2021 ISMND. Equipment used during development would comply with all current emissions requirements. The 2021 ISMND found the development would comply with all regional plans and policies, the proposed Project would not change these findings as the development is within the original scope of the 2021 ISMND. The                                                                                                                                                                                                                                                     |

| CEQA Environmental Resource Area | Change to the Project That Would Affect the Resource? | New or More Severe Impact?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------------------|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                                       | <p>proposed development has a lower estimated number of daily trips than what was assumed in the 2021 ISMND.</p> <p>The analysed estimated for trips to the proposed development location in the 2021 ISMND was 1273 two-way trips. The estimated daily trips for the proposed development are 754 trips based on similar Dutch Bros locations. As total trip generation estimates for the proposed development is less than originally estimated it can be assumed that the greenhouse gas emissions and Vehicle Miles travels (VMT) from project traffic will similarly be reduced from the levels in the 2021 ISMND.</p>                                                                                                                           |
| Hazards and Hazardous Materials  | No                                                    | <p>No. Section D.9 of the 2021 ISMND identified less than significant impacts with mitigation incorporated to Hazards and Hazardous Materials the proposed development would not involve transport of hazardous materials or involve activities that would contribute to an impact related to hazards and hazardous materials above those stated in the 2021 ISMND. The site is a formal oil refinery and as such ground disturbance may expose contaminated soils or hazardous materials. A Human Health Risk Assessment conducted for the 2021 ISMND found no risk to human health for construction workers or commercial occupancy. The proposed development would be required to implement MM-IX-1, MM-IX-2, and MM-IX-3 from the 2021 ISMND.</p> |
| Hydrology and Water Quality      | No                                                    | <p>No. Section D.10 of the 2021 ISMND found a less than significant impact as the project was found to not pose any threat to surface or ground water resources. The proposed development would be regulatorily required to prepare and implement a Construction Stormwater Pollution Prevention Plan. Development and implementation of a SWPPP would identify BMPs and spill response standards which would prevent significant storm water pollution during construction. The scope of construction impacts included the development of the proposed development site and therefore would not exceed the impact identified in the 2021 ISMND.</p>                                                                                                  |
| Land Use and Planning            | No                                                    | <p>No. Section D.11 of 2021 ISMND found less than significant impacts regarding Land Use and Planning. The proposed development will have no impact on land use or planning as the development of the site for the proposed land use has been specifically allowed for under the Gateway Center North Specific Plan (SP-12), adopted during initial development. No aspect of the proposed Project would require modification to the Gateway Center North Specific Plan requirements.</p>                                                                                                                                                                                                                                                             |
| Mineral Resources                | No                                                    | <p>No. Section D.12 of the 2021 ISMND identifies less than significant impacts to Mineral Resources as abandon wells on the project parcel are not of substantial value to the region or the state. Development would occur within the bounds of the site assessed in the 2021 ISMND and therefore not result in additional impacts to Mineral Resources.</p>                                                                                                                                                                                                                                                                                                                                                                                         |
| Noise                            | No                                                    | <p>No. Section D.13 of the 2021 ISMND found operational noise to be less than significant. Primary noise sources from the proposed development would be construction equipment operation, and traffic to the proposed drive through; both of which were analysed in the 2021 ISMND. Traffic is estimated to be less than proposed in the ISMND and construction will be lesser in scope to what was evaluated in the 2021 ISMND. Therefore, it can be assumed no new or greater noise impacts will occur from development.</p>                                                                                                                                                                                                                        |

| CEQA Environmental Resource Area | Change to the Project That Would Affect the Resource? | New or More Severe Impact?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Population and Housing           | No                                                    | No.D.14 of the 2012 ISMND found no impact to population or housing as no homes, businesses, or infrastructure, with the effect of substantially inducing growth that would otherwise not have occurred. The proposed business was accounted for in the 2021 ISMND and no new homes or infrastructure are proposed as part of the development. Therefore, it can be assumed no new or greater impacts will occur from Project development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Public Services                  | No                                                    | No. Section D15 of the 2021 ISMND found less than significant impacts to public services due increased service demand but no requirement for additional facilities. Activity from the proposed development was included in this analysis. Therefore, no new or greater impacts will occur from development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Recreation                       | No                                                    | No. Section D.16 of the 2021 ISMND found no impact to recreation as the development would not result in noticeable population growth that would increase the use of existing parks or recreational facilities. The proposed development does not include residential facilities. Therefore, no new or greater impacts will occur.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Transportation and Traffic       | No                                                    | No. Section D.17 of the 2021 ISMND found less than significant impacts with mitigation incorporated as the existing transportation infrastructure was determined to be sufficient for commercial development and use. The proposed development would be required to adhere to the Parking Management Plan (MM XVII-1). The analysed estimated for trips to proposed development location in the 2021 ISMND was 1273 two-way trips. The estimated daily trips for the proposed development are 754 trips based on similar Dutch Bros locations. The Traffic Operations Memorandum also assessed LOS at all potentially impacted intersections and found no change in LOS at any intersection potentially impacted by the proposed development. The proposed development will implement a Traffic Management Plan and Queuing Management Plan to reduce congestion at and around the site. Due to the reduced anticipated traffic from the 2021 ISMND, and implementation of: MM XVII-1, Traffic Control Plan, and Queuing Management Plan. The proposed development would maintain a less than significant impact with mitigation incorporated. |
| Tribal Cultural Resources        | No                                                    | No. Section 18 of the 2021 ISMND found a less than significant impact with mitigation incorporated. there are no known cultural resources, including tribal cultural resources, on the Project site that are listed or eligible for listing in the California Register of Historical Resources. The proposed development site was originally developed as an oil refinery and then redeveloped as the existing shopping mall. It is unlikely new resources are uncovered due to the extensive previous disturbances. The proposed development would be required to implement MM XVIII-2, MM-XVIII3 to maintain a less than significant impact with mitigation incorporated level of impact.                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Utilities and Service Systems    | No                                                    | No. D.19 of the 2021 ISMND found a less than significant impact to Utilities and Service Systems as the existing infrastructure and upgrades completed as part of the original development would be sufficient to service the proposed site plan. The proposed development would be required to make new connections to this infrastructure the impact of a larger site was originally analysed in the 2021 ISMND. Due to the reduce scope of development and removal of indoor dining room facilities it can be assumed the proposed development would have a lesser impact than what was originally assessed. No aspect of the proposed development would result in a                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



| CEQA Environmental Resource Area | Change to the Project That Would Affect the Resource? | New or More Severe Impact?                                                                                                                                      |
|----------------------------------|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                  |                                                       | significant increase in water, sewer, solid waste demand. The proposed development would be required to abide by all relevant federal, state or local statutes. |
| Wildfire                         | No                                                    | No. Section D20 of the 2021 ISMND found no impact to wildfire risks as it is located in a fully urbanized area and is not in a designated wildfire hazard area. |

### Incorporation of Feasible Mitigation Measures Developed in the 2021 ISMND

Pursuant to CEQA Guidelines Section 15164 and consistent with CEQA Guidelines 15162 checklist analysis provided in Table 2 above demonstrates no new or more severe impacts will occur from the approval of the proposed Project. The City will incorporate the mitigation measures adopted with the certification of the ISMND on May 11, 2021, as set forth in the adopted Mitigation Monitoring and Reporting Program (MMRP). In addition, the City will re-adopt the CEQA Findings for the ISMND, adopted on May 11, 2021 with this addendum pursuant to CEQA Guidelines 15164 (d).

### Conclusion

City staff did not identify any new significant environmental effects or a substantial increase in the severity of significant effects identified in the negative declaration. In addition, City staff determined that no new information of substantial importance exists, which was not known and could not have been known with the exercise of reasonable diligence at the time the previously adopted negative declaration as complete, that would require the preparation of a subsequent negative declaration per §15162 of the CEQA guidelines.



## References

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California Environmental Quality Act Initial Study/ Mitigated Negative Declaration March 26, 2021 Gateway Center North. 950 E. 33rd St. & 3177 California Ave. SCH # 2021030665. Available at: <https://ceqanet.lci.ca.gov/2021030665>

City of Signal Hill General Plan Land Use Element. 2022. Available at: <https://www.cityofsignalhill.org/85/General-Plan>

City of Signal Hill General Plan Noise Element. 2009. Available at: <https://www.cityofsignalhill.org/85/General-Plan>

City of Signal Hill General Plan Safety Element. 2016. Available at: <https://www.cityofsignalhill.org/85/General-Plan>

City of Signal Hill Municipal Code. n.d. Available at: <https://www.cityofsignalhill.org/107/Code-Enforcement>.

Kittelson & Associates. 2026. Traffic Operations Memorandum. Orange, CA

## APPENDIX A

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### Transportation Memorandum

# TECHNICAL MEMORANDUM

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July 30, 2026

Project# 32816

To: City of Signal Hill

2175 Cherry Ave

Signal Hill, CA 90755

From: Kittelson & Associates, Inc

CC: Gurinderjit Kehr, Dutch Bros

RE: Dutch Bros in Signal Hill, CA (CA7803) – Traffic Operations Memorandum

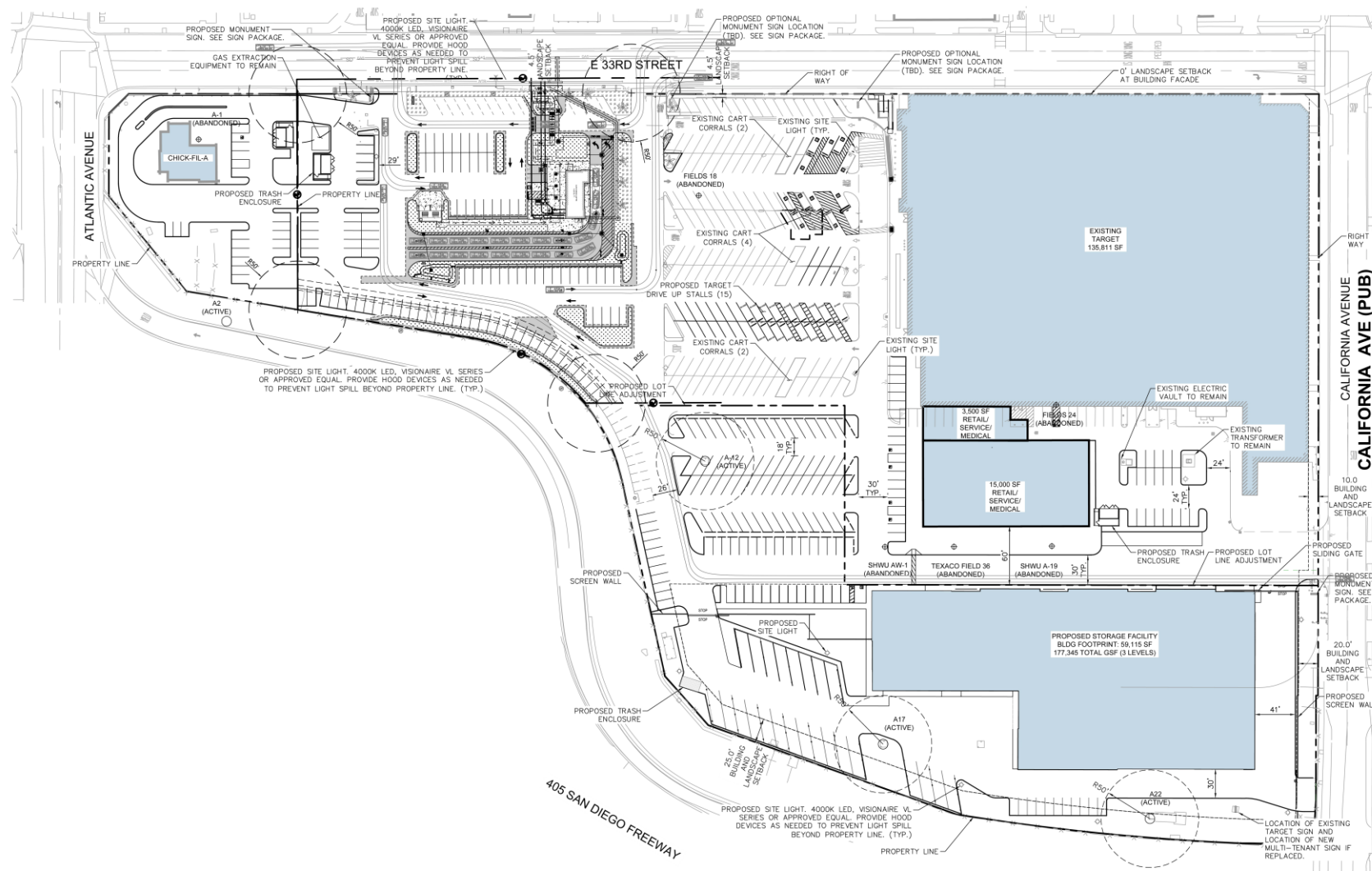
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Dutch Bros is proposing to develop a new 1,025-square-foot (sf) drive-through coffee shop at the northeast corner of the I-405 freeway and Atlantic Avenue in Signal Hill, California. The project represents the first development within Phase 2 of a larger commercial development. **Figure 1** shows the overall site plan for the entire commercial development at the site and **Figure 2** shows the enlarged site plan for the Dutch Bros coffee shop.

A traffic study for the overall development has already been prepared and approved by the City. However, this technical memorandum provides a more localized analysis focused on the unique land use characteristics and trip generation associated with the proposed Dutch Bros development. The study scope was developed in coordination with Dutch Bros, Core States Group, and the City of Signal Hill during a scoping meeting held on December 16, 2025.

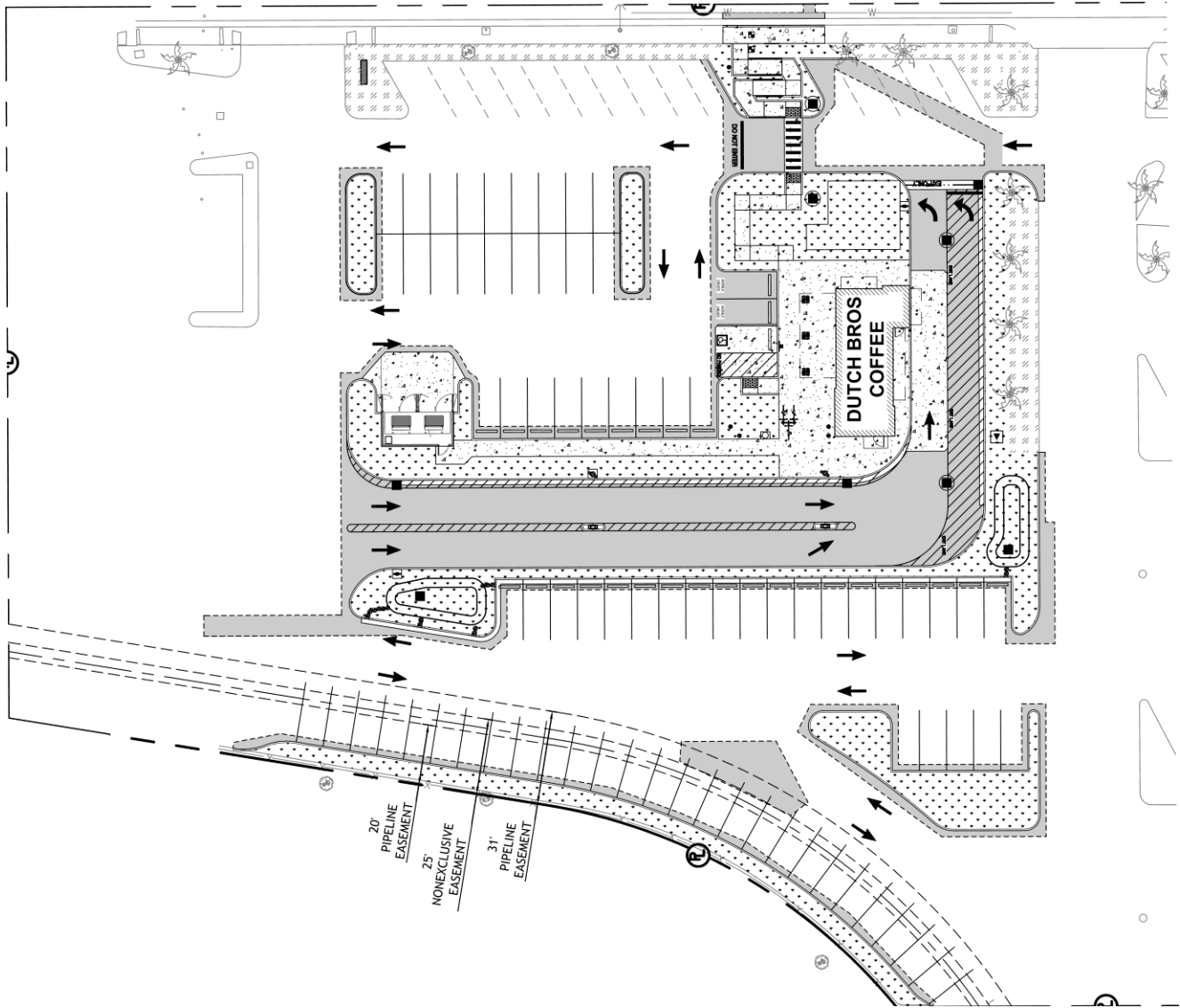
In conjunction with this memorandum, Kittelson & Associates, Inc. has prepared supplemental trip generation and parking compliance memoranda to confirm the proposed project development would still meet City development requirements for the overall development. Both memoranda are included as attachments.

### Figure 1: Overall Site Plan



SOURCE: CORE STATES GROUP (2026)

Figure 2: Enlarged Site Plan - Dutch Bros Coffee CA 7803, Signal Hill, CA



SOURCE: CORE STATES GROUP (2026)

## INTERSECTION OPERATIONS ANALYSIS

To assess how the proposed project affects local traffic operations, an intersection operations analysis was conducted using Level of Service (LOS). LOS provides a standardized way to describe traffic conditions based on average control delay, allowing for consistent comparison of intersection performance under various conditions.

### Level of Service (LOS) Regulatory Standards

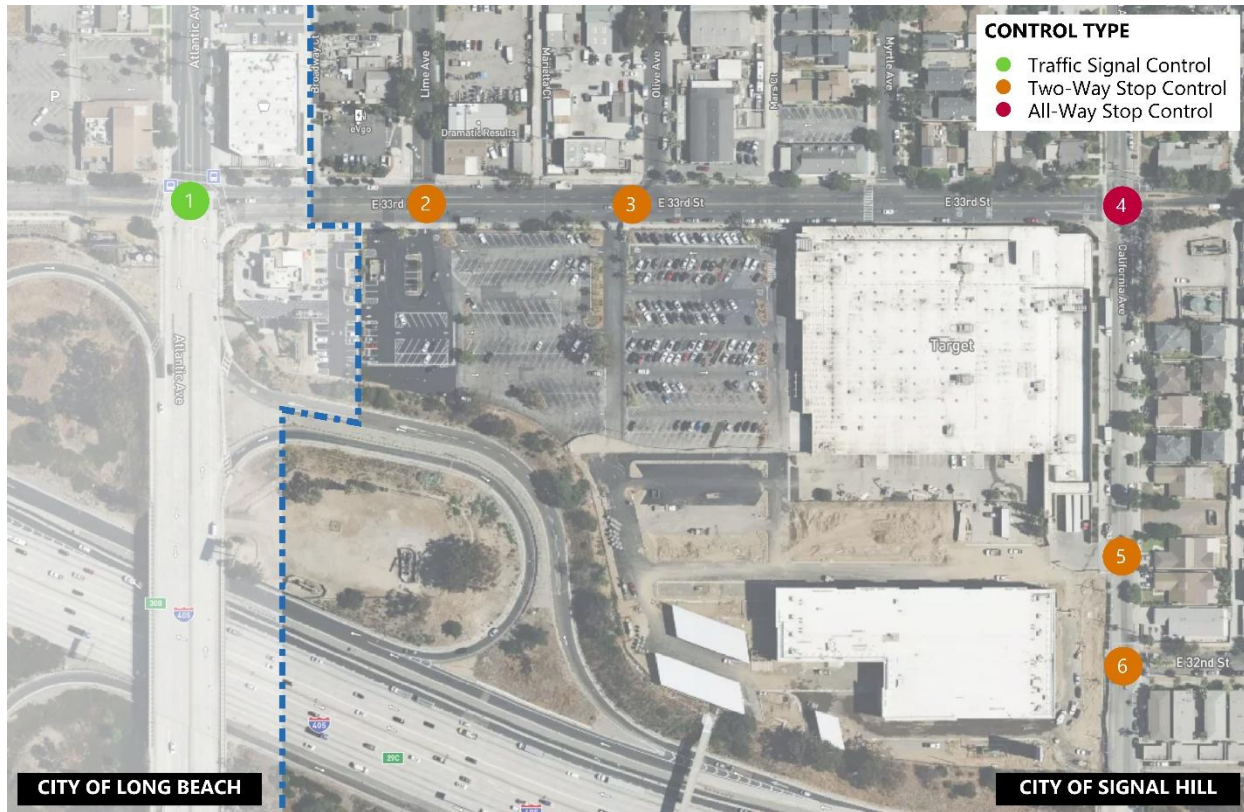
The concept of LOS describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at a LOS A experience very little delay, while those using a facility that operates at a LOS F will experience long delays.

According to the Cities of Signal Hill and Long Beach, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours, or the current LOS if the existing LOS is worse than LOS D (i.e. LOS E or F).

### Study Intersections

**Figure 3** visualizes the study intersections evaluated to understand the project's effects on the traffic operations of the local street network. The study area was developed in coordination with the City of Signal Hill. As shown in the figure, one of the intersections falls within the jurisdiction of City of Long Beach and is also the only signalized intersection for the project's study area.

**Figure 3: Study Intersections**



SOURCE: KITTELSON & ASSOCIATES, INC (2026)

## Analysis Methodology

Consistent with the methodology adopted in the overall traffic study, the signalized and unsignalized intersections in the study area will be evaluated using the Highway Capacity Manual (HCM) methodology. Although the City of Signal Hill requires the use of Intersection Capacity Utilization (ICU) for signalized intersections, the signalized intersection within the study area falls under the jurisdiction of the City of Long Beach (as shown in Figure 3). Therefore, all six study area intersections, including both signalized and unsignalized locations, will be analyzed using the HCM method, calculated with the Vistro software.

For signalized intersections, LOS is determined based on the weighted average control delay per vehicle (measured in seconds) using signal timing data provided by the City. For unsignalized intersections, LOS is based on the weighted average control delay for each controlled approach and for the intersection overall. Specifically, at two-way stop-controlled intersections, LOS is reported for the approach with the greatest control delay.

**Table 1** presents the relationship of delay to LOS for both signalized and unsignalized intersections per the HCM methodology.

**Table 1: Level-of-Service Definition for Intersections**

| Level of Service | Delay Per Vehicle (Seconds) |                           |
|------------------|-----------------------------|---------------------------|
|                  | Signalized Intersection     | Unsignalized Intersection |
| A                | < 10.0                      | < 10.0                    |
| B                | > 10.0 to 20.0              | > 10.0 to 15.0            |
| C                | > 20.0 to 35.0              | > 15.0 to 25.0            |
| D                | > 35.0 to 55.0              | > 25.0 to 35.0            |
| E                | > 55.0 to 80.0              | > 35.0 to 50.0            |
| F                | > 80.0                      | > 50.0                    |

SOURCE: HIGHWAY CAPACITY MANUAL

## Project Trip Distribution and Assignment

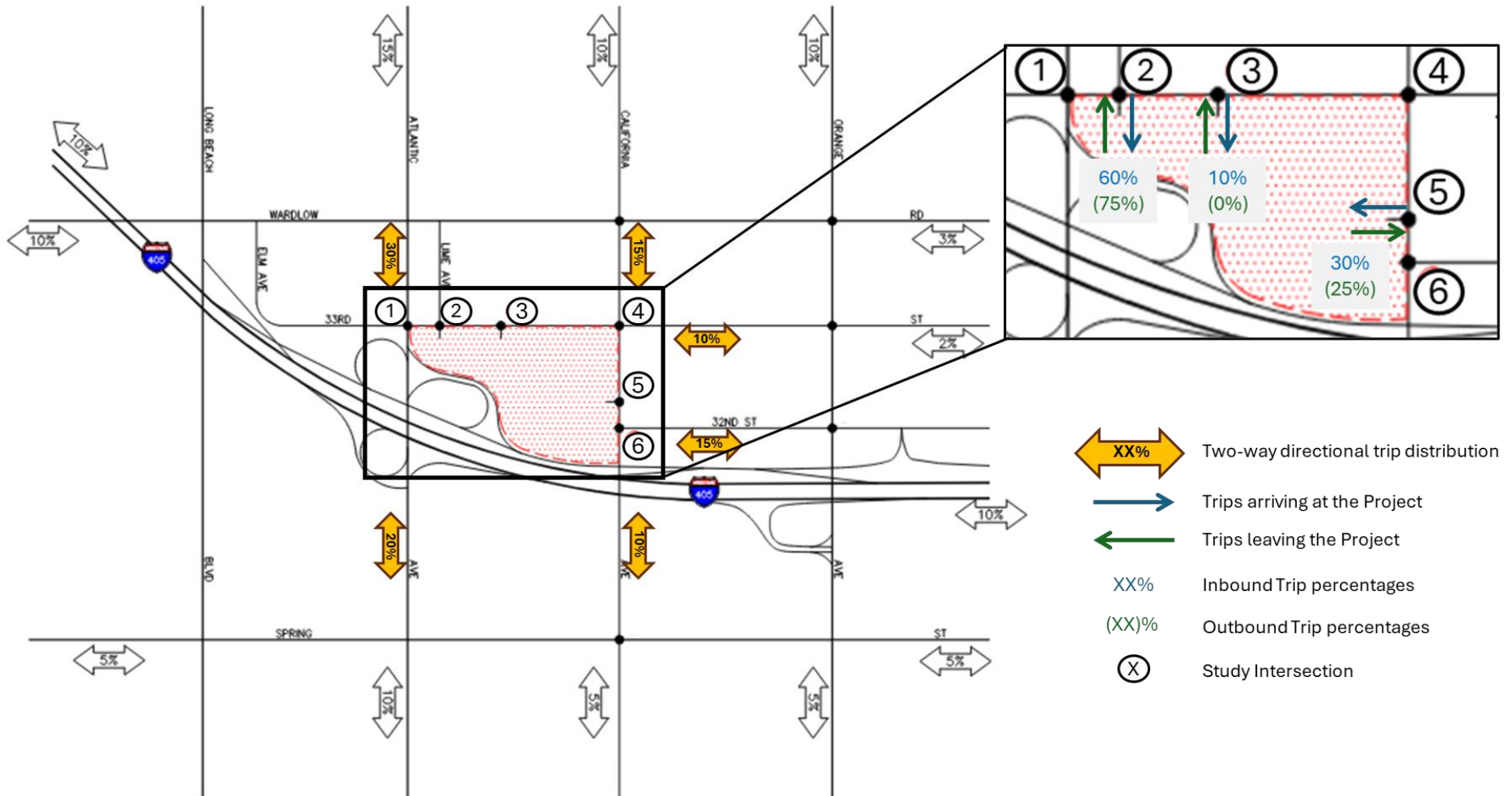
While the project's trip distribution is generally consistent with the assumptions from the approved overall traffic study, adjustments were made to account for the drive-through-oriented nature of the coffee shop, including higher pass-by and diverted link percentages. **Figure 4** shows the trip distribution from the shopping center study with the driveway-specific distribution for the project.

Based on the refined trip distribution, primary and pass-by trips were assigned separately to the roadway network to estimate the number of new trips generated at each intersection. Trip generation estimates used for the trip assignment were obtained from the trip generation compliance memorandum. These volumes are shown in **Figure 5** and **Figure 6** for AM and PM, respectively.

*Detailed trip assignment figures (primary, pass-by, and project) are available for reference in Appendix A.*

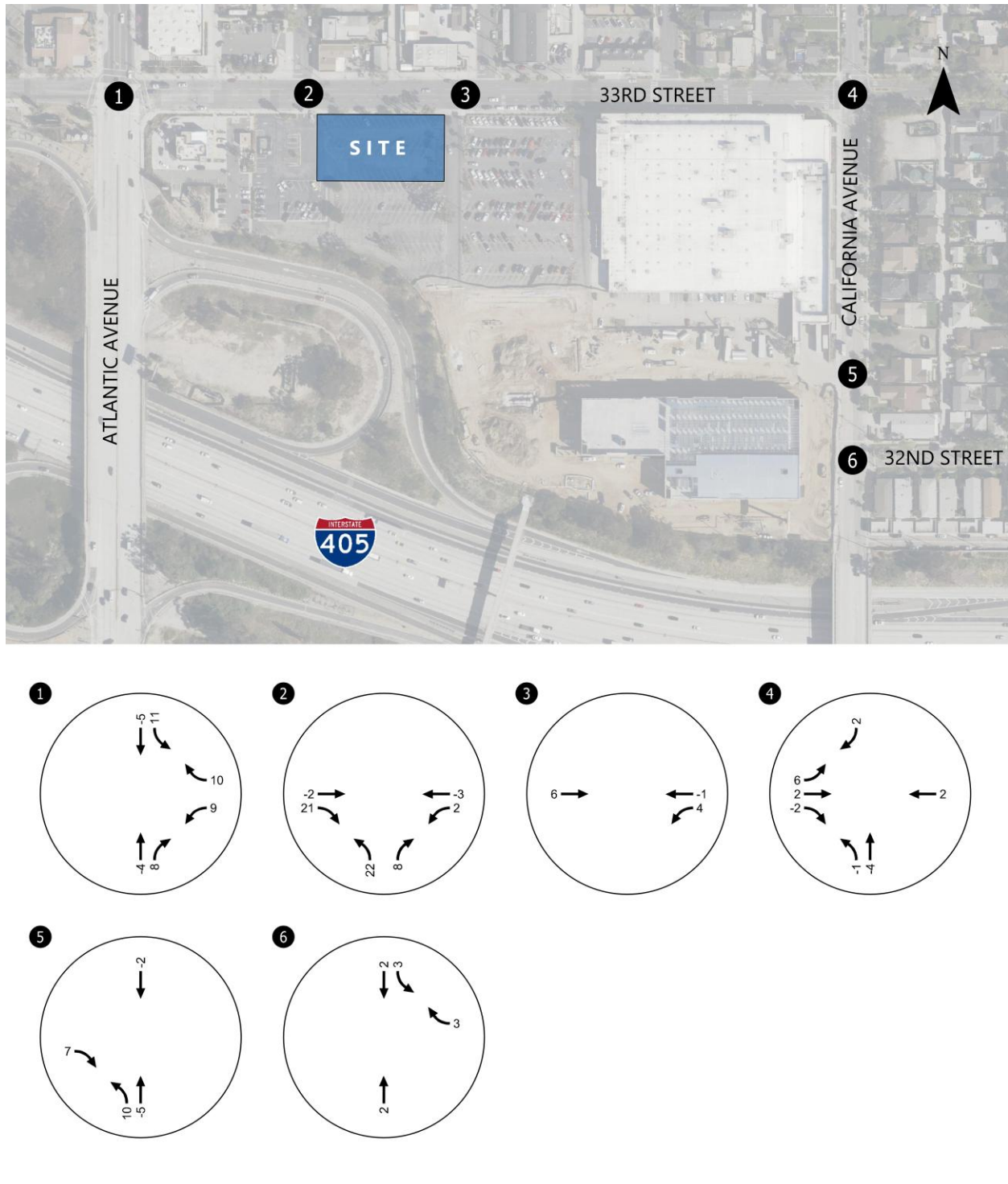


**Figure 4: Trip Distribution**



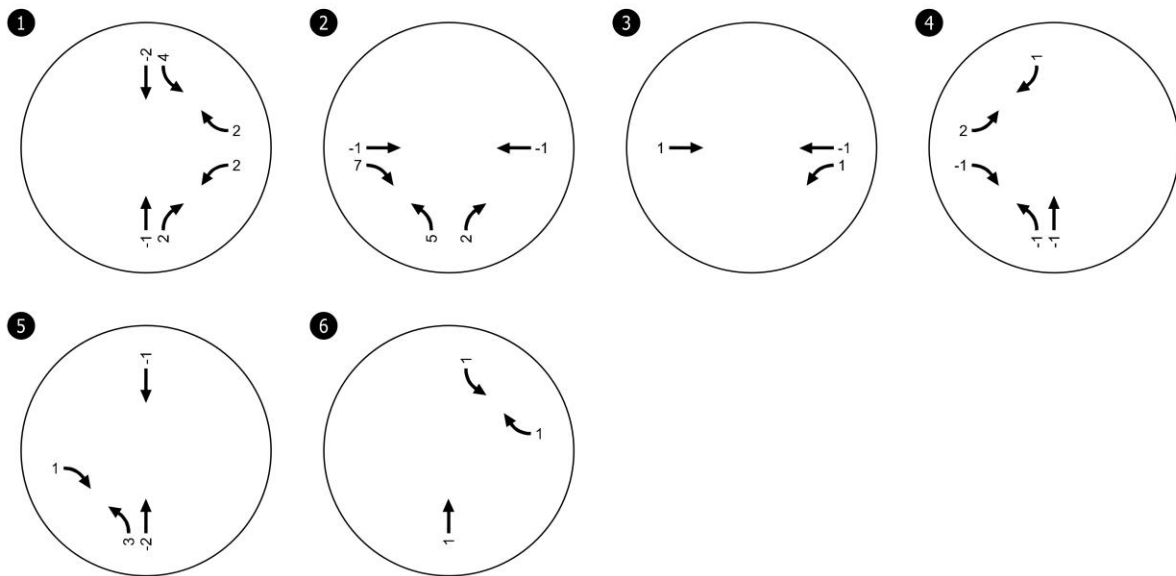
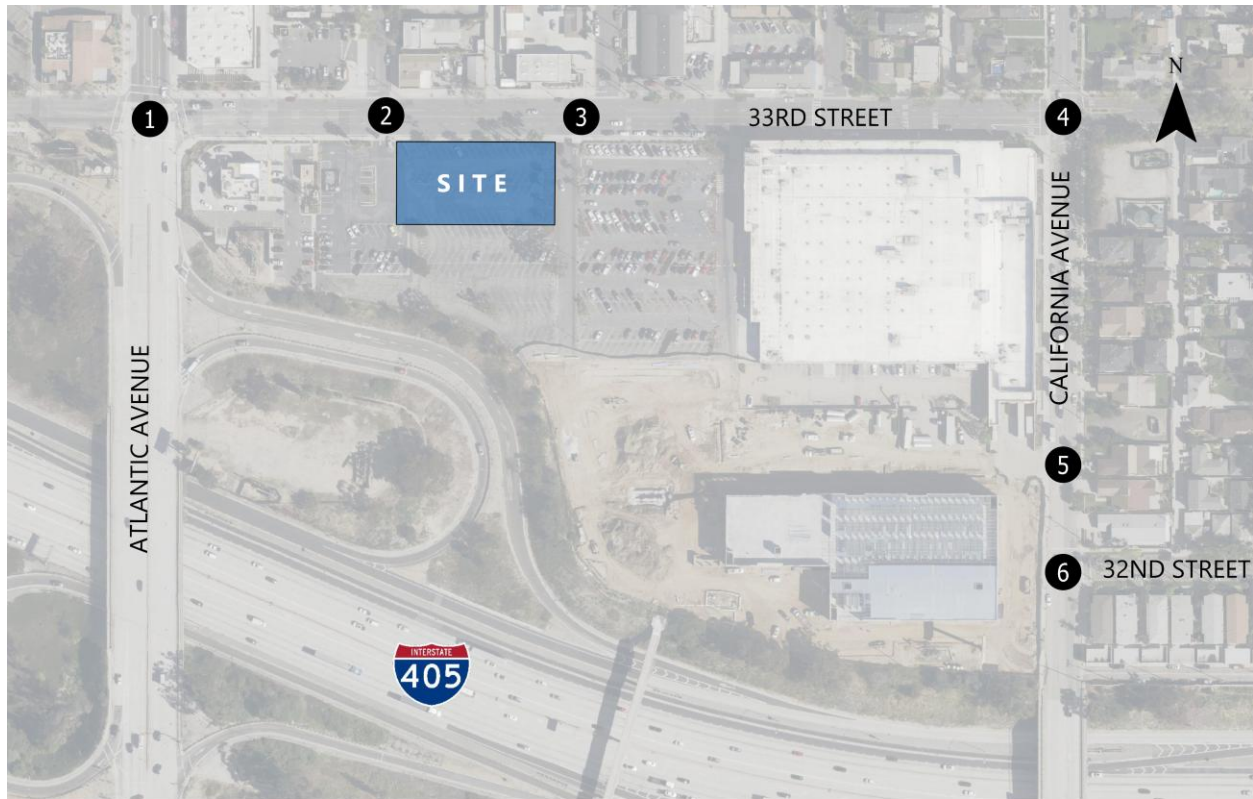
COMPILED BY: KITTELSON & ASSOCIATES, INC (2026)

**Figure 5: Net Project Trips – AM Peak Hour**



SOURCE: KITTELSON & ASSOCIATES, INC (2026)

**Figure 6: Net Project Trips – PM Peak Hour**



SOURCE: KITTELSON & ASSOCIATES, INC (2026)

## Data Collection

Intersection turning movement counts were collected at all study intersections for the analysis time periods on January 22, 2026, when schools within the project vicinity were in session.

Based on the collected counts, the peak traffic hours for the study area is at 7:50 AM to 8:50 AM during the weekday AM peak and 4:40 PM to 5:40 PM during the weekday PM peak period.

*The intersection turning movement counts are attached in Appendix B.*

## Analysis Results

The intersection operations were analyzed for the following scenarios during weekday AM (7-9 AM) and weekday PM (4-6 PM) peak periods to determine potential project effects to the local roadway network:

- **Existing Conditions:** Volumes under this condition were based on the collected intersection turning movement counts.
- **Existing Plus Project Conditions:** Volumes under this condition were developed from the Existing Conditions volumes with the net project trip assignments added accordingly.

The intersections operations results for the weekday AM and weekday PM peak periods are shown in **Table 2** and **Table 3**, respectively. The intersection operations results presented in the tables indicate that during both the weekday AM and PM peak periods, all study intersections operate at LOS C or better which is within the minimum acceptable LOS D standard of the City of Signal Hill and the City of Long Beach. In the Existing plus Project scenario, delay at all study intersections during the weekday AM and PM peak periods increases by less than one second compared to the Existing no project scenario, and the LOS at each intersection remains unchanged.

*Detailed Vistro reports are available for reference in Appendix C.*

**Table 2: Intersection Operations - Weekday AM Peak**

| # | Intersection                                  | Control      | Existing |     | Existing Plus Project |     |
|---|-----------------------------------------------|--------------|----------|-----|-----------------------|-----|
|   |                                               |              | Delay    | LOS | Delay                 | LOS |
| 1 | Atlantic Avenue & E 33 <sup>rd</sup> Street   | Signalized   | 19.6     | B   | 19.6                  | B   |
| 2 | Lime Avenue & Project Driveway                | Two-way Stop | 11.6     | B   | 12.1                  | B   |
| 3 | Olive Avenue & Project Driveway               | Two-way Stop | 11.3     | B   | 11.5                  | B   |
| 4 | California Avenue & E 33 <sup>rd</sup> Street | All-way Stop | 9.9      | A   | 10.0                  | A   |
| 5 | California Avenue & Project Driveway          | Two-way Stop | 13.7     | B   | 14.0                  | B   |
| 6 | California Avenue & E 32 <sup>nd</sup> Street | Two-way Stop | 14.1     | B   | 14.2                  | B   |

Notes:

Delay is shown in seconds per vehicle

SOURCE: KITTELSON & ASSOCIATES, INC (2026)

**Table 3: Intersection Operations - Weekday PM Peak**

| # | Intersection                                  | Control      | Existing |     | Existing Plus Project |     |
|---|-----------------------------------------------|--------------|----------|-----|-----------------------|-----|
|   |                                               |              | Delay    | LOS | Delay                 | LOS |
| 1 | Atlantic Avenue & E 33 <sup>rd</sup> Street   | Signalized   | 25.7     | C   | 25.6                  | C   |
| 2 | Lime Avenue & Project Driveway                | Two-way Stop | 20.8     | C   | 21.3                  | C   |
| 3 | Olive Avenue & Project Driveway               | Two-way Stop | 19.0     | C   | 19.0                  | C   |
| 4 | California Avenue & E 33 <sup>rd</sup> Street | All-way Stop | 10.8     | B   | 10.8                  | B   |
| 5 | California Avenue & Project Driveway          | Two-way Stop | 16.9     | C   | 16.9                  | C   |
| 6 | California Avenue & E 32 <sup>nd</sup> Street | Two-way Stop | 15.2     | C   | 15.2                  | C   |

Notes:

Delay is shown in seconds per vehicle

SOURCE: KITTELSON & ASSOCIATES, INC (2026)

## SITE OPERATIONS

The existing roadway conditions and proposed site plan were assessed to determine if improvements are recommended to improve safety or operations within the project site or at access points. This section discusses the site access and on-site circulation elements including the drive-through queuing analysis for the project.

### On-Site Queueing Estimates

Drive-through queuing at coffee shops is often where the greatest potential for impacts to the surrounding roadway network may occur. To estimate potential queuing conditions and evaluate how frequently queues could affect the adjacent public right-of-way, a time-dependent queuing model was developed. The model evaluates how queues form and dissipate over time by incorporating different arrival and service rates during off-peak and on-peak demand periods, allowing for estimation of peak queue lengths under oversaturated conditions.

The model relies on hourly arrival volumes derived from historical transaction data collected at comparable Dutch Bros Coffee locations. Although ITE trip generation rates are commonly used to estimate site traffic, a comparison between the ITE rates and observed transaction data (using a 1.4-to-1 transaction-to-vehicle ratio) indicated that the ITE rates may underestimate drive-through demand for this land use type. A comparison between historical transaction data and trip generation estimates from the trip generation compliance memo is provided in **Table 4**.

**Table 4: Hourly Demand Estimates<sup>1 2</sup>**

| Dutch Bros Site                         | AM Peak Hour | PM Peak Hour | Daily      |
|-----------------------------------------|--------------|--------------|------------|
| Fontana (8010 Cherry Avenue)            | 59           | 43           | 693        |
| Covina (980 Azusa Avenue)               | 41           | 30           | 456        |
| Fountain Valley (17954 Magnolia Street) | 51           | 52           | 839        |
| Garden Grove (9901 Westminster Avenue)  | 47           | 44           | 735        |
| <b>Project (Average of Sites)</b>       | <b>53</b>    | <b>46</b>    | <b>754</b> |
| <b>ITE Trip Generation Estimates</b>    | <b>40</b>    | <b>15</b>    | <b>179</b> |

Notes:

<sup>1</sup> For each analyzed time period, hourly demand estimates were based on the highest average historical transaction volumes observed among the comparable Dutch Bros sites.

<sup>2</sup> A 1.4-to-1 transaction-to-vehicle ratio was used to convert transaction volumes to vehicle volumes. This ratio was developed based on a separate data collection effort conducted at existing Dutch Bros locations in Fountain Valley, Riverside, Escondido, Laguna Hills, La Habra, La Mirada, and Covina, where both transaction counts and arriving vehicle volumes were collected and compared.

SOURCE: KITTELSON & ASSOCIATES, INC (2026)

These comparable sites were selected in coordination with the City based on similarities in market characteristics, site layout, and surrounding traffic conditions, and are summarized in **Table 5**. The observed transaction data from comparable Dutch Bros sites during the AM and PM peak periods was found to be higher than ITE estimates and used for the hourly arrival volume inputs for the time-dependent queuing model.



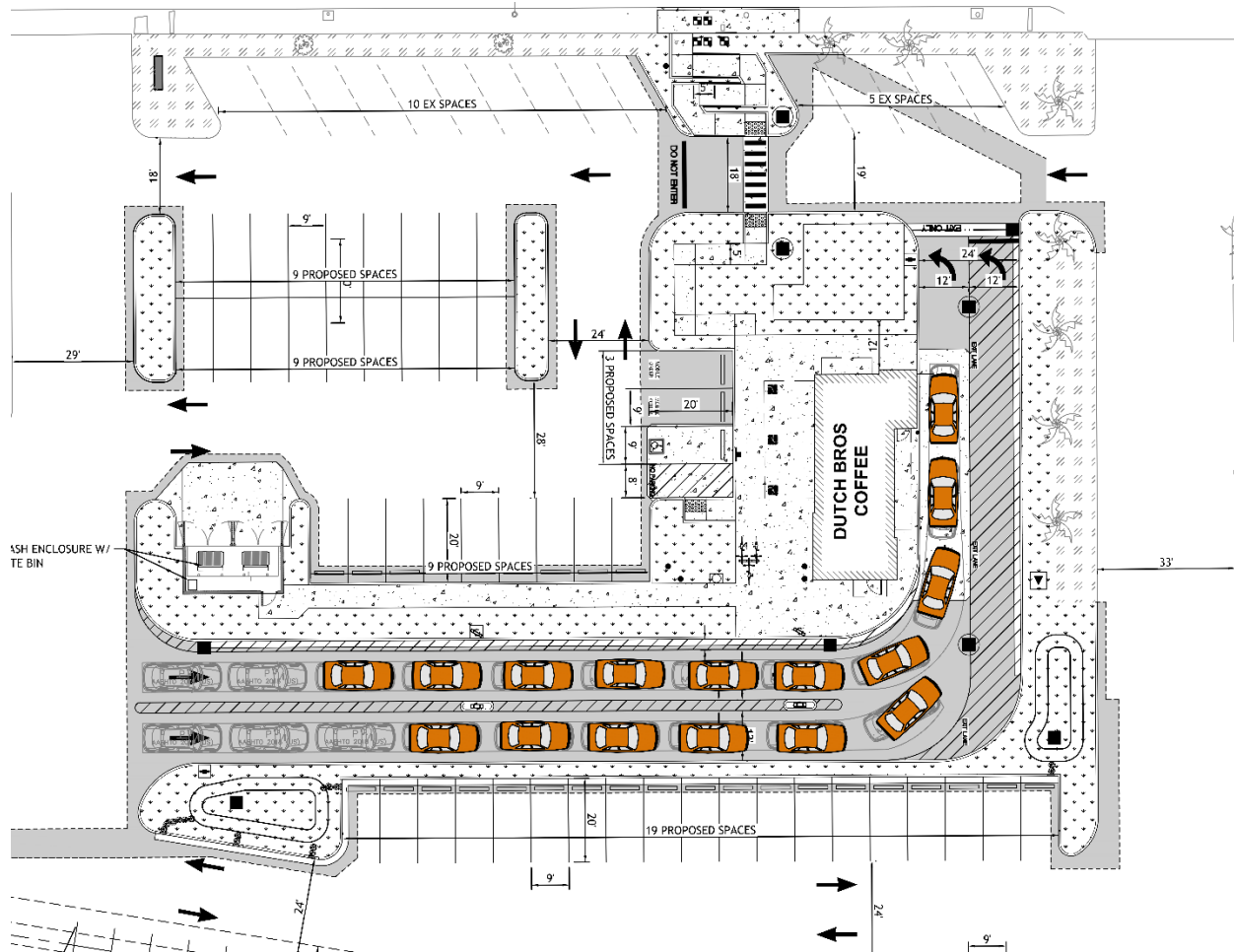
**Table 5: Comparable Dutch Bros Sites**

| <b>Site Characteristic</b> | <b>Project Site</b><br><i>I-405 Freeway and Atlantic Avenue</i>                                             | <b>Fontana</b><br><i>8010 Cherry Avenue</i>                                                                                           | <b>Covina</b><br><i>980 Azusa Avenue</i>                                                              | <b>Fountain Valley</b><br><i>17954 Magnolia Street</i>                                                      | <b>Garden Grove</b><br><i>9901 Westminster Avenue</i>                                                                      |
|----------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| Land use context           | Part of a medium-large commercial parcel surrounded by other commercial uses and residential neighborhoods. | Part of a medium commercial parcel surrounded by other commercial uses and residential neighborhoods as well as industrial complexes. | Part of a medium commercial parcel surrounded by other commercial uses and residential neighborhoods. | Part of a small-medium commercial parcel surrounded by other commercial uses and residential neighborhoods. | Part of a medium-large commercial parcel surrounded by other medium-large commercial plazas and residential neighborhoods. |
| Roadway context            | Corner of intersection of 4-lane arterials, near a highway                                                  | Corner of intersection of 6-lane arterials                                                                                            | Along a 4-lane highway                                                                                | Corner of intersection of 4-lane arterials                                                                  | Along a 6-lane arterial                                                                                                    |
| Site features              | Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating           | Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating                                     | Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating     | Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating           | Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating                          |
| Approximate building size  | 1,000 square feet                                                                                           | 1,000 square feet                                                                                                                     | 1,000 square feet                                                                                     | 1,000 square feet                                                                                           | 1,000 square feet                                                                                                          |
| Approximate queue storage  | 450 feet                                                                                                    | 300 feet                                                                                                                              | 350 feet                                                                                              | 400 feet                                                                                                    | 400 feet                                                                                                                   |
| Additional Considerations  | -                                                                                                           | -                                                                                                                                     | Opened in September 2025, so transaction data is heightened and reflects peak period operations       | -                                                                                                           | Opened in June 2025, so transaction data is heightened and reflects peak period operations                                 |

SOURCE: KITTELSON AND ASSOCIATES (2026)

From the model, it was determined that there is approximately a 5% probability that the number of vehicles waiting to be served will be longer than 16 vehicles, as shown in **Figure 7**. Since the drive-through can accommodate up to 18 to 21 vehicles,<sup>1</sup> queues are not expected to affect the public right-of-way or circulation within the commercial shopping center.

**Figure 7: 95th Percentile Queuing Scenario**



SOURCE: KITTELSON AND ASSOCIATES (2026); SITE PLAN IS DRAWN BY CORE STATES GROUP (2026)

While the model operates at an aggregate level, it is designed to reasonably approximate field conditions and provide a planning-level assessment of higher-end queuing conditions to help inform site design and identify potential on-site constraints. Drive-through operations can vary substantially based on site-specific characteristics and day-to-day operational factors, including staffing levels, order processing efficiency, customer behavior, promotional activity, seasonal demand fluctuations, and traffic management practices. As such, queue estimates should be considered approximate and intended to represent a reasonable planning-level estimate rather than a precise prediction of future conditions.

<sup>1</sup> The number of vehicles that can be accommodated depends on the assumed storage length per vehicle and traffic management strategies, which ranges from 22 to 25 feet.



Based on the project's location, driveway access points, and surrounding traffic patterns, most vehicles are expected to enter via the driveways along 33<sup>rd</sup> Street. On-site queueing that extends beyond the drive-through could affect operations at the shopping center's parking lot. Therefore, it is recommended that Dutch Bros implement the following strategies once the drive-through reaches approximately 75% of its capacity (about 13 vehicles) to manage queues as efficiently and effectively as possible:

- Dutch Bros staff takes orders and payments from and makes deliveries to the queued drive-through lanes to minimize the wait time at the service window. The site plan also includes an exit adjacent to the drive-through lane exit. This is an important queue length management feature because it allows vehicles that receive their fulfilled orders prior to reaching the drive-through lane to exit out of the queue early, thereby reducing the overall length of the queue.
- Dutch Bros staff can place signage to guide non-Dutch Bros customer vehicles away from the drive-through entrance and act as temporary traffic control personnel who can effectively manage queues and prevent blockage situations.
- Dutch Bros staff to direct queued vehicles to minimize space between vehicles in order to maximize the drive through storage space. Because Dutch Bros staff takes orders for vehicles in the drive through, this would be an active queue management strategy that does not require additional resources.

*The queuing management plan for this project is provided as reference in Appendix D.*

Based on previous site visits from existing Dutch Bros locations (separate project efforts), sites commonly operate with at least two "line runners" managing the drive-through queue and taking orders directly from vehicles. Sites may also use traffic cones to redirect drivers or delineate the drive-through lane from adjacent parking areas, allowing parking areas to primarily serve mobile order pick-up customers and employees.

Observed weekday 95th percentile queues from existing sites ranged from approximately 11 to 21 vehicles. It should be noted that the site with a 95th percentile queue of 21 vehicles had been open for less than one year at the time of data collection and therefore likely reflected elevated demand associated with early operational conditions. Queue lengths were also observed to increase during special promotional events, such as merchandise or sticker giveaway days. However, these conditions are not considered representative of typical daily operations.

**Table 6** summarizes the observed 95<sup>th</sup> percentile queues from other sites.

**Table 6: Summary of Weekday Observed 95<sup>th</sup> Percentile Queues from Existing Dutch Bros Sites**

| Dutch Bros Site                   | Weekday Observed 95 <sup>th</sup> Percentile Queue |
|-----------------------------------|----------------------------------------------------|
| Covina (511 S Citrus Ave)         | 11                                                 |
| Escondido (2365 E Valley Pkwy)    | 11                                                 |
| Fountain Valley (9067 Warner Ave) | 11                                                 |
| La Habra (2060 W Lambert Rd)      | 19                                                 |
| La Mirada (14840 Beach Blvd)      | 21                                                 |
| Laguna Hills (24791 Alicia Pkwy)  | 17                                                 |
| Riverside (9604 Magnolia Ave)     | 11                                                 |

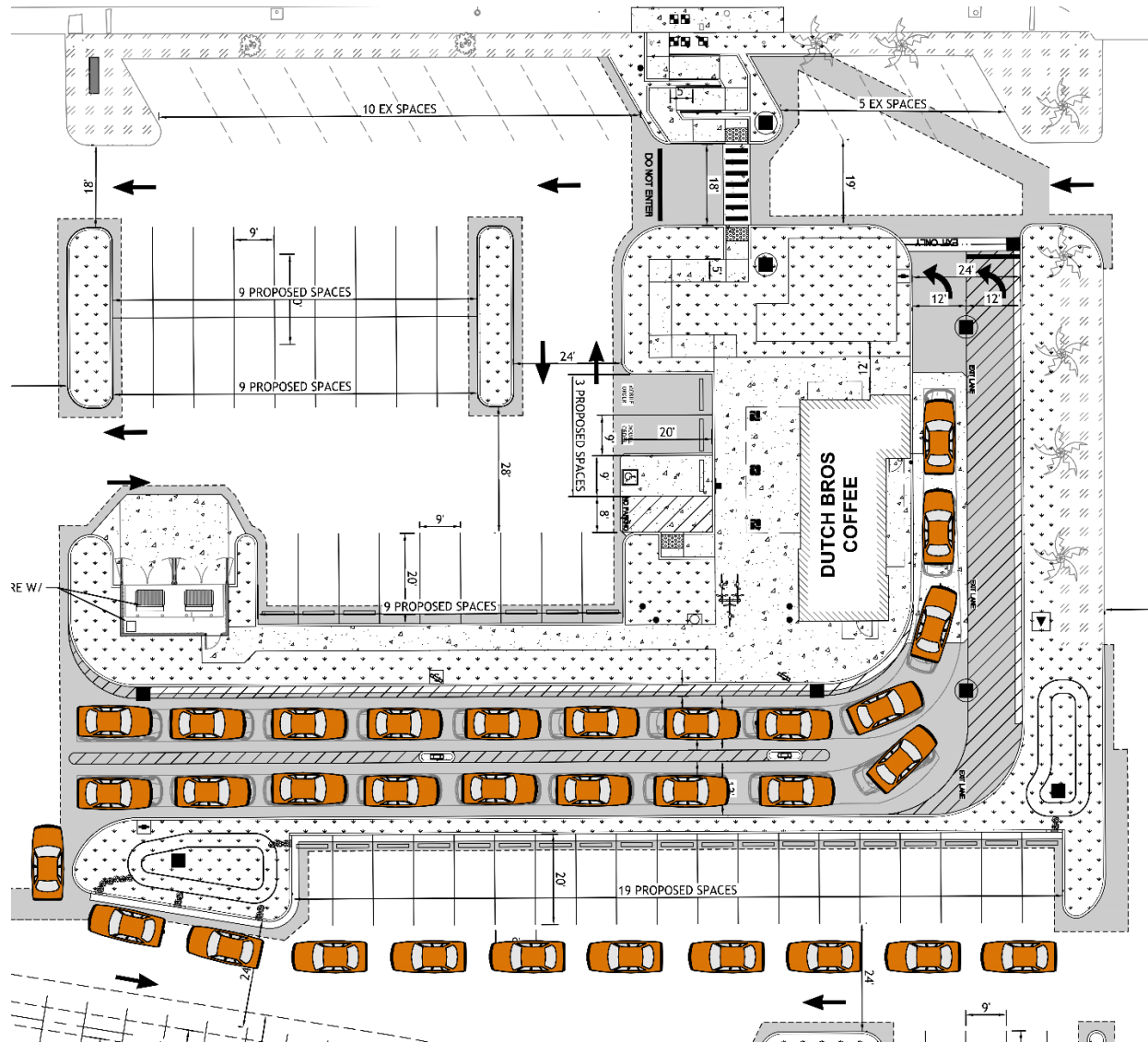
SOURCE: KITTELSON AND ASSOCIATES (2026)

## On-Site Circulation and Access

When reviewing the proposed site access and on-site circulation, the following details were noted:

- **Parking.** Generally, customer parking is not expected to be regularly needed because the operation is primarily drive-through. The proposed project would include 30 new on-site parking spaces, including one accessible space. In addition, the site is located within a larger commercial plaza where shared parking is available for customers of the surrounding retail stores. Therefore, the combined on-site and shared parking supply is expected to adequately accommodate parking demand for walk-up customers and employees.
- **Chick-fil-A Operational Considerations:** A Chick-fil-A is located near the project site within the same commercial shopping center. Since it is not anticipated for Dutch Bros queues to extend beyond the drive-through capacity as noted in the previous section, conflicts with Chick-fil-A is not anticipated to be a frequent occurrence. In the event that Dutch Bros queues extend beyond the drive-through capacity, it is recommended for Dutch Bros to wrap their queues around the lot to provide additional queuing capacity for up to 11 vehicles and minimize conflicts with Chick-fil-A queues, as shown in **Figure 8**. Should queues exceed this supplemental storage capacity, staff should implement the remaining measures identified in the queue management plan to maintain safe and efficient circulation within the commercial plaza.
- **Adequacy of Pedestrian Facilities.** Pedestrian access to the site would include new walkways, ramps, and crosswalks along the project frontage on E 33<sup>rd</sup> Street. Additionally, the site can be accessed from adjacent parking aisles through crosswalks and the City's existing sidewalk network.
- **Bicycle Accessibility.** There are limited bicyclist facilities in the project vicinity. Atlantic Avenue, E 33<sup>rd</sup> Street and California Avenue do not feature bicycle facilities in the project vicinity. Therefore, bicyclists would need to share facilities with pedestrians or motor vehicles to access the project site.
- **Accessibility from Adjacent Transit Stops.** The nearest bus stop to the project site is located approximately 400 feet west at the intersection of Atlantic Avenue and 33<sup>rd</sup> Street NE and is served by Long Beach Transit Routes 61, 101, and 103. Transit riders can access the project site via the existing sidewalk network along 33<sup>rd</sup> Street. Access requires crossing at the signalized intersection of

### Figure 8: Dutch Bros Wrap Around Queuing Scenario



SOURCE: KITTELSON AND ASSOCIATES (2026); SITE PLAN IS DRAWN BY CORE STATES GROUP (2026)

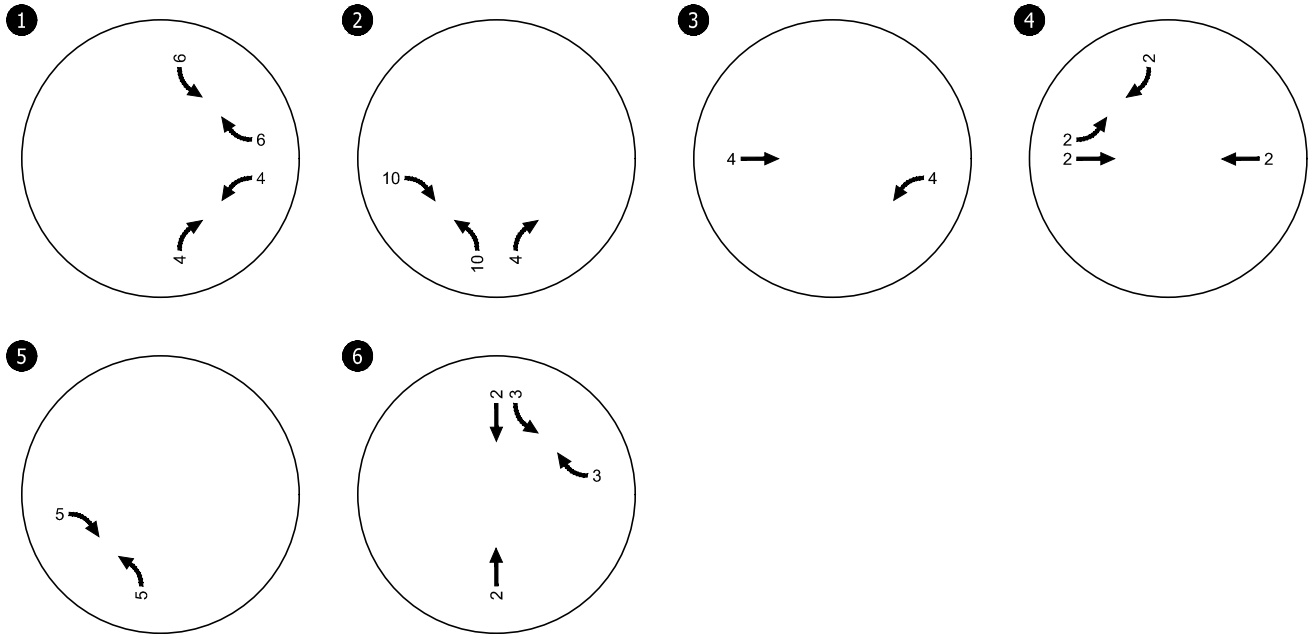
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## **APPENDIX A**

### Trip Distribution and Assignment

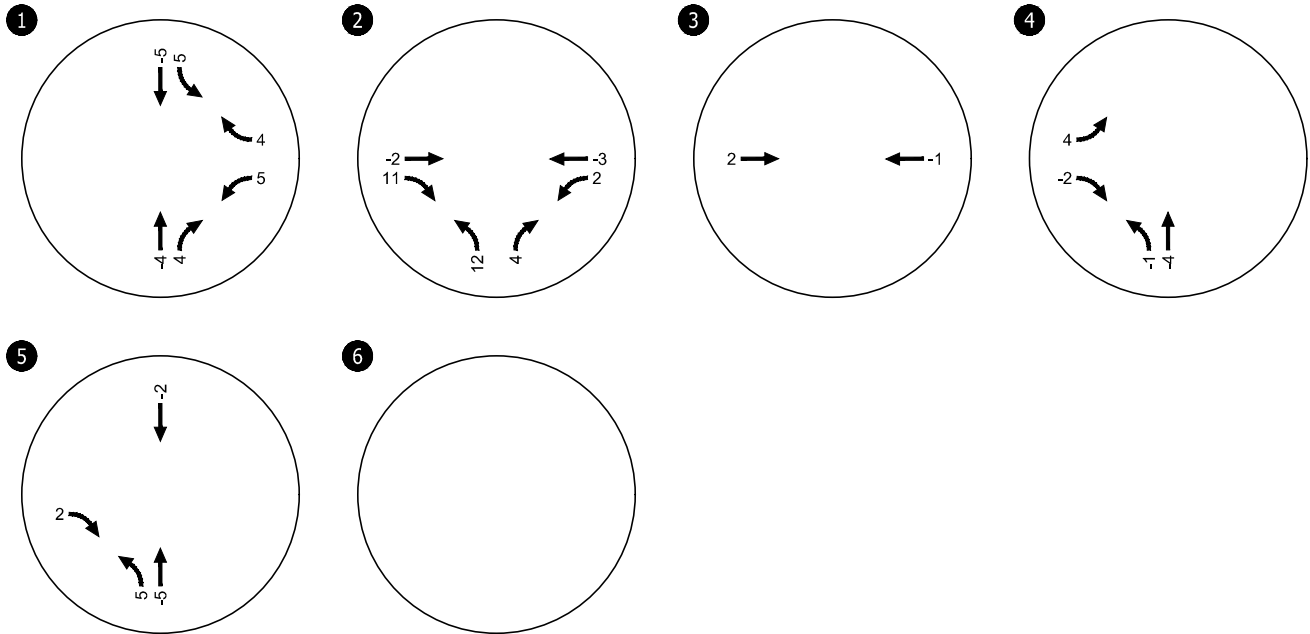
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Detailed Trip Assignment Figures  
Primary AM Trips  
Signal Hill, CA

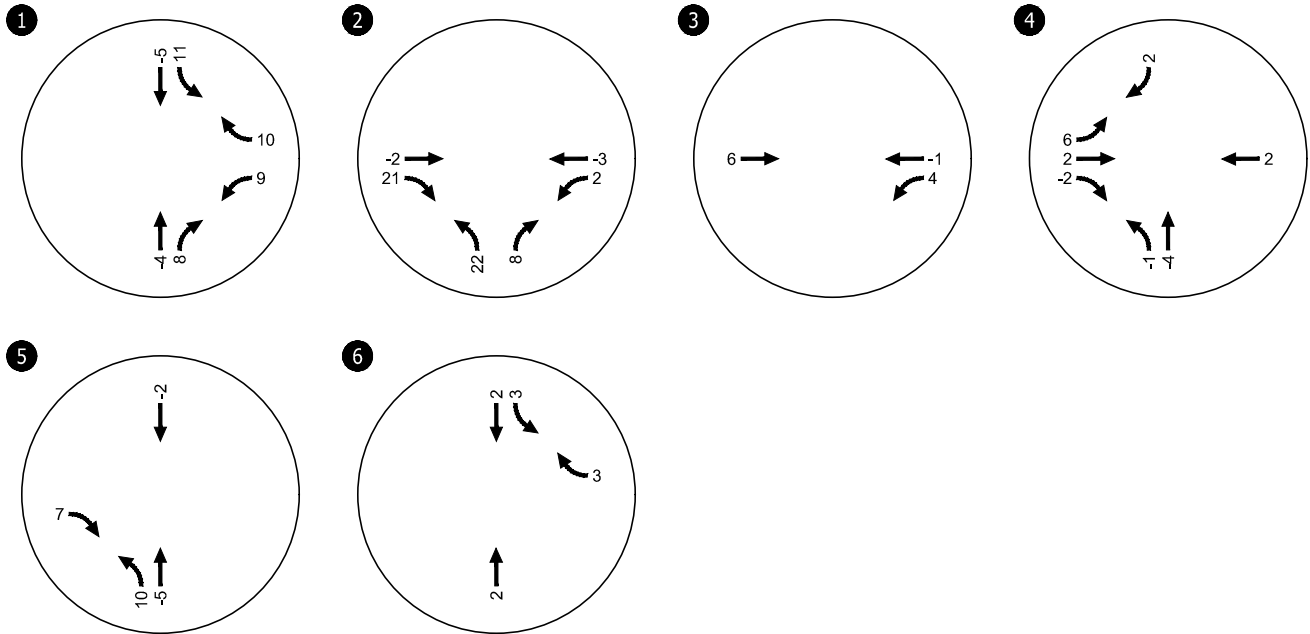
Figure  
1





Detailed Trip Assignment Figures  
Pass-by AM Trips  
Signal Hill, CA

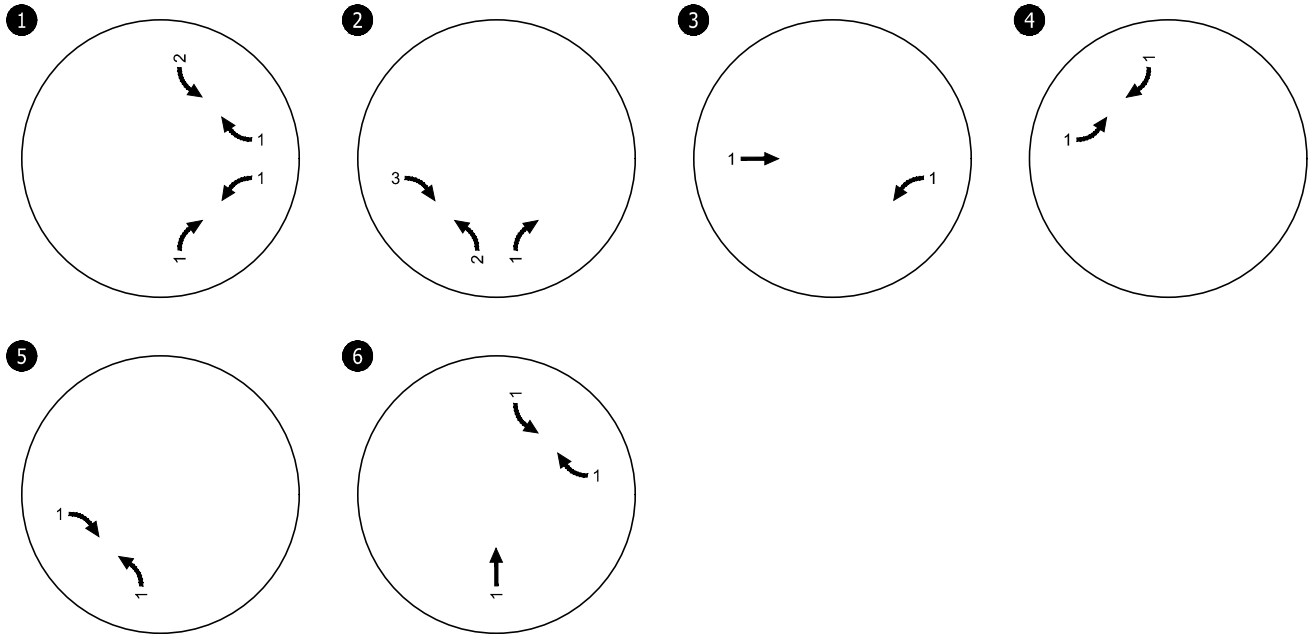
Figure  
2



Detailed Trip Assignment Figures  
Project AM Trips  
Signal Hill, CA

Figure  
3

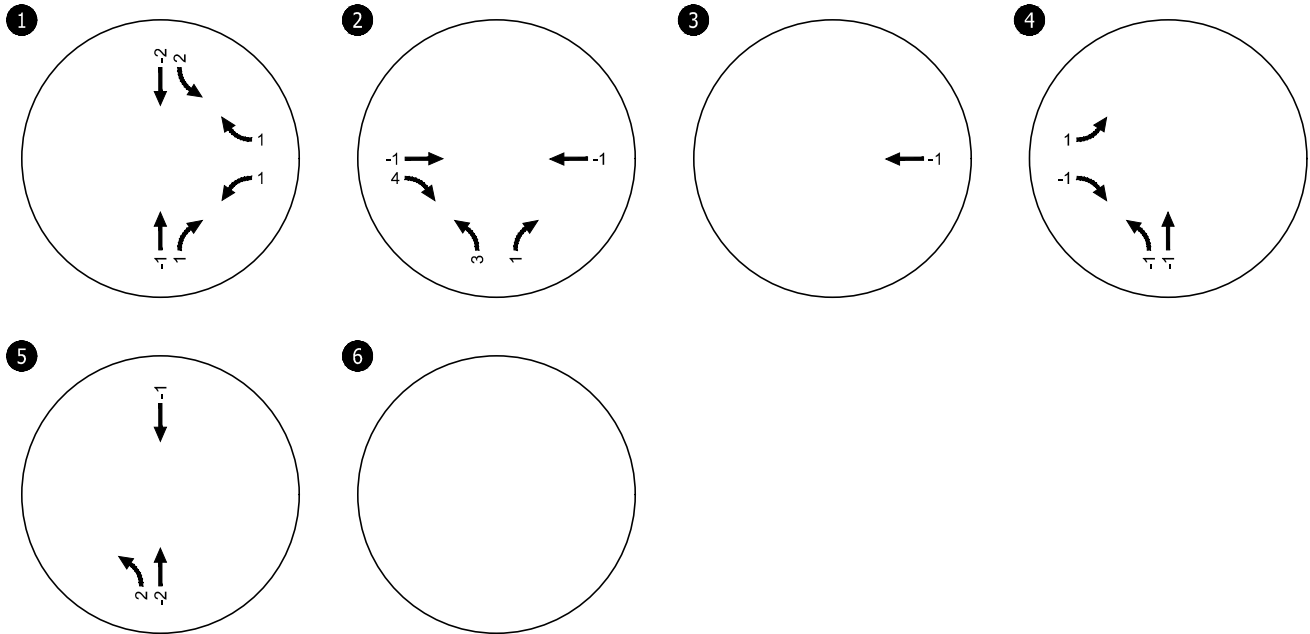




Detailed Trip Assignment Figures  
Primary PM Trips  
Signal Hill, CA

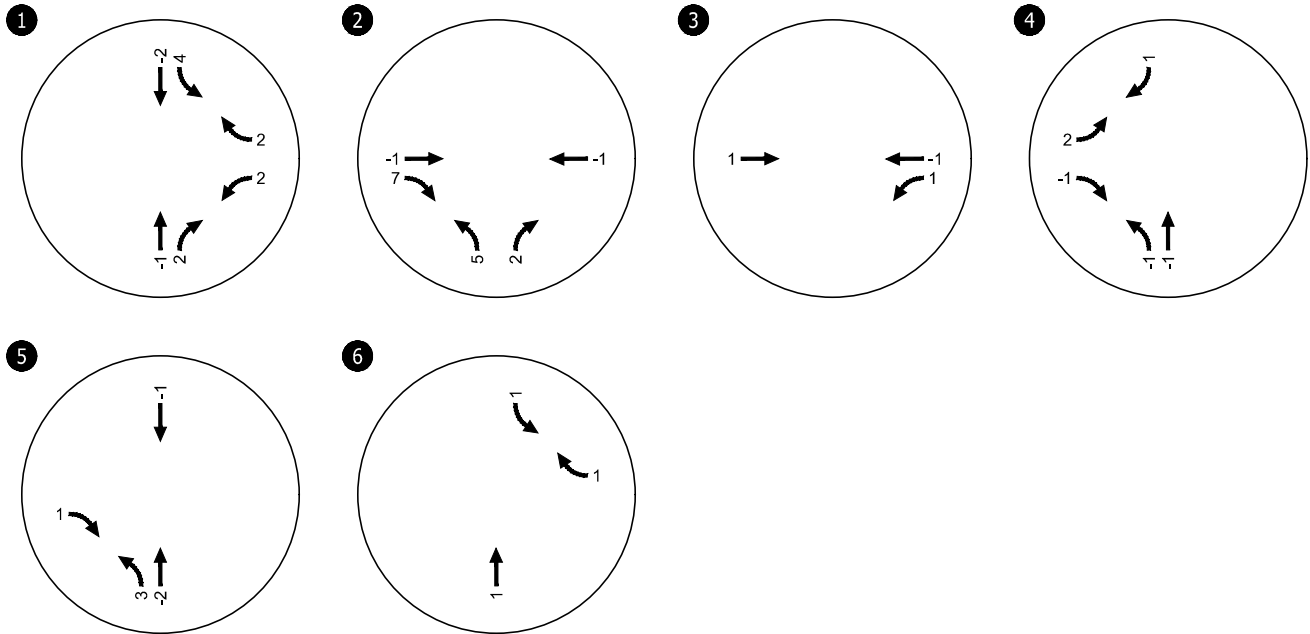
Figure  
4





Detailed Trip Assignment Figures  
Pass-by PM Trips  
Signal Hill, CA

Figure  
5



Detailed Trip Assignment Figures  
Project PM Trips  
Signal Hill, CA

Figure  
6

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## **APPENDIX B**

### Turning Movement Counts

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# Traffic Management Plan

CA7803  
NEC 405 Fwy & Atlantic Blvd,  
Signal Hill, CA, 90807

Operator  
TBD

Business Coach  
TBD

Regional Activation Coach:  
TBD

Site & Traffic Plan Administrator  
Dutch Bros. HQ | Tempe, AZ  
C: 602.525.8737  
E: dbdesignnteam@DutchBros.com





## Who We Are

Dutch Bros Inc. (NYSE: BROS) is a high-growth operator and franchisor of drive-thru shops that focus on serving high **QUALITY**, hand-crafted beverages with unparalleled **SPEED** and superior **SERVICE**.

Founded in 1992 by brothers Dane and Travis Boersma, Dutch Bros began with a double-head espresso machine and a pushcart in Grants Pass, Oregon. While espresso-based beverages are still at the core of what we do, Dutch Bros now offers a wide variety of unique, customizable cold and hot beverages that delight a broad array of customers.

We believe Dutch Bros is more than just the products we serve—we are dedicated to making a massive difference in the lives of our employees, customers and communities. This combination of hand-crafted and high-quality beverages, our unique drive-thru experience and our community-driven, people-first culture has allowed us to successfully open new shops and continue to share the “Dutch Luv” at 1,043 locations across 19 states as of June 30, 2025.



# Traffic Management Plan Overview

1

The Site & Traffic Plan Administrator creates a custom traffic management plan that is tailored to each unique site.

Each plan identifies paths of travel for customers, points of ingress/egress, crew parking, directional sign placement, and suggested staffing placement.

City ordinances, CC&Rs, easements agreements, etc., are reviewed when a traffic management plan is created to ensure compliance.

2

Once the plan is completed, it is then shared with the field leadership team for the subject shop and market area (i.e. Regional Operator, Business Coach, and Regional Activation Coach).

Field leadership provides feedback on the traffic management plan and can request revisions, if needed.

Once the plan is approved, directional a-frame/cone topper signs are ordered to be sent to the shop.

3

Field leadership and crew setup the traffic management plan by placing temporary signs, cones, and readying staff for placement.

All cones and temporary signs are removed at the end of each business day.

If third party traffic control is needed, the field leadership team will identify dates, times, and number of controllers needed approximately one (1) to two (2) weeks prior to the grand opening date.

\*All traffic management plans are subject to change depending on operational need and external factors as determined by Dutch Bros. HQ and the regional field leadership team.\*

# Traffic Management Positions

## Line Buster

Dutch Bros. Crew Member

This position primarily obtains drink orders from customers that are lined up in the queue behind the ordering window. They are equipped with iPad's, card readers, and some with cash bags for cash transactions. Their objective is to quickly and accurately obtain customer orders down the line to expedite time spent at the window. In some cases, a Line Buster may also run drinks out to cars as orders are completed.

## Drink Runner

Dutch Bros. Crew Member

More commonly staffed during the grand opening period; this position's responsibility is to run completed drink orders out to cars in the queue. They may also help customers coordinate exiting the line using the escape lane and allowing customers to pull forward and shorten the queue.

## DB Traffic Controller

Dutch Bros. Crew Member

Dutch Bros. crew members may also direct on-site traffic to ensure traffic flow remains unhindered at key points within drive aisles. Traffic Controllers are briefed on the traffic plan to ensure properly coordinated execution. They also will setup and take down cones and a-frame signs as needed.

## Third Party Traffic Controller

Third Party Contracted

**\*Described on page 5\***



# Third Party Traffic Control

## Hired by Third Party Broker

Dutch Bros. works with a national broker that recruits off-duty police officers from city, county, and state jurisdictions.

## Off-Site Traffic Management

Third party traffic controllers work primarily off-site to manage overflow traffic. They provide direction to customers and keep public roadways and primary drive aisles clear.

## Order Time-frame

Dutch Bros. HQ and the regional field leadership team determine the need for third party traffic control (dates, times, and number of officers). An order is submitted to our broker one to two weeks prior to the grand opening date. Traffic controllers orders are usually submitted in one to two week blocks.

## Alternative

If there are not any available off-duty officers to fill the traffic control roles, our broker then reaches out to national security companies (i.e. Securitas, GardaWorld) to obtain security guards to fill the vacant positions.

## Consistent Coverage Evaluation

The regional field leadership team evaluates toward the end of each order period if the need for third party traffic control is still existent or if it can be adjusted or eliminated. Queue times, number of customer visits, and additional data are gathered regularly to determine coverage needs.

## Special Occasions

From time-to-time, Dutch Bros. has community giveback days (i.e. Dutch Luv, Drink one for Dane) or other marketing campaigns that cause an influx of customers to visit their local shop. Regional leadership teams plan ahead for these days and can request third party traffic control as needed based on historical, shop specific trends.





# A-Frame Directional Sign Example

**A-Frame Dimensions:**  
"Sandwich Board"  
24 Inches Wide  
36 Inches Tall

\*Signs shown are only examples. Custom a-frames and cone-toppers can be made upon request.\*



# Traffic Management Plan

## Sign Key

|                                                                                                                                                                                                                   |                                                                                                                                                                                                 |                                                                                                                                                                                                  |                                                                                                                                                                                               |                                                                                                                                                                                                              |                                                                                                                                                                                                    |                                                                                                                                                                                                     |                                                                                                                                                                                                        |                                                                                                                                                                                                                       |                                                                                                                                                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| E1<br>ENTRANCE<br>                                                                                                               | E2<br>ENTRANCE<br>                                                                                             | E3<br>ENTRANCE<br>                                                                                              | E4<br>USE NEXT ENTRANCE AHEAD<br>                                                                            | E5<br><br>                                 | E6<br><br>                       | E7<br><br>ENTRANCE NEXT RIGHT<br> | E8<br><br>ENTRANCE NEXT LEFT<br> | B1<br><br>DO NOT BLOCK<br>                      | B2<br><br>DO NOT BLOCK<br>          |
| L1<br><br>LINE FORMS RIGHT<br>                  | L2<br><br>LINE FORMS LEFT<br> | L3<br><br>LINE STARTS HERE<br> | L4<br><br>LINE FULL<br>     | L5<br><br>LINE FULL PLEASE USE WALK-UP<br> | L6<br><br>PICK SHORTEST LINE<br> | L7<br><br>LANE CLOSED<br>         | L8<br><br>PLEASE WAIT HERE<br>   | L9<br><br>PLEASE CLOSE GAP BETWEEN VEHICLES<br> | P1<br><br>CUSTOMER PARKING ONLY<br> |
| P2<br><br>NO DUTCH BROS CUSTOMER PARKING<br> | EX1<br><br>EXIT HERE<br>   | EX2<br><br>EXIT HERE<br>    | EX3<br><br>EXIT HERE<br> | EX4<br><br>EXIT ONLY<br>                | M1<br><br>MERGE<br>           | M2<br><br>MERGE HERE<br>       | M3<br><br>MERGE HERE<br>      | M4<br><br>MERGE HERE<br>                     | CN<br>                                                                                                                |
| CS1<br>Custom Sign Placeholder                                                                                                                                                                                    | CS2<br>Custom Sign Placeholder                                                                                                                                                                  | CS3<br>Custom Sign Placeholder                                                                                                                                                                   | CS4<br>Custom Sign Placeholder                                                                                                                                                                | CS5<br>Custom Sign Placeholder                                                                                                                                                                               |                                                                                                                                                                                                    |                                                                                                                                                                                                     |                                                                                                                                                                                                        |                                                                                                                                                                                                                       |                                                                                                                                                                                                           |

### Examples as Portrayed on Plan

#### E2/AF

1. **Letter(s)/Number** identifies specific sign placed (i.e. **E2** would be an entrance sign with a left arrow).
1. **AF** stands for **A-Frame**.
1. **CT** stands for **Cone-Topper**.
1. **Custom Signs** will be marked as **CS** (i.e. **CS1/AF**) and will have specific verbiage notated directly on the plan.





## Staffing Key

**LB**

Line Buster

**DR**

Drink Runner

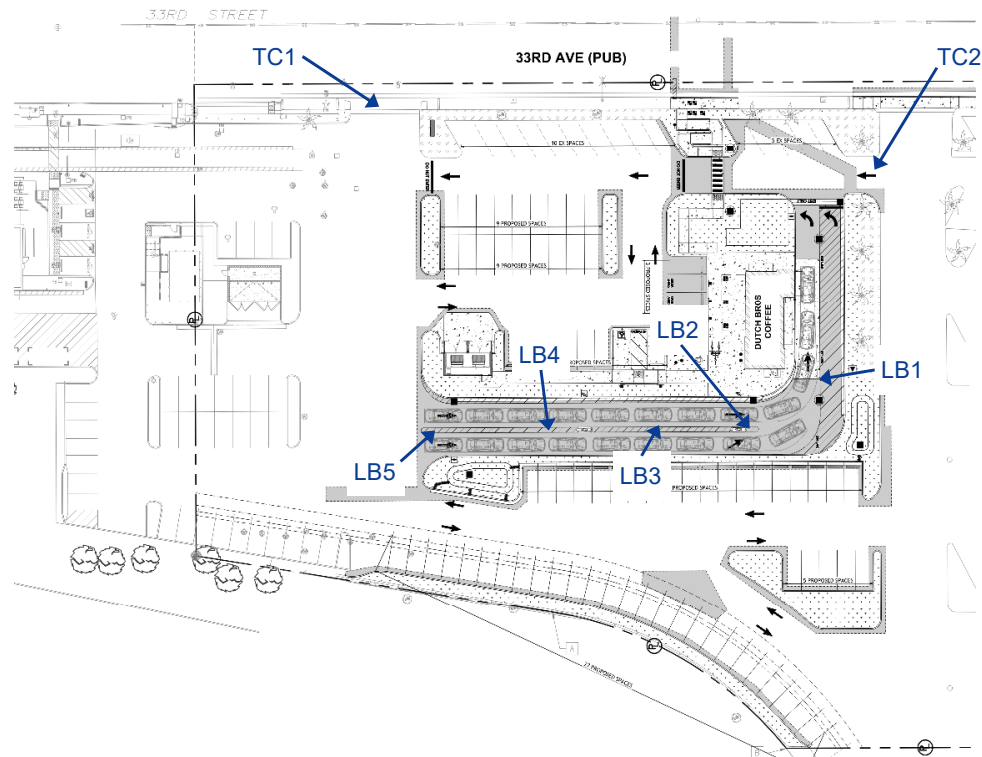
**DBTC**

Dutch Bros. Traffic Controller

**TC**

Third Party Traffic Controller  
(Off-Duty Officer/Security Guard)

# Traffic Management Plan Staffing Placement



 Ingress/Queue  
\*Stopped Cars\*

 Egress

## Map Key

 Overflow Queue  
\*Stopped Cars\*

 Path of Travel  
\*No Stopped Cars\*



## **APPENDIX C**

### Operations Analysis Reports

32816 Signal Hill Dutch Bros

Vistro File: H:\...\32816\_DB Signal Hill.vistro  
Report File: H:\...\1 Existing.pdf

Scenario 1 Existing AM  
3/6/2026

**Intersection Analysis Summary**

| ID | Intersection Name               | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|---------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1  | Atlantic Ave/E 33rd Street      | Signalized   | HCM 7th Edition | NB Right   | 0.636 | 19.6          | B   |
| 2  | Lime Ave/Project Driveway       | Two-way stop | HCM 7th Edition | NB Thru    | 0.005 | 11.6          | B   |
| 3  | Olive Ave/Project Driveway      | Two-way stop | HCM 7th Edition | NB Thru    | 0.010 | 11.3          | B   |
| 4  | California Ave/E 33rd Street    | All-way stop | HCM 7th Edition | SB Thru    | 0.380 | 9.9           | A   |
| 5  | California Ave/Project Driveway | Two-way stop | HCM 7th Edition | EB Left    | 0.009 | 13.7          | B   |
| 6  | California Ave/E 32nd Street    | Two-way stop | HCM 7th Edition | WB Left    | 0.043 | 14.0          | B   |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Atlantic Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Signalized      | Delay (sec / veh):        | 19.6  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.636 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 11.00                                                                             | 11.00  | 11.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 1                                                                                 | 0      | 0      | 1                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 40.00                                                                             | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 75.00  | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | Yes                                                                                 |        |        |



**Volumes**

| Name                                        |        |        |        |        |        |        |        |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 28     | 755    | 148    | 64     | 993    | 13     | 5      | 10     | 36     | 73     | 14     | 94     |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 4.00   | 3.00   | 2.00   | 3.00   | 8.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 6.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |        |        |        |        |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 28     | 755    | 148    | 64     | 993    | 13     | 5      | 10     | 36     | 73     | 14     | 94     |
| Peak Hour Factor                            | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 7      | 197    | 39     | 17     | 259    | 3      | 1      | 3      | 9      | 19     | 4      | 24     |
| Total Analysis Volume [veh/h]               | 29     | 786    | 154    | 67     | 1034   | 14     | 5      | 10     | 38     | 76     | 15     | 98     |
| Presence of On-Street Parking               | No     |        | No     | No     |        | No     | No     |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 1      |        |        | 3      |        |        | 0      |        |        | 0      |        |        |

### Intersection Settings

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | Yes                                   |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 90                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Fully actuated                        |
| Offset [s]                | 43.0                                  |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 4.00                                  |

### Phasing & Timing (Basic)

| Control Type                    | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Flashing Yellow Arrow           | No      |         |         | No      |         |         |         |         |         |         |         |         |
| Signal Group                    | 0       | 4       | 0       | 0       | 2       | 0       | 0       | 8       | 0       | 0       | 6       | 0       |
| Auxiliary Signal Groups         |         |         |         |         |         |         |         |         |         |         |         |         |
| Maximum Green [s]               | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     |
| Amber [s]                       | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     |
| All red [s]                     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0.0     | 7.0     | 0.0     | 0.0     | 7.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 7.0     | 0.0     |
| Pedestrian Clearance [s]        | 0.0     | 14.0    | 0.0     | 0.0     | 16.0    | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 16.0    | 0.0     |
| Delayed Vehicle Green [s]       | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     |
| Rest In Walk                    |         | No      |         |         | Yes     |         |         | No      |         |         | Yes     |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     |
| Detector Length [ft]            | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

### Phasing & Timing: Pattern 1

|                       |     |      |     |     |      |     |     |      |     |     |      |     |
|-----------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Split [s]             | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 |
| Lead / Lag            | -   | -    | -   | -   | -    | -   | -   | -    | -   | -   | -    | -   |
| Minimum Green [s]     | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 |
| Vehicle Extension [s] | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 |
| Minimum Recall        |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |
| Maximum Recall        |     | No   |     |     | No   |     |     | No   |     |     | No   |     |
| Pedestrian Recall     |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |

### Exclusive Pedestrian Phase

|                          |   |
|--------------------------|---|
| Pedestrian Signal Group  | 0 |
| Pedestrian Walk [s]      | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group                              | L     | C     | C     | L    | C    | C    | C     | C     | C    |
|-----------------------------------------|-------|-------|-------|------|------|------|-------|-------|------|
| C, Calculated Cycle Length [s]          | 90    | 90    | 90    | 90   | 90   | 90   | 90    | 90    | 90   |
| L, Total Lost Time per Cycle [s]        | 2.00  | 2.00  | 2.00  | 2.00 | 2.00 | 2.00 | 2.00  | 2.00  | 2.00 |
| l1_p, Permitted Start-Up Lost Time [s]  | 2.00  | 0.00  | 0.00  | 2.00 | 0.00 | 0.00 | 2.00  | 2.00  | 0.00 |
| l2, Clearance Lost Time [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| g_i, Effective Green Time [s]           | 33.2  | 33.2  | 33.2  | 61.7 | 61.7 | 61.7 | 33.2  | 61.7  | 61.7 |
| g / C, Green / Cycle                    | 0.37  | 0.37  | 0.37  | 0.69 | 0.69 | 0.69 | 0.37  | 0.69  | 0.69 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02  | 0.29  | 0.29  | 0.05 | 0.31 | 0.31 | 0.05  | 0.13  | 0.07 |
| s, saturation flow rate [veh/h]         | 1241  | 1656  | 1555  | 1152 | 1669 | 1661 | 1085  | 606   | 1325 |
| c, Capacity [veh/h]                     | 509   | 611   | 574   | 840  | 1145 | 1139 | 444   | 489   | 908  |
| d1, Uniform Delay [s]                   | 18.38 | 25.35 | 25.35 | 5.52 | 6.49 | 6.49 | 18.95 | 13.80 | 4.81 |
| k, delay calibration                    | 0.04  | 0.50  | 0.50  | 0.50 | 0.50 | 0.50 | 0.04  | 0.50  | 0.50 |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               | 0.02  | 10.22 | 10.82 | 0.19 | 1.33 | 1.33 | 0.04  | 0.83  | 0.24 |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |

**Lane Group Results**

|                                       |       |        |        |       |        |        |       |       |       |
|---------------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| X, volume / capacity                  | 0.06  | 0.79   | 0.79   | 0.08  | 0.46   | 0.46   | 0.12  | 0.18  | 0.11  |
| d, Delay for Lane Group [s/veh]       | 18.40 | 35.57  | 36.16  | 5.70  | 7.82   | 7.82   | 18.99 | 14.63 | 5.05  |
| Lane Group LOS                        | B     | D      | D      | A     | A      | A      | B     | B     | A     |
| Critical Lane Group                   | No    | No     | Yes    | No    | No     | Yes    | No    | No    | No    |
| 50th-Percentile Queue Length [veh/ln] | 0.39  | 10.57  | 10.02  | 0.44  | 4.23   | 4.22   | 0.71  | 0.77  | 0.59  |
| 50th-Percentile Queue Length [ft/ln]  | 9.64  | 264.29 | 250.60 | 11.06 | 105.87 | 105.40 | 17.84 | 19.29 | 14.83 |
| 95th-Percentile Queue Length [veh/ln] | 0.69  | 15.90  | 15.22  | 0.80  | 7.61   | 7.58   | 1.28  | 1.39  | 1.07  |
| 95th-Percentile Queue Length [ft/ln]  | 17.36 | 397.60 | 380.41 | 19.91 | 190.25 | 189.59 | 32.11 | 34.72 | 26.70 |

### Movement, Approach, & Intersection Results

|                                 |       |       |       |      |      |      |       |       |       |       |       |      |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 18.40 | 35.79 | 36.16 | 5.70 | 7.82 | 7.82 | 18.99 | 18.99 | 18.99 | 14.63 | 14.00 | 5.05 |
| Movement LOS                    | B     | D     | D     | A    | A    | A    | B     | B     | B     | B     | B     | A    |
| d_A, Approach Delay [s/veh]     | 35.33 |       |       | 7.69 |      |      | 18.99 |       |       | 9.61  |       |      |
| Approach LOS                    | D     |       |       | A    |      |      | B     |       |       | A     |       |      |
| d_I, Intersection Delay [s/veh] | 19.62 |       |       |      |      |      |       |       |       |       |       |      |
| Intersection LOS                | B     |       |       |      |      |      |       |       |       |       |       |      |
| Intersection V/C                | 0.636 |       |       |      |      |      |       |       |       |       |       |      |

### Emissions

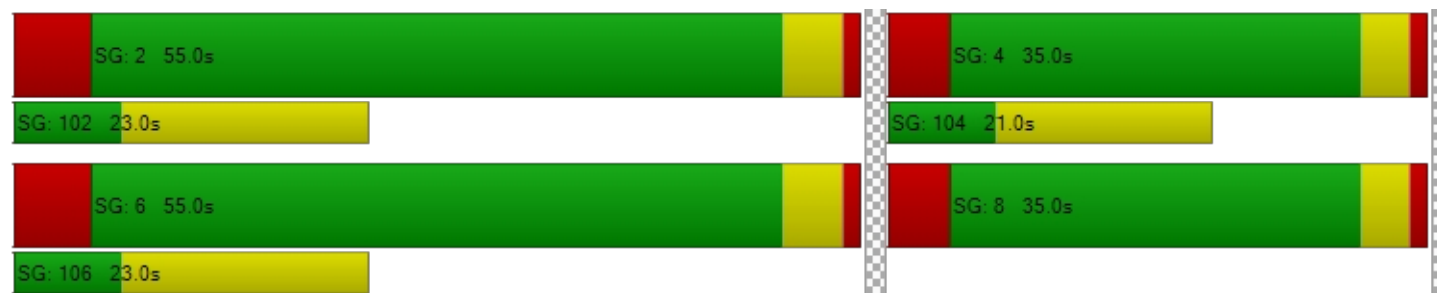
|                              |       |        |        |       |        |        |       |       |       |
|------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| Vehicle Miles Traveled [mph] | 1.50  | 25.10  | 23.57  | 4.08  | 32.02  | 31.86  | 3.35  | 5.61  | 6.17  |
| Stops [stops/h]              | 15.43 | 422.86 | 400.96 | 17.70 | 169.40 | 168.64 | 28.55 | 30.86 | 23.73 |
| Fuel consumption [US gal/h]  | 0.26  | 6.88   | 6.54   | 0.34  | 3.09   | 3.08   | 0.50  | 0.67  | 0.49  |
| CO [g/h]                     | 17.87 | 480.76 | 456.86 | 24.02 | 215.96 | 214.97 | 34.97 | 46.79 | 34.02 |
| NOx [g/h]                    | 3.48  | 93.54  | 88.89  | 4.67  | 42.02  | 41.82  | 6.80  | 9.10  | 6.62  |
| VOC [g/h]                    | 4.14  | 111.42 | 105.88 | 5.57  | 50.05  | 49.82  | 8.11  | 10.84 | 7.88  |

### Other Modes

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 18.0  | 18.0  | 11.0  |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 28.80 | 28.80 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.690 | 2.010 | 2.328 |
| Crosswalk LOS                                            |       | B     | B     | B     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 596   | 1002  | 596   | 1002  |
| d_b, Bicycle Delay [s]                                   | 22.20 | 11.22 | 22.19 | 11.20 |
| I_b,int, Bicycle LOS Score for Intersection              | 2.359 | 2.479 | 1.647 | 1.716 |
| Bicycle LOS                                              | B     | B     | A     | A     |

### Sequence

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**  
**Intersection 2: Lime Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 11.6  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.005 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |       |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |       | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |       |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00 | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 1     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 40.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00  | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |       | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |       | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |       | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 52     | 3      | 16     | 10     | 0      | 6      | 11     | 122    | 68     | 11     | 77     | 8      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 0.00   | 2.00   | 0.00   | 9.00   | 3.00   | 0.00   | 9.00   | 3.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 52     | 3      | 16     | 10     | 0      | 6      | 11     | 122    | 68     | 11     | 77     | 8      |
| Peak Hour Factor                        | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 1.0000 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 14     | 1      | 4      | 3      | 0      | 2      | 3      | 32     | 18     | 3      | 20     | 2      |
| Total Analysis Volume [veh/h]           | 55     | 3      | 17     | 11     | 0      | 6      | 12     | 130    | 72     | 12     | 82     | 9      |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   |      |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |      |       |      |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.08  | 0.00  | 0.02 | 0.02  | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 11.00 | 11.59 | 9.42 | 10.12 | 0.00 | 8.55 | 7.49 | 0.00 | 0.00 | 7.75 | 0.00 | 0.00 |
| Movement LOS                          | B     | B     | A    | B     |      | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 0.35  | 0.35  | 0.35 | 0.05  | 0.00 | 0.02 | 0.02 | 0.01 | 0.00 | 0.02 | 0.01 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 8.82  | 8.82  | 8.82 | 1.17  | 0.00 | 0.44 | 0.50 | 0.25 | 0.00 | 0.50 | 0.25 | 0.00 |
| d_A, Approach Delay [s/veh]           | 10.67 |       |      | 9.56  |      |      | 0.42 |      |      | 0.90 |      |      |
| Approach LOS                          | B     |       |      | A     |      |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 2.80  |       |      |       |      |      |      |      |      |      |      |      |
| Intersection LOS                      | B     |       |      |       |      |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 3: Olive Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 11.3  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.010 |

**Intersection Setup**

| Name                         |            |        |        |            |        |        |           |        |        |           |        |        |
|------------------------------|------------|--------|--------|------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach                     | Northbound |        |        | Southbound |        |        | Eastbound |        |        | Westbound |        |        |
| Lane Configuration           | +          |        |        | +          |        |        | +         |        |        | +         |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left       | Thru   | Right  | Left      | Thru   | Right  | Left      | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00     | 12.00  | 12.00  | 12.00     | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0          | 0      | 0      | 0         | 0      | 0      | 0         | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00     | 100.00 | 100.00 | 100.00    | 100.00 | 100.00 | 100.00    | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0          | 0      | 0      | 0         | 0      | 0      | 0         | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00      | 0.00   | 0.00   | 0.00      | 0.00   | 0.00   |
| Speed [mph]                  | 15.00      |        |        | 25.00      |        |        | 30.00     |        |        | 30.00     |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00       |        |        | 0.00      |        |        | 0.00      |        |        |
| Crosswalk                    | No         |        |        | No         |        |        | No        |        |        | No        |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 35     | 5      | 21     | 2      | 2      | 2      | 14     | 68     | 62     | 23     | 59     | 8      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 3.00   | 0.00   | 0.00   | 50.00  | 0.00   | 0.00   | 14.00  | 3.00   | 2.00   | 0.00   | 3.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 35     | 5      | 21     | 2      | 2      | 2      | 14     | 68     | 62     | 23     | 59     | 8      |
| Peak Hour Factor                        | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 10     | 1      | 6      | 1      | 1      | 1      | 4      | 19     | 18     | 7      | 17     | 2      |
| Total Analysis Volume [veh/h]           | 40     | 6      | 24     | 2      | 2      | 2      | 16     | 77     | 70     | 26     | 67     | 9      |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |



### Intersection Settings

| Priority Scheme                    | Stop | Stop | Free | Free |
|------------------------------------|------|------|------|------|
| Flared Lane                        | No   | No   |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

### Movement, Approach, & Intersection Results

|                                       |       |       |      |       |       |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.06  | 0.01  | 0.02 | 0.00  | 0.00  | 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 10.81 | 11.31 | 9.17 | 11.15 | 11.09 | 8.53 | 7.52 | 0.00 | 0.00 | 7.52 | 0.00 | 0.00 |
| Movement LOS                          | B     | B     | A    | B     | B     | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 0.31  | 0.31  | 0.31 | 0.03  | 0.03  | 0.03 | 0.03 | 0.01 | 0.00 | 0.04 | 0.02 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 7.68  | 7.68  | 7.68 | 0.66  | 0.66  | 0.66 | 0.67 | 0.34 | 0.00 | 1.10 | 0.55 | 0.00 |
| d_A, Approach Delay [s/veh]           | 10.29 |       |      | 10.26 |       |      | 0.74 |      |      | 1.92 |      |      |
| Approach LOS                          | B     |       |      | B     |       |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 3.22  |       |      |       |       |      |      |      |      |      |      |      |
| Intersection LOS                      | B     |       |      |       |       |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 4: California Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | All-way stop    | Delay (sec / veh):        | 9.9   |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | A     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.380 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        |        | 35.00                                                                             |        |        | 30.00                                                                               |        |        | 25.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 37     | 162    | 13     | 11     | 224    | 22     | 17     | 12     | 58     | 22     | 27     | 7      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 5.00   | 2.00   | 8.00   | 9.00   | 1.00   | 0.00   | 0.00   | 0.00   | 5.00   | 0.00   | 4.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 37     | 162    | 13     | 11     | 224    | 22     | 17     | 12     | 58     | 22     | 27     | 7      |
| Peak Hour Factor                        | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 11     | 47     | 4      | 3      | 64     | 6      | 5      | 3      | 17     | 6      | 8      | 2      |
| Total Analysis Volume [veh/h]           | 43     | 186    | 15     | 13     | 257    | 25     | 20     | 14     | 67     | 25     | 31     | 8      |
| Pedestrian Volume [ped/h]               | 3      |        |        | 2      |        |        | 2      |        |        | 0      |        |        |

**Intersection Settings****Lanes**

|                                 |      |      |      |      |      |
|---------------------------------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 757  | 777  | 583  | 685  | 654  |
| Degree of Utilization, x        | 0.32 | 0.38 | 0.06 | 0.10 | 0.10 |

**Movement, Approach, & Intersection Results**

|                                    |       |       |      |      |      |
|------------------------------------|-------|-------|------|------|------|
| 95th-Percentile Queue Length [veh] | 1.40  | 1.78  | 0.19 | 0.32 | 0.32 |
| 95th-Percentile Queue Length [ft]  | 34.93 | 44.61 | 4.63 | 8.10 | 8.10 |
| Approach Delay [s/veh]             | 10.01 | 10.45 | 8.77 |      | 9.10 |
| Approach LOS                       | B     | B     | A    |      | A    |
| Intersection Delay [s/veh]         | 9.93  |       |      |      |      |
| Intersection LOS                   | A     |       |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 5: California Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 13.7  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.009 |

**Intersection Setup**

| Name                         |                                                                                   |        |                                                                                     |        |                                                                                     |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                          |        | Eastbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Left                                                                              | Thru   | Thru                                                                                | Right  | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 15.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | No                                                                                  |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 34     | 210    | 295    | 10     | 4      | 27     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 2.00   | 1.00   | 20.00  | 0.00   | 11.00  |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 34     | 210    | 295    | 10     | 4      | 27     |
| Peak Hour Factor                        | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 9      | 58     | 81     | 3      | 1      | 7      |
| Total Analysis Volume [veh/h]           | 37     | 231    | 324    | 11     | 4      | 30     |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 3      |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.03 | 0.00 | 0.00 | 0.00 | 0.01  | 0.04  |
| d_M, Delay for Movement [s/veh]       | 7.97 | 0.00 | 0.00 | 0.00 | 13.73 | 10.55 |
| Movement LOS                          | A    | A    | A    | A    | B     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.06 | 0.06 | 0.00 | 0.00 | 0.17  | 0.17  |
| 95th-Percentile Queue Length [ft/ln]  | 1.57 | 1.57 | 0.00 | 0.00 | 4.19  | 4.19  |
| d_A, Approach Delay [s/veh]           | 1.10 |      | 0.00 |      | 10.93 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 1.05 |      |      |      |       |       |
| Intersection LOS                      | B    |      |      |      |       |       |

**Intersection Level Of Service Report**  
**Intersection 6: California Ave/E 32nd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 14.0  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.043 |

**Intersection Setup**

| Name                         | Northbound                                                                        |        | Southbound                                                                          |        | Westbound                                                                           |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     |                                                                                   |        |                                                                                     |        |                                                                                     |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Thru                                                                              | Right  | Left                                                                                | Thru   | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 25.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | Yes                                                                                 |        | Yes                                                                                 |        |

**Volumes**

| Name                                    | Northbound |        | Southbound |        | Westbound |        |
|-----------------------------------------|------------|--------|------------|--------|-----------|--------|
| Base Volume Input [veh/h]               | 243        | 18     | 10         | 311    | 16        | 2      |
| Base Volume Adjustment Factor           | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| Heavy Vehicles Percentage [%]           | 2.00       | 6.00   | 0.00       | 2.00   | 12.00     | 0.00   |
| Growth Factor                           | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| In-Process Volume [veh/h]               | 0          | 0      | 0          | 0      | 0         | 0      |
| Site-Generated Trips [veh/h]            | 0          | 0      | 0          | 0      | 0         | 0      |
| Diverted Trips [veh/h]                  | 0          | 0      | 0          | 0      | 0         | 0      |
| Pass-by Trips [veh/h]                   | 0          | 0      | 0          | 0      | 0         | 0      |
| Existing Site Adjustment Volume [veh/h] | 0          | 0      | 0          | 0      | 0         | 0      |
| Other Volume [veh/h]                    | 0          | 0      | 0          | 0      | 0         | 0      |
| Total Hourly Volume [veh/h]             | 243        | 18     | 10         | 311    | 16        | 2      |
| Peak Hour Factor                        | 0.9100     | 0.9100 | 0.9100     | 0.9100 | 0.9100    | 0.9100 |
| Other Adjustment Factor                 | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 67         | 5      | 3          | 85     | 4         | 1      |
| Total Analysis Volume [veh/h]           | 267        | 20     | 11         | 342    | 18        | 2      |
| Pedestrian Volume [ped/h]               | 0          |        | 0          |        | 3         |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.00 | 0.00 | 0.01 | 0.00 | 0.04  | 0.00  |
| d_M, Delay for Movement [s/veh]       | 0.00 | 0.00 | 7.83 | 0.00 | 14.05 | 10.12 |
| Movement LOS                          | A    | A    | A    | A    | B     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.02 | 0.02 | 0.14  | 0.14  |
| 95th-Percentile Queue Length [ft/ln]  | 0.00 | 0.00 | 0.46 | 0.46 | 3.60  | 3.60  |
| d_A, Approach Delay [s/veh]           | 0.00 |      | 0.24 |      | 13.65 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 0.54 |      |      |      |       |       |
| Intersection LOS                      | B    |      |      |      |       |       |

32816 Signal Hill Dutch Bros

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Scenario 3 Existing PM  
3/6/2026

**Intersection Analysis Summary**

| ID | Intersection Name               | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|---------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1  | Atlantic Ave/E 33rd Street      | Signalized   | HCM 7th Edition | NB Right   | 0.654 | 25.7          | C   |
| 2  | Lime Ave/Project Driveway       | Two-way stop | HCM 7th Edition | NB Thru    | 0.025 | 20.7          | C   |
| 3  | Olive Ave/Project Driveway      | Two-way stop | HCM 7th Edition | NB Thru    | 0.016 | 18.8          | C   |
| 4  | California Ave/E 33rd Street    | All-way stop | HCM 7th Edition | NB Thru    | 0.457 | 10.8          | B   |
| 5  | California Ave/Project Driveway | Two-way stop | HCM 7th Edition | EB Left    | 0.055 | 16.9          | C   |
| 6  | California Ave/E 32nd Street    | Two-way stop | HCM 7th Edition | WB Left    | 0.032 | 15.2          | C   |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.



**Intersection Level Of Service Report**  
**Intersection 1: Atlantic Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Signalized      | Delay (sec / veh):        | 25.7  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.654 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 11.00                                                                             | 11.00  | 11.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 1                                                                                 | 0      | 0      | 1                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 40.00                                                                             | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 75.00  | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | Yes                                                                                 |        |        |

**Volumes**

| Name                                        |        |        |        |        |        |        |        |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 28     | 923    | 264    | 100    | 772    | 18     | 4      | 23     | 44     | 136    | 13     | 163    |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 1.00   | 1.00   | 0.00   | 1.00   | 0.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |        |        |        |        |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 28     | 923    | 264    | 100    | 772    | 18     | 4      | 23     | 44     | 136    | 13     | 163    |
| Peak Hour Factor                            | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 7      | 240    | 69     | 26     | 201    | 5      | 1      | 6      | 11     | 35     | 3      | 42     |
| Total Analysis Volume [veh/h]               | 29     | 961    | 275    | 104    | 804    | 19     | 4      | 24     | 46     | 142    | 14     | 170    |
| Presence of On-Street Parking               | No     |        | No     | No     |        | No     | No     |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 2      |        |        | 1      |        |        | 1      |        |        | 0      |        |        |

### Intersection Settings

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | Yes                                   |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 90                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Fully actuated                        |
| Offset [s]                | 43.0                                  |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 4.00                                  |

### Phasing & Timing (Basic)

| Control Type                    | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Flashing Yellow Arrow           | No      |         |         | No      |         |         |         |         |         |         |         |         |
| Signal Group                    | 0       | 4       | 0       | 0       | 2       | 0       | 0       | 8       | 0       | 0       | 6       | 0       |
| Auxiliary Signal Groups         |         |         |         |         |         |         |         |         |         |         |         |         |
| Maximum Green [s]               | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     |
| Amber [s]                       | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     |
| All red [s]                     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0.0     | 7.0     | 0.0     | 0.0     | 7.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 7.0     | 0.0     |
| Pedestrian Clearance [s]        | 0.0     | 14.0    | 0.0     | 0.0     | 16.0    | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 16.0    | 0.0     |
| Delayed Vehicle Green [s]       | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     |
| Rest In Walk                    |         | No      |         |         | Yes     |         |         | No      |         |         | Yes     |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     |
| Detector Length [ft]            | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

### Phasing & Timing: Pattern 1

|                       |     |      |     |     |      |     |     |      |     |     |      |     |
|-----------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Split [s]             | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 |
| Lead / Lag            | -   | -    | -   | -   | -    | -   | -   | -    | -   | -   | -    | -   |
| Minimum Green [s]     | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 |
| Vehicle Extension [s] | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 |
| Minimum Recall        |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |
| Maximum Recall        |     | No   |     |     | No   |     |     | No   |     |     | No   |     |
| Pedestrian Recall     |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |

### Exclusive Pedestrian Phase

|                          |   |
|--------------------------|---|
| Pedestrian Signal Group  | 0 |
| Pedestrian Walk [s]      | 0 |
| Pedestrian Clearance [s] | 0 |

#### Lane Group Calculations

| Lane Group                              | L     | C     | C     | L    | C    | C    | C     | C     | C    |
|-----------------------------------------|-------|-------|-------|------|------|------|-------|-------|------|
| C, Calculated Cycle Length [s]          | 90    | 90    | 90    | 90   | 90   | 90   | 90    | 90    | 90   |
| L, Total Lost Time per Cycle [s]        | 2.00  | 2.00  | 2.00  | 2.00 | 2.00 | 2.00 | 2.00  | 2.00  | 2.00 |
| l1_p, Permitted Start-Up Lost Time [s]  | 2.00  | 0.00  | 0.00  | 2.00 | 0.00 | 0.00 | 2.00  | 2.00  | 0.00 |
| l2, Clearance Lost Time [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| g_i, Effective Green Time [s]           | 37.7  | 37.7  | 37.7  | 57.2 | 57.2 | 57.2 | 37.7  | 57.2  | 57.2 |
| g / C, Green / Cycle                    | 0.42  | 0.42  | 0.42  | 0.64 | 0.64 | 0.64 | 0.42  | 0.64  | 0.64 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02  | 0.38  | 0.38  | 0.09 | 0.24 | 0.24 | 0.06  | 0.20  | 0.13 |
| s, saturation flow rate [veh/h]         | 1217  | 1696  | 1558  | 1097 | 1696 | 1682 | 1167  | 688   | 1323 |
| c, Capacity [veh/h]                     | 554   | 711   | 653   | 718  | 1078 | 1068 | 531   | 514   | 840  |
| d1, Uniform Delay [s]                   | 15.58 | 24.44 | 24.55 | 8.70 | 7.91 | 7.91 | 16.34 | 17.95 | 6.86 |
| k, delay calibration                    | 0.04  | 0.50  | 0.50  | 0.50 | 0.50 | 0.50 | 0.04  | 0.50  | 0.50 |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               | 0.01  | 16.98 | 18.96 | 0.42 | 1.03 | 1.04 | 0.04  | 1.52  | 0.54 |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |

#### Lane Group Results

|                                       |       |        |        |       |        |        |       |       |       |
|---------------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| X, volume / capacity                  | 0.05  | 0.90   | 0.91   | 0.14  | 0.38   | 0.38   | 0.14  | 0.30  | 0.20  |
| d, Delay for Lane Group [s/veh]       | 15.59 | 41.42  | 43.50  | 9.12  | 8.94   | 8.95   | 16.38 | 19.47 | 7.41  |
| Lane Group LOS                        | B     | D      | D      | A     | A      | A      | B     | B     | A     |
| Critical Lane Group                   | No    | No     | Yes    | No    | No     | Yes    | No    | No    | No    |
| 50th-Percentile Queue Length [veh/ln] | 0.35  | 15.38  | 14.61  | 0.95  | 3.71   | 3.68   | 0.91  | 1.63  | 1.34  |
| 50th-Percentile Queue Length [ft/ln]  | 8.71  | 384.42 | 365.28 | 23.86 | 92.86  | 92.12  | 22.79 | 40.67 | 33.55 |
| 95th-Percentile Queue Length [veh/ln] | 0.63  | 21.81  | 20.88  | 1.72  | 6.69   | 6.63   | 1.64  | 2.93  | 2.42  |
| 95th-Percentile Queue Length [ft/ln]  | 15.68 | 545.20 | 522.00 | 42.95 | 167.15 | 165.81 | 41.02 | 73.21 | 60.39 |

### Movement, Approach, & Intersection Results

|                                 |       |       |       |      |      |      |       |       |       |       |       |      |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 15.59 | 42.11 | 43.50 | 9.12 | 8.95 | 8.95 | 16.38 | 16.38 | 16.38 | 19.47 | 19.47 | 7.41 |
| Movement LOS                    | B     | D     | D     | A    | A    | A    | B     | B     | B     | B     | B     | A    |
| d_A, Approach Delay [s/veh]     | 41.81 |       |       | 8.97 |      |      | 16.38 |       |       | 13.18 |       |      |
| Approach LOS                    | D     |       |       | A    |      |      | B     |       |       | B     |       |      |
| d_I, Intersection Delay [s/veh] | 25.73 |       |       |      |      |      |       |       |       |       |       |      |
| Intersection LOS                | C     |       |       |      |      |      |       |       |       |       |       |      |
| Intersection V/C                | 0.654 |       |       |      |      |      |       |       |       |       |       |      |

### Emissions

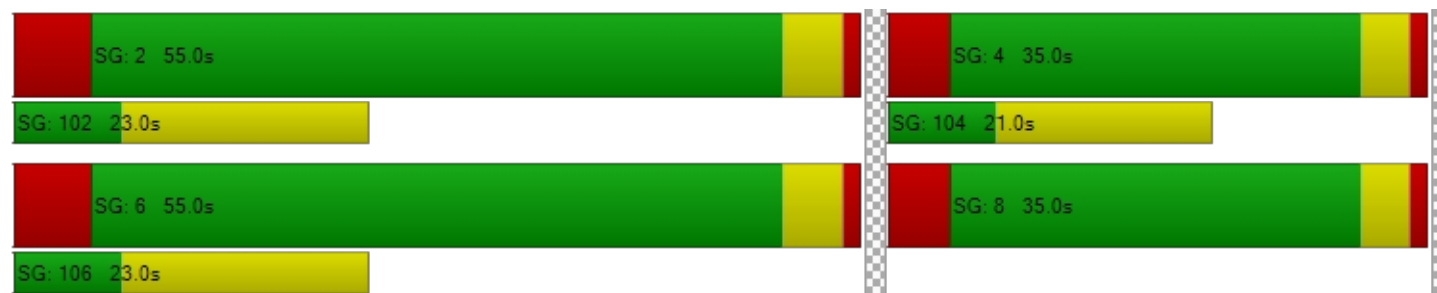
|                              |       |        |        |       |        |        |       |       |       |
|------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| Vehicle Miles Traveled [mph] | 1.50  | 33.24  | 30.76  | 6.34  | 25.19  | 24.97  | 4.67  | 9.72  | 10.59 |
| Stops [stops/h]              | 13.94 | 615.08 | 584.45 | 38.18 | 148.58 | 147.39 | 36.47 | 65.07 | 53.68 |
| Fuel consumption [US gal/h]  | 0.23  | 10.18  | 9.75   | 0.66  | 2.61   | 2.59   | 0.64  | 1.38  | 0.99  |
| CO [g/h]                     | 16.14 | 711.45 | 681.75 | 46.48 | 182.45 | 180.95 | 44.77 | 96.30 | 69.12 |
| NOx [g/h]                    | 3.14  | 138.42 | 132.64 | 9.04  | 35.50  | 35.21  | 8.71  | 18.74 | 13.45 |
| VOC [g/h]                    | 3.74  | 164.89 | 158.00 | 10.77 | 42.29  | 41.94  | 10.38 | 22.32 | 16.02 |

### Other Modes

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 18.0  | 18.0  | 11.0  |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 28.80 | 28.80 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.700 | 2.018 | 2.456 |
| Crosswalk LOS                                            |       | B     | B     | B     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 596   | 1002  | 596   | 1002  |
| d_b, Bicycle Delay [s]                                   | 22.21 | 11.21 | 22.20 | 11.20 |
| I_b,int, Bicycle LOS Score for Intersection              | 2.603 | 2.324 | 1.682 | 1.829 |
| Bicycle LOS                                              | B     | B     | A     | A     |

### Sequence

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**  
**Intersection 2: Lime Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 20.7  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.025 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |       |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |       | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |       |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00 | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 1     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 40.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00  | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |       | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |       | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |       | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 81     | 7      | 23     | 15     | 0      | 11     | 29     | 286    | 104    | 17     | 205    | 14     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 7.00   | 2.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 1.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 81     | 7      | 23     | 15     | 0      | 11     | 29     | 286    | 104    | 17     | 205    | 14     |
| Peak Hour Factor                        | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 1.0000 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 24     | 2      | 7      | 4      | 0      | 3      | 9      | 84     | 31     | 5      | 60     | 4      |
| Total Analysis Volume [veh/h]           | 95     | 8      | 27     | 18     | 0      | 13     | 34     | 336    | 122    | 20     | 241    | 16     |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   |      |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |       |       |      |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.27  | 0.02  | 0.03  | 0.05  | 0.00 | 0.01 | 0.03 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 19.80 | 20.74 | 14.11 | 15.01 | 0.00 | 9.04 | 7.77 | 0.00 | 0.00 | 8.26 | 0.00 | 0.00 |
| Movement LOS                          | C     | C     | B     | C     |      | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 1.43  | 1.43  | 1.43  | 0.15  | 0.00 | 0.04 | 0.06 | 0.03 | 0.00 | 0.03 | 0.02 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 35.67 | 35.67 | 35.67 | 3.74  | 0.00 | 1.09 | 1.44 | 0.72 | 0.00 | 0.84 | 0.42 | 0.00 |
| d_A, Approach Delay [s/veh]           | 18.68 |       |       | 12.51 |      |      | 0.54 |      |      | 0.60 |      |      |
| Approach LOS                          | C     |       |       | B     |      |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 3.49  |       |       |       |      |      |      |      |      |      |      |      |
| Intersection LOS                      | C     |       |       |       |      |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 3: Olive Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 18.8  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.016 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 148    | 6      | 70     | 6      | 3      | 12     | 10     | 133    | 181    | 50     | 84     | 9      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 1.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 10.00  | 0.00   | 1.00   | 0.00   | 0.00   | 11.00  |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 148    | 6      | 70     | 6      | 3      | 12     | 10     | 133    | 181    | 50     | 84     | 9      |
| Peak Hour Factor                        | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 42     | 2      | 20     | 2      | 1      | 3      | 3      | 38     | 51     | 14     | 24     | 3      |
| Total Analysis Volume [veh/h]           | 168    | 7      | 80     | 7      | 3      | 14     | 11     | 151    | 206    | 57     | 95     | 10     |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |



### Intersection Settings

| Priority Scheme                    | Stop | Stop | Free | Free |
|------------------------------------|------|------|------|------|
| Flared Lane                        | No   | No   |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

### Movement, Approach, & Intersection Results

|                                       |       |       |       |       |       |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.36  | 0.02  | 0.10  | 0.01  | 0.01  | 0.01 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 18.56 | 18.80 | 15.10 | 12.11 | 14.26 | 8.75 | 7.53 | 0.00 | 0.00 | 8.03 | 0.00 | 0.00 |
| Movement LOS                          | C     | C     | C     | B     | B     | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 2.51  | 2.51  | 2.51  | 0.11  | 0.11  | 0.11 | 0.02 | 0.01 | 0.00 | 0.10 | 0.05 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 62.65 | 62.65 | 62.65 | 2.71  | 2.71  | 2.71 | 0.46 | 0.23 | 0.00 | 2.45 | 1.23 | 0.00 |
| d_A, Approach Delay [s/veh]           | 17.48 |       |       | 10.42 |       |      | 0.23 |      |      | 2.83 |      |      |
| Approach LOS                          | C     |       |       | B     |       |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 6.49  |       |       |       |       |      |      |      |      |      |      |      |
| Intersection LOS                      | C     |       |       |       |       |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 4: California Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | All-way stop    | Delay (sec / veh):        | 10.8  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.457 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        |        | 35.00                                                                             |        |        | 30.00                                                                               |        |        | 25.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 45     | 224    | 32     | 3      | 127    | 28     | 50     | 72     | 56     | 35     | 53     | 12     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 0.00   | 2.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 45     | 224    | 32     | 3      | 127    | 28     | 50     | 72     | 56     | 35     | 53     | 12     |
| Peak Hour Factor                        | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 12     | 62     | 9      | 1      | 35     | 8      | 14     | 20     | 15     | 10     | 15     | 3      |
| Total Analysis Volume [veh/h]           | 49     | 246    | 35     | 3      | 140    | 31     | 55     | 79     | 62     | 38     | 58     | 13     |
| Pedestrian Volume [ped/h]               | 5      |        |        | 3      |        |        | 1      |        |        | 0      |        |        |

**Intersection Settings****Lanes**

|                                 |      |      |      |      |      |
|---------------------------------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 721  | 695  | 582  | 683  | 635  |
| Degree of Utilization, x        | 0.46 | 0.25 | 0.23 | 0.09 | 0.17 |

**Movement, Approach, & Intersection Results**

|                                    |       |       |       |      |       |
|------------------------------------|-------|-------|-------|------|-------|
| 95th-Percentile Queue Length [veh] | 2.41  | 0.99  | 0.88  | 0.30 | 0.62  |
| 95th-Percentile Queue Length [ft]  | 60.27 | 24.64 | 22.09 | 7.46 | 15.41 |
| Approach Delay [s/veh]             | 12.13 | 9.89  | 10.02 |      | 9.84  |
| Approach LOS                       | B     | A     | B     |      | A     |
| Intersection Delay [s/veh]         | 10.83 |       |       |      |       |
| Intersection LOS                   | B     |       |       |      |       |

**Intersection Level Of Service Report**  
**Intersection 5: California Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 16.9  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.055 |

**Intersection Setup**

| Name                         |                                                                                   |        |                                                                                     |        |                                                                                     |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                          |        | Eastbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Left                                                                              | Thru   | Thru                                                                                | Right  | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 15.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | No                                                                                  |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 92     | 284    | 201    | 20     | 17     | 111    |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 1.00   | 5.00   | 0.00   | 1.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 92     | 284    | 201    | 20     | 17     | 111    |
| Peak Hour Factor                        | 0.9000 | 0.9000 | 0.9000 | 0.9000 | 0.9000 | 0.9000 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 26     | 79     | 56     | 6      | 5      | 31     |
| Total Analysis Volume [veh/h]           | 102    | 316    | 223    | 22     | 19     | 123    |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 1      |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.08 | 0.00 | 0.00 | 0.00 | 0.06  | 0.15  |
| d_M, Delay for Movement [s/veh]       | 7.83 | 0.00 | 0.00 | 0.00 | 16.85 | 10.85 |
| Movement LOS                          | A    | A    | A    | A    | C     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.18 | 0.18 | 0.00 | 0.00 | 0.78  | 0.78  |
| 95th-Percentile Queue Length [ft/ln]  | 4.50 | 4.50 | 0.00 | 0.00 | 19.46 | 19.46 |
| d_A, Approach Delay [s/veh]           | 1.91 |      | 0.00 |      | 11.65 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 3.05 |      |      |      |       |       |
| Intersection LOS                      | C    |      |      |      |       |       |

**Intersection Level Of Service Report**  
**Intersection 6: California Ave/E 32nd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 15.2  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.032 |

**Intersection Setup**

| Name                         | Northbound                                                                        |        | Southbound                                                                         |        | Westbound                                                                           |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     |                                                                                   |        |                                                                                    |        |                                                                                     |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Thru                                                                              | Right  | Left                                                                               | Thru   | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                              | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                  | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                             | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                  | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                               | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                              |        | 25.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                               |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | Yes                                                                                |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 359    | 25     | 14     | 297    | 11     | 15     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 359    | 25     | 14     | 297    | 11     | 15     |
| Peak Hour Factor                        | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 98     | 7      | 4      | 81     | 3      | 4      |
| Total Analysis Volume [veh/h]           | 390    | 27     | 15     | 323    | 12     | 16     |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 2      |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.00 | 0.00 | 0.01 | 0.00 | 0.03  | 0.02  |
| d_M, Delay for Movement [s/veh]       | 0.00 | 0.00 | 8.15 | 0.00 | 15.15 | 10.99 |
| Movement LOS                          | A    | A    | A    | A    | C     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.03 | 0.03 | 0.18  | 0.18  |
| 95th-Percentile Queue Length [ft/ln]  | 0.00 | 0.00 | 0.63 | 0.63 | 4.52  | 4.52  |
| d_A, Approach Delay [s/veh]           | 0.00 |      | 0.36 |      | 12.78 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 0.61 |      |      |      |       |       |
| Intersection LOS                      | C    |      |      |      |       |       |

32816 Signal Hill Dutch Bros

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Scenario 2 Existing AM + Proj  
3/6/2026

**Intersection Analysis Summary**

| ID | Intersection Name               | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|---------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1  | Atlantic Ave/E 33rd Street      | Signalized   | HCM 7th Edition | NB Right   | 0.635 | 19.6          | B   |
| 2  | Lime Ave/Project Driveway       | Two-way stop | HCM 7th Edition | NB Thru    | 0.005 | 12.0          | B   |
| 3  | Olive Ave/Project Driveway      | Two-way stop | HCM 7th Edition | NB Thru    | 0.010 | 11.5          | B   |
| 4  | California Ave/E 33rd Street    | All-way stop | HCM 7th Edition | SB Thru    | 0.385 | 10.0          | A   |
| 5  | California Ave/Project Driveway | Two-way stop | HCM 7th Edition | EB Left    | 0.010 | 14.0          | B   |
| 6  | California Ave/E 32nd Street    | Two-way stop | HCM 7th Edition | WB Left    | 0.044 | 14.1          | B   |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.



**Intersection Level Of Service Report**  
**Intersection 1: Atlantic Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Signalized      | Delay (sec / veh):        | 19.6  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.635 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 11.00                                                                             | 11.00  | 11.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 1                                                                                 | 0      | 0      | 1                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 40.00                                                                             | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 75.00  | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | Yes                                                                                 |        |        |

**Volumes**

| Name                                        |        |        |        |        |        |        |        |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 28     | 751    | 156    | 75     | 988    | 13     | 5      | 10     | 36     | 82     | 14     | 104    |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 4.00   | 3.00   | 2.00   | 3.00   | 8.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 6.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |        |        |        |        |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 28     | 751    | 156    | 75     | 988    | 13     | 5      | 10     | 36     | 82     | 14     | 104    |
| Peak Hour Factor                            | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 7      | 196    | 41     | 20     | 257    | 3      | 1      | 3      | 9      | 21     | 4      | 27     |
| Total Analysis Volume [veh/h]               | 29     | 782    | 163    | 78     | 1029   | 14     | 5      | 10     | 38     | 85     | 15     | 108    |
| Presence of On-Street Parking               | No     |        | No     | No     |        | No     | No     |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

### Intersection Settings

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | Yes                                   |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 90                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Fully actuated                        |
| Offset [s]                | 43.0                                  |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 4.00                                  |

### Phasing & Timing (Basic)

| Control Type                    | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Flashing Yellow Arrow           | No      |         |         | No      |         |         |         |         |         |         |         |         |
| Signal Group                    | 0       | 4       | 0       | 0       | 2       | 0       | 0       | 8       | 0       | 0       | 6       | 0       |
| Auxiliary Signal Groups         |         |         |         |         |         |         |         |         |         |         |         |         |
| Maximum Green [s]               | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     |
| Amber [s]                       | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     |
| All red [s]                     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0.0     | 7.0     | 0.0     | 0.0     | 7.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 7.0     | 0.0     |
| Pedestrian Clearance [s]        | 0.0     | 14.0    | 0.0     | 0.0     | 16.0    | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 16.0    | 0.0     |
| Delayed Vehicle Green [s]       | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     |
| Rest In Walk                    |         | No      |         |         | Yes     |         |         | No      |         |         | Yes     |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     |
| Detector Length [ft]            | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

### Phasing & Timing: Pattern 1

|                       |     |      |     |     |      |     |     |      |     |     |      |     |
|-----------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Split [s]             | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 |
| Lead / Lag            | -   | -    | -   | -   | -    | -   | -   | -    | -   | -   | -    | -   |
| Minimum Green [s]     | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 |
| Vehicle Extension [s] | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 |
| Minimum Recall        |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |
| Maximum Recall        |     | No   |     |     | No   |     |     | No   |     |     | No   |     |
| Pedestrian Recall     |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |

### Exclusive Pedestrian Phase

|                          |   |
|--------------------------|---|
| Pedestrian Signal Group  | 0 |
| Pedestrian Walk [s]      | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group                              | L     | C     | C     | L    | C    | C    | C     | C     | C    |
|-----------------------------------------|-------|-------|-------|------|------|------|-------|-------|------|
| C, Calculated Cycle Length [s]          | 90    | 90    | 90    | 90   | 90   | 90   | 90    | 90    | 90   |
| L, Total Lost Time per Cycle [s]        | 2.00  | 2.00  | 2.00  | 2.00 | 2.00 | 2.00 | 2.00  | 2.00  | 2.00 |
| l1_p, Permitted Start-Up Lost Time [s]  | 2.00  | 0.00  | 0.00  | 2.00 | 0.00 | 0.00 | 2.00  | 2.00  | 0.00 |
| l2, Clearance Lost Time [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| g_i, Effective Green Time [s]           | 33.3  | 33.3  | 33.3  | 61.6 | 61.6 | 61.6 | 33.3  | 61.6  | 61.6 |
| g / C, Green / Cycle                    | 0.37  | 0.37  | 0.37  | 0.68 | 0.68 | 0.68 | 0.37  | 0.68  | 0.68 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02  | 0.29  | 0.29  | 0.06 | 0.31 | 0.31 | 0.05  | 0.14  | 0.08 |
| s, saturation flow rate [veh/h]         | 1241  | 1656  | 1558  | 1141 | 1669 | 1662 | 1082  | 602   | 1325 |
| c, Capacity [veh/h]                     | 511   | 613   | 576   | 829  | 1143 | 1137 | 444   | 486   | 907  |
| d1, Uniform Delay [s]                   | 18.31 | 25.31 | 25.31 | 5.71 | 6.52 | 6.52 | 18.89 | 14.42 | 4.88 |
| k, delay calibration                    | 0.04  | 0.50  | 0.50  | 0.50 | 0.50 | 0.50 | 0.04  | 0.50  | 0.50 |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               | 0.02  | 10.25 | 10.83 | 0.23 | 1.32 | 1.33 | 0.04  | 0.94  | 0.27 |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |

**Lane Group Results**

|                                       |       |        |        |       |        |        |       |       |       |
|---------------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| X, volume / capacity                  | 0.06  | 0.79   | 0.79   | 0.09  | 0.46   | 0.46   | 0.12  | 0.20  | 0.12  |
| d, Delay for Lane Group [s/veh]       | 18.33 | 35.55  | 36.13  | 5.94  | 7.84   | 7.85   | 18.93 | 15.36 | 5.15  |
| Lane Group LOS                        | B     | D      | D      | A     | A      | A      | B     | B     | A     |
| Critical Lane Group                   | No    | No     | Yes    | No    | No     | Yes    | No    | No    | No    |
| 50th-Percentile Queue Length [veh/ln] | 0.38  | 10.62  | 10.08  | 0.53  | 4.23   | 4.21   | 0.71  | 0.86  | 0.66  |
| 50th-Percentile Queue Length [ft/ln]  | 9.62  | 265.44 | 252.09 | 13.25 | 105.65 | 105.22 | 17.80 | 21.44 | 16.59 |
| 95th-Percentile Queue Length [veh/ln] | 0.69  | 15.96  | 15.29  | 0.95  | 7.60   | 7.57   | 1.28  | 1.54  | 1.19  |
| 95th-Percentile Queue Length [ft/ln]  | 17.32 | 399.04 | 382.29 | 23.86 | 189.94 | 189.33 | 32.04 | 38.58 | 29.87 |

### Movement, Approach, & Intersection Results

|                                 |       |       |       |      |      |      |       |       |       |       |       |      |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 18.33 | 35.77 | 36.13 | 5.94 | 7.84 | 7.85 | 18.93 | 18.93 | 18.93 | 15.36 | 14.54 | 5.15 |
| Movement LOS                    | B     | D     | D     | A    | A    | A    | B     | B     | B     | B     | B     | A    |
| d_A, Approach Delay [s/veh]     | 35.31 |       |       | 7.71 |      |      | 18.93 |       |       | 10.00 |       |      |
| Approach LOS                    | D     |       |       | A    |      |      | B     |       |       | A     |       |      |
| d_I, Intersection Delay [s/veh] | 19.58 |       |       |      |      |      |       |       |       |       |       |      |
| Intersection LOS                | B     |       |       |      |      |      |       |       |       |       |       |      |
| Intersection V/C                | 0.635 |       |       |      |      |      |       |       |       |       |       |      |

### Emissions

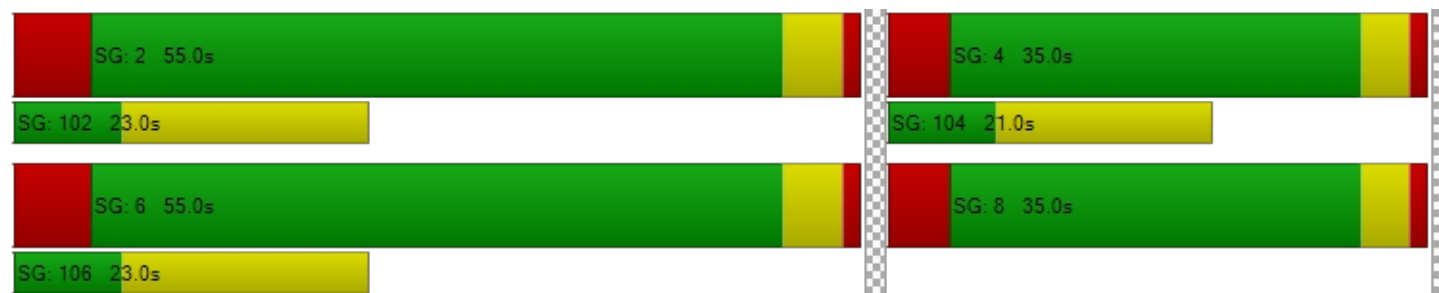
|                              |       |        |        |       |        |        |       |       |       |
|------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| Vehicle Miles Traveled [mph] | 1.50  | 25.21  | 23.72  | 4.75  | 31.86  | 31.71  | 3.35  | 6.16  | 6.80  |
| Stops [stops/h]              | 15.40 | 424.71 | 403.35 | 21.21 | 169.04 | 168.35 | 28.48 | 34.30 | 26.55 |
| Fuel consumption [US gal/h]  | 0.26  | 6.91   | 6.57   | 0.41  | 3.08   | 3.07   | 0.50  | 0.75  | 0.54  |
| CO [g/h]                     | 17.83 | 482.77 | 459.48 | 28.46 | 215.26 | 214.35 | 34.91 | 52.54 | 37.84 |
| NOx [g/h]                    | 3.47  | 93.93  | 89.40  | 5.54  | 41.88  | 41.70  | 6.79  | 10.22 | 7.36  |
| VOC [g/h]                    | 4.13  | 111.89 | 106.49 | 6.60  | 49.89  | 49.68  | 8.09  | 12.18 | 8.77  |

### Other Modes

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 18.0  | 18.0  | 11.0  |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 28.80 | 28.80 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.692 | 2.010 | 2.353 |
| Crosswalk LOS                                            |       | B     | B     | B     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 596   | 1002  | 596   | 1002  |
| d_b, Bicycle Delay [s]                                   | 22.19 | 11.20 | 22.19 | 11.20 |
| I_b,int, Bicycle LOS Score for Intersection              | 2.363 | 2.484 | 1.647 | 1.731 |
| Bicycle LOS                                              | B     | B     | A     | A     |

### Sequence

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**  
**Intersection 2: Lime Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 12.0  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.005 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |       |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |       | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |       |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00 | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 1     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 40.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00  | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |       | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |       | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |       | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 74     | 3      | 24     | 10     | 0      | 6      | 11     | 120    | 89     | 13     | 74     | 8      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 0.00   | 2.00   | 0.00   | 9.00   | 3.00   | 0.00   | 9.00   | 3.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 74     | 3      | 24     | 10     | 0      | 6      | 11     | 120    | 89     | 13     | 74     | 8      |
| Peak Hour Factor                        | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 1.0000 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 20     | 1      | 6      | 3      | 0      | 2      | 3      | 32     | 24     | 3      | 20     | 2      |
| Total Analysis Volume [veh/h]           | 79     | 3      | 26     | 11     | 0      | 6      | 12     | 128    | 95     | 14     | 79     | 9      |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   |      |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |       |       |      |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.12  | 0.01  | 0.03  | 0.02  | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 11.45 | 12.02 | 9.82  | 10.18 | 0.00 | 8.54 | 7.49 | 0.00 | 0.00 | 7.80 | 0.00 | 0.00 |
| Movement LOS                          | B     | B     | A     | B     |      | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 0.54  | 0.54  | 0.54  | 0.05  | 0.00 | 0.02 | 0.02 | 0.01 | 0.00 | 0.02 | 0.01 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 13.58 | 13.58 | 13.58 | 1.19  | 0.00 | 0.44 | 0.50 | 0.25 | 0.00 | 0.59 | 0.29 | 0.00 |
| d_A, Approach Delay [s/veh]           | 11.08 |       |       | 9.60  |      |      | 0.38 |      |      | 1.07 |      |      |
| Approach LOS                          | B     |       |       | A     |      |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 3.37  |       |       |       |      |      |      |      |      |      |      |      |
| Intersection LOS                      | B     |       |       |       |      |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 3: Olive Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 11.5  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.010 |

**Intersection Setup**

| Name                         |            |        |        |            |        |        |           |        |        |           |        |        |
|------------------------------|------------|--------|--------|------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach                     | Northbound |        |        | Southbound |        |        | Eastbound |        |        | Westbound |        |        |
| Lane Configuration           | +          |        |        | +          |        |        | +         |        |        | +         |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left       | Thru   | Right  | Left      | Thru   | Right  | Left      | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00     | 12.00  | 12.00  | 12.00     | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0          | 0      | 0      | 0         | 0      | 0      | 0         | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00     | 100.00 | 100.00 | 100.00    | 100.00 | 100.00 | 100.00    | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0          | 0      | 0      | 0         | 0      | 0      | 0         | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00      | 0.00   | 0.00   | 0.00      | 0.00   | 0.00   |
| Speed [mph]                  | 15.00      |        |        | 25.00      |        |        | 30.00     |        |        | 30.00     |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00       |        |        | 0.00      |        |        | 0.00      |        |        |
| Crosswalk                    | No         |        |        | No         |        |        | No        |        |        | No        |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 35     | 5      | 21     | 2      | 2      | 2      | 14     | 74     | 62     | 27     | 58     | 8      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 3.00   | 0.00   | 0.00   | 50.00  | 0.00   | 0.00   | 14.00  | 3.00   | 2.00   | 0.00   | 3.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 35     | 5      | 21     | 2      | 2      | 2      | 14     | 74     | 62     | 27     | 58     | 8      |
| Peak Hour Factor                        | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 10     | 1      | 6      | 1      | 1      | 1      | 4      | 21     | 18     | 8      | 16     | 2      |
| Total Analysis Volume [veh/h]           | 40     | 6      | 24     | 2      | 2      | 2      | 16     | 84     | 70     | 31     | 66     | 9      |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |



**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   | No   |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |      |       |       |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.06  | 0.01  | 0.02 | 0.00  | 0.00  | 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 11.00 | 11.48 | 9.21 | 11.32 | 11.24 | 8.53 | 7.52 | 0.00 | 0.00 | 7.54 | 0.00 | 0.00 |
| Movement LOS                          | B     | B     | A    | B     | B     | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 0.32  | 0.32  | 0.32 | 0.03  | 0.03  | 0.03 | 0.03 | 0.01 | 0.00 | 0.05 | 0.03 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 7.88  | 7.88  | 7.88 | 0.67  | 0.67  | 0.67 | 0.67 | 0.34 | 0.00 | 1.31 | 0.66 | 0.00 |
| d_A, Approach Delay [s/veh]           | 10.43 |       |      | 10.36 |       |      | 0.71 |      |      | 2.20 |      |      |
| Approach LOS                          | B     |       |      | B     |       |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 3.26  |       |      |       |       |      |      |      |      |      |      |      |
| Intersection LOS                      | B     |       |      |       |       |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 4: California Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | All-way stop    | Delay (sec / veh):        | 10.0  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | A     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.385 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        |        | 35.00                                                                             |        |        | 30.00                                                                               |        |        | 25.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 36     | 158    | 13     | 11     | 224    | 24     | 23     | 14     | 56     | 22     | 29     | 7      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 5.00   | 2.00   | 8.00   | 9.00   | 1.00   | 0.00   | 0.00   | 0.00   | 5.00   | 0.00   | 4.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 36     | 158    | 13     | 11     | 224    | 24     | 23     | 14     | 56     | 22     | 29     | 7      |
| Peak Hour Factor                        | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 10     | 45     | 4      | 3      | 64     | 7      | 7      | 4      | 16     | 6      | 8      | 2      |
| Total Analysis Volume [veh/h]           | 41     | 182    | 15     | 13     | 257    | 28     | 26     | 16     | 64     | 25     | 33     | 8      |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings****Lanes**

|                                 |      |      |      |      |      |
|---------------------------------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 752  | 775  | 582  | 685  | 653  |
| Degree of Utilization, x        | 0.32 | 0.38 | 0.07 | 0.09 | 0.10 |

**Movement, Approach, & Intersection Results**

|                                    |       |       |      |      |      |
|------------------------------------|-------|-------|------|------|------|
| 95th-Percentile Queue Length [veh] | 1.36  | 1.82  | 0.23 | 0.31 | 0.34 |
| 95th-Percentile Queue Length [ft]  | 33.97 | 45.48 | 5.82 | 7.70 | 8.39 |
| Approach Delay [s/veh]             | 9.98  | 10.52 | 8.84 |      | 9.13 |
| Approach LOS                       | A     | B     | A    |      | A    |
| Intersection Delay [s/veh]         | 9.96  |       |      |      |      |
| Intersection LOS                   | A     |       |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 5: California Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 14.0  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.010 |

**Intersection Setup**

| Name                         | Northbound                                                                        |        | Southbound                                                                          |        | Eastbound                                                                           |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                          |        | Eastbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Left                                                                              | Thru   | Thru                                                                                | Right  | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 15.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | No                                                                                  |        | Yes                                                                                 |        |

**Volumes**

| Name                                    | Northbound |        | Southbound |        | Eastbound |        |
|-----------------------------------------|------------|--------|------------|--------|-----------|--------|
| Base Volume Input [veh/h]               | 44         | 205    | 293        | 10     | 4         | 34     |
| Base Volume Adjustment Factor           | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00       | 2.00   | 1.00       | 20.00  | 0.00      | 11.00  |
| Growth Factor                           | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| In-Process Volume [veh/h]               | 0          | 0      | 0          | 0      | 0         | 0      |
| Site-Generated Trips [veh/h]            | 0          | 0      | 0          | 0      | 0         | 0      |
| Diverted Trips [veh/h]                  | 0          | 0      | 0          | 0      | 0         | 0      |
| Pass-by Trips [veh/h]                   | 0          | 0      | 0          | 0      | 0         | 0      |
| Existing Site Adjustment Volume [veh/h] | 0          | 0      | 0          | 0      | 0         | 0      |
| Other Volume [veh/h]                    | 0          | 0      | 0          | 0      | 0         | 0      |
| Total Hourly Volume [veh/h]             | 44         | 205    | 293        | 10     | 4         | 34     |
| Peak Hour Factor                        | 0.9100     | 0.9100 | 0.9100     | 0.9100 | 0.9100    | 0.9100 |
| Other Adjustment Factor                 | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 12         | 56     | 80         | 3      | 1         | 9      |
| Total Analysis Volume [veh/h]           | 48         | 225    | 322        | 11     | 4         | 37     |
| Pedestrian Volume [ped/h]               | 0          |        | 0          |        | 0         |        |

### Intersection Settings

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

### Movement, Approach, & Intersection Results

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.04 | 0.00 | 0.00 | 0.00 | 0.01  | 0.05  |
| d_M, Delay for Movement [s/veh]       | 7.96 | 0.00 | 0.00 | 0.00 | 13.97 | 10.56 |
| Movement LOS                          | A    | A    | A    | A    | B     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.00 | 0.00 | 0.20  | 0.20  |
| 95th-Percentile Queue Length [ft/ln]  | 2.05 | 2.05 | 0.00 | 0.00 | 5.02  | 5.02  |
| d_A, Approach Delay [s/veh]           | 1.40 |      | 0.00 |      | 10.89 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 1.28 |      |      |      |       |       |
| Intersection LOS                      | B    |      |      |      |       |       |

**Intersection Level Of Service Report**  
**Intersection 6: California Ave/E 32nd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 14.1  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.044 |

**Intersection Setup**

| Name                         |                                                                                   |        |                                                                                     |        |                                                                                     |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                          |        | Westbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Thru                                                                              | Right  | Left                                                                                | Thru   | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 25.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | Yes                                                                                 |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 245    | 18     | 13     | 313    | 16     | 5      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 2.00   | 6.00   | 0.00   | 2.00   | 12.00  | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 245    | 18     | 13     | 313    | 16     | 5      |
| Peak Hour Factor                        | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 67     | 5      | 4      | 86     | 4      | 1      |
| Total Analysis Volume [veh/h]           | 269    | 20     | 14     | 344    | 18     | 5      |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 0      |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.00 | 0.00 | 0.01 | 0.00 | 0.04  | 0.01  |
| d_M, Delay for Movement [s/veh]       | 0.00 | 0.00 | 7.82 | 0.00 | 14.15 | 10.12 |
| Movement LOS                          | A    | A    | A    | A    | B     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.02 | 0.02 | 0.16  | 0.16  |
| 95th-Percentile Queue Length [ft/ln]  | 0.00 | 0.00 | 0.59 | 0.59 | 3.95  | 3.95  |
| d_A, Approach Delay [s/veh]           | 0.00 |      | 0.31 |      | 13.27 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 0.62 |      |      |      |       |       |
| Intersection LOS                      | B    |      |      |      |       |       |

32816 Signal Hill Dutch Bros

Vistro File: H:\...\32816\_DB Signal Hill.vistro  
Report File: H:\...\4 Existing PM + Proj.pdf

Scenario 4 Existing PM + Proj  
3/6/2026

**Intersection Analysis Summary**

| ID | Intersection Name               | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|---------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1  | Atlantic Ave/E 33rd Street      | Signalized   | HCM 7th Edition | NB Right   | 0.652 | 25.6          | C   |
| 2  | Lime Ave/Project Driveway       | Two-way stop | HCM 7th Edition | NB Thru    | 0.025 | 21.2          | C   |
| 3  | Olive Ave/Project Driveway      | Two-way stop | HCM 7th Edition | NB Thru    | 0.016 | 18.9          | C   |
| 4  | California Ave/E 33rd Street    | All-way stop | HCM 7th Edition | NB Thru    | 0.455 | 10.8          | B   |
| 5  | California Ave/Project Driveway | Two-way stop | HCM 7th Edition | EB Left    | 0.056 | 16.9          | C   |
| 6  | California Ave/E 32nd Street    | Two-way stop | HCM 7th Edition | WB Left    | 0.032 | 15.2          | C   |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.



**Intersection Level Of Service Report**  
**Intersection 1: Atlantic Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Signalized      | Delay (sec / veh):        | 25.6  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.652 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 11.00                                                                             | 11.00  | 11.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 1                                                                                 | 0      | 0      | 1                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 40.00                                                                             | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 75.00  | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | Yes                                                                                 |        |        |

**Volumes**

| Name                                        |        |        |        |        |        |        |        |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 28     | 922    | 266    | 104    | 770    | 18     | 4      | 23     | 44     | 138    | 13     | 165    |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 1.00   | 1.00   | 0.00   | 1.00   | 0.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |        |        |        |        |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 28     | 922    | 266    | 104    | 770    | 18     | 4      | 23     | 44     | 138    | 13     | 165    |
| Peak Hour Factor                            | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 7      | 240    | 69     | 27     | 201    | 5      | 1      | 6      | 11     | 36     | 3      | 43     |
| Total Analysis Volume [veh/h]               | 29     | 960    | 277    | 108    | 802    | 19     | 4      | 24     | 46     | 144    | 14     | 172    |
| Presence of On-Street Parking               | No     |        | No     | No     |        | No     | No     |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

### Intersection Settings

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | Yes                                   |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 90                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Fully actuated                        |
| Offset [s]                | 43.0                                  |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 4.00                                  |

### Phasing & Timing (Basic)

| Control Type                    | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Flashing Yellow Arrow           | No      |         |         | No      |         |         |         |         |         |         |         |         |
| Signal Group                    | 0       | 4       | 0       | 0       | 2       | 0       | 0       | 8       | 0       | 0       | 6       | 0       |
| Auxiliary Signal Groups         |         |         |         |         |         |         |         |         |         |         |         |         |
| Maximum Green [s]               | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     |
| Amber [s]                       | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     |
| All red [s]                     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0.0     | 7.0     | 0.0     | 0.0     | 7.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 7.0     | 0.0     |
| Pedestrian Clearance [s]        | 0.0     | 14.0    | 0.0     | 0.0     | 16.0    | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 16.0    | 0.0     |
| Delayed Vehicle Green [s]       | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     |
| Rest In Walk                    |         | No      |         |         | Yes     |         |         | No      |         |         | Yes     |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     |
| Detector Length [ft]            | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

### Phasing & Timing: Pattern 1

|                       |     |      |     |     |      |     |     |      |     |     |      |     |
|-----------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Split [s]             | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 |
| Lead / Lag            | -   | -    | -   | -   | -    | -   | -   | -    | -   | -   | -    | -   |
| Minimum Green [s]     | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 |
| Vehicle Extension [s] | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 |
| Minimum Recall        |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |
| Maximum Recall        |     | No   |     |     | No   |     |     | No   |     |     | No   |     |
| Pedestrian Recall     |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |

### Exclusive Pedestrian Phase

|                          |   |
|--------------------------|---|
| Pedestrian Signal Group  | 0 |
| Pedestrian Walk [s]      | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group                              | L     | C     | C     | L    | C    | C    | C     | C     | C    |
|-----------------------------------------|-------|-------|-------|------|------|------|-------|-------|------|
| C, Calculated Cycle Length [s]          | 90    | 90    | 90    | 90   | 90   | 90   | 90    | 90    | 90   |
| L, Total Lost Time per Cycle [s]        | 2.00  | 2.00  | 2.00  | 2.00 | 2.00 | 2.00 | 2.00  | 2.00  | 2.00 |
| l1_p, Permitted Start-Up Lost Time [s]  | 2.00  | 0.00  | 0.00  | 2.00 | 0.00 | 0.00 | 2.00  | 2.00  | 0.00 |
| l2, Clearance Lost Time [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| g_i, Effective Green Time [s]           | 37.7  | 37.7  | 37.7  | 57.2 | 57.2 | 57.2 | 37.7  | 57.2  | 57.2 |
| g / C, Green / Cycle                    | 0.42  | 0.42  | 0.42  | 0.64 | 0.64 | 0.64 | 0.42  | 0.64  | 0.64 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02  | 0.38  | 0.38  | 0.10 | 0.24 | 0.24 | 0.06  | 0.20  | 0.13 |
| s, saturation flow rate [veh/h]         | 1217  | 1696  | 1568  | 1095 | 1696 | 1683 | 1176  | 689   | 1323 |
| c, Capacity [veh/h]                     | 554   | 711   | 657   | 716  | 1078 | 1069 | 535   | 514   | 840  |
| d1, Uniform Delay [s]                   | 15.58 | 24.41 | 24.51 | 8.76 | 7.90 | 7.90 | 16.33 | 18.00 | 6.88 |
| k, delay calibration                    | 0.04  | 0.50  | 0.50  | 0.50 | 0.50 | 0.50 | 0.04  | 0.50  | 0.50 |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               | 0.01  | 16.78 | 18.58 | 0.45 | 1.03 | 1.04 | 0.04  | 1.54  | 0.55 |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |

**Lane Group Results**

|                                       |       |        |        |       |        |        |       |       |       |
|---------------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| X, volume / capacity                  | 0.05  | 0.90   | 0.91   | 0.15  | 0.38   | 0.38   | 0.14  | 0.31  | 0.20  |
| d, Delay for Lane Group [s/veh]       | 15.59 | 41.18  | 43.09  | 9.21  | 8.93   | 8.94   | 16.37 | 19.55 | 7.43  |
| Lane Group LOS                        | B     | D      | D      | A     | A      | A      | B     | B     | A     |
| Critical Lane Group                   | No    | No     | Yes    | No    | No     | Yes    | No    | No    | No    |
| 50th-Percentile Queue Length [veh/ln] | 0.35  | 15.30  | 14.59  | 1.00  | 3.70   | 3.67   | 0.91  | 1.65  | 1.36  |
| 50th-Percentile Queue Length [ft/ln]  | 8.71  | 382.43 | 364.78 | 24.95 | 92.52  | 91.83  | 22.78 | 41.26 | 34.01 |
| 95th-Percentile Queue Length [veh/ln] | 0.63  | 21.71  | 20.86  | 1.80  | 6.66   | 6.61   | 1.64  | 2.97  | 2.45  |
| 95th-Percentile Queue Length [ft/ln]  | 15.68 | 542.79 | 521.40 | 44.91 | 166.54 | 165.30 | 41.00 | 74.27 | 61.22 |

### Movement, Approach, & Intersection Results

|                                 |       |       |       |      |      |      |       |       |       |       |       |      |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 15.59 | 41.82 | 43.09 | 9.21 | 8.94 | 8.94 | 16.37 | 16.37 | 16.37 | 19.55 | 19.55 | 7.43 |
| Movement LOS                    | B     | D     | D     | A    | A    | A    | B     | B     | B     | B     | B     | A    |
| d_A, Approach Delay [s/veh]     | 41.50 |       |       | 8.97 |      |      | 16.37 |       |       | 13.23 |       |      |
| Approach LOS                    | D     |       |       | A    |      |      | B     |       |       | B     |       |      |
| d_I, Intersection Delay [s/veh] | 25.56 |       |       |      |      |      |       |       |       |       |       |      |
| Intersection LOS                | C     |       |       |      |      |      |       |       |       |       |       |      |
| Intersection V/C                | 0.652 |       |       |      |      |      |       |       |       |       |       |      |

### Emissions

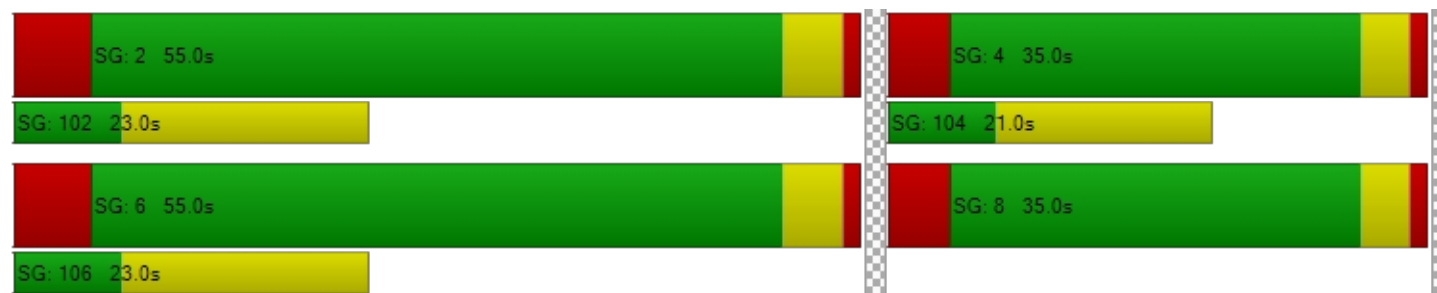
|                              |       |        |        |       |        |        |       |       |       |
|------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| Vehicle Miles Traveled [mph] | 1.50  | 33.18  | 30.88  | 6.58  | 25.12  | 24.92  | 4.67  | 9.84  | 10.72 |
| Stops [stops/h]              | 13.94 | 611.89 | 583.65 | 39.92 | 148.03 | 146.93 | 36.45 | 66.02 | 54.41 |
| Fuel consumption [US gal/h]  | 0.23  | 10.12  | 9.72   | 0.69  | 2.60   | 2.58   | 0.64  | 1.40  | 1.00  |
| CO [g/h]                     | 16.14 | 707.11 | 679.72 | 48.51 | 181.83 | 180.44 | 44.76 | 97.75 | 70.02 |
| NOx [g/h]                    | 3.14  | 137.58 | 132.25 | 9.44  | 35.38  | 35.11  | 8.71  | 19.02 | 13.62 |
| VOC [g/h]                    | 3.74  | 163.88 | 157.53 | 11.24 | 42.14  | 41.82  | 10.37 | 22.65 | 16.23 |

### Other Modes

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 18.0  | 18.0  | 11.0  |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 28.80 | 28.80 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.700 | 2.018 | 2.464 |
| Crosswalk LOS                                            |       | B     | B     | B     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 596   | 1002  | 596   | 1002  |
| d_b, Bicycle Delay [s]                                   | 22.19 | 11.20 | 22.19 | 11.20 |
| I_b,int, Bicycle LOS Score for Intersection              | 2.604 | 2.326 | 1.682 | 1.832 |
| Bicycle LOS                                              | B     | B     | A     | A     |

### Sequence

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**  
**Intersection 2: Lime Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 21.2  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.025 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |       |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |       | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |       |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00 | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 1     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 40.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00  | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |       | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |       | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |       | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 86     | 7      | 25     | 15     | 0      | 11     | 29     | 285    | 111    | 17     | 204    | 14     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 7.00   | 2.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 1.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 86     | 7      | 25     | 15     | 0      | 11     | 29     | 285    | 111    | 17     | 204    | 14     |
| Peak Hour Factor                        | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 1.0000 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 25     | 2      | 7      | 4      | 0      | 3      | 9      | 84     | 33     | 5      | 60     | 4      |
| Total Analysis Volume [veh/h]           | 101    | 8      | 29     | 18     | 0      | 13     | 34     | 335    | 131    | 20     | 240    | 16     |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   |      |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |       |       |      |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.29  | 0.03  | 0.04  | 0.05  | 0.00 | 0.01 | 0.03 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 20.31 | 21.23 | 14.59 | 15.02 | 0.00 | 9.04 | 7.76 | 0.00 | 0.00 | 8.28 | 0.00 | 0.00 |
| Movement LOS                          | C     | C     | B     | C     |      | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 1.56  | 1.56  | 1.56  | 0.15  | 0.00 | 0.04 | 0.06 | 0.03 | 0.00 | 0.03 | 0.02 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 39.03 | 39.03 | 39.03 | 3.75  | 0.00 | 1.09 | 1.44 | 0.72 | 0.00 | 0.84 | 0.42 | 0.00 |
| d_A, Approach Delay [s/veh]           | 19.16 |       |       | 12.51 |      |      | 0.53 |      |      | 0.60 |      |      |
| Approach LOS                          | C     |       |       | B     |      |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 3.66  |       |       |       |      |      |      |      |      |      |      |      |
| Intersection LOS                      | C     |       |       |       |      |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 3: Olive Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 18.9  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.016 |

**Intersection Setup**

| Name                         |            |        |        |            |        |        |           |        |        |           |        |        |
|------------------------------|------------|--------|--------|------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach                     | Northbound |        |        | Southbound |        |        | Eastbound |        |        | Westbound |        |        |
| Lane Configuration           | +          |        |        | +          |        |        | +         |        |        | +         |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left       | Thru   | Right  | Left      | Thru   | Right  | Left      | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00     | 12.00  | 12.00  | 12.00     | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0          | 0      | 0      | 0         | 0      | 0      | 0         | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00     | 100.00 | 100.00 | 100.00    | 100.00 | 100.00 | 100.00    | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0          | 0      | 0      | 0         | 0      | 0      | 0         | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00      | 0.00   | 0.00   | 0.00      | 0.00   | 0.00   |
| Speed [mph]                  | 15.00      |        |        | 25.00      |        |        | 30.00     |        |        | 30.00     |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00       |        |        | 0.00      |        |        | 0.00      |        |        |
| Crosswalk                    | No         |        |        | No         |        |        | No        |        |        | No        |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 148    | 6      | 70     | 6      | 3      | 12     | 10     | 134    | 181    | 51     | 83     | 9      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 1.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 10.00  | 0.00   | 1.00   | 0.00   | 0.00   | 11.00  |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 148    | 6      | 70     | 6      | 3      | 12     | 10     | 134    | 181    | 51     | 83     | 9      |
| Peak Hour Factor                        | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 42     | 2      | 20     | 2      | 1      | 3      | 3      | 38     | 51     | 14     | 24     | 3      |
| Total Analysis Volume [veh/h]           | 168    | 7      | 80     | 7      | 3      | 14     | 11     | 152    | 206    | 58     | 94     | 10     |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |



### Intersection Settings

| Priority Scheme                    | Stop | Stop | Free | Free |
|------------------------------------|------|------|------|------|
| Flared Lane                        | No   | No   |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

### Movement, Approach, & Intersection Results

|                                       |       |       |       |       |       |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.36  | 0.02  | 0.10  | 0.01  | 0.01  | 0.01 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 18.66 | 18.89 | 15.17 | 12.13 | 14.29 | 8.75 | 7.53 | 0.00 | 0.00 | 8.04 | 0.00 | 0.00 |
| Movement LOS                          | C     | C     | C     | B     | B     | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 2.52  | 2.52  | 2.52  | 0.11  | 0.11  | 0.11 | 0.02 | 0.01 | 0.00 | 0.10 | 0.05 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 63.08 | 63.08 | 63.08 | 2.71  | 2.71  | 2.71 | 0.46 | 0.23 | 0.00 | 2.50 | 1.25 | 0.00 |
| d_A, Approach Delay [s/veh]           | 17.57 |       |       | 10.43 |       |      | 0.22 |      |      | 2.88 |      |      |
| Approach LOS                          | C     |       |       | B     |       |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 6.52  |       |       |       |       |      |      |      |      |      |      |      |
| Intersection LOS                      | C     |       |       |       |       |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 4: California Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | All-way stop    | Delay (sec / veh):        | 10.8  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.455 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        |        | 35.00                                                                             |        |        | 30.00                                                                               |        |        | 25.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 44     | 223    | 32     | 3      | 127    | 29     | 52     | 72     | 55     | 35     | 53     | 12     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 0.00   | 2.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 44     | 223    | 32     | 3      | 127    | 29     | 52     | 72     | 55     | 35     | 53     | 12     |
| Peak Hour Factor                        | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 12     | 61     | 9      | 1      | 35     | 8      | 14     | 20     | 15     | 10     | 15     | 3      |
| Total Analysis Volume [veh/h]           | 48     | 245    | 35     | 3      | 140    | 32     | 57     | 79     | 60     | 38     | 58     | 13     |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings****Lanes**

|                                 |      |      |      |      |      |
|---------------------------------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 722  | 696  | 582  | 684  | 635  |
| Degree of Utilization, x        | 0.45 | 0.25 | 0.23 | 0.09 | 0.17 |

**Movement, Approach, & Intersection Results**

|                                    |       |       |       |      |       |
|------------------------------------|-------|-------|-------|------|-------|
| 95th-Percentile Queue Length [veh] | 2.39  | 0.99  | 0.90  | 0.29 | 0.62  |
| 95th-Percentile Queue Length [ft]  | 59.68 | 24.80 | 22.52 | 7.19 | 15.40 |
| Approach Delay [s/veh]             | 12.09 | 9.90  | 10.07 |      | 9.84  |
| Approach LOS                       | B     | A     | B     |      | A     |
| Intersection Delay [s/veh]         | 10.82 |       |       |      |       |
| Intersection LOS                   | B     |       |       |      |       |

**Intersection Level Of Service Report**  
**Intersection 5: California Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 16.9  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.056 |

**Intersection Setup**

| Name                         |                                                                                   |        |                                                                                     |        |                                                                                     |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                          |        | Eastbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Left                                                                              | Thru   | Thru                                                                                | Right  | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 15.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | No                                                                                  |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 95     | 282    | 200    | 20     | 17     | 112    |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 1.00   | 5.00   | 0.00   | 1.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 95     | 282    | 200    | 20     | 17     | 112    |
| Peak Hour Factor                        | 0.9000 | 0.9000 | 0.9000 | 0.9000 | 0.9000 | 0.9000 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 26     | 78     | 56     | 6      | 5      | 31     |
| Total Analysis Volume [veh/h]           | 106    | 313    | 222    | 22     | 19     | 124    |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 0      |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.08 | 0.00 | 0.00 | 0.00 | 0.06  | 0.15  |
| d_M, Delay for Movement [s/veh]       | 7.82 | 0.00 | 0.00 | 0.00 | 16.93 | 10.84 |
| Movement LOS                          | A    | A    | A    | A    | C     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.19 | 0.19 | 0.00 | 0.00 | 0.78  | 0.78  |
| 95th-Percentile Queue Length [ft/ln]  | 4.69 | 4.69 | 0.00 | 0.00 | 19.59 | 19.59 |
| d_A, Approach Delay [s/veh]           | 1.98 |      | 0.00 |      | 11.65 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 3.10 |      |      |      |       |       |
| Intersection LOS                      | C    |      |      |      |       |       |

**Intersection Level Of Service Report**  
**Intersection 6: California Ave/E 32nd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 15.2  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.032 |

**Intersection Setup**

| Name                         | Northbound                                                                        |        | Southbound                                                                          |        | Westbound                                                                           |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     |                                                                                   |        |                                                                                     |        |                                                                                     |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Thru                                                                              | Right  | Left                                                                                | Thru   | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 25.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | Yes                                                                                 |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 360    | 25     | 15     | 297    | 11     | 16     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 360    | 25     | 15     | 297    | 11     | 16     |
| Peak Hour Factor                        | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 98     | 7      | 4      | 81     | 3      | 4      |
| Total Analysis Volume [veh/h]           | 391    | 27     | 16     | 323    | 12     | 17     |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 0      |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.00 | 0.00 | 0.01 | 0.00 | 0.03  | 0.03  |
| d_M, Delay for Movement [s/veh]       | 0.00 | 0.00 | 8.14 | 0.00 | 15.16 | 10.98 |
| Movement LOS                          | A    | A    | A    | A    | C     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.03 | 0.03 | 0.19  | 0.19  |
| 95th-Percentile Queue Length [ft/ln]  | 0.00 | 0.00 | 0.67 | 0.67 | 4.65  | 4.65  |
| d_A, Approach Delay [s/veh]           | 0.00 |      | 0.38 |      | 12.71 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 0.63 |      |      |      |       |       |
| Intersection LOS                      | C    |      |      |      |       |       |



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GENERAL SITE NOTES:

1. THE CONTRACTOR SHALL OBTAIN AND HAVE AVAILABLE COPIES OF THE APPLICABLE GOVERNING AGENCY STANDARDS AT THE JOB SITE DURING THE RELATED CONSTRUCTION OPERATIONS.
2. CONTRACTOR SHALL ENSURE THAT ALL NECESSARY PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCING WORK.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION WHETHER SHOWN ON THESE PLANS OR NOT. UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE UTILITIES WITH EVIDENCE OF THEIR INSTALLATION VISIBLE AT GROUND SURFACE OR SHOWN ON RECORD DRAWING PROVIDED BY OTHERS ARE SHOWN HEREON. EXISTING UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND ARE SUBJECT TO A DEGREE OF UNKNOWN VARIATION. SOME UNDERGROUND LOCATIONS SHOWN HEREON MAY HAVE BEEN TAKEN FROM PUBLIC RECORDS. BARGHAUSEN CONSULTING ENGINEERS, INC. ASSUMES NO LIABILITY FOR THE ACCURACY OF PUBLIC RECORDS OR RECORDS OF OTHERS. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC., TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.
4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR THE RELATIVE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL COMPLIANCE WITH LOCAL REGULATIONS AND CODES.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE APPROPRIATE UTILITIES INVOLVED PRIOR TO CONSTRUCTION.
6. INSPECTION OF SITE WORK WILL BE ACCOMPLISHED BY A REPRESENTATIVE OF THE GOVERNING JURISDICTION. INSPECTION OF PRIVATE FACILITIES WILL BE ACCOMPLISHED BY A REPRESENTATIVE OF THE OWNER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE INSPECTOR 24 HOURS IN ADVANCE OF BACKFILLING ALL CONSTRUCTION.
7. PRIOR TO ANY CONSTRUCTION OR DEVELOPMENT ACTIVITY THE CONTRACTOR SHALL CONTACT THE AGENCY AND/OR UTILITY INSPECTION PERSONNEL AND ARRANGE ANY REQUIRED PRE-CONSTRUCTION MEETINGS(S). CONTRACTOR SHALL PROVIDE ONE WEEK MIN. ADVANCE NOTIFICATION TO OWNER, FIELD ENGINEER AND ENGINEER OF PRE-CONSTRUCTION MEETINGS.
8. THE CONTRACTOR IS RESPONSIBLE FOR WORKER AND SITE SAFETY AND SHALL COMPLY WITH THE LATEST OSHA STANDARDS AND REGULATIONS, OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE METHODS AND TECHNIQUES REQUIRED TO MEET THE INTENT AND PERFORMANCE CRITERIA OF OSHA, AS WELL AS ANY OTHER ENTITY THAT HAS JURISDICTION FOR EXCAVATION AND/OR TRENCHING PROCEDURES.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACT WITHIN THE TRAVELED RIGHT-OF-WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE AT LEAST ONE FLAGGER FOR EACH LANE OF TRAFFIC AFFECTED.
10. PROTECTIVE MEASURES SHALL BE TAKEN BY THE CONTRACTOR TO PROTECT ALL ADJACENT PUBLIC AND PRIVATE PROPERTIES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ALL EXISTING UTILITY SERVICES THAT ARE TO REMAIN OPERATIONAL WITHIN THE CONSTRUCTION AREA WHETHER SHOWN OR NOT SHOWN ON THE PLANS.
11. TWO (2) COPIES OF THESE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS. ONE (1) SET WITH RECORDS OF AS-BUILT INFORMATION SHALL BE SUBMITTED TO BARGHAUSEN CONSULTING ENGINEERS, INC. AT COMPLETION OF PROJECT.
12. CONTRACTOR SHALL OBTAIN SERVICES OF A LICENSED LAND SURVEYOR TO STAKE HORIZONTAL CONTROL FOR ALL NEW IMPROVEMENTS. STAKING CONTROL SHALL BE TAKEN FROM ELECTRONIC PLAN FILES PROVIDED BY BARGHAUSEN CONSULTING ENGINEERS, INC.
13. CONTRACTOR SHALL REQUEST FROM BARGHAUSEN CONSULTING ENGINEERS INC., PRIOR TO ANY CONSTRUCTION STAKING OR CONSTRUCTION WORK, A FORMAL CONSTRUCTION RELEASE PLAN SET OR SPECIFIC RELEASE IN WRITING. THE APPROVED AGENCY PERMIT DRAWINGS WILL NOT BE CONSIDERED CONSTRUCTION RELEASE PLANS BY BARGHAUSEN CONSULTING ENGINEERS, INC. UNLESS BARGHAUSEN CONSULTING ENGINEERS, INC HAS GIVEN A FORMAL WRITTEN RELEASE OR ISSUED A CONSTRUCTION RELEASE PLAN SET.

**LEGEND**

**PROPOSED LINES AND SYMBOLS**

CONCRETE

DECORATIVE CONCRETE

ASPHALT PAVING

LANDSCAPING

SNOW STORAGE AREA

SPILL CURB AND GUTTER

BARRIER CURB

EDGE OF PAVEMENT LINE

SIDEWALK LINE

WALL LINE

HAND RAILING / RAILING

ACCESSIBLE ROUTE

CONTOUR LINE

STORM DRAIN

SAW CUT LINE

SANITARY SEWER

WATER

GAS

ELECTRICAL/POWER

DATA/COMMUNICATIONS

TELEPHONE

PAINTED LINES

PAINTED DIRECTIONAL SYMBOLS

PAINTED CROSSWALK

SITE LOT LIGHT

SIGN; SIGN AND POST

SIGN PER ARCHITECTURAL

GAS METER

GREASE INTERCEPTOR

GUARD POST/BOLLARD

SANITARY SEWER CLEANOUT

WATER METER/BACKFLOW

STORM DRAIN CATCHBASIN

STORM DRAIN CLEANOUT

STORM DRAIN MANHOLE

ELECTRICAL TRANSFORMER

ELECTRICAL PULL BOX

**EXISTING LINES AND SYMBOLS**

EASEMENT LINES

PROPERTY LINE

CURB LINES

SIDEWALK LINES

GUTTER LINE

CONCRETE LINE

CONTOUR LINE

FIBER/DATA LINE

ELECTRIC LINE

WATER LINE

GAS LINE

SANITARY LINE

OVERHEAD POWER

TELE/COMM (UNDERGROUND)

WATER METER

SANITARY SEWER MANHOLE

LOT LIGHT

FIRE HYDRANT

WATER VALVE

GAS VALVE

SIGN AND POST

UTILITY PEDESTAL

IRR. CONTROL VALVE

PIPE BOLLARD

CLEANOUT

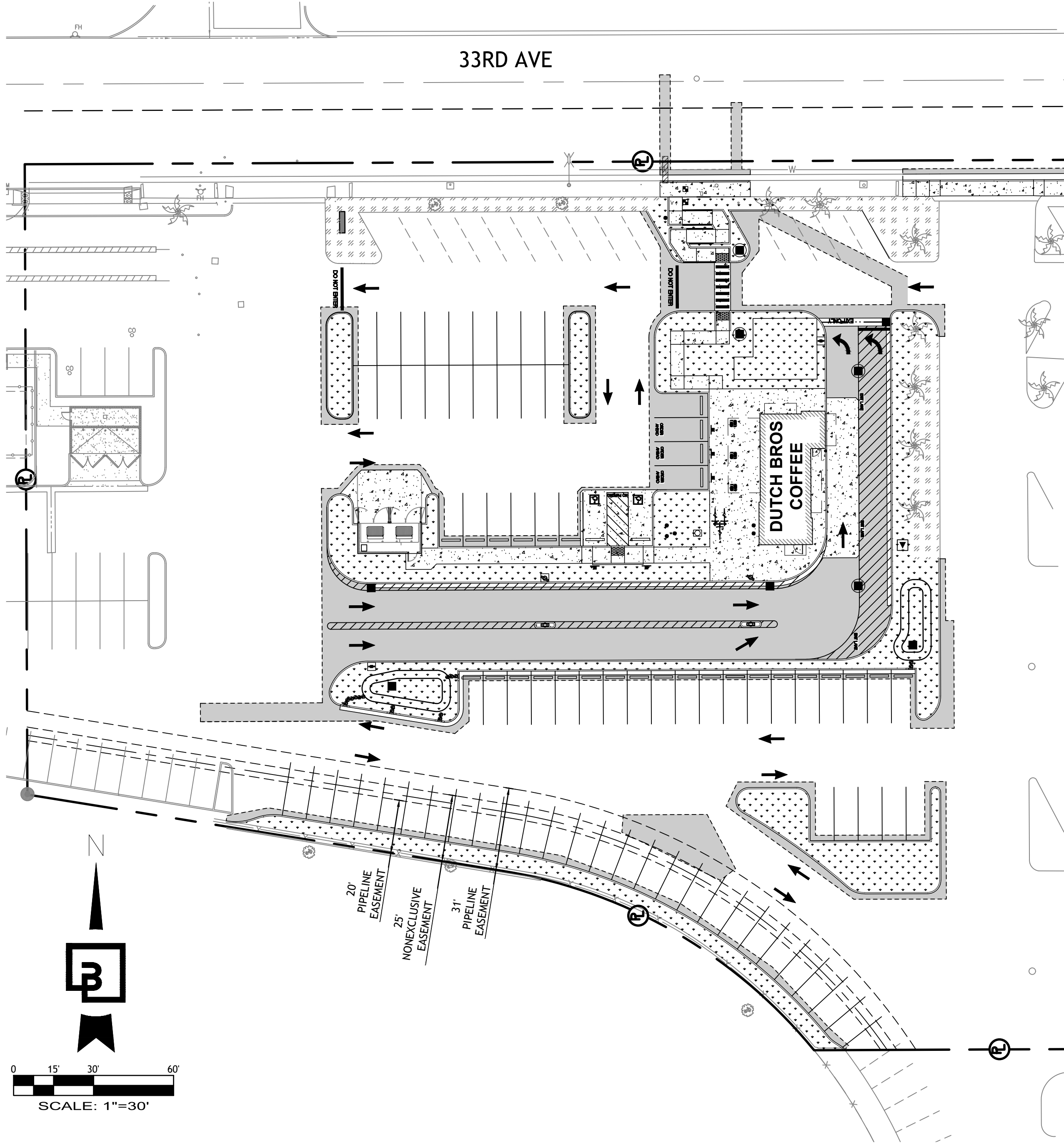
POWER/UTILITY POLE

STORM DRAIN CATCHBASIN

TREES

| ABBREVIATIONS |                           |     |                          |
|---------------|---------------------------|-----|--------------------------|
| AB            | AGGREGATE BASE            | SS  | SANITARY SEWER           |
| AC            | ASPHALT CONCRETE PAVEMENT | MIN | MINIMUM                  |
| BNDY          | BOUNDARY                  | PCC | PORTLAND CONCRETE CEMENT |
| BOW           | BACK OF WALK              | PL  | PROPERTY LINE            |
| CL            | CENTER LINE               | PP  | POWER POLE               |
| CONC          | CONCRETE PAVEMENT         | PUE | PUBLIC UTILITY EASEMENT  |
| DWG           | DRAWING                   | PVC | POLYVINYL CHLORIDE       |
| ELEV          | ELEVATION                 | ROW | RIGHT OF WAY             |
| EP            | EDGE OF PAVEMENT          | SCH | SCHEDULE                 |
| EX            | EXISTING                  | SHT | SHEET                    |
| FH            | FIRE HYDRANT              | STA | STATION                  |
| FL            | FLOW LINE                 | STD | STANDARD                 |
| IE            | INVERT                    | SW  | SIDEWALK                 |
| LF            | LINEAR FEET               | SWR | SEWER                    |
| MAX           | MAXIMUM                   | TE  | TRASH ENCLOSURE          |
| MH            | MANHOLE                   | TOP | TOP OF PIPE              |
| SD            | STORM DRAIN               | TYP | TYPICAL                  |

DUTCH BROS COFFEE CA7803  
SIGNAL HILL, CA  
TITLE SHEET



LEGAL DESCRIPTION

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

THAT PORTION OF LOT 15, OF THE AMERICAN COLONY TRACT, IN THE CITY OF SIGNAL HILL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP RECORDED IN BOOK 19 PAGES 89 AND 90 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

BASIS OF BEARINGS

THE BEARING N42°18'14"E ALONG HACIENDA BOULEVARD AS SHOWN ON PARCEL MAP, FILED IN BOOK 5, PAGE 88 OF PARCEL MAPS.

FLOOD ZONE

THE FLOOD ZONE DESIGNATION FOR THE SUBJECT PROPERTY IS ZONE "X", PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, MAP NUMBER 06037C1960F, DATED SEPTEMBER 26, 2008

EXISTING TOPOGRAPHY / SURVEY INFORMATION NOTE:

AN A.L.T.A./N.S.P.S. TOPOGRAPHIC AND BOUNDARY SURVEY DATED FEBRUARY 11, 2025; PERFORMED BY CDS, COMMERCIAL DUE DILIGENCE SERVICES CO. HAS BEEN PROVIDED TO BARGHAUSEN CONSULTING ENGINEERS, LLC. BARGHAUSEN CONSULTING ENGINEERS, LLC. HAS NOT VERIFIED THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. SITE DESIGN HAS BEEN BASED ON ABOVE REFERENCED SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH THE OWNER TO HAVE ALL IMPROVEMENTS FIELD VERIFIED PRIOR TO CONSTRUCTION. DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF BARGHAUSEN CONSULTING ENGINEERS, LLC. PRIOR TO WORK.

OWNER

KAHL INVESTMENTS, INC.  
22235 PACIFIC COAST HWY  
MALIBU, CA 90265  
TEL: (424) 781-2787  
CONTACT: BRUCE KAHL

ENGINEER

BARGHAUSEN CONSULTING ENGINEERS, INC.  
18215 72ND AVE. SOUTH  
KENT, WA 98032  
TEL: (425) 251-6222  
CONTACT: ANTHONY E. MERLINO

DEVELOPER

DUTCH BROS COFFEE  
110 SW 4TH STREET  
GRANTS PASS, OR 97526  
TEL: (916) 765-7270  
CONTACT: JOHN CAGLIA

BUILDING ARCHITECT

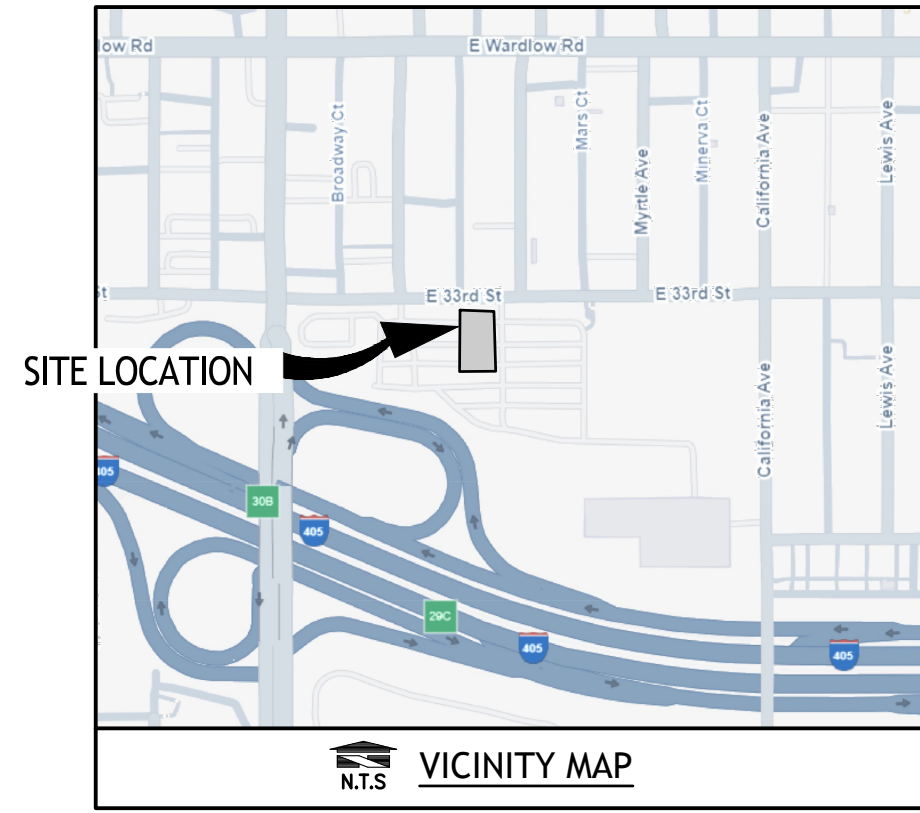
GNICH ARCHITECTURE STUDIO  
1001 SE SANDY BOULEVARD, SUITE 100  
PORTLAND, OR 97214  
TEL: (503) 552-9079  
CONTACT: ELIZABETH STRICKLING

SURVEYOR

CDS  
3550 W. ROBINSON STREET, 3RD FLOOR  
NORMAN, OK 73072  
TEL: (405) 253-2444  
CONTACT: AARON MITCHELL HAVENS

LANDSCAPE ARCHITECT

BARGHAUSEN CONSULTING ENGINEERS, INC.  
18215 72ND AVE. SOUTH  
KENT, WA 98032  
TEL: (425) 251-6222  
CONTACT: JEFFREY VARLEY



PROJECT DATA

|                                                               |                                                                                                                         |       |
|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|-------|
| LOCATION:                                                     | NEC 405 FWY AND ATLANTIC BLVD<br>SIGNAL HILL, CA                                                                        |       |
| PROPOSED USE:                                                 | DRIVE-THRU COFFEE STAND                                                                                                 |       |
| JURISDICTION:                                                 | CITY OF SIGNAL HILL, CA                                                                                                 |       |
| APN:                                                          | 7148-005-028                                                                                                            |       |
| EXISTING ZONING:                                              | COMMERCIAL GENERAL (CG)                                                                                                 |       |
| PROPOSED ZONING:                                              | COMMERCIAL GENERAL (CG)                                                                                                 |       |
| FLOOD ZONE:                                                   | FLOOD ZONE "X" (UNSHADED), AREA OF MINIMAL HAZARD<br>F.I.R.M. MAP NO. 06037C1960F,<br>EFFECTIVE DATE SEPTEMBER 26, 2008 |       |
| NET AREA (DISTURBED):                                         | 31,900 SQUARE FEET (0.73 ACRES)                                                                                         |       |
| BUILDING SETBACKS:                                            |                                                                                                                         |       |
| FRONT:                                                        | N/A                                                                                                                     |       |
| SIDE:                                                         | N/A                                                                                                                     |       |
| REAR:                                                         | N/A                                                                                                                     |       |
| PARKING CALCULATIONS:                                         | 1 SPACE PER 100 GFA                                                                                                     |       |
| REQUIRED SPACES:                                              | 11 SPACES MIN                                                                                                           |       |
| PROPOSED SPACES:                                              | 28 SHARED SPACES                                                                                                        |       |
| ACCESSIBLE SPACES:                                            | 1 ACCESSIBLE PARKING SPACE                                                                                              |       |
| TOTAL:                                                        | 30 SPACES                                                                                                               |       |
| BUILDING REQUIREMENTS:                                        |                                                                                                                         |       |
| PROPOSED BUILDING HEIGHT:                                     | 24'                                                                                                                     |       |
| MAXIMUM GROSS FLOOR AREA:                                     | 1,025 S.F.                                                                                                              |       |
| CONSTRUCTION TYPE:                                            | V-B                                                                                                                     |       |
| PROPOSED GROUND COVER SUMMARY BY USE (RESTAURANT DRIVE-THRU): |                                                                                                                         |       |
| BUILDING:                                                     | 1,025 S.F.                                                                                                              | 3.2%  |
| TRASH ENCLOSURE:                                              | 272 S.F.                                                                                                                | 0.9%  |
| PARKING AND MANEUVERING:                                      | 17,005 S.F.                                                                                                             | 53.3% |
| SIDEWALKS:                                                    | 3,390 S.F.                                                                                                              | 10.6% |
| LANDSCAPE:                                                    | 9,758 S.F.                                                                                                              | 30.6% |
|                                                               | 31,450 S.F.                                                                                                             |       |
| RIGHT-OF-WAY:                                                 |                                                                                                                         |       |
| SIDEWALK/DRIVEWAY:                                            | 206 SF                                                                                                                  | 0.6%  |
| LANDSCAPE:                                                    | 244 S.F.                                                                                                                | 0.8%  |
|                                                               | 450 S.F.                                                                                                                |       |
| TOTAL =                                                       | 31,900 S.F                                                                                                              | 100%  |

| Sheet List Table |                          |
|------------------|--------------------------|
| Sheet Number     | Sheet Title              |
| C1.0             | TITLE SHEET              |
| 1 OF 3           | ALTA SURVEY              |
| 2 OF 3           | ALTA SURVEY              |
| 3 OF 3           | ALTA SURVEY              |
| C2.0             | SITE PLAN                |
| C2.1             | OVERALL SITE PLAN        |
| C2.2             | ENLARGED SITE PLAN       |
| C3.0             | PRELIMINARY GRADING PLAN |
| C3.1             | PRELIMINARY GRADING PLAN |

BENCHMARK

COUNTY OF LOS ANGELES BM#3Y8588

ROAD DEPARTMENT BENCHMARK TAG IN EAST CATCH BASIN 6 FEET NORTH OF BEGIN CURB RETURN AT NORTHEAST CORNER WARDLOW ROAD AND CALIFORNIA AVENUE

ELEVATION: 82.090 (NAVD88)

Title:

DUTCH BROS

For:



|          |            |          |          |     |
|----------|------------|----------|----------|-----|
| Scale:   | Horizontal | 1" = 30' | Vertical | N/A |
| Designed | EMM        | EMM      | AEM      | AEM |
| Drawn    |            |          | Checked  |     |
| Approved |            |          | Approved |     |
| Date     | 01/06/26   |          |          |     |

**Barghausen Consulting Engineers, LLC.**

18215 72nd Avenue South  
Kent, WA 98032  
425-251-6222  
[barghausen.com](http://barghausen.com)

Job Number  
**23959**

Sheet  
**C1.0**  
2019 DB  
Franchising USA, LLC

PRELIMINARY NOT FOR CONSTRUCTION



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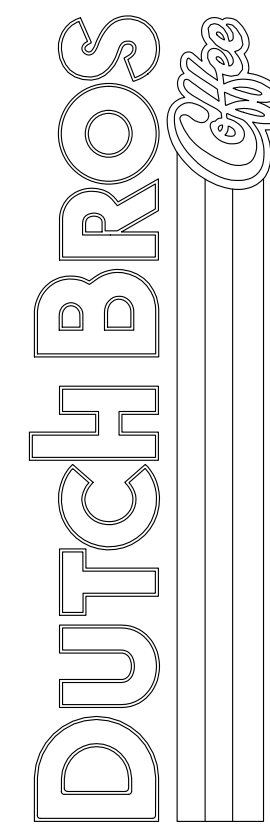


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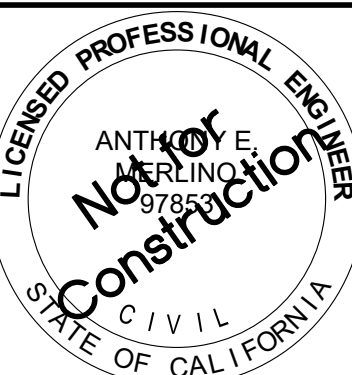
DUTCH BROS COFFEE CA7803  
SIGNAL HILL, CA

ALTA SURVEY  
NEC 405 FWY AND ATLANTIC BLVD  
SIGNAL HILL, CA

Title:



For:



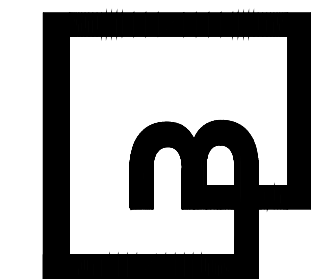
Scale:

Horizontal N/A  
Vertical N/A

Designed EMM

Drawn EMM  
Checked AEM  
Approved AEM  
Date 01/06/26

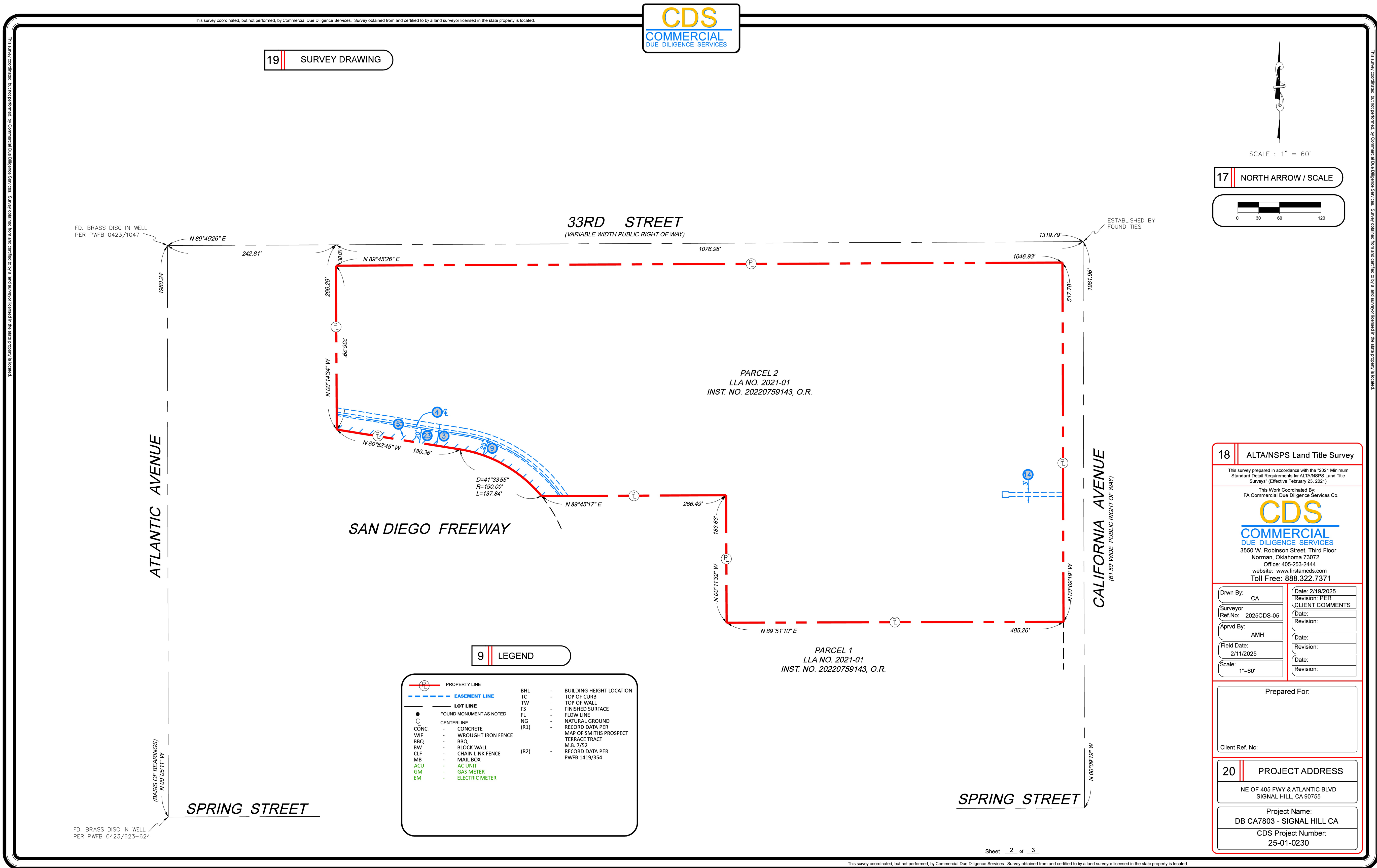
Barghausen  
Consulting Engineers, LLC.



Job Number  
23959

Sheet  
1 OF 3  
2019 DB  
Franchising USA, LLC

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Know what's below.  
Call before you dig.  
Dial 811

# DUTCH BROS COFFEE CA7803 SIGNAL HILL, CA



This survey coordinated, but not performed, by Commercial Due Diligence Services. Survey obtained from and certified to by a land surveyor licensed in the state property is located.

This survey coordinated, but not performed, by Commercial Due Diligence Services. Survey obtained from and certified to by a land surveyor licensed in the state property is located.

## 1 TITLE DESCRIPTION

FOR APN/PARCEL ID(S): 7148-005-047

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

THAT PORTION OF LOT 15, OF THE AMERICAN COLONY TRACT, IN THE CITY OF SIGNAL HILL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP RECORDED IN BOOK 19 PAGES 89 AND 90 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF 33RD STREET, 60 FEET WIDE, FORMERLY THE SOUTH BOUNDARY OF GREST DRIVE 30 FEET WIDE, AS SHOWN ON THE MAP OF TRACT NO. 4828, RECORDED IN BOOK 53 PAGE 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, WITH THE CENTERLINE OF CALIFORNIA AVENUE, 60 FEET WIDE, AS SHOWN ON SAID MAP OF AMERICAN COLONY TRACT, THENCE SOUTH 00° 00' 33" EAST, ALONG THE CENTERLINE OF SAID CALIFORNIA AVENUE, 852.48 FEET, THENCE LEAVING SAID CENTERLINE SOUTH 89° 59' 27" WEST 30.00 FEET TO A LINE PARALLEL WITH AND DISTANT 30.00 FEET WESTERLY, MEASURED AT RIGHT ANGLES, FROM SAID CENTERLINE OF CALIFORNIA AVENUE, THENCE NORTH 00° 00' 33" WEST ALONG SAID PARALLEL LINE 104.65 FEET TO THE TRUE POINT OF BEGINNING, THENCE LEAVING SAID PARALLEL LINE, SOUTH 89° 59' 58" WEST 485.26 FEET, THENCE NORTH 00° 02' 48" WEST 183.83 FEET, THENCE SOUTH 89° 54' 03" WEST 286.49 FEET TO THE NORTHERLY LINE OF THE LAND CONVEYED TO THE STATE OF CALIFORNIA FOR FREEWAY PURPOSES BY DEED RECORDED NOVEMBER 29, 1991 AS INSTRUMENT NO. 1781 IN BOOK D1434 PAGE 16 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID COUNTY RECORDER, BEING A POINT ON A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 190 FEET, A RADIAL OF SAID CURVE THROUGH SAID POINT BEARS NORTH 50° 49' 58" EAST, THENCE ALONG SAID NORTHERLY LINE NORTHWESTERLY ALONG SAID LAST MENTIONED CURVE THROUGH AN ANGLE OF 41° 33' 55" AN ARC DISTANCE OF 137.84 FEET AND NORTH 80° 43' 59" WEST, 180.36 FEET TO THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF LAND DESCRIBED IN LEASE TO H.E. RIDINGS, JR., RECORDED ON JANUARY 27, 1970 AS INSTRUMENT NO. 201 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID COUNTY RECORDER, THENCE LEAVING SAID NORTHERLY LINE, ALONG THE SOUTHERLY PROLONGATION AND SAID WESTERLY LINE, DESCRIBED IN SAID LEASE, NORTH 00° 05' 48" WEST 236.29 FEET TO A LINE BEING PARALLEL WITH AND 30.00 FEET SOUTHERLY OF THE CENTERLINE OF SAID 33 STREET, THENCE LEAVING SAID WESTERLY LINE ALONG LAST SAID PARALLEL LINE NORTH 89° 54' 12" EAST 1,046.93 FEET TO SAID LINE BEING PARALLEL WITH AND 30.00 FEET WESTERLY OF SAID CENTERLINE OF CALIFORNIA AVENUE, THENCE ALONG LAST SAID PARALLEL LINE SOUTH 00° 00' 33" EAST 517.78 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIPTION IS SHOWN AS PARCEL 2 OF THAT CERTAIN CERTIFICATE OF COMPLIANCE LOT LINE ADJUSTMENT #2021-01 RECORDED JULY 27, 2022, AS INSTRUMENT NO. 20220759143 OFFICIAL RECORDS.

APN: 7148-005-047

THE LAND SHOWN IN THIS SURVEY IS THE SAME AS THAT DESCRIBED IN FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER NO. FBDO-2500651 WITH AN EFFECTIVE DATE OF JANUARY 22, 2025 AT 7:30 A.M.

## 2 TITLE INFORMATION

The Title Description and Schedule B items hereon are from Fidelity National Title Insurance Company, order number FBDO-2500651 with an effective date of January 22, 2025 at 7:30 am

## 14 BUILDING AREA

N/A

## 15 BUILDING HEIGHT

N/A

## 13 LAND AREA

20,076 SQUARE FEET  
0.461 ACRES

### Approved CDS Surveyor

Surveyors Name: Richtg Corp.  
Address: 13911 Nowata Ct.  
Apple Valley, CA 92307  
Telephone Number: 111-111-1111  
email: chris@richtgcorp.com

## 3 SCHEDULE 'B' ITEMS

### NOTES CORRESPONDING TO SCHEDULE "B":

- EASEMENT(S) FOR PIPELINES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT TO OIL OPERATORS, INCORPORATED, A CORPORATION RECORDED NOVEMBER 6, 1959, RECORDING NO. 4881, OFFICIAL RECORDS, PLOTTED HEREON, AFFECTS SUBJECT PROPERTY.
- EASEMENT(S) FOR PIPELINES FOR THE TRANSPORTATION OF OIL, PETROLEUM, GAS, GASOLINE, WATER, OR OTHER SUBSTANCES, TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT TO TEXACO INC., A DELAWARE CORPORATION RECORDED SEPTEMBER 22, 1981, RECORDING NO. 4918, OFFICIAL RECORDS, CENTERLINE 10" GAS LINE PLOTTED HEREON, AND AFFECTS THE SUBJECT PROPERTY.
- THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THE DOCUMENT, RECORDED NOVEMBER 29, 1991, RECORDING NO. 1781, OFFICIAL RECORDS, PLOTTED HEREON, AFFECTS THE SUBJECT PROPERTY.
- EASEMENT(S) FOR OVERHEAD POWER LINE AND PIPELINES AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT RECORDED SEPTEMBER 13, 1962, RECORDING NO. 4923, OFFICIAL RECORDS, NOT PLOTTED HEREON, EXACT LOCATION CAN NOT BE DETERMINED FROM RECORD.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED AGREEMENT GRANTING NONEXCLUSIVE EASEMENT DATED JUNE 12, 1970, EXECUTED BY H. E. RIDINGS, JR., A. A. ZIMMERMAN AND DOROTHY ZIMMERMAN, HIS WIFE, AND LUCKY STORES, INC., A CALIFORNIA CORPORATION RECORDED JULY 9, 1970, RECORDING NO. 2811, OFFICIAL RECORDS, NOT PLOTTED HEREON, DOES NOT AFFECT THE SUBJECT PROPERTY.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED AGREEMENT GRANTING NONEXCLUSIVE EASEMENT DATED JUNE 12, 1970, EXECUTED BY H. E. RIDINGS, JR., A. A. ZIMMERMAN AND DOROTHY ZIMMERMAN AND LUCKY STORES, INC., A CALIFORNIA CORPORATION RECORDED JULY 9, 1970, RECORDING NO. 2812, OFFICIAL RECORDS, PLOTTED HEREON, AFFECTS THE SUBJECT PROPERTY.
- THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THE DOCUMENT, RECORDED JULY 10, 1970, RECORDING NO. 3563, OFFICIAL RECORDS, NOT PLOTTED HEREON, EXACT LOCATION CAN NOT BE DETERMINED FROM RECORD.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED ASSIGNMENT AND AGREEMENT DATED JUNE 12, 1970, EXECUTED BY E. S. FIELD INVESTMENT CO., A CALIFORNIA CORPORATION AND H. E. RIDINGS, JR., A MARRIED MAN RECORDED JULY 10, 1970, RECORDING NO. 3555, OFFICIAL RECORDS, NOT PLOTTED HEREON, EXACT LOCATION CAN NOT BE DETERMINED FROM RECORD.
- EASEMENT(S) FOR PUBLIC UTILITIES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT TO SOUTHERN CALIFORNIA EDISON COMPANY RECORDED AUGUST 20, 1970, RECORDING NO. 2872, OFFICIAL RECORDS, PLOTTED HEREON, AFFECTS THE SUBJECT PROPERTY.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED AGREEMENT DATED OCTOBER 15, 2004, EXECUTED BY WESTPORT SIGNAL HILL, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY AND COUNTY SANITATION DISTRICT NO. 29 OF LOS ANGELES COUNTY, A BODY CORPORATE AND POLITICAL CORPORATION RECORDED NOVEMBER 4, 2004, RECORDING NO. 84-2868526, OFFICIAL RECORDS, BLANKET IN NATURE, AFFECTS THE SUBJECT PROPERTY.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED ACCESS AND STAGING LICENSE AND RESTRICTION AGREEMENT RECORDED JUNE 4, 2019, RECORDING NO. 2019-0514537, OFFICIAL RECORDS, BLANKET IN NATURE, AFFECTS THE SUBJECT PROPERTY.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED ACCESS AND EASEMENT AND RESTRICTION AGREEMENT RECORDED JUNE 4, 2019, RECORDING NO. 2019-0514538, OFFICIAL RECORDS, BLANKET IN NATURE, AFFECTS SUBJECT PROPERTY.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED ACCESS EASEMENT AGREEMENT RECORDED JUNE 4, 2019, RECORDING NO. 2019-0514539, OFFICIAL RECORDS, BLANKET IN NATURE, AFFECTS THE SUBJECT PROPERTY.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED PUBLIC IMPROVEMENT AGREEMENT DATED JUNE 24, 2021, EXECUTED BY THE CITY OF SIGNAL HILL, A MUNICIPAL CORPORATION AND TARGET, A MINNESOTA CORPORATION RECORDED AUGUST 2, 2021, RECORDING NO. 20211184814, OFFICIAL RECORDS, BLANKET IN NATURE, AFFECTS THE SUBJECT PROPERTY.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED DEVELOPMENT AGREEMENT NO. DATED JUNE 24, 2021, EXECUTED BY CITY OF SIGNAL HILL AND SIGNAL FIELDS NORTH, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY RECORDED FEBRUARY 25, 2022, RECORDING NO. 20220219872, OFFICIAL RECORDS, BLANKET IN NATURE, AFFECTS THE SUBJECT PROPERTY.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED AGREEMENT REGARDING CONDITIONS OF APPROVAL DATED OCTOBER 25, 2022, EXECUTED BY E.S. FIELD, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY AND TARGET CORPORATION, A MINNESOTA CORPORATION RECORDED OCTOBER 27, 2022, RECORDING NO. 20221024978, OFFICIAL RECORDS, BLANKET IN NATURE, AFFECTS THE SUBJECT PROPERTY.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED EASEMENTS AND DEVELOPMENT AGREEMENT DATED OCTOBER 25, 2022 EXECUTED BY SIGNAL FIELDS NORTH, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, E.S. FIELD, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY AND TARGET CORPORATION, A MINNESOTA CORPORATION RECORDED OCTOBER 27, 2022, RECORDING NO. 20221024077, OFFICIAL RECORDS, BLANKET IN NATURE, AFFECTS THE SUBJECT PROPERTY.
- EASEMENT(S) FOR PIPELINE AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT TO SIGNAL HILL WEST LIMITED PARTNERSHIP, A CALIFORNIA LIMITED PARTNERSHIP RECORDED OCTOBER 27, 2022, RECORDING NO. 20221024979, OFFICIAL RECORDS, PLOTTED HEREON, AFFECTS THE SUBJECT PROPERTY.

## 7 POSSIBLE ENCROACHMENTS

NONE OBSERVED.

## 10 BASIS OF BEARINGS

THE BEARING BEARINGS N 42°18'14" E ALONG HACIENDA BOULEVARD AS SHOWN ON PARCEL MAP, FILED IN BOOK 5, PAGE 88 OF PARCEL MAPS.

### BENCH MARK:

COUNTY OF LOS ANGELES BM #3Y8588

ROAD DEPARTMENT BENCH MARK TAG IN EAST CATCH BASIN 6 FEET NORTH OF BEGN CURB RETURN AT NORTHEAST CORNER WARLOW ROAD AND CALIFORNIA AVENUE

ELEVATION 82.090 (NAVD 88)

## 5 FLOOD INFORMATION

By graphic plotting only, this property is located in Zone "X" of the Flood Insurance Rate Map, Community Panel No. 06037C1960F, which bears an effective date of 9/28/2008 and IS NOT located in a special flood hazard area. No field surveying was performed to determine this Zone and an elevation certificate may be needed to verify this determination or apply for a variance from the Federal Emergency Management Agency.

Zone "X" - Areas with Minimal Flood Hazard

## 4 SURVEYOR CERTIFICATION

TO: BB HOLDINGS FCA, LLC, AN OREGON LIMITED LIABILITY COMPANY; DB FRANCHISING USA, LLC, AND OREGON LIMITED LIABILITY COMPANY; DUTCH BROS., LLC, AN OREGON LIMITED LIABILITY COMPANY; DUTCH MAFIA, LLC, A DELAWARE LIMITED LIABILITY COMPANY; BOERSMA BROS., LLC, AN OREGON LIMITED LIABILITY COMPANY; DUTCH BROS. INC., A DELAWARE CORPORATION; E. S. FIELD, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY; FIDELITY NATIONAL TITLE INSURANCE COMPANY; AND COMMERCIAL DUE DILIGENCE SERVICES.

This is to certify that this map or plot and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2, 3, 4, 5, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 11(a), 11(b), 13, 14, 16, 17, 18, 19 and 20 of Table A thereof. The fieldwork was completed on January 31, 2025.

Date of Plot or Map: February 2, 2025



AARON M. HAVENS LS 8786  
chris@richtgcorp.com

## 8 ZONING INFORMATION

### SITE RESTRICTION:

ZONE - SP-12 Gateway Center North Specific Plan

### SETBACKS

FRONT - None  
SIDE - None  
REAR - None

HEIGHT - 30', 2 Stories  
MIN FLOOR AREA - No Requirement Noted

PARKING - Full Build-Out Conceptual Site Plan: 492 minimum space for full development.

Zoning information obtained from:

CDS Commercial Due Diligence Services  
3550 W. Robinson Street, 3rd Floor  
Norman, OK 73072  
(888) 322-7371

Project # 25-01-0230  
Dated: February 18, 2025

## 16 VICINITY MAP



## 11 SURVEYOR'S NOTES

- No observable evidence of earth moving work, building construction or building additions within recent months.
- No observable evidence of changes in street right of way line completed, and available from the controlling jurisdiction and no observable evidence of recent street or sidewalk construction or repairs.
- Property has physical access to 33rd Street a public streets.
- All statements within the certification, and other references located elsewhere hereon, related to utilities, improvements, structures, buildings, party walls, parking, easements, servitudes, and encroachments, are based solely on above ground, visible evidence, unless another source of information is specifically referenced hereon.

### Key to CDS ALTA Survey

- TITLE DESCRIPTION
- TITLE INFORMATION
- SCHEDULE 'B' ITEMS
- SURVEYOR CERTIFICATION
- FLOOD INFORMATION
- CEMETERY
- POSSIBLE ENCROACHMENTS
- ZONING INFORMATION
- LEGEND
- BASIS OF BEARING
- SURVEYOR'S NOTES
- PARKING INFORMATION
- LAND AREA
- BUILDING AREA
- BUILDING HEIGHT
- VICINITY MAP
- NORTH ARROW / SCALE
- CLIENT INFORMATION BOX
- SURVEY DRAWING
- PROJECT ADDRESS

## 18 ALTA/NSPS Land Title Survey

This survey prepared in accordance with the "2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys" (Effective February 23, 2021)

This Work Coordinated By:  
FA Commercial Due Diligence Services Co.

**CDS**  
COMMERCIAL  
DUE DILIGENCE SERVICES  
3550 W. Robinson Street, Third Floor  
Norman, Oklahoma 73072  
Office: 405-253-2444  
Toll Free: 888.322.7371

|                       |                               |
|-----------------------|-------------------------------|
| Drwn By: CA           | Date: 2/19/2025               |
| Surveyor              | Revision: PER CLIENT COMMENTS |
| Ref No: 2025CDS-05    | Date:                         |
| Aprvd By: AMH         | Revision:                     |
| Field Date: 2/11/2025 | Date:                         |
| Scale: 1"=60'         | Revision:                     |

### Prepared For:

Client Ref. No:

## 20 PROJECT ADDRESS

NE OF 405 FWY & ATLANTIC BLVD  
SIGNAL HILL, CA 90755

Project Name:  
DB CA7803 - SIGNAL HILL CA  
CDS Project Number:  
25-01-0230

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Sheet 1 of 3

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ALTA SURVEY  
NEC 405 FWY AND ATLANTIC BLVD  
SIGNAL HILL, CA

Title:

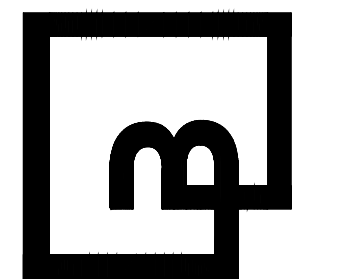
DUTCH BROS  
Coffee

For:



|          |            |     |          |     |
|----------|------------|-----|----------|-----|
| Scale:   | Horizontal | N/A | Vertical | N/A |
| Designed | EMM        | EMM | AEM      | AEM |
| Drawn    |            |     |          |     |
| Checked  |            |     |          |     |
| Approved |            |     |          |     |
| Date     | 01/06/26   |     |          |     |

Barghausen  
Consulting Engineers, LLC.  
18215 72nd Avenue South  
Kent, WA 98032  
425-251-6222  
barghausen.com



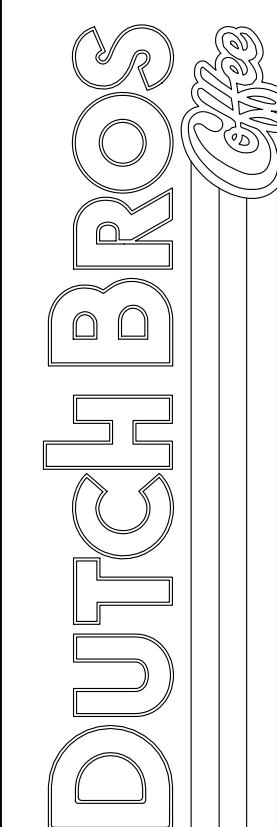
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23959  
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2 OF 3  
2019 DB  
Franchising USA, LLC

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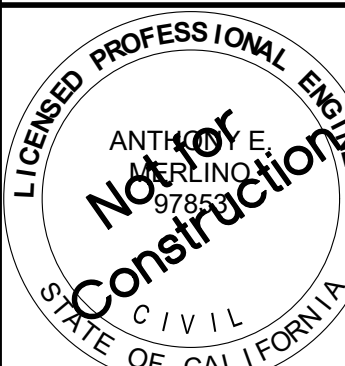


ALTA SURVEY  
NEC 405 FWY AND ATLANTIC BLVD  
SIGNAL HILL, CA

Title:



For:



Scale:

Designed EMM

**Barghausen  
Consulting Engineers, LLC.**



Job Number  
**23959**

Sheet  
3 OF 3  
2019 DB

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**SITE PLAN**  
**NEC 405 FWY AND ATLANTIC BLVD**  
**SIGNAL HILL, CA**

Title:

**Dutch Bros**  
*Coffee*

**For:**



Scale:  
horizontal  
 $1'' = 20'$   
vertical

Designed EMM  
Drawn EMM  
Checked AEM  
Approved AEM  
Date 01/06/26

**Barghausen  
Consulting Engineers, LLC.**  
18215 72nd Avenue South  
Kent, WA 98032  
barghausen.com  
425.251.6222



Job Number  
**23959**

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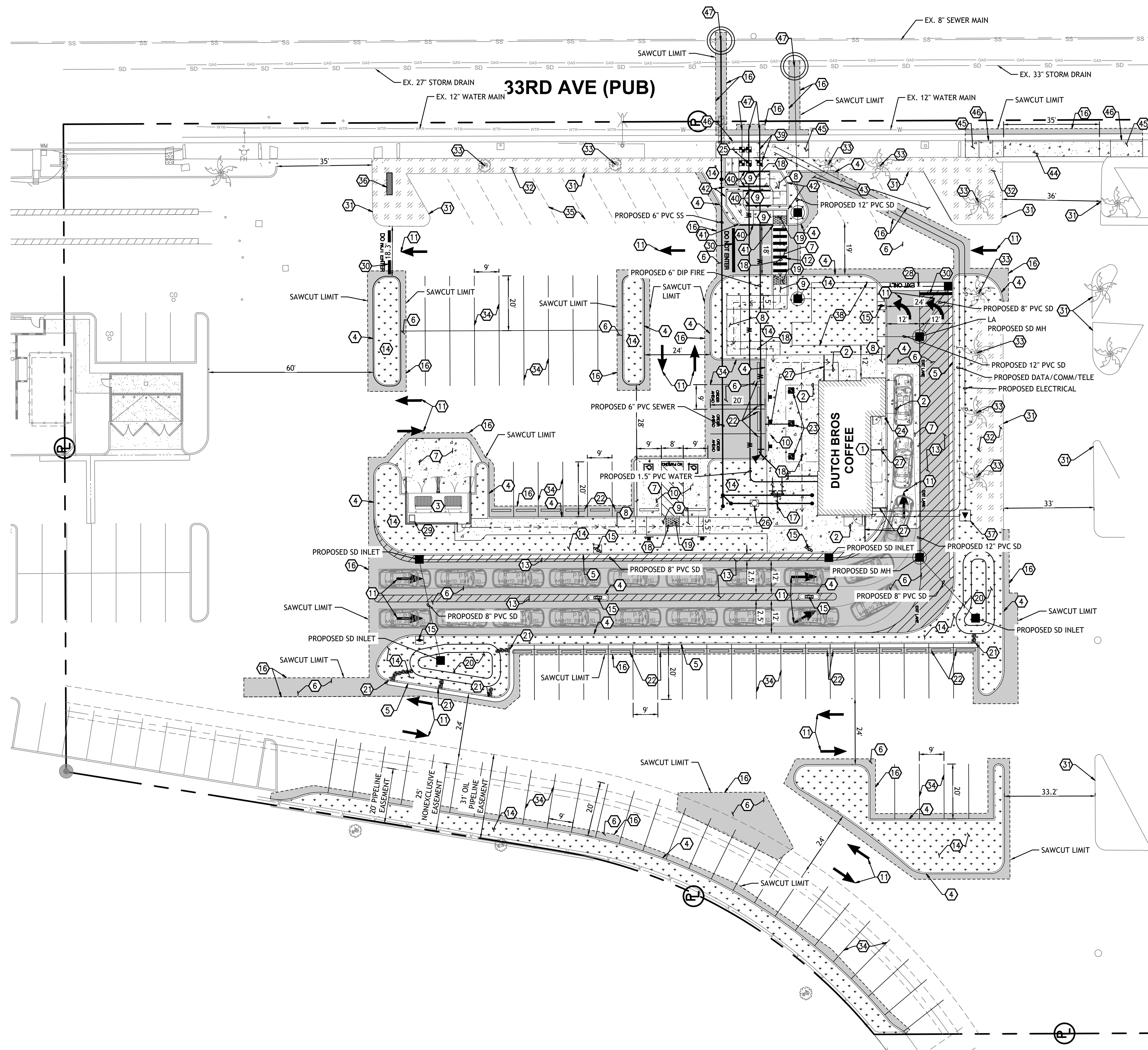
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2019 DB

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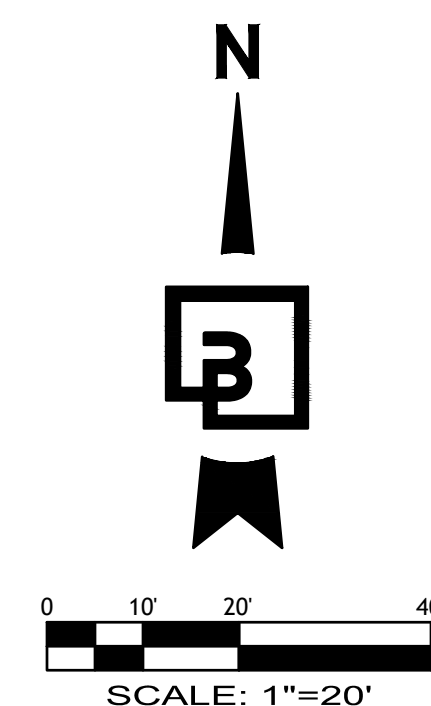


### CONSTRUCTION NOTES:

1. PROPOSED LOCATION OF DUTCH BROS COFFEE. SEE ARCHITECTURAL PLANS FOR DETAILS.
2. PROPOSED BUILDING CANOPY. SEE ARCHITECTURAL PLANS FOR DETAILS.
3. PROPOSED TRASH ENCLOSURE WITH CONCRETE PAD. SEE ARCHITECTURAL PLANS AND STRUCTURAL PLANS FOR DETAILS.
4. PROPOSED CONCRETE BARRIER CURB, TYP.
5. PROPOSED CURB AND GUTTER, TYP.
6. PROPOSED ASPHALT PAVEMENT, TYP.
7. PROPOSED ON-SITE CONCRETE PAVEMENT, TYP.
8. PROPOSED ON-SITE CONCRETE SIDEWALK, TYP.
9. PROPOSED ACCESSIBLE RAMP, TYP.
10. PROPOSED ACCESSIBLE PARKING STALL AND AISLE WITH ALL REQUIRED SIGNAGE.
11. PROPOSED DIRECTIONAL PAVEMENT MARKINGS, TYP.
12. PROPOSED CONTINENTAL TYP. PEDESTRIAN CROSSWALK STRIPING, TYP.
13. PROPOSED 4" WIDE REFLECTIVE PAINT 45 DEGREE STRIPING AT 3' MAX ON CENTER, TYP.
14. PROPOSED LANDSCAPE AREA, TYP. REFER TO LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
15. PROPOSED SIGN, TYP. REFER TO SIGN PLANS FOR EXACT PLACEMENT, DIMENSIONS, AND FOR ADDITIONAL INFORMATION.
16. APPROXIMATE SAWCUT LIMITS
17. PROPOSED SHORT-TERM BICYCLE PARKING RACK;
18. PROPOSED ADA ACCESSIBLE PATH. SEE ACCESSIBLE PATH NOTE ON THIS SHEET.
19. PROPOSED DETECTABLE WARNING STRIP, TYP.
20. PROPOSED BIORETENTION BASIN, TYP.
21. PROPOSED CURB CUT W/ RIPRAP, TYP.
22. PROPOSED PRECAST WHEEL STOP, TYP.
23. PROPOSED CANOPY COLUMNS. SEE ARCHITECTURAL PLANS FOR DETAILS.
24. PROPOSED BOLLARDS IN CURB. SEE ARCHITECTURAL PLANS FOR DETAILS.
25. PROPOSED WATER METER & BACKFLOW
26. PROPOSED GREASE INTERCEPTOR
27. PROPOSED SIDEWALK UNDER DRAIN, TYP.
28. PROPOSED CONCRETE SWALE, TYP.
29. PROPOSED REFUSE BIN
30. PROPOSED STOP BAR PAVEMENT MARKING AND "DO NOT ENTER" PER MUTCD AND CITY OF SIGNAL HILL STANDARDS AND SPECIFICATIONS.
31. EXISTING CURB, TYP
32. EXISTING LANDSCAPE, TYP
33. EXISTING TREE, TYP
34. PROPOSED PARKING STALL STRIPING, TYP
35. EXISTING PARKING STALL STRIPING, TYP
36. PROPOSED MONUMENT SIGN
37. PROPOSED TRANSFORMER
38. PROPOSED UNDERGROUND STORM CHAMBERS
39. PROPOSED FIRE SERVICE AND FIRE BACKFLOW
40. PROPOSED HAND RAILING, TYP.
41. PROPOSED CURB WALL BETWEEN KEYNOTES, REFER TO GRADING PLAN.
42. PROPOSED WALL, TYP
43. EXISTING PARKING STALLS TO BE RE-STRIPED
44. PROPOSED COMMERCIAL DRIVEWAY PER CITY OF SIGNAL HILL STANDARD DWG. 217
45. PROPOSED SIDEWALK PER CITY OF SIGNAL HILL STANDARD DWG. 207
46. PROPOSED TYPE D CURB AND GUTTER PER CITY OF SIGNAL HILL STANDARD DWG 203
47. APPROXIMATE LOCATION OF POINT OF CONNECTION.

## UTILITY POTHOLING NOTE

THE CIRCLED LOCATIONS ARE REQUIRED TO BE POTHOLED TO VERIFY VERTICAL AND HORIZONTAL LOCATION OF EXISTING UTILITY AND/OR POTENTIAL CONFLICTS WITH EXISTING UTILITIES. POTHOLING SHALL BE PERFORMED PRIOR TO INSTALLING ANY PROPOSED UTILITIES. CONTRACTOR SHALL NOTIFY BARGHAUSEN CONSULTING ENGINEERS, LLC, OF ANY CONFLICTS.



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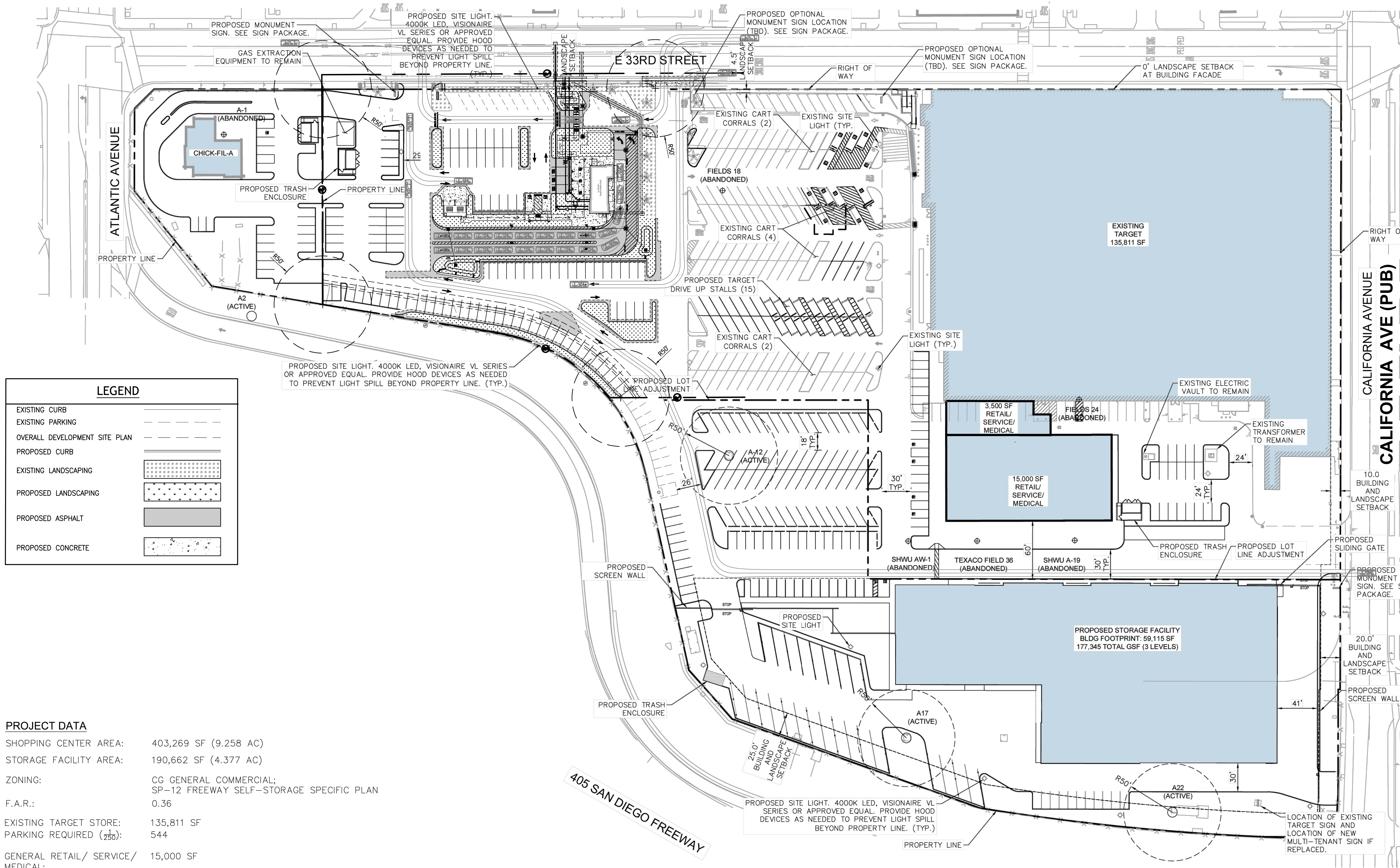


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SIGNAL HILL, CA  
OVERALL SITE PLAN



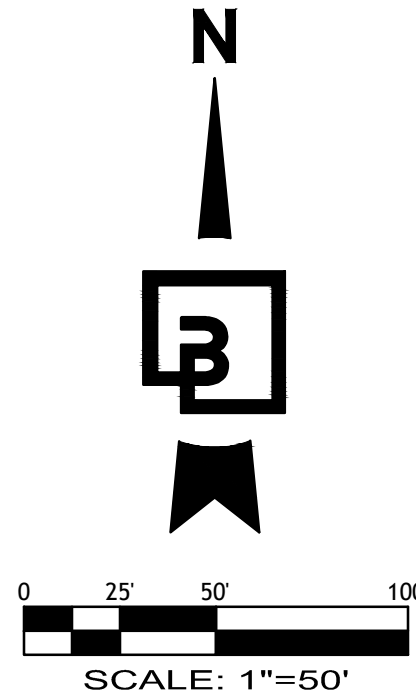
LEGEND

|                               |     |
|-------------------------------|-----|
| EXISTING CURB                 | --- |
| EXISTING PARKING              | --- |
| OVERALL DEVELOPMENT SITE PLAN | --- |
| PROPOSED CURB                 | --- |
| EXISTING LANDSCAPING          | --- |
| PROPOSED LANDSCAPING          | --- |
| PROPOSED ASPHALT              | --- |
| PROPOSED CONCRETE             | --- |

PROJECT DATA

|                                   |                                                                    |
|-----------------------------------|--------------------------------------------------------------------|
| SHOPPING CENTER AREA:             | 403,269 SF (9.258 AC)                                              |
| STORAGE FACILITY AREA:            | 190,662 SF (4.377 AC)                                              |
| ZONING:                           | CG GENERAL COMMERCIAL;<br>SP-12 FREEWAY SELF-STORAGE SPECIFIC PLAN |
| F.A.R.:                           | 0.36                                                               |
| EXISTING TARGET STORE:            | 135,811 SF                                                         |
| PARKING REQUIRED (250):           | 544                                                                |
| GENERAL RETAIL/ SERVICE/ MEDICAL: | 15,000 SF                                                          |
| PARKING REQUIRED (200):           | 75                                                                 |
| GENERAL RETAIL/ SERVICE/ MEDICAL: | 3,500 SF                                                           |
| PARKING REQUIRED (200):           | 18                                                                 |
| DRIVE-THRU:                       | 5,000 SF 1,025 SF                                                  |
| PARKING REQUIRED (100):           | 50 11 SPACES                                                       |

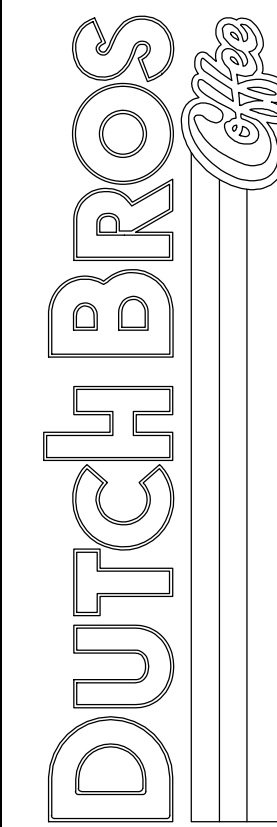
|                           |                                                                            |
|---------------------------|----------------------------------------------------------------------------|
| TOTAL PARKING REQUIRED:   | 687 648 SPACES                                                             |
| (4.3 SPACES PER 1,000 SF) | (4.2 SPACES PER 1,000 SF)                                                  |
| TOTAL PARKING PROVIDED:   | 488 (6 CART CORRAL NOT INCLUDED) 498 SPACES INCLUDING 17 ACCESSIBLE SPACES |
| (3.1 SPACES PER 1,000 SF) | (3.2 SPACES PER 1,000 SF)                                                  |



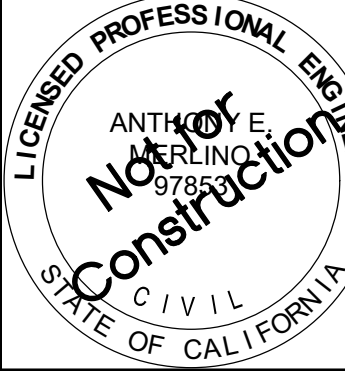
PRELIMINARY NOT FOR CONSTRUCTION

OVERALL SITE PLAN  
NEC 405 FWY AND ATLANTIC BLVD  
SIGNAL HILL, CA

Title:



For:



|          |            |          |
|----------|------------|----------|
| Scale:   | Horizontal | Vertical |
|          | 1" = 50'   | N/A      |
| Designed | EMM        | EMM      |
| Drawn    | EMM        | EMM      |
| Checked  | AEM        | AEM      |
| Approved | AEM        | AEM      |
| Date     | 01/06/26   |          |

**Barghausen Consulting Engineers, LLC.**  
18215 72nd Avenue South  
Kent, WA 98032  
425.251.6222  
[barghausen.com](http://barghausen.com)

|            |       |
|------------|-------|
| Job Number | 23959 |
| Sheet      | C2.1  |

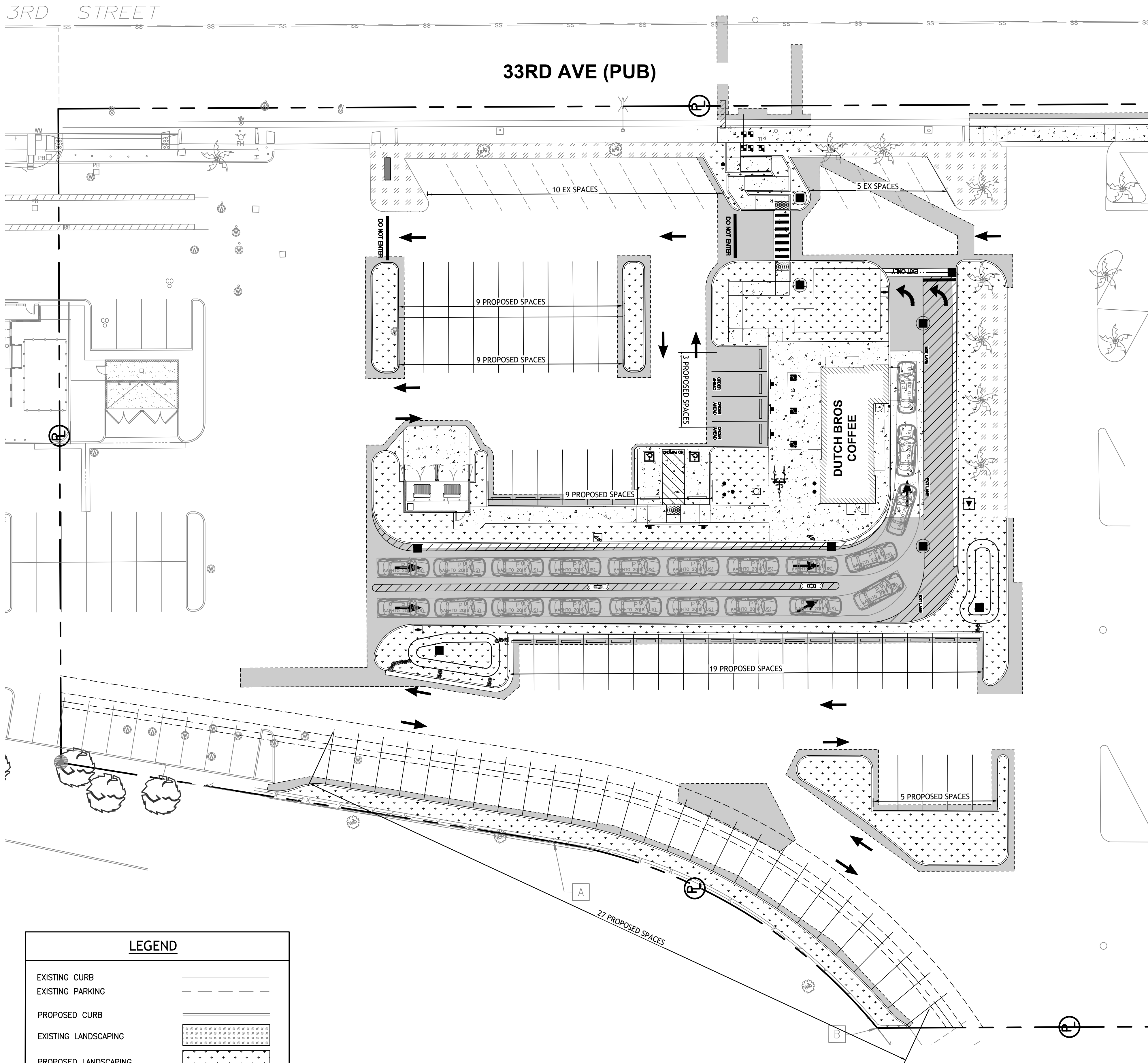


The name DUTCH BROS. and all associated logos, distinctive designs, content, information, and other materials featured, displayed, but not limited to, the "look and feel" of the establishments and products, all text, images, colors, configurations, graphics, designs, illustrations, photographs, and pictures (collectively, the "Materials") are owned by and/or licensed by DB Franchising USA, LLC and are protected by copyright, trademark, trade dress, patent, and/or other intellectual property rights and unfair competition laws under the United States and foreign laws.



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DUTCH BROS COFFEE CA7803  
SIGNAL HILL, CA  
ENLARGED SITE PLAN



PROJECT DATA

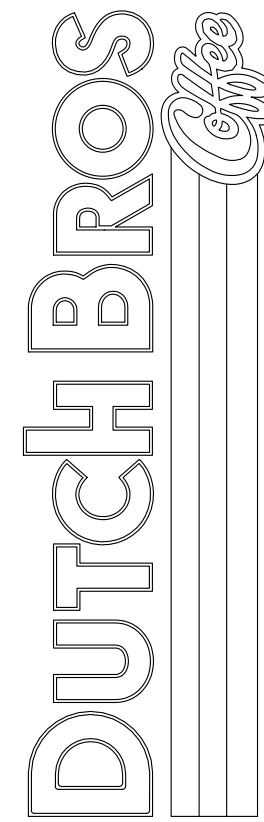
|                                                               |                                                                       |
|---------------------------------------------------------------|-----------------------------------------------------------------------|
| PROPOSED USE:                                                 | DRIVE-THRU COFFEE STAND                                               |
| EXISTING ZONING:                                              | COMMERCIAL GENERAL (CG) IN GATEWAY CENTER NORTH SPECIFIC PLAN (SP-12) |
| PROPOSED ZONING:                                              | COMMERCIAL GENERAL (CG) IN GATEWAY CENTER NORTH SPECIFIC PLAN (SP-12) |
| NET AREA (DISTURBED):                                         | 31,900 SQUARE FEET (0.73 ACRES)                                       |
| BUILDING SETBACKS:                                            |                                                                       |
| FRONT:                                                        | N/A                                                                   |
| SIDE:                                                         | N/A                                                                   |
| REAR:                                                         | N/A                                                                   |
| PARKING CALCULATIONS:                                         | 1 SPACE PER 100 GFA                                                   |
| REQUIRED SPACES:                                              | 1,025 SF / 100 SF<br>11 SPACES MIN                                    |
| OVERALL DEVELOPMENT PARKING                                   |                                                                       |
| EXISTING OVERALL PARKING:                                     | 402 SPACES INCLUDING 16 ACCESSIBLE SPACES                             |
| EXISTING DB SPACES:                                           | 15 SPACES                                                             |
| PROPOSED DB SPACES:                                           | 30 SPACES INCLUDING 1 ACCESSIBLE SPACES                               |
| PROPOSED SHARED SPACES:                                       | 51 SPACES                                                             |
| TOTAL PARKING                                                 | 498 SPACES                                                            |
| DUTCH BROS. PARKING                                           |                                                                       |
|                                                               | 15 EX SPACES                                                          |
|                                                               | 29 PROPOSED SPACES                                                    |
|                                                               | 1 ACCESSIBLE PARKING                                                  |
|                                                               | 45 TOTAL SPACES                                                       |
| BUILDING REQUIREMENTS:                                        |                                                                       |
| PROPOSED BUILDING HEIGHT:                                     | 24', 30' MAX                                                          |
| MAXIMUM GROSS FLOOR AREA:                                     | 1,025 S.F.                                                            |
| CAR STACKING QUEUE:                                           | 21 CARS                                                               |
| PROPOSED GROUND COVER SUMMARY BY USE (RESTAURANT DRIVE-THRU): |                                                                       |
| BUILDING:                                                     | 1,025 S.F. 3.2%                                                       |
| TRASH ENCLOSURE:                                              | 272 S.F. 0.9%                                                         |
| PARKING AND MANEUVERING:                                      | 17,005 S.F. 53.3%                                                     |
| SIDEWALKS:                                                    | 3,390 S.F. 10.6%                                                      |
| LANDSCAPE:                                                    | 9,758 S.F. 30.6%                                                      |
|                                                               | 31,450 S.F.                                                           |
| RIGHT-OF-WAY:                                                 |                                                                       |
| SIDEWALK/DRIVEWAY:                                            | 206 SF 0.6%                                                           |
| LANDSCAPE:                                                    | 244 S.F. 0.8%                                                         |
|                                                               | 450 S.F.                                                              |
| TOTAL =                                                       | 31,900 S.F 100%                                                       |

NOTES:

- MECHANICAL EQUIPMENT IS LOCATED ON THE ROOF AND IS SCREENED BY PARAPET. REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.

ENLARGED SITE PLAN  
NEC 405 FWY AND ATLANTIC BLVD  
SIGNAL HILL, CA

Title:



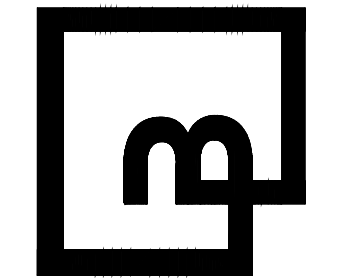
For:



Scale:  
Horizontal 1" = 20'  
Vertical N/A

Designed EMM  
Drawn EMM  
Checked AEM  
Approved AEM  
Date 01/06/26

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Consulting Engineers, LLC.  
18215 72nd Avenue South  
Kent, WA 98032  
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Job Number  
23959  
Sheet  
C2.2  
2019 DB  
Franchising USA, LLC

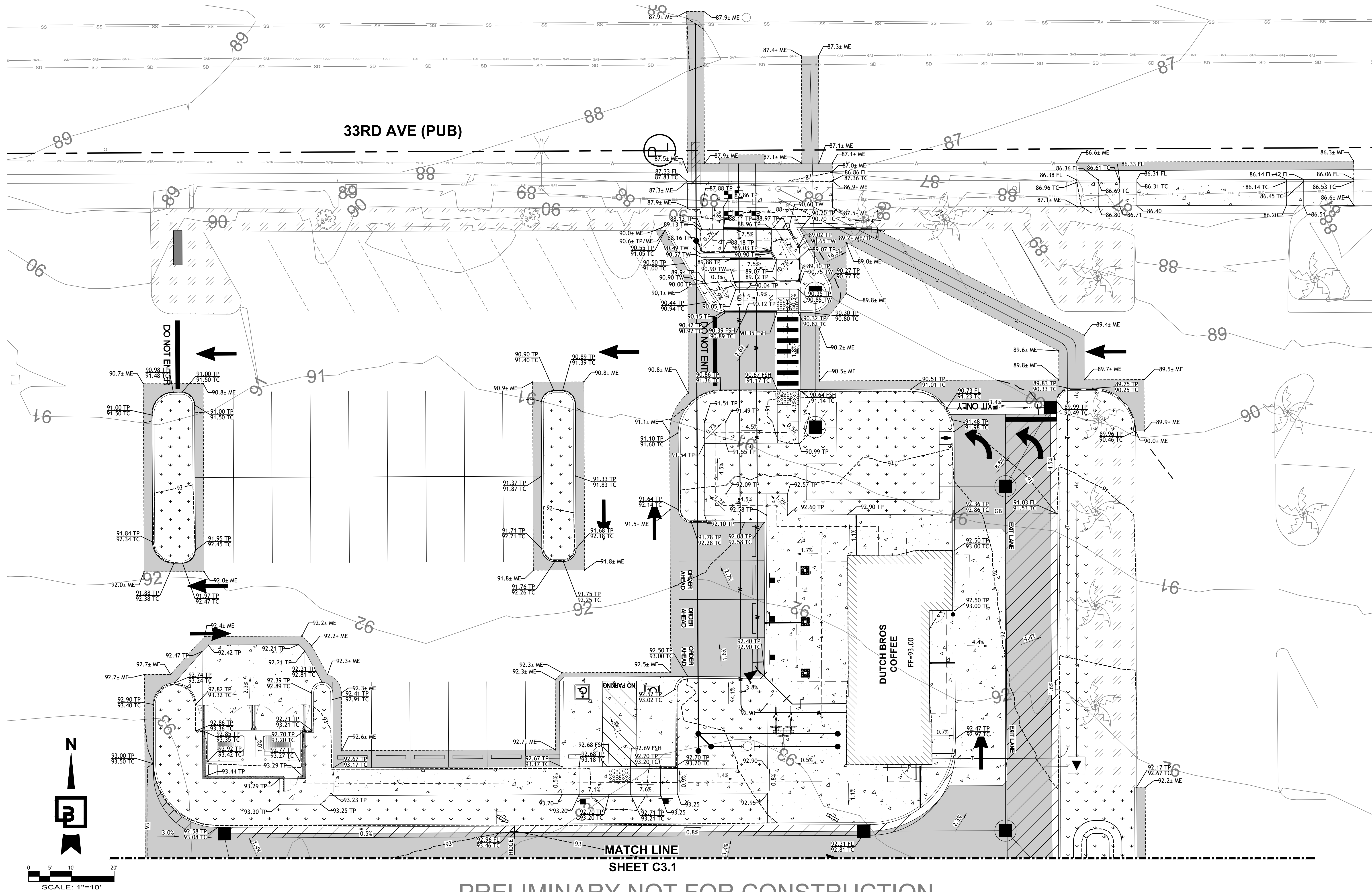
PRELIMINARY NOT FOR CONSTRUCTION



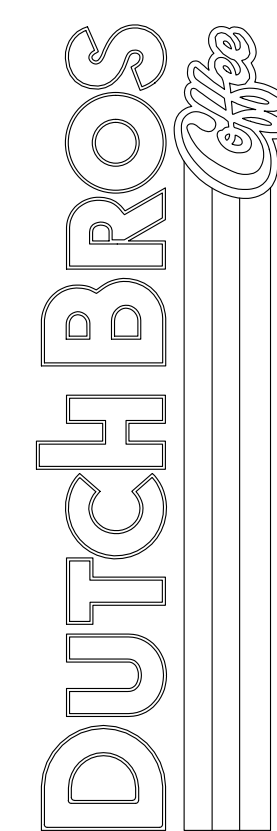


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# DUTCH BROS COFFEE CA7803 SIGNAL HILL, CA PRELIMINARY GRADING PLAN



PRELIMINARY GRADING PLAN  
NEC 405 FWY AND ATLANTIC BLVD  
SIGNAL HILL, CA



For:  
ANTHONY E. BARGHAUSEN  
Not for Construction  
LICENCED PROFESSIONAL ENGINEER  
STATE OF CALIFORNIA

Scale:  
Horizontal 1" = 10'  
Vertical N/A

Designed EMM  
Drawn EMM  
Checked AEM  
Approved AEM  
Date 01/06/26

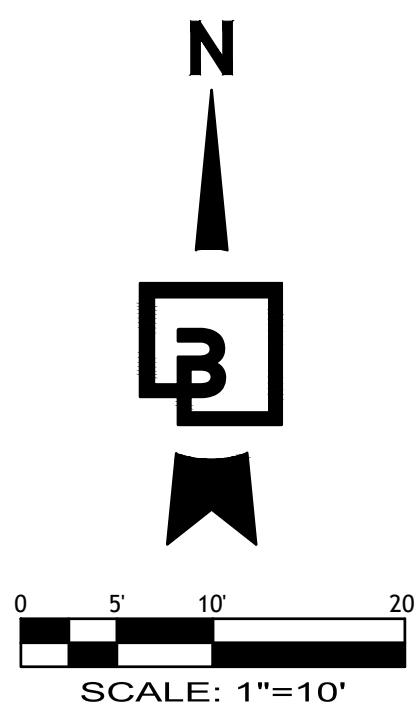
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Kent, WA 98032  
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barghausen.com

Job Number  
23959  
Sheet  
C3.0





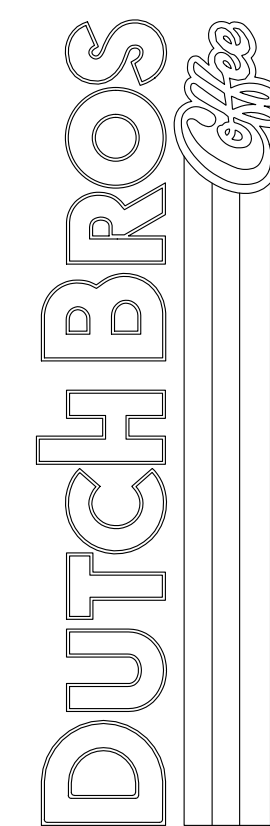
**MATCH LINE**  
**SHEET C3.0**



PRELIMINARY NOT FOR CONSTRUCTION

**PRELIMINARY GRADING PLAN  
NEC 405 FWY AND ATLANTIC BLVD  
SIGNAL HILL, CA**

**Title:**



**For:**



Scale:  
Horizontal  
 $1'' = 10'$   
Vertical

| Designed | EMM |
|----------|-----|
| Drawn    | EMM |
| Checked  | AEM |
| Approved | AEM |

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Consulting Engineers, LLC.**  
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Kent, WA 98032  
425.251.6222 **barghausen.com**

Job Number  
**23959**

Sheet  
**C3.1**  
2019 DB





**BARGHAUSEN**  
A DIVISION OF CORE STATES GROUP

**CORE  
STATES**

## **Project Narrative**

Entitlement (CA7803)  
Dutch Bros Coffee

### **PREPARED BY**

Barghausen Consulting  
Engineers, LLC

### **PREPARED FOR**

Dutch Bros Coffee

### **CLIENT ADDRESS**

110 SW 4th Street  
Grant Pass, OR 97526

### **SITE ADDRESS**

NEC 405 Freeway &  
Atlantic Boulevard, Signal  
Hill, California

### **PROJECT NO.**

23959

### **DATE**

09/24/2025

### **JURISDICTION**

Signal Hill, CA

## **Project Overview**

The proposed project entails the development and operation of a 1,025 square-foot (outside dimensions) Dutch Bros Coffee drive-through facility, located on a 0.77-acre parcel at the northeast corner of 405 Freeway and Atlantic Boulevard. The subject property will be part of the existing shopping center. The parcel that is proposed to be allocated for the Dutch Bros Coffee use is currently part of the parking lot for the existing Gateway Center North Shopping Center with Target as the anchor tenant.

The primary objective of the project is to provide a high-quality, efficient, and customer-centric coffee service in a convenient drive-through format. The Dutch Bros Coffee brand is recognized for its focus on quick service and high customer engagement, largely facilitated by its streamlined operations and mobile customer service model. The project will cater to both vehicular traffic utilizing the dual-lane drive-through and order-ahead option, as well as pedestrian customers through a designated walk-up ordering window. Notably, no indoor seating will be provided as part of the project, with the emphasis remaining on drive-through efficiency and outdoor customer convenience. The proposed facility is designed to enhance the existing commercial corridor by introducing a vibrant and popular food and beverage use that complements the surrounding retail offerings and provides a walkable option for nearby residents.

The site is zoned Commercial General (CG) and is part of the Gateway Center North Specific Plan (SP-12). Fast food restaurants, including drive-throughs, are permitted in the Commercial General zone subject to a Conditional Use Permit and Site Plan and Design Review.

## **Site Amenities**

The Dutch Bros Coffee drive-through in Signal Hill is designed to provide a streamlined and efficient customer experience while incorporating key site amenities that enhance convenience, comfort, and aesthetics. As part of its operational model, the facility will not include any indoor seating. Instead, the project will focus on drive-through service, order-ahead pick-up, and a designated walk-up ordering area to accommodate both vehicle and pedestrian customers. To serve customers arriving on foot, a covered walk-up service window will be located on the west side of the building, opposite the drive-through service window.

The project will incorporate landscaping enhancements to improve the visual appeal of the site. A combination of shrubs, groundcovers, and trees will be used, improving the aesthetics while reinforcing a cohesive site design for the overall development shopping center.

To enhance safety, visibility, and the overall customer experience, the site will include exterior lighting strategically placed throughout the property. This lighting will illuminate drive-through lanes and pedestrian pathways, ensuring a well-lit environment that promotes security and ease of navigation during evening and early morning hours.

## **Drive-Through Service and Queue Management**

The drive-through component of the proposed Dutch Bros Coffee facility has been carefully designed to optimize efficiency, minimize traffic congestion, and enhance the overall customer experience. Unlike most drive-throughs, Dutch Bros Coffee does not utilize a speaker box or static menu board for ordering. Instead, customers place their orders directly at the service window or through Dutch Bros Coffee's innovative "runner" system, where employees take orders in the queue using handheld point-of-sale devices to expedite service.

East-bound vehicles on East 33rd Street will enter the site via a shared driveway with the overall development shopping center then enter the Dutch Bros Coffee site via a right turn, traveling west then south to enter the drive-through. A bypass lane is striped after the merge point, allowing vehicles to exit the queue early. When the runner system is in use, employees engage with customers in line, transmitting orders in real-time to the interior drink preparation stations so beverages are ready before customers reach the service window. Runners may also process payments ahead of time to further streamline the pickup process. The absence of speaker boxes reduces noise impacts and decreases vehicle idling time, supporting both operational efficiency and environmental sustainability.

To further enhance drive-through functionality and traffic management, Dutch Bros Coffee implements several proactive measures. Staff members attend monthly shop meetings to review traffic management protocols, ensuring they are well-prepared to maintain an orderly queue. Before each shift, employees meet to discuss the day's traffic strategy and address any site-specific considerations.

Throughout the day and depending on customer demand, employees are assigned specifically to the drive-through and parking areas, focusing on taking orders, processing payments, and maintaining steady traffic flow. Additionally, one staff member will be dedicated exclusively to traffic control, directing vehicles to pull forward to maximize the designated queuing area.

These traffic management strategies, combined with the runner system during peak periods, significantly reduce customer wait times and maximize throughput. The operational goal is to limit the amount of time a vehicle spends at the service window to approximately 30 to 45 seconds. If a customer requires additional time, runners deliver completed orders directly to the vehicle further back in the queue, allowing them to exit via the bypass lane without needing to stop at the drive-through window. This approach ensures that the drive-through lanes remain fluid, reducing the likelihood of queuing spillover beyond the designated stacking area.

## **Parking**

The Dutch Bros Coffee site includes a total of 30 parking spaces that will be shared with the overall development shopping center, including one designated ADA parking space. Two standard spaces will be reserved as "Order Ahead" spaces to facilitate efficient pick-up for customers using mobile ordering.

## **Business Operation Plan**

The Dutch Bros Coffee drive-through will operate seven days a week, offering early morning and late-night service to accommodate a diverse customer base. The typical hours of operation are 5:00 a.m. to 11:00 p.m. Any changes to the hours of operation would be implemented in accordance with local regulations.

The facility is expected to operate across three shifts per day, with staffing levels ranging from 4 to the maximum 12 employees per shift, depending on the time of day and projected customer demand. Peak morning and afternoon hours will have the highest staffing to ensure swift service and efficient order processing.

Dutch Bros Coffee provides a plethora of beverage options from Dutch Bros special coffees, classic coffees, energy drinks, lemonades, teas, shakes, and smoothies. Pre-packaged food provided but limited to muffin tops, cookies, bread, cakes, and granola bars. Please see the enclosed menu detailing all of Dutch Bros Coffee's beverage and food items available for customers.

## **Architecture**

The proposed building is visually interesting and will be constructed with a variety of high-quality building materials and painted with simple, bold colors. Vertical and horizontal façade breaks, building massing, and modulation have all been incorporated into the design of the building. Canopy awnings are provided over all entrances and service doors, including a large 300 square-foot canopy over the customer walk-up service window providing weather protection. The building features modulation with a tower element, building wall articulation, and building materials that are aesthetic and compatible with other newer

developments in the community. Colorful and visually interesting wall signs depicting the Dutch Bros Coffee logos will be installed on all sides of the building.

### **Signs and Lighting**

The project will include signage and lighting to enhance visibility, guide customers efficiently through the site, and ensure safety for both pedestrians and vehicles. All signage proposed for the project will conform to the Zoning Code and will be constructed using high-quality materials to ensure durability and aesthetic consistency with the surrounding shopping center.

The project will feature a variety of signage types to facilitate wayfinding and reinforce branding. Wall signs will be installed on the building façade to identify the business and provide clear visibility from the surrounding roadways. Menu boards will be positioned within the drive-through lanes to display ordering options, while directional signs will guide vehicles smoothly through the dual-lane drive-through configuration. Additional signage will be placed within the parking lot to direct customers to appropriate areas, ensuring a well-organized traffic flow. The walk-up service window will also feature on-building signage to make it easily identifiable for pedestrian customers.

Site lighting will be strategically installed to provide a safe and secure environment for all customers, employees, and pedestrians. Parking lot security lighting will be included to enhance visibility and safety for those accessing the site during early morning and evening hours. Pedestrian-scale lighting will be placed along walkways to ensure a well-lit and inviting atmosphere for those utilizing the walk-up service window. Exterior building lighting will be installed along the building façade to highlight entrances and improve nighttime visibility.

The drive-through area will be equipped with security lighting to maintain clear visibility for customers and employees navigating the queue. To minimize light spillover onto adjacent properties and public rights-of-way, all lighting fixtures will be equipped with shields that direct illumination toward the project site. These measures will ensure that lighting remains effective for site operations while preventing glare and disruptions to nearby land uses.

### **Conclusion**

The proposed Dutch Bros Coffee drive-through represents a well-planned development that will enhance the existing commercial area and provide a pedestrian-friendly outdoor area. Dutch Bros Coffee is a well-established and successful company that will attract customers, generate economic activity, and improve the overall appearance of the commercial area through thoughtful design and landscaping enhancements.

Dutch Bros Coffee locations are known for their clean and well-maintained facilities, efficient service, and friendly staff. The Signal Hill location will uphold these high standards, providing a modern and inviting coffee shop that seamlessly integrates into the existing retail environment within the existing shopping center. The combination of a streamlined drive-through, a walk-up service window, and outdoor seating will ensure convenience and accessibility for a wide range of customers while maintaining smooth traffic circulation within the site.

Through its high-quality design, efficient operations, and customer-focused service model, the Dutch Bros Coffee drive-through will serve as a valuable addition to the area. By bringing a popular and well-regarded business to the site, the project will contribute positively to the local economy and the continued success of the surrounding commercial area.

# COFFEE BAR

## DUTCH FAVES™

|                                                      | MEDIUM     |                |
|------------------------------------------------------|------------|----------------|
|                                                      | HOT / ICED | BLENDED FREEZE |
| <b>Golden Eagle®</b>                                 | 4.95       | 6.05           |
| Caramel & Vanilla w/ Caramel Drizzle<br>Cal. 450-760 |            |                |
| <b>Kicker®</b>                                       | 4.65       | 5.75           |
| Irish Cream<br>Cal. 420-630                          |            |                |
| <b>Caramelizer®</b>                                  | 4.65       | 5.75           |
| Caramel Mocha<br>Cal. 400-700                        |            |                |
| <b>Annihilator®</b>                                  | 4.65       | 5.75           |
| Chocolate Macadamia Nut<br>Cal. 420-630              |            |                |
| <b>Cocomo®</b>                                       | 4.65       | 5.75           |
| Coconut Mocha<br>Cal. 370-650                        |            |                |



## CLASSICS

|                               | MEDIUM     |
|-------------------------------|------------|
|                               | HOT / ICED |
| <b>Latte</b>                  | 4.65       |
| Cal. Hot 260 / Iced 190       |            |
| <b>Protein Latte</b>          | 5.65       |
| Cal. Hot 310 / Iced 230       |            |
| <b>Mocha</b>                  | 4.65       |
| Cal. Hot 430 / Iced 310       |            |
| <b>Americano Black Coffee</b> | 3.25       |
| Cal. Hot 10 / Iced 10         |            |
| <b>Chai Latte</b>             | 4.95       |
| Cal. Hot 310 / Iced 230       |            |
| <b>Cold Brew</b>              | 4.75       |
| Cal. 15                       |            |
| <b>Nitro Cold Brew</b>        | 5.45       |
| Cal. 20                       |            |
| <b>Hot Cocoa</b>              | 3.25       |
| Cal. 530                      |            |

### FREEBIES

### FLAVORS

Chocolate, Caramel, Vanilla, etc.

### NON-DAIRY MILKS

Oat, Almond, or Coconut

### TOPPINGS

Whipped Cream, Cinnamon Sprinkles

### EXTRAS

### EXTRA SHOTS

+70¢

### PROTEIN MILK

+1.00

### SOFT TOP™

+1.00

# REBEL ENERGY / LEMONADE / TEA

## STEP 1 CHOOSE YOUR BASE:

|                        |        |
|------------------------|--------|
| <b>Rebel</b>           | MEDIUM |
| 24oz                   |        |
| <b>Iced</b>            | 5.65   |
| Cal. 160-480           |        |
| <b>Blended</b>         | 5.85   |
| Cal. 300-650           |        |
| <b>Iced Zero Sugar</b> | 5.65   |
| Cal. 10-270            |        |

## LEMONADE

|                |      |
|----------------|------|
| <b>Iced</b>    | 3.55 |
| Cal. 170-410   |      |
| <b>Blended</b> | 4.35 |
| Cal. 420-650   |      |

## TEA / SODA

|                       |      |
|-----------------------|------|
| <b>Iced Tea</b>       | 2.95 |
| Cal. 0-400            |      |
| <b>Sparkling Soda</b> | 3.35 |
| Cal. 0-590            |      |

## STEP 2 CHOOSE YOUR FLAVOR:

### FLAVOR COMBOS

#### Electric Berry™

Blue Raspberry, Lime

#### Double Rainbro™

Strawberry, Peach, Coconut

#### Aftershock™

Strawberry, Blackberry, Raspberry, Lime

#### Shark Attack™ (+.30¢)

Blue Raspberry, Coconut, Lime w/ Pomegranate Float

#### Tropical

Passion Fruit, Coconut, Blue Raspberry

#### OG Gummy Bear

Pomegranate, Passion Fruit, Watermelon, Grapefruit

#### Vampire Slayer

Strawberry, Pomegranate

#### Palm Beach

Pomegranate, Peach

### CLASSIC FLAVORS

|                |             |                   |
|----------------|-------------|-------------------|
| Blackberry     | Peach       | <b>ZERO SUGAR</b> |
| Blue Raspberry | Pineapple   | Strawberry Zero   |
| Coconut        | Pomegranate | Peach Zero        |
| Kiwi           | Raspberry   | Raspberry Zero    |
| Lime           | Strawberry  | Coconut Zero      |
| Orange         | Vanilla     | Vanilla Zero      |
| Passion Fruit  | Watermelon  |                   |

DOWNLOAD THE APP TO CHOOSE FROM 25+ FLAVOR COMBOS

## STEP 3 CHOOSE YOUR EXTRAS:

**Poppin' Boba**  
(+1.00)

**Sweet Cream**  
(+1.00)

**Soft Top™**  
(+1.00)

**Flavor Float**  
(+.30¢)  
Any Flavor



# SHAKES

**KIDS** 2.95  
**MEDIUM** 5.45

**Chocolate**  
Cal. Kids 270 Medium 690

**Cotton Candy**  
Cal. Kids 320 Medium 730

**Birthday Cake**  
Cal. Kids 280 Medium 680



# SMOOTHIES

**KIDS** 2.95  
**MEDIUM** 5.45

**Strawberry**  
Cal. Kids 190 Medium 450

**Mango**  
Cal. Kids 230 Medium 540

# SNACKS

**Muffin Tops** 2.95  
Chocolate Chip Cal. 540  
Lemon Poppyseed Cal. 460

DOWNLOAD APP TO SEE THE FULL MENU



ADDITIONAL NUTRITION AND ALLERGEN INFORMATION AVAILABLE AT DUTCHBROS.COM. PRODUCTS MAY CONTAIN COMMON ALLERGENS. NO GUARANTEE OF ALLERGEN-FREE PRODUCTS. 2,000 CALORIES A DAY IS USED FOR GENERAL NUTRITION ADVICE, BUT CALORIE NEEDS VARY. STATED AMOUNTS DO NOT INCLUDE SALES TAX; SALES TAX SEPARATELY STATED ON RECEIPT.

# LOCALLY MADE BAKED GOODS

## LOAVES <sup>350</sup>

- BANANA WALNUT LOAF *Cal. 355*
- COOKIES & CREAM LOAF *Cal. 386*
- HAZELNUT LOAF *Cal. 488*



MADE W/ GLUTEN FREE FLOUR  
BANANA WALNUT LOAF

## CUSTOMER FAVES <sup>350</sup>

- BLUEBERRY MUFFIN *Cal. 477*
- CINNAMON SWIRL COFFEE CAKE *Cal. 388*



## FEATURED GOODIES <sup>350</sup>

- RED VELVET MUFFIN *Cal. 391*
- RASPBERRY OAT BAR *Cal. 586*



## COOKIES <sup>270</sup>

- CHOCOLATE CHIP *Cal. 354*
- SNICKERDOODLE *Cal. 357*



CUSTOMER FAVORITE  
CHOCOLATE CHIP

The products we offer are prepared in a commercial kitchen that processes gluten, nuts & dairy. Therefore, we cannot guarantee menu items are 100% allergen-free.

## IT'S ALL GOODIES®

### MUFFIN TOPS <sup>295</sup>

- CHOCOLATE CHIP *Cal. 540*
- LEMON POPPYSEED *Cal. 460*
- ORANGE CRANBERRY *Cal. 470*

### GRANOLA BAR

<sup>295</sup> | Cal. 410



STATED AMOUNTS DO NOT INCLUDE SALES TAX; SALES TAX SEPARATELY STATED ON RECEIPT.



# LOCALLY MADE BAKED GOODS

## LOAVES 3<sup>50</sup>

BANANA WALNUT LOAF Cal. 355

COOKIES & CREAM LOAF Cal. 386



## CUSTOMER FAVES 3<sup>50</sup>

BLUEBERRY MUFFIN Cal. 477

CINNAMON SWIRL COFFEE CAKE Cal. 388



## FEATURED GOODIES 3<sup>50</sup>

RED VELVET MUFFIN Cal. 391

RASPBERRY OAT BAR Cal. 586



*The products we offer are prepared in a commercial kitchen that processes gluten, nuts & dairy. Therefore, we cannot guarantee menu items are 100% allergen-free.*

## COOKIES 2<sup>70</sup>

CHOCOLATE CHIP Cal. 354

SNICKERDOODLE Cal. 357



## IT'S ALL GOODIES®

### MUFFIN TOPS 2<sup>95</sup>

CHOCOLATE CHIP Cal. 540

LEMON POPPYSEED Cal. 460

ORANGE CRANBERRY Cal. 470

### GRANOLA BAR

2<sup>95</sup> | Cal. 410



# TECHNICAL MEMORANDUM

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July 30, 2026

Project# 32816

To: City of Signal Hill

2175 Cherry Ave

Signal Hill, CA 90755

From: Kittelson & Associates, Inc

CC: Gurinderjit Kehr, Dutch Bros

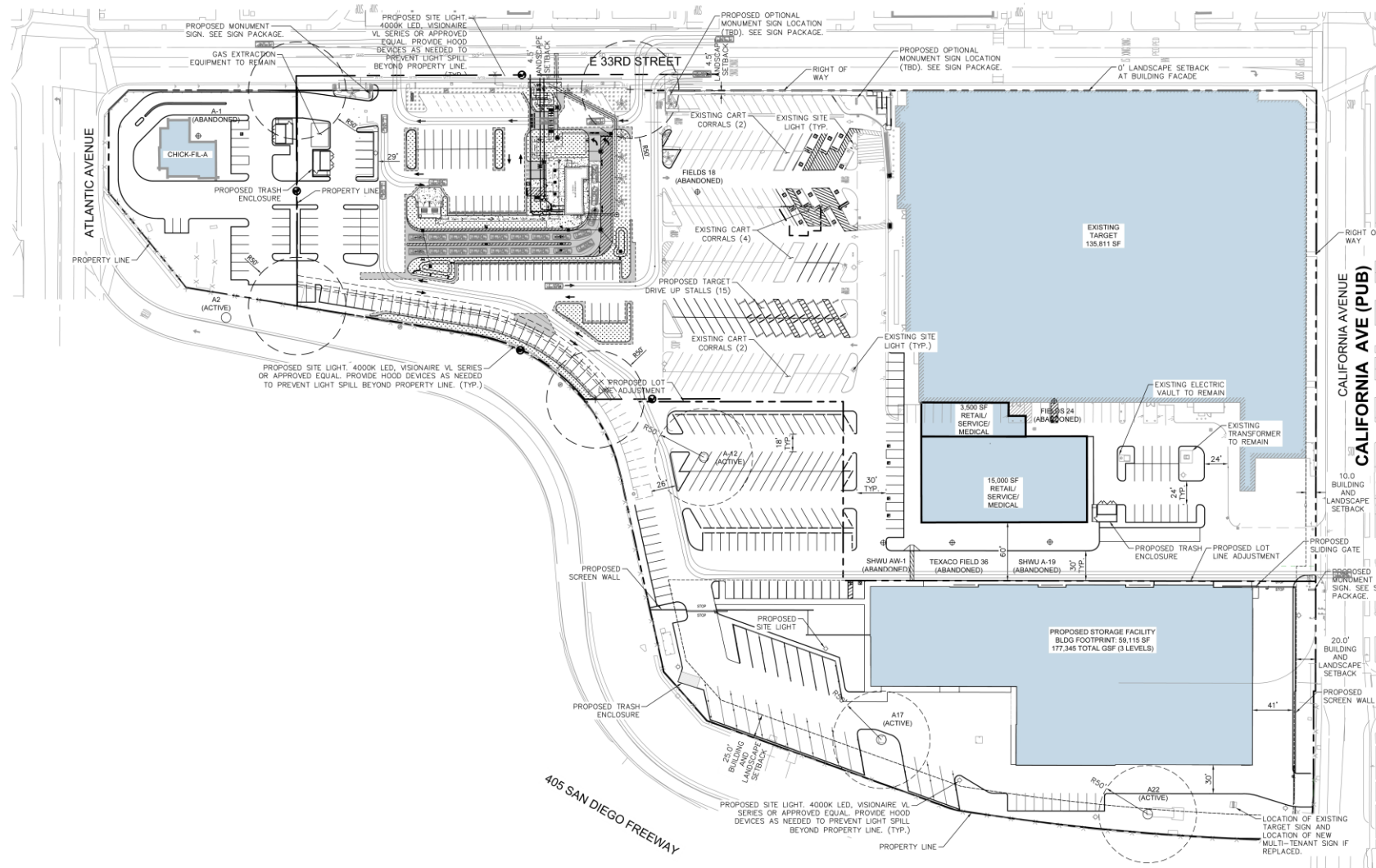
RE: Dutch Bros in Signal Hill, CA (CA7803) – Traffic Operations Memorandum

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Dutch Bros is proposing to develop a new 1,025-square-foot (sf) drive-through coffee shop at the northeast corner of the I-405 freeway and Atlantic Avenue in Signal Hill, California. The project represents the first development within Phase 2 of a larger commercial development. **Figure 1** shows the overall site plan for the entire commercial development at the site and **Figure 2** shows the enlarged site plan for the Dutch Bros coffee shop.

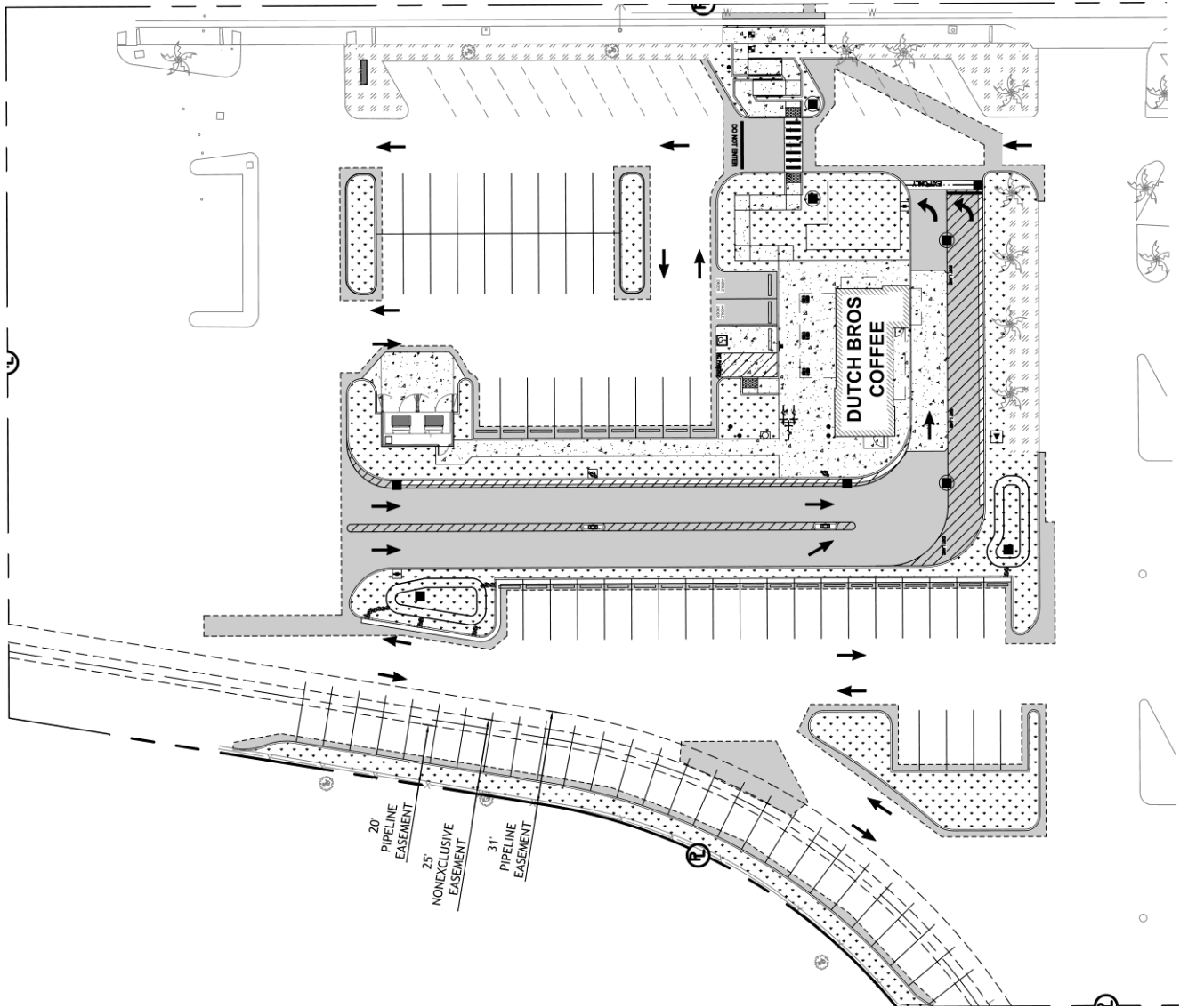
A traffic study for the overall development has already been prepared and approved by the City. However, this technical memorandum provides a more localized analysis focused on the unique land use characteristics and trip generation associated with the proposed Dutch Bros development. The study scope was developed in coordination with Dutch Bros, Core States Group, and the City of Signal Hill during a scoping meeting held on December 16, 2025.

In conjunction with this memorandum, Kittelson & Associates, Inc. has prepared supplemental trip generation and parking compliance memoranda to confirm the proposed project development would still meet City development requirements for the overall development. Both memoranda are included as attachments.

**Figure 1: Overall Site Plan**

SOURCE: CORE STATES GROUP (2026)

Figure 2: Enlarged Site Plan - Dutch Bros Coffee CA 7803, Signal Hill, CA



SOURCE: CORE STATES GROUP (2026)

## INTERSECTION OPERATIONS ANALYSIS

To assess how the proposed project affects local traffic operations, an intersection operations analysis was conducted using Level of Service (LOS). LOS provides a standardized way to describe traffic conditions based on average control delay, allowing for consistent comparison of intersection performance under various conditions.

### Level of Service (LOS) Regulatory Standards

The concept of LOS describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at a LOS A experience very little delay, while those using a facility that operates at a LOS F will experience long delays.

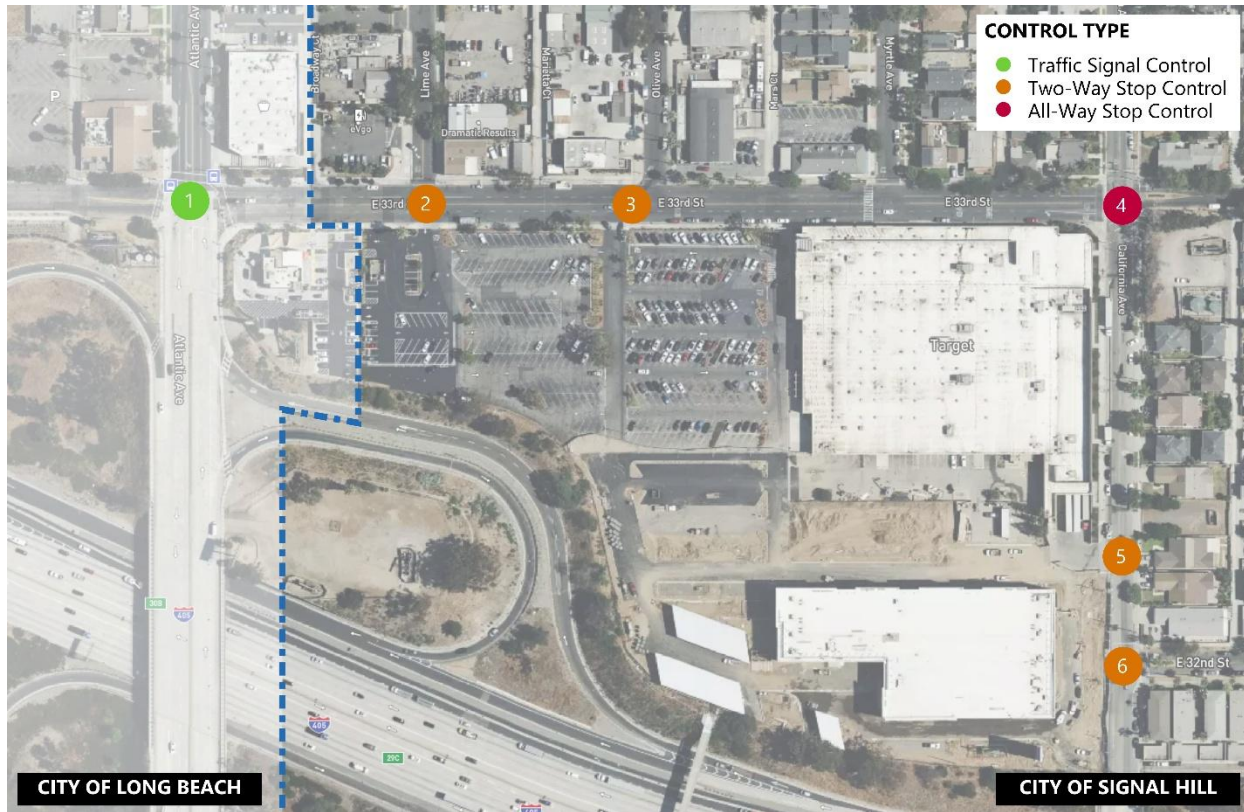
According to the Cities of Signal Hill and Long Beach, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours, or the current LOS if the existing LOS is worse than LOS D (i.e. LOS E or F).

### Study Intersections

**Figure 3** visualizes the study intersections evaluated to understand the project's effects on the traffic operations of the local street network. The study area was developed in coordination with the City of Signal Hill. As shown in the figure, one of the intersections falls within the jurisdiction of City of Long Beach and is also the only signalized intersection for the project's study area.



**Figure 3: Study Intersections**



SOURCE: KITTELSON & ASSOCIATES, INC (2026)



## Analysis Methodology

Consistent with the methodology adopted in the overall traffic study, the signalized and unsignalized intersections in the study area will be evaluated using the Highway Capacity Manual (HCM) methodology. Although the City of Signal Hill requires the use of Intersection Capacity Utilization (ICU) for signalized intersections, the signalized intersection within the study area falls under the jurisdiction of the City of Long Beach (as shown in Figure 3). Therefore, all six study area intersections, including both signalized and unsignalized locations, will be analyzed using the HCM method, calculated with the Vistro software.

For signalized intersections, LOS is determined based on the weighted average control delay per vehicle (measured in seconds) using signal timing data provided by the City. For unsignalized intersections, LOS is based on the weighted average control delay for each controlled approach and for the intersection overall. Specifically, at two-way stop-controlled intersections, LOS is reported for the approach with the greatest control delay.

**Table 1** presents the relationship of delay to LOS for both signalized and unsignalized intersections per the HCM methodology.

**Table 1: Level-of-Service Definition for Intersections**

| Level of Service | Delay Per Vehicle (Seconds) |                           |
|------------------|-----------------------------|---------------------------|
|                  | Signalized Intersection     | Unsignalized Intersection |
| A                | < 10.0                      | < 10.0                    |
| B                | > 10.0 to 20.0              | > 10.0 to 15.0            |
| C                | > 20.0 to 35.0              | > 15.0 to 25.0            |
| D                | > 35.0 to 55.0              | > 25.0 to 35.0            |
| E                | > 55.0 to 80.0              | > 35.0 to 50.0            |
| F                | > 80.0                      | > 50.0                    |

SOURCE: HIGHWAY CAPACITY MANUAL

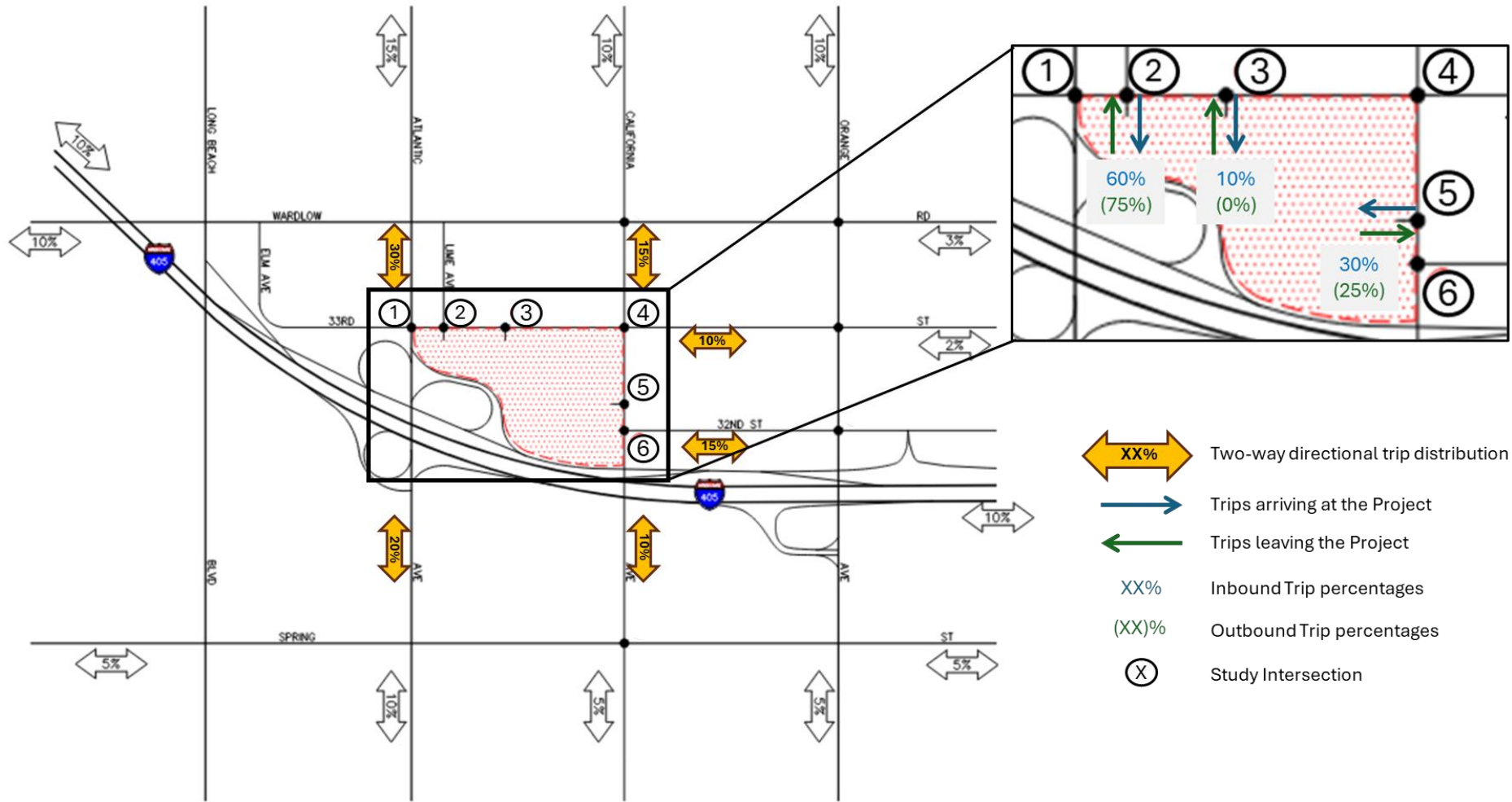
## Project Trip Distribution and Assignment

While the project's trip distribution is generally consistent with the assumptions from the approved overall traffic study, adjustments were made to account for the drive-through-oriented nature of the coffee shop, including higher pass-by and diverted link percentages. **Figure 4** shows the trip distribution from the shopping center study with the driveway-specific distribution for the project.

Based on the refined trip distribution, primary and pass-by trips were assigned separately to the roadway network to estimate the number of new trips generated at each intersection. Trip generation estimates used for the trip assignment were obtained from the trip generation compliance memorandum. These volumes are shown in **Figure 5** and **Figure 6** for AM and PM, respectively.

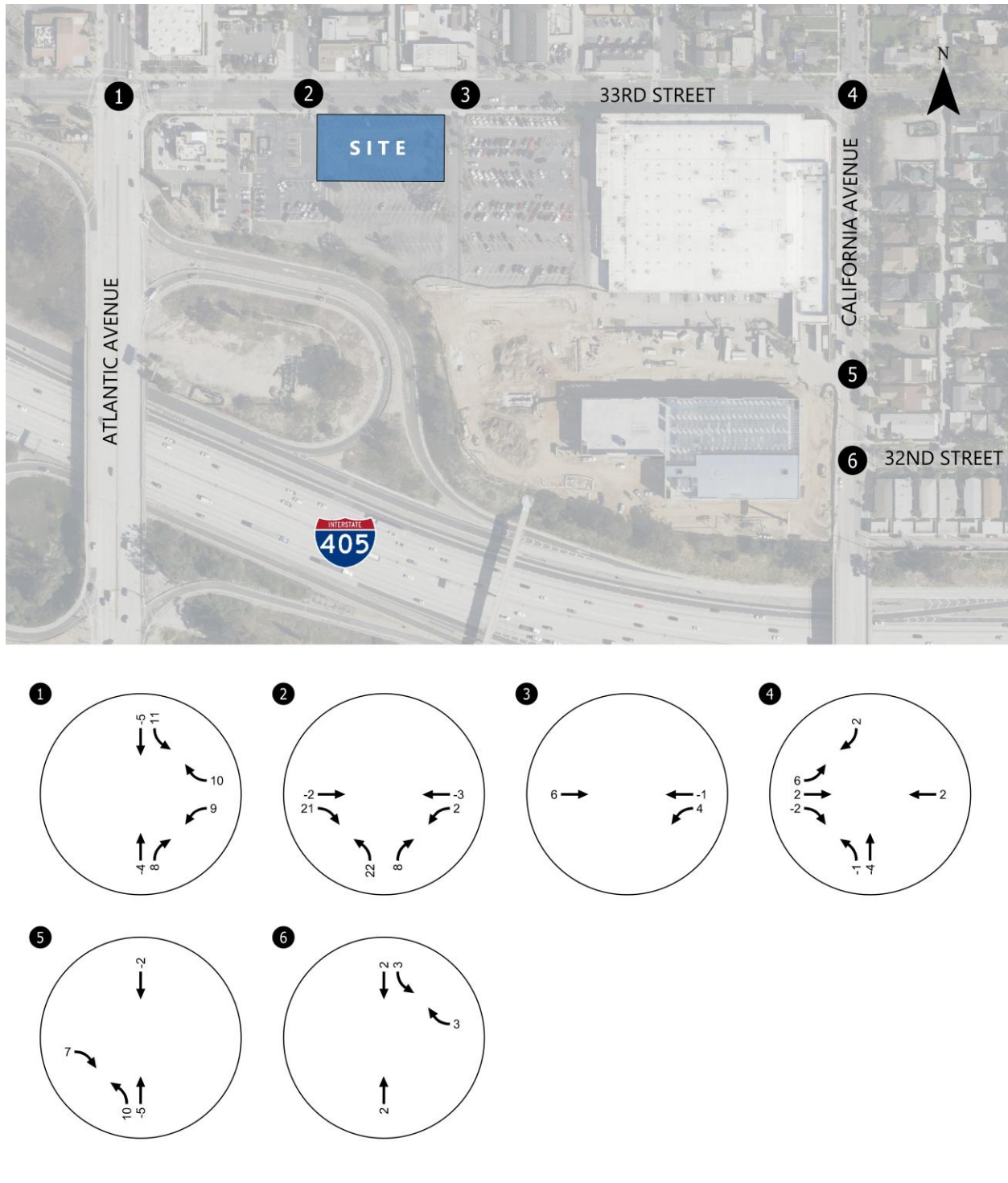
*Detailed trip assignment figures (primary, pass-by, and project) are available for reference in Appendix A.*

Figure 4: Trip Distribution



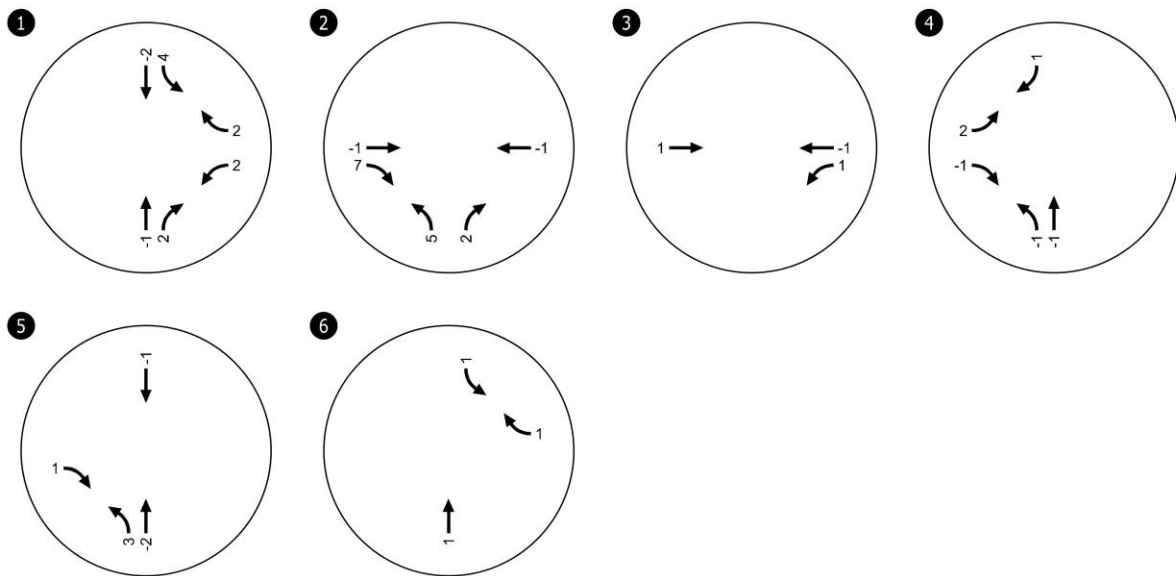
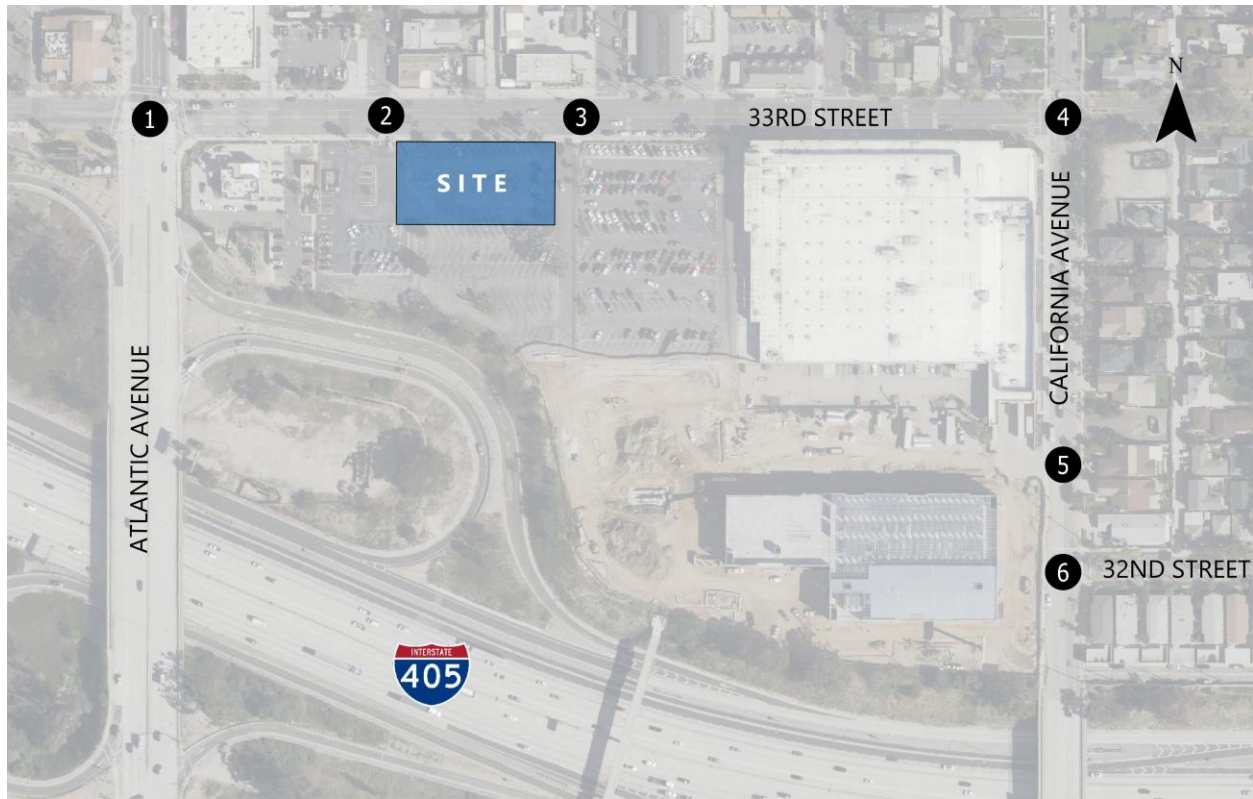
COMPILED BY: KITTELSON & ASSOCIATES, INC (2026)

**Figure 5: Net Project Trips – AM Peak Hour**



SOURCE: KITTELSON & ASSOCIATES, INC (2026)

**Figure 6: Net Project Trips – PM Peak Hour**



SOURCE: KITTELSON & ASSOCIATES, INC (2026)

## Data Collection

Intersection turning movement counts were collected at all study intersections for the analysis time periods on January 22, 2026, when schools within the project vicinity were in session.

Based on the collected counts, the peak traffic hours for the study area is at 7:50 AM to 8:50 AM during the weekday AM peak and 4:40 PM to 5:40 PM during the weekday PM peak period.

*The intersection turning movement counts are attached in Appendix B.*

## Analysis Results

The intersection operations were analyzed for the following scenarios during weekday AM (7-9 AM) and weekday PM (4-6 PM) peak periods to determine potential project effects to the local roadway network:

- **Existing Conditions:** Volumes under this condition were based on the collected intersection turning movement counts.
- **Existing Plus Project Conditions:** Volumes under this condition were developed from the Existing Conditions volumes with the net project trip assignments added accordingly.

The intersections operations results for the weekday AM and weekday PM peak periods are shown in **Table 2** and **Table 3**, respectively. The intersection operations results presented in the tables indicate that during both the weekday AM and PM peak periods, all study intersections operate at LOS C or better which is within the minimum acceptable LOS D standard of the City of Signal Hill and the City of Long Beach. In the Existing plus Project scenario, delay at all study intersections during the weekday AM and PM peak periods increases by less than one second compared to the Existing no project scenario, and the LOS at each intersection remains unchanged.

*Detailed Vistro reports are available for reference in Appendix C.*

**Table 2: Intersection Operations - Weekday AM Peak**

| # | Intersection                                  | Control      | Existing |     | Existing Plus Project |     |
|---|-----------------------------------------------|--------------|----------|-----|-----------------------|-----|
|   |                                               |              | Delay    | LOS | Delay                 | LOS |
| 1 | Atlantic Avenue & E 33 <sup>rd</sup> Street   | Signalized   | 19.6     | B   | 19.6                  | B   |
| 2 | Lime Avenue & Project Driveway                | Two-way Stop | 11.6     | B   | 12.1                  | B   |
| 3 | Olive Avenue & Project Driveway               | Two-way Stop | 11.3     | B   | 11.5                  | B   |
| 4 | California Avenue & E 33 <sup>rd</sup> Street | All-way Stop | 9.9      | A   | 10.0                  | A   |
| 5 | California Avenue & Project Driveway          | Two-way Stop | 13.7     | B   | 14.0                  | B   |
| 6 | California Avenue & E 32 <sup>nd</sup> Street | Two-way Stop | 14.1     | B   | 14.2                  | B   |

Notes:

Delay is shown in seconds per vehicle

SOURCE: KITTELSON & ASSOCIATES, INC (2026)



**Table 3: Intersection Operations - Weekday PM Peak**

| # | Intersection                                  | Control      | Existing |     | Existing Plus Project |     |
|---|-----------------------------------------------|--------------|----------|-----|-----------------------|-----|
|   |                                               |              | Delay    | LOS | Delay                 | LOS |
| 1 | Atlantic Avenue & E 33 <sup>rd</sup> Street   | Signalized   | 25.7     | C   | 25.6                  | C   |
| 2 | Lime Avenue & Project Driveway                | Two-way Stop | 20.8     | C   | 21.3                  | C   |
| 3 | Olive Avenue & Project Driveway               | Two-way Stop | 19.0     | C   | 19.0                  | C   |
| 4 | California Avenue & E 33 <sup>rd</sup> Street | All-way Stop | 10.8     | B   | 10.8                  | B   |
| 5 | California Avenue & Project Driveway          | Two-way Stop | 16.9     | C   | 16.9                  | C   |
| 6 | California Avenue & E 32 <sup>nd</sup> Street | Two-way Stop | 15.2     | C   | 15.2                  | C   |

Notes:

Delay is shown in seconds per vehicle

SOURCE: KITTELSON & ASSOCIATES, INC (2026)

## SITE OPERATIONS

The existing roadway conditions and proposed site plan were assessed to determine if improvements are recommended to improve safety or operations within the project site or at access points. This section discusses the site access and on-site circulation elements including the drive-through queuing analysis for the project.

### On-Site Queueing Estimates

Drive-through queuing at coffee shops is often where the greatest potential for impacts to the surrounding roadway network may occur. To estimate potential queuing conditions and evaluate how frequently queues could affect the adjacent public right-of-way, a time-dependent queuing model was developed. The model evaluates how queues form and dissipate over time by incorporating different arrival and service rates during off-peak and on-peak demand periods, allowing for estimation of peak queue lengths under oversaturated conditions.

The model relies on hourly arrival volumes derived from historical transaction data collected at comparable Dutch Bros Coffee locations. Although ITE trip generation rates are commonly used to estimate site traffic, a comparison between the ITE rates and observed transaction data (using a 1.4-to-1 transaction-to-vehicle ratio) indicated that the ITE rates may underestimate drive-through demand for this land use type. A comparison between historical transaction data and trip generation estimates from the trip generation compliance memo is provided in **Table 4**.



**Table 4: Hourly Demand Estimates<sup>1 2</sup>**

| Dutch Bros Site                         | AM Peak Hour | PM Peak Hour | Daily      |
|-----------------------------------------|--------------|--------------|------------|
| Fontana (8010 Cherry Avenue)            | 59           | 43           | 693        |
| Covina (980 Azusa Avenue)               | 41           | 30           | 456        |
| Fountain Valley (17954 Magnolia Street) | 51           | 52           | 839        |
| Garden Grove (9901 Westminster Avenue)  | 47           | 44           | 735        |
| <b>Project (Average of Sites)</b>       | <b>53</b>    | <b>46</b>    | <b>754</b> |
| <b>ITE Trip Generation Estimates</b>    | <b>40</b>    | <b>15</b>    | <b>179</b> |

Notes:

<sup>1</sup> For each analyzed time period, hourly demand estimates were based on the highest average historical transaction volumes observed among the comparable Dutch Bros sites.

<sup>2</sup> A 1.4-to-1 transaction-to-vehicle ratio was used to convert transaction volumes to vehicle volumes. This ratio was developed based on a separate data collection effort conducted at existing Dutch Bros locations in Fountain Valley, Riverside, Escondido, Laguna Hills, La Habra, La Mirada, and Covina, where both transaction counts and arriving vehicle volumes were collected and compared.

SOURCE: KITTELSON & ASSOCIATES, INC (2026)

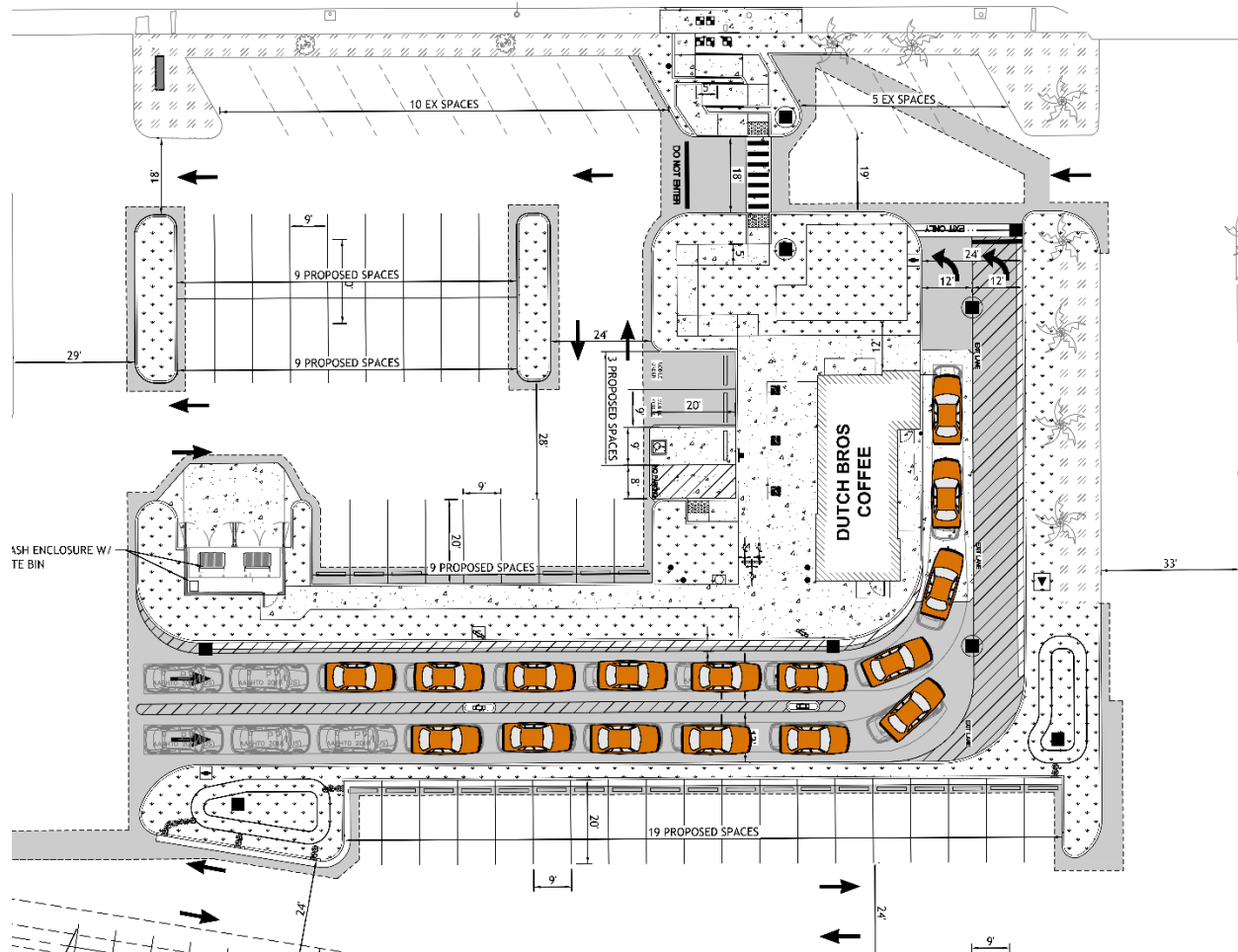
These comparable sites were selected in coordination with the City based on similarities in market characteristics, site layout, and surrounding traffic conditions, and are summarized in **Table 5**. The observed transaction data from comparable Dutch Bros sites during the AM and PM peak periods was found to be higher than ITE estimates and used for the hourly arrival volume inputs for the time-dependent queuing model.

**Table 5: Comparable Dutch Bros Sites**

| <b>Site Characteristic</b> | <b>Project Site</b><br><i>I-405 Freeway and Atlantic Avenue</i>                                             | <b>Fontana</b><br><i>8010 Cherry Avenue</i>                                                                                           | <b>Covina</b><br><i>980 Azusa Avenue</i>                                                              | <b>Fountain Valley</b><br><i>17954 Magnolia Street</i>                                                      | <b>Garden Grove</b><br><i>9901 Westminster Avenue</i>                                                                      |
|----------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| Land use context           | Part of a medium-large commercial parcel surrounded by other commercial uses and residential neighborhoods. | Part of a medium commercial parcel surrounded by other commercial uses and residential neighborhoods as well as industrial complexes. | Part of a medium commercial parcel surrounded by other commercial uses and residential neighborhoods. | Part of a small-medium commercial parcel surrounded by other commercial uses and residential neighborhoods. | Part of a medium-large commercial parcel surrounded by other medium-large commercial plazas and residential neighborhoods. |
| Roadway context            | Corner of intersection of 4-lane arterials, near a highway                                                  | Corner of intersection of 6-lane arterials                                                                                            | Along a 4-lane highway                                                                                | Corner of intersection of 4-lane arterials                                                                  | Along a 6-lane arterial                                                                                                    |
| Site features              | Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating           | Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating                                     | Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating     | Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating           | Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating                          |
| Approximate building size  | 1,000 square feet                                                                                           | 1,000 square feet                                                                                                                     | 1,000 square feet                                                                                     | 1,000 square feet                                                                                           | 1,000 square feet                                                                                                          |
| Approximate queue storage  | 450 feet                                                                                                    | 300 feet                                                                                                                              | 350 feet                                                                                              | 400 feet                                                                                                    | 400 feet                                                                                                                   |
| Additional Considerations  | -                                                                                                           | -                                                                                                                                     | Opened in September 2025, so transaction data is heightened and reflects peak period operations       | -                                                                                                           | Opened in June 2025, so transaction data is heightened and reflects peak period operations                                 |

SOURCE: KITTELSON AND ASSOCIATES (2026)

### Figure 7: 95th Percentile Queuing Scenario



While the model operates at an aggregate level, it is designed to reasonably approximate field conditions and provide a planning-level assessment of higher-end queuing conditions to help inform site design and identify potential on-site constraints. Drive-through operations can vary substantially based on site-specific characteristics and day-to-day operational factors, including staffing levels, order processing efficiency, customer behavior, promotional activity, seasonal demand fluctuations, and traffic management practices. As such, queue estimates should be considered approximate and intended to represent a reasonable planning-level estimate rather than a precise prediction of future conditions.

<sup>1</sup> The number of vehicles that can be accommodated depends on the assumed storage length per vehicle and traffic management strategies, which ranges from 22 to 25 feet.

Based on the project's location, driveway access points, and surrounding traffic patterns, most vehicles are expected to enter via the driveways along 33<sup>rd</sup> Street. On-site queueing that extends beyond the drive-through could affect operations at the shopping center's parking lot. Therefore, it is recommended that Dutch Bros implement the following strategies once the drive-through reaches approximately 75% of its capacity (about 13 vehicles) to manage queues as efficiently and effectively as possible:

- Dutch Bros staff takes orders and payments from and makes deliveries to the queued drive-through lanes to minimize the wait time at the service window. The site plan also includes an exit adjacent to the drive-through lane exit. This is an important queue length management feature because it allows vehicles that receive their fulfilled orders prior to reaching the drive-through lane to exit out of the queue early, thereby reducing the overall length of the queue.
- Dutch Bros staff can place signage to guide non-Dutch Bros customer vehicles away from the drive-through entrance and act as temporary traffic control personnel who can effectively manage queues and prevent blockage situations.
- Dutch Bros staff to direct queued vehicles to minimize space between vehicles in order to maximize the drive through storage space. Because Dutch Bros staff takes orders for vehicles in the drive through, this would be an active queue management strategy that does not require additional resources.

*The queuing management plan for this project is provided as reference in Appendix D.*

Based on previous site visits from existing Dutch Bros locations (separate project efforts), sites commonly operate with at least two "line runners" managing the drive-through queue and taking orders directly from vehicles. Sites may also use traffic cones to redirect drivers or delineate the drive-through lane from adjacent parking areas, allowing parking areas to primarily serve mobile order pick-up customers and employees.

Observed weekday 95th percentile queues from existing sites ranged from approximately 11 to 21 vehicles. It should be noted that the site with a 95th percentile queue of 21 vehicles had been open for less than one year at the time of data collection and therefore likely reflected elevated demand associated with early operational conditions. Queue lengths were also observed to increase during special promotional events, such as merchandise or sticker giveaway days. However, these conditions are not considered representative of typical daily operations.

**Table 6** summarizes the observed 95<sup>th</sup> percentile queues from other sites.

**Table 6: Summary of Weekday Observed 95<sup>th</sup> Percentile Queues from Existing Dutch Bros Sites**

| Dutch Bros Site                   | Weekday Observed 95 <sup>th</sup> Percentile Queue |
|-----------------------------------|----------------------------------------------------|
| Covina (511 S Citrus Ave)         | 11                                                 |
| Escondido (2365 E Valley Pkwy)    | 11                                                 |
| Fountain Valley (9067 Warner Ave) | 11                                                 |
| La Habra (2060 W Lambert Rd)      | 19                                                 |
| La Mirada (14840 Beach Blvd)      | 21                                                 |
| Laguna Hills (24791 Alicia Pkwy)  | 17                                                 |
| Riverside (9604 Magnolia Ave)     | 11                                                 |

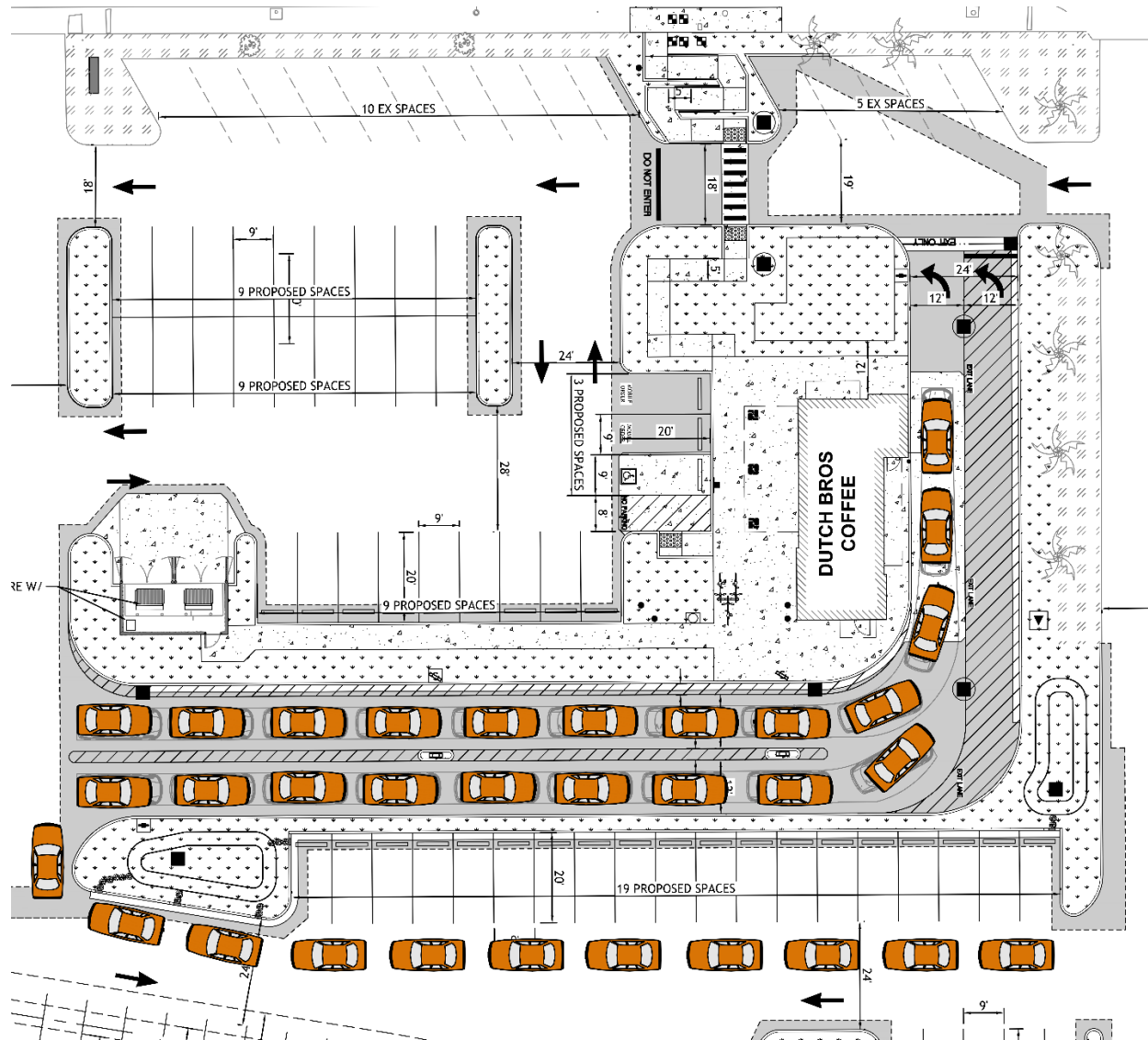
SOURCE: KITTELSON AND ASSOCIATES (2026)

## On-Site Circulation and Access

When reviewing the proposed site access and on-site circulation, the following details were noted:

- **Parking.** Generally, customer parking is not expected to be regularly needed because the operation is primarily drive-through. The proposed project would include 30 new on-site parking spaces, including one accessible space. In addition, the site is located within a larger commercial plaza where shared parking is available for customers of the surrounding retail stores. Therefore, the combined on-site and shared parking supply is expected to adequately accommodate parking demand for walk-up customers and employees.
- **Chick-fil-A Operational Considerations:** A Chick-fil-A is located near the project site within the same commercial shopping center. Since it is not anticipated for Dutch Bros queues to extend beyond the drive-through capacity as noted in the previous section, conflicts with Chick-fil-A is not anticipated to be a frequent occurrence. In the event that Dutch Bros queues extend beyond the drive-through capacity, it is recommended for Dutch Bros to wrap their queues around the lot to provide additional queuing capacity for up to 11 vehicles and minimize conflicts with Chick-fil-A queues, as shown in **Figure 8**. Should queues exceed this supplemental storage capacity, staff should implement the remaining measures identified in the queue management plan to maintain safe and efficient circulation within the commercial plaza.
- **Adequacy of Pedestrian Facilities.** Pedestrian access to the site would include new walkways, ramps, and crosswalks along the project frontage on E 33<sup>rd</sup> Street. Additionally, the site can be accessed from adjacent parking aisles through crosswalks and the City's existing sidewalk network.
- **Bicycle Accessibility.** There are limited bicyclist facilities in the project vicinity. Atlantic Avenue, E 33<sup>rd</sup> Street and California Avenue do not feature bicycle facilities in the project vicinity. Therefore, bicyclists would need to share facilities with pedestrians or motor vehicles to access the project site.
- **Accessibility from Adjacent Transit Stops.** The nearest bus stop to the project site is located approximately 400 feet west at the intersection of Atlantic Avenue and 33<sup>rd</sup> Street NE and is served by Long Beach Transit Routes 61, 101, and 103. Transit riders can access the project site via the existing sidewalk network along 33<sup>rd</sup> Street. Access requires crossing at the signalized intersection of

### Figure 8: Dutch Bros Wrap Around Queuing Scenario



SOURCE: KITTELSON AND ASSOCIATES (2026); SITE PLAN IS DRAWN BY CORE STATES GROUP (2026)



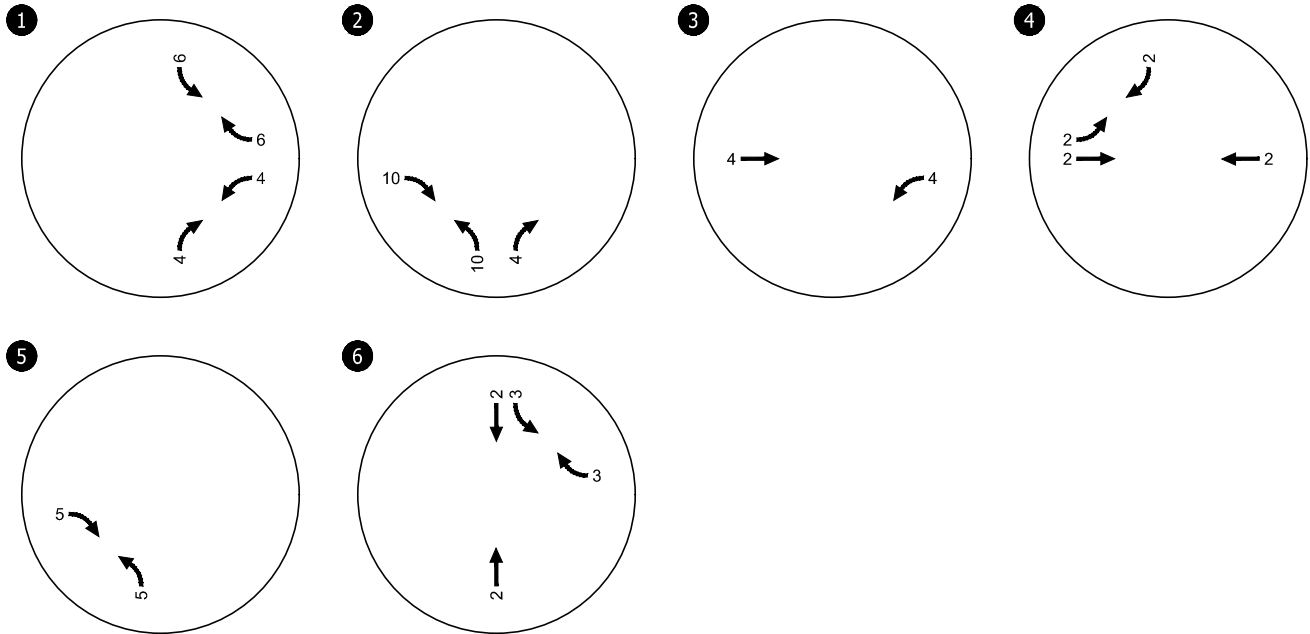
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# **APPENDIX A**

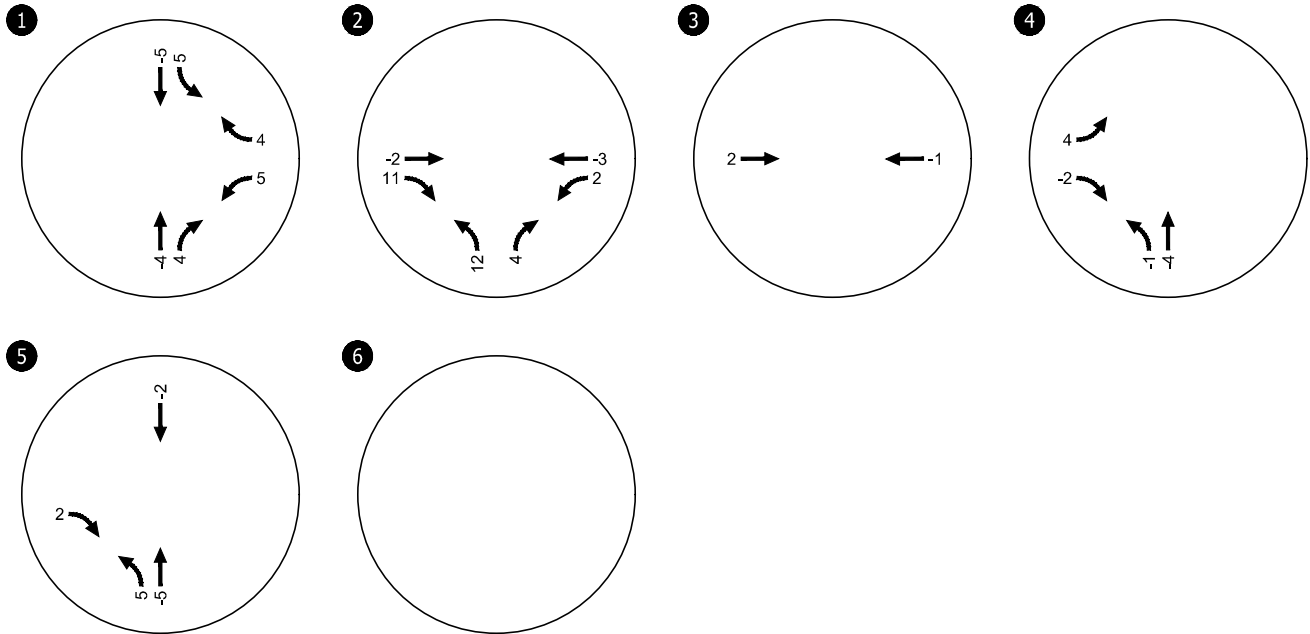
## Trip Distribution and Assignment

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Detailed Trip Assignment Figures  
Primary AM Trips  
Signal Hill, CA

Figure  
1

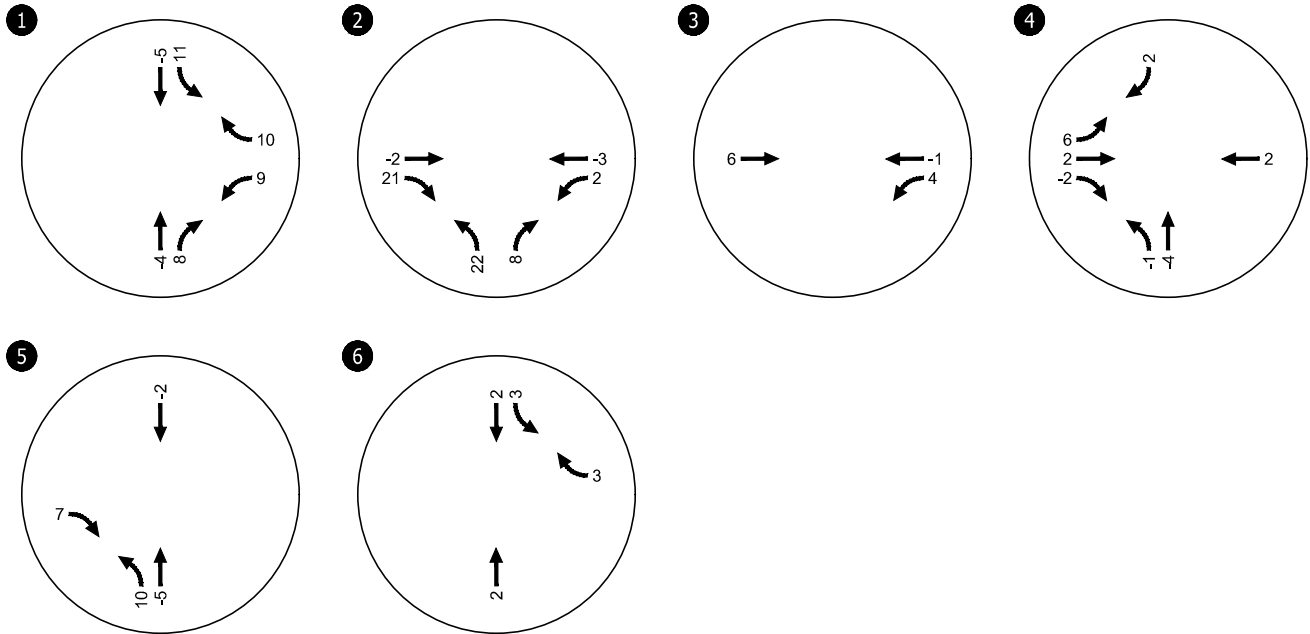


Detailed Trip Assignment Figures  
Pass-by AM Trips  
Signal Hill, CA

Figure  
2

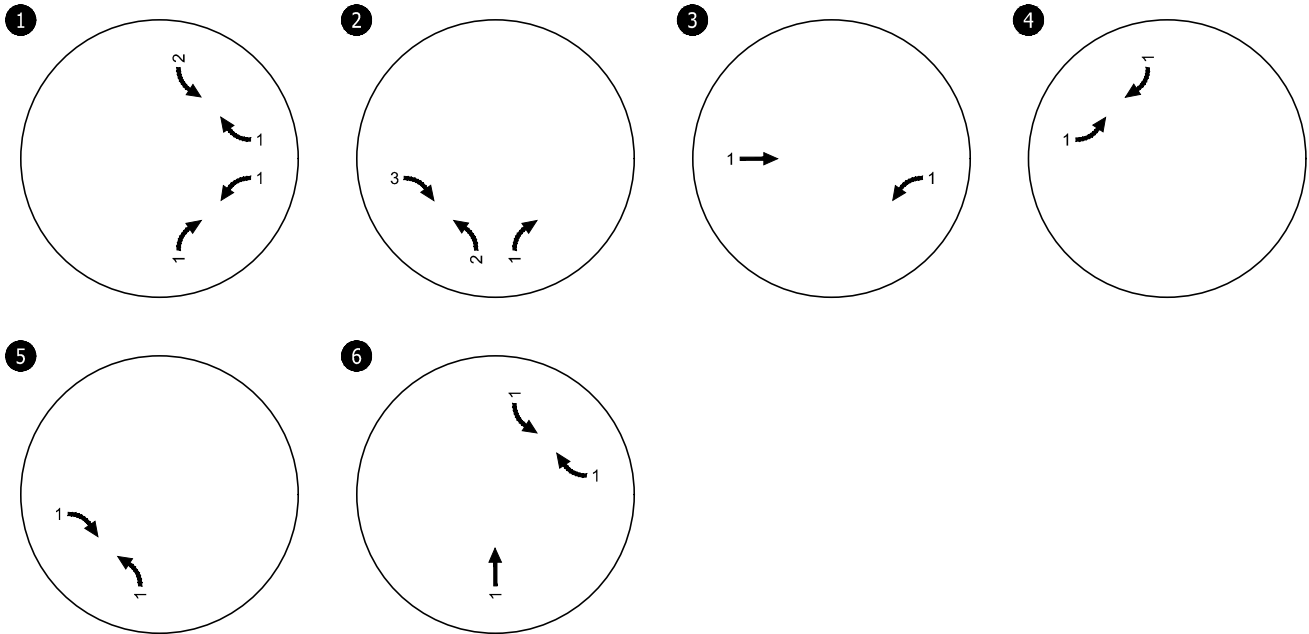
C:\Users\slu\appdata\local\temp\AcPublish\_6020\CA7803\_DutchBros\_SignalHill\_BubbleFig.dwg Mar 06, 2026 - 11:48am - silu Layout Tab: pass-by AM





Detailed Trip Assignment Figures  
Project AM Trips  
Signal Hill, CA

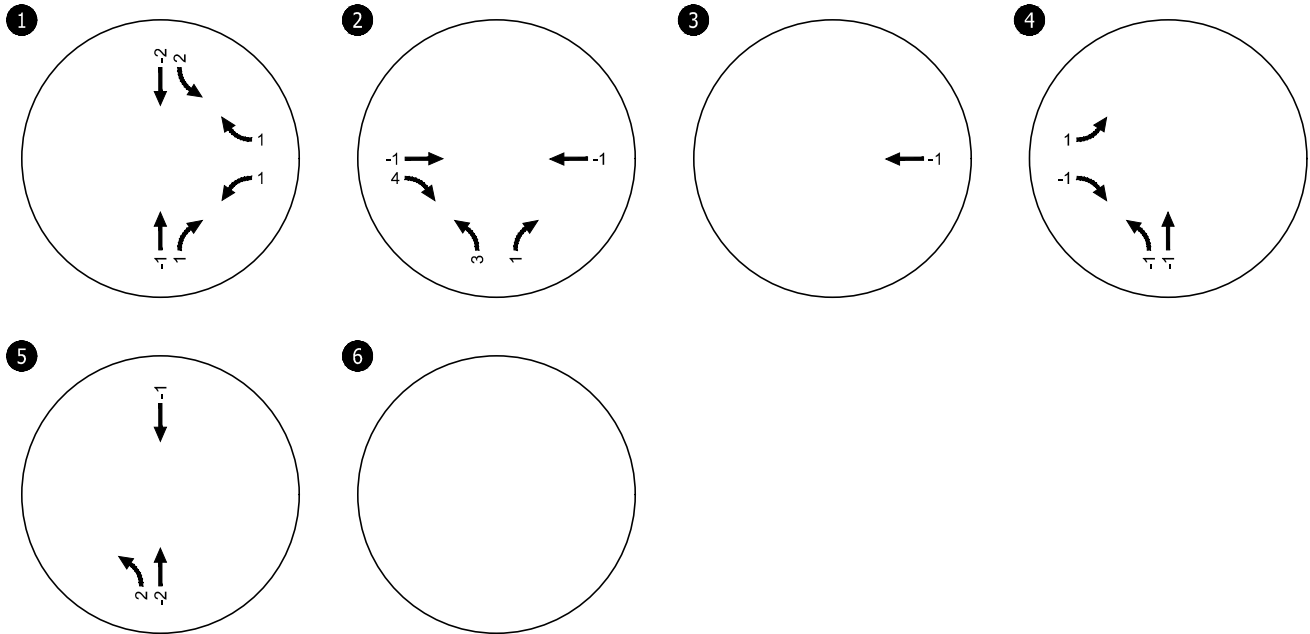
Figure  
3



Detailed Trip Assignment Figures  
Primary PM Trips  
Signal Hill, CA

Figure  
4

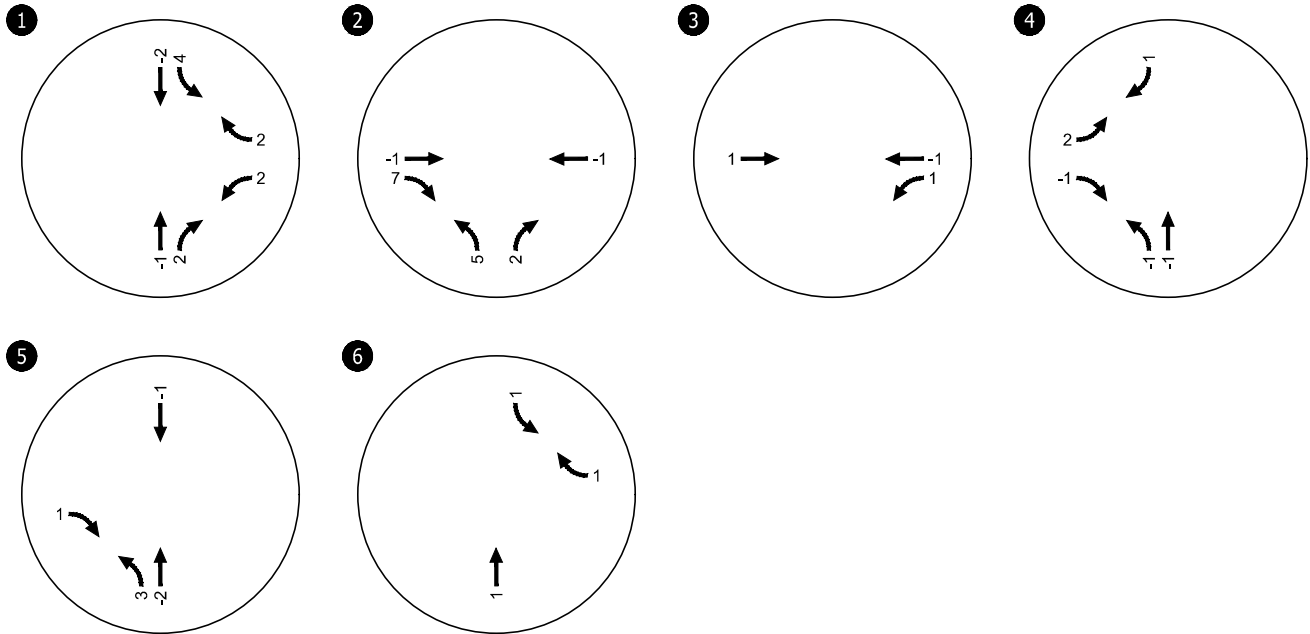




Detailed Trip Assignment Figures  
Pass-by PM Trips  
Signal Hill, CA

Figure  
5





Detailed Trip Assignment Figures  
Project PM Trips  
Signal Hill, CA

Figure  
6

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## **APPENDIX B**

### Turning Movement Counts

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# Traffic Management Plan

CA7803  
NEC 405 Fwy & Atlantic Blvd,  
Signal Hill, CA, 90807

Operator  
TBD

Business Coach  
TBD

Regional Activation Coach:  
TBD

Site & Traffic Plan Administrator  
Dutch Bros. HQ | Tempe, AZ  
C: 602.525.8737  
E: dbdesignsteam@DutchBros.com





## Who We Are

Dutch Bros Inc. (NYSE: BROS) is a high-growth operator and franchisor of drive-thru shops that focus on serving high **QUALITY**, hand-crafted beverages with unparalleled **SPEED** and superior **SERVICE**.

Founded in 1992 by brothers Dane and Travis Boersma, Dutch Bros began with a double-head espresso machine and a pushcart in Grants Pass, Oregon. While espresso-based beverages are still at the core of what we do, Dutch Bros now offers a wide variety of unique, customizable cold and hot beverages that delight a broad array of customers.

We believe Dutch Bros is more than just the products we serve—we are dedicated to making a massive difference in the lives of our employees, customers and communities. This combination of hand-crafted and high-quality beverages, our unique drive-thru experience and our community-driven, people-first culture has allowed us to successfully open new shops and continue to share the “Dutch Luv” at 1,043 locations across 19 states as of June 30, 2025.



# Traffic Management Plan Overview

1

The Site & Traffic Plan Administrator creates a custom traffic management plan that is tailored to each unique site.

Each plan identifies paths of travel for customers, points of ingress/egress, crew parking, directional sign placement, and suggested staffing placement.

City ordinances, CC&Rs, easements agreements, etc., are reviewed when a traffic management plan is created to ensure compliance.

2

Once the plan is completed, it is then shared with the field leadership team for the subject shop and market area (i.e. Regional Operator, Business Coach, and Regional Activation Coach).

Field leadership provides feedback on the traffic management plan and can request revisions, if needed.

Once the plan is approved, directional a-frame/cone topper signs are ordered to be sent to the shop.

3

Field leadership and crew setup the traffic management plan by placing temporary signs, cones, and readying staff for placement.

All cones and temporary signs are removed at the end of each business day.

If third party traffic control is needed, the field leadership team will identify dates, times, and number of controllers needed approximately one (1) to two (2) weeks prior to the grand opening date.

\*All traffic management plans are subject to change depending on operational need and external factors as determined by Dutch Bros. HQ and the regional field leadership team.\*



# Traffic Management Positions

## Line Buster

Dutch Bros. Crew Member

This position primarily obtains drink orders from customers that are lined up in the queue behind the ordering window. They are equipped with iPad's, card readers, and some with cash bags for cash transactions. Their objective is to quickly and accurately obtain customer orders down the line to expedite time spent at the window. In some cases, a Line Buster may also run drinks out to cars as orders are completed.

## Drink Runner

Dutch Bros. Crew Member

More commonly staffed during the grand opening period; this position's responsibility is to run completed drink orders out to cars in the queue. They may also help customers coordinate exiting the line using the escape lane and allowing customers to pull forward and shorten the queue.

## DB Traffic Controller

Dutch Bros. Crew Member

Dutch Bros. crew members may also direct on-site traffic to ensure traffic flow remains unhindered at key points within drive aisles. Traffic Controllers are briefed on the traffic plan to ensure properly coordinated execution. They also will setup and take down cones and a-frame signs as needed.

## Third Party Traffic Controller

Third Party Contracted

**\*Described on page 5\***





# Third Party Traffic Control

## Hired by Third Party Broker

Dutch Bros. works with a national broker that recruits off-duty police officers from city, county, and state jurisdictions.

## Off-Site Traffic Management

Third party traffic controllers work primarily off-site to manage overflow traffic. They provide direction to customers and keep public roadways and primary drive aisles clear.

## Order Time-frame

Dutch Bros. HQ and the regional field leadership team determine the need for third party traffic control (dates, times, and number of officers). An order is submitted to our broker one to two weeks prior to the grand opening date. Traffic controllers orders are usually submitted in one to two week blocks.

## Alternative

If there are not any available off-duty officers to fill the traffic control roles, our broker then reaches out to national security companies (i.e. Securitas, GardaWorld) to obtain security guards to fill the vacant positions.

## Consistent Coverage Evaluation

The regional field leadership team evaluates toward the end of each order period if the need for third party traffic control is still existent or if it can be adjusted or eliminated. Queue times, number of customer visits, and additional data are gathered regularly to determine coverage needs.

## Special Occasions

From time-to-time, Dutch Bros. has community giveback days (i.e. Dutch Luv, Drink one for Dane) or other marketing campaigns that cause an influx of customers to visit their local shop. Regional leadership teams plan ahead for these days and can request third party traffic control as needed based on historical, shop specific trends.



# A-Frame Directional Sign Example

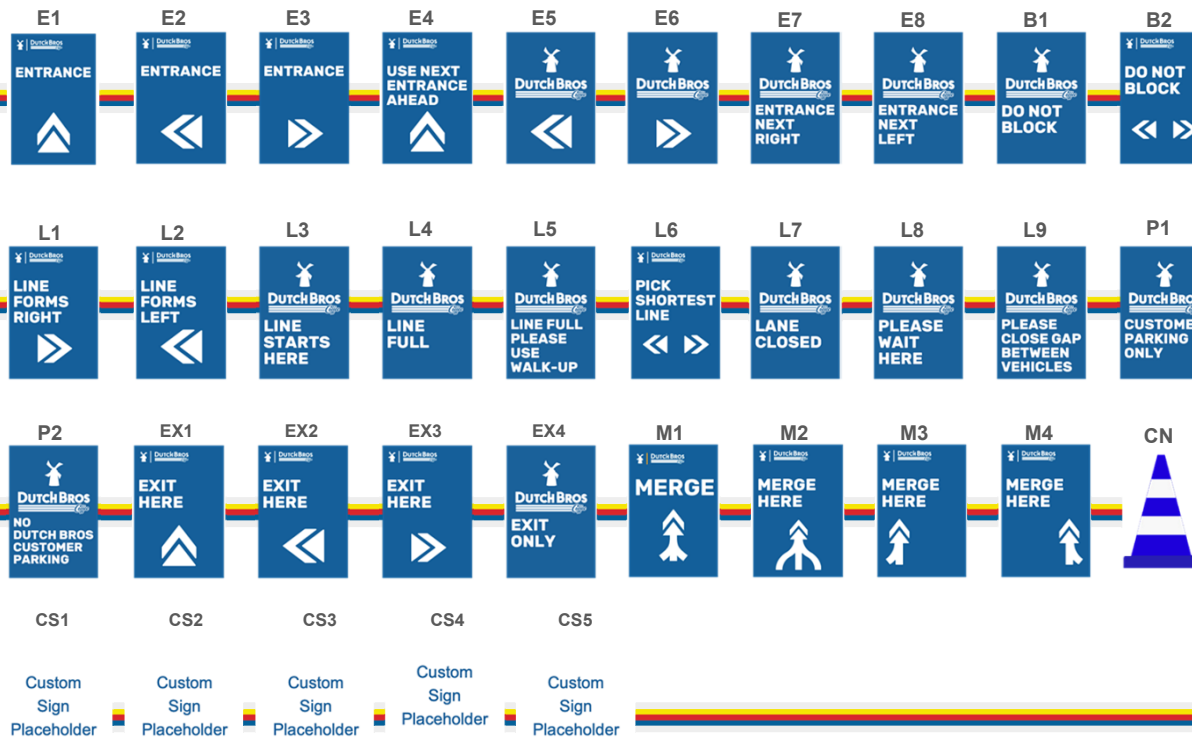
**A-Frame Dimensions:**  
**"Sandwich Board"**  
 24 Inches Wide  
 36 Inches Tall

\*Signs shown are only examples. Custom a-frames and cone-toppers can be made upon request.\*



# Traffic Management Plan

## Sign Key



### Examples as Portrayed on Plan

#### E2/AF

1. **Letter(s)/Number** identifies specific sign placed (i.e. **E2** would be an entrance sign with a left arrow).
1. **AF** stands for **A-Frame**.
1. **CT** stands for **Cone-Topper**.
1. **Custom Signs** will be marked as **CS** (i.e. **CS1/AF**) and will have specific verbiage notated directly on the plan.



The site plan illustrates the layout of the Dutch Bros Coffee building and its surrounding parking areas. Key features include:

- 33RD AVE (PUB)**: The main thoroughfare at the top of the plan.
- Parking Spaces**: Various parking areas are identified, including "EXIST'G SPACES", "PROPOSED SPACES", and "EXIST'G SPACES".
- Access Points**: Labeled with blue arrows and codes: E4/AF, E3/AF, E1/AF, EX2/AF, L6/AF, E3/AF, and E3/AF.
- Circulation Paths**: Shown with red and green lines, indicating movement between different areas.
- Building Features**: The building footprint includes a "DUTCH BROS COFFEE" section and a "TRUCK GARAGE".
- Other Labels**: "17 PROPOSED SPACES" is noted at the bottom right.



### Staffing Key

**LB**

Line Buster

**DR**

Drink Runner

**DBTC**

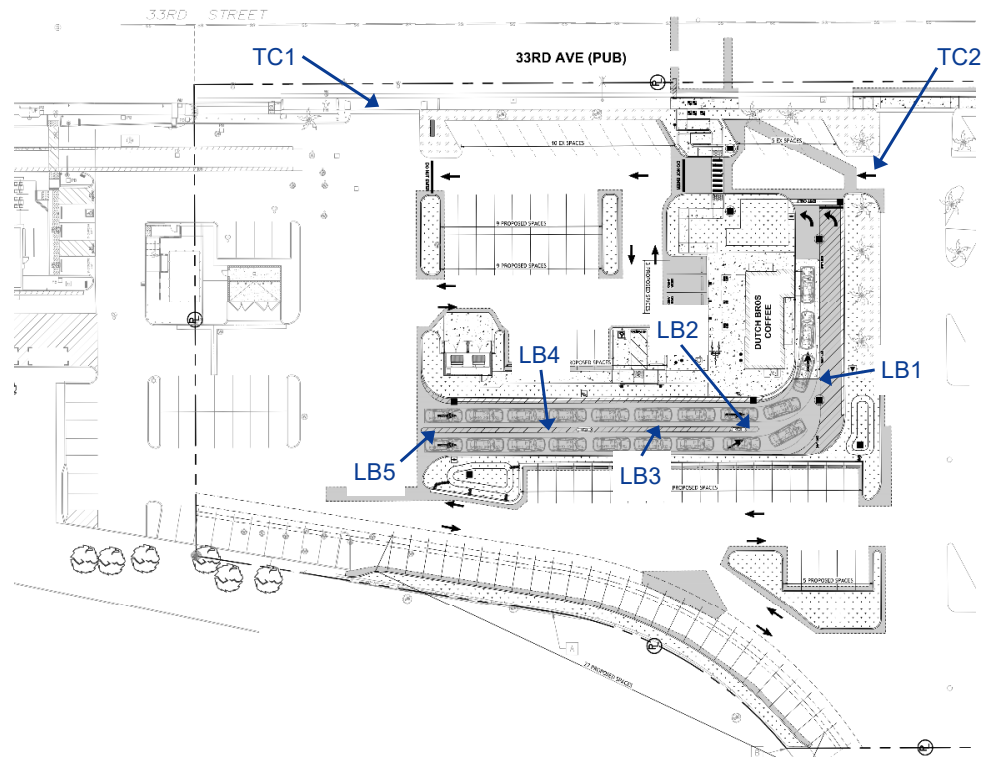
Dutch Bros. Traffic Controller

**TC**

Third Party Traffic Controller  
(Off-Duty Officer/Security Guard)

# Traffic Management Plan

## Staffing Placement



 Ingress/Queue  
\*Stopped Cars\*

 Egress

### Map Key

 Overflow Queue  
\*Stopped Cars\*

 Path of Travel  
\*No Stopped Cars\*



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## **APPENDIX C**

### Operations Analysis Reports

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32816 Signal Hill Dutch Bros

Vistro File: H:\...\32816\_DB Signal Hill.vistro  
Report File: H:\...\1 Existing.pdf

Scenario 1 Existing AM  
3/6/2026

**Intersection Analysis Summary**

| ID | Intersection Name               | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|---------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1  | Atlantic Ave/E 33rd Street      | Signalized   | HCM 7th Edition | NB Right   | 0.636 | 19.6          | B   |
| 2  | Lime Ave/Project Driveway       | Two-way stop | HCM 7th Edition | NB Thru    | 0.005 | 11.6          | B   |
| 3  | Olive Ave/Project Driveway      | Two-way stop | HCM 7th Edition | NB Thru    | 0.010 | 11.3          | B   |
| 4  | California Ave/E 33rd Street    | All-way stop | HCM 7th Edition | SB Thru    | 0.380 | 9.9           | A   |
| 5  | California Ave/Project Driveway | Two-way stop | HCM 7th Edition | EB Left    | 0.009 | 13.7          | B   |
| 6  | California Ave/E 32nd Street    | Two-way stop | HCM 7th Edition | WB Left    | 0.043 | 14.0          | B   |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Atlantic Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Signalized      | Delay (sec / veh):        | 19.6  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.636 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 11.00                                                                             | 11.00  | 11.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 1                                                                                 | 0      | 0      | 1                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 40.00                                                                             | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 75.00  | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | Yes                                                                                 |        |        |

**Volumes**

| Name                                        |        |        |        |        |        |        |        |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 28     | 755    | 148    | 64     | 993    | 13     | 5      | 10     | 36     | 73     | 14     | 94     |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 4.00   | 3.00   | 2.00   | 3.00   | 8.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 6.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |        |        |        |        |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 28     | 755    | 148    | 64     | 993    | 13     | 5      | 10     | 36     | 73     | 14     | 94     |
| Peak Hour Factor                            | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 7      | 197    | 39     | 17     | 259    | 3      | 1      | 3      | 9      | 19     | 4      | 24     |
| Total Analysis Volume [veh/h]               | 29     | 786    | 154    | 67     | 1034   | 14     | 5      | 10     | 38     | 76     | 15     | 98     |
| Presence of On-Street Parking               | No     |        | No     | No     |        | No     | No     |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 1      |        |        | 3      |        |        | 0      |        |        | 0      |        |        |

### Intersection Settings

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | Yes                                   |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 90                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Fully actuated                        |
| Offset [s]                | 43.0                                  |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 4.00                                  |

### Phasing & Timing (Basic)

| Control Type                    | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Flashing Yellow Arrow           | No      |         |         | No      |         |         |         |         |         |         |         |         |
| Signal Group                    | 0       | 4       | 0       | 0       | 2       | 0       | 0       | 8       | 0       | 0       | 6       | 0       |
| Auxiliary Signal Groups         |         |         |         |         |         |         |         |         |         |         |         |         |
| Maximum Green [s]               | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     |
| Amber [s]                       | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     |
| All red [s]                     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0.0     | 7.0     | 0.0     | 0.0     | 7.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 7.0     | 0.0     |
| Pedestrian Clearance [s]        | 0.0     | 14.0    | 0.0     | 0.0     | 16.0    | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 16.0    | 0.0     |
| Delayed Vehicle Green [s]       | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     |
| Rest In Walk                    |         | No      |         |         | Yes     |         |         | No      |         |         | Yes     |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     |
| Detector Length [ft]            | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

### Phasing & Timing: Pattern 1

|                       |     |      |     |     |      |     |     |      |     |     |      |     |
|-----------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Split [s]             | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 |
| Lead / Lag            | -   | -    | -   | -   | -    | -   | -   | -    | -   | -   | -    | -   |
| Minimum Green [s]     | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 |
| Vehicle Extension [s] | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 |
| Minimum Recall        |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |
| Maximum Recall        |     | No   |     |     | No   |     |     | No   |     |     | No   |     |
| Pedestrian Recall     |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |

### Exclusive Pedestrian Phase

|                          |   |
|--------------------------|---|
| Pedestrian Signal Group  | 0 |
| Pedestrian Walk [s]      | 0 |
| Pedestrian Clearance [s] | 0 |

#### Lane Group Calculations

| Lane Group                              | L     | C     | C     | L    | C    | C    | C     | C     | C    |
|-----------------------------------------|-------|-------|-------|------|------|------|-------|-------|------|
| C, Calculated Cycle Length [s]          | 90    | 90    | 90    | 90   | 90   | 90   | 90    | 90    | 90   |
| L, Total Lost Time per Cycle [s]        | 2.00  | 2.00  | 2.00  | 2.00 | 2.00 | 2.00 | 2.00  | 2.00  | 2.00 |
| l1_p, Permitted Start-Up Lost Time [s]  | 2.00  | 0.00  | 0.00  | 2.00 | 0.00 | 0.00 | 2.00  | 2.00  | 0.00 |
| l2, Clearance Lost Time [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| g_i, Effective Green Time [s]           | 33.2  | 33.2  | 33.2  | 61.7 | 61.7 | 61.7 | 33.2  | 61.7  | 61.7 |
| g / C, Green / Cycle                    | 0.37  | 0.37  | 0.37  | 0.69 | 0.69 | 0.69 | 0.37  | 0.69  | 0.69 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02  | 0.29  | 0.29  | 0.05 | 0.31 | 0.31 | 0.05  | 0.13  | 0.07 |
| s, saturation flow rate [veh/h]         | 1241  | 1656  | 1555  | 1152 | 1669 | 1661 | 1085  | 606   | 1325 |
| c, Capacity [veh/h]                     | 509   | 611   | 574   | 840  | 1145 | 1139 | 444   | 489   | 908  |
| d1, Uniform Delay [s]                   | 18.38 | 25.35 | 25.35 | 5.52 | 6.49 | 6.49 | 18.95 | 13.80 | 4.81 |
| k, delay calibration                    | 0.04  | 0.50  | 0.50  | 0.50 | 0.50 | 0.50 | 0.04  | 0.50  | 0.50 |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               | 0.02  | 10.22 | 10.82 | 0.19 | 1.33 | 1.33 | 0.04  | 0.83  | 0.24 |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |

#### Lane Group Results

|                                       |       |        |        |       |        |        |       |       |       |
|---------------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| X, volume / capacity                  | 0.06  | 0.79   | 0.79   | 0.08  | 0.46   | 0.46   | 0.12  | 0.18  | 0.11  |
| d, Delay for Lane Group [s/veh]       | 18.40 | 35.57  | 36.16  | 5.70  | 7.82   | 7.82   | 18.99 | 14.63 | 5.05  |
| Lane Group LOS                        | B     | D      | D      | A     | A      | A      | B     | B     | A     |
| Critical Lane Group                   | No    | No     | Yes    | No    | No     | Yes    | No    | No    | No    |
| 50th-Percentile Queue Length [veh/ln] | 0.39  | 10.57  | 10.02  | 0.44  | 4.23   | 4.22   | 0.71  | 0.77  | 0.59  |
| 50th-Percentile Queue Length [ft/ln]  | 9.64  | 264.29 | 250.60 | 11.06 | 105.87 | 105.40 | 17.84 | 19.29 | 14.83 |
| 95th-Percentile Queue Length [veh/ln] | 0.69  | 15.90  | 15.22  | 0.80  | 7.61   | 7.58   | 1.28  | 1.39  | 1.07  |
| 95th-Percentile Queue Length [ft/ln]  | 17.36 | 397.60 | 380.41 | 19.91 | 190.25 | 189.59 | 32.11 | 34.72 | 26.70 |

### Movement, Approach, & Intersection Results

|                                 |       |       |       |      |      |      |       |       |       |       |       |      |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 18.40 | 35.79 | 36.16 | 5.70 | 7.82 | 7.82 | 18.99 | 18.99 | 18.99 | 14.63 | 14.00 | 5.05 |
| Movement LOS                    | B     | D     | D     | A    | A    | A    | B     | B     | B     | B     | B     | A    |
| d_A, Approach Delay [s/veh]     | 35.33 |       |       | 7.69 |      |      | 18.99 |       |       | 9.61  |       |      |
| Approach LOS                    | D     |       |       | A    |      |      | B     |       |       | A     |       |      |
| d_I, Intersection Delay [s/veh] | 19.62 |       |       |      |      |      |       |       |       |       |       |      |
| Intersection LOS                | B     |       |       |      |      |      |       |       |       |       |       |      |
| Intersection V/C                | 0.636 |       |       |      |      |      |       |       |       |       |       |      |

### Emissions

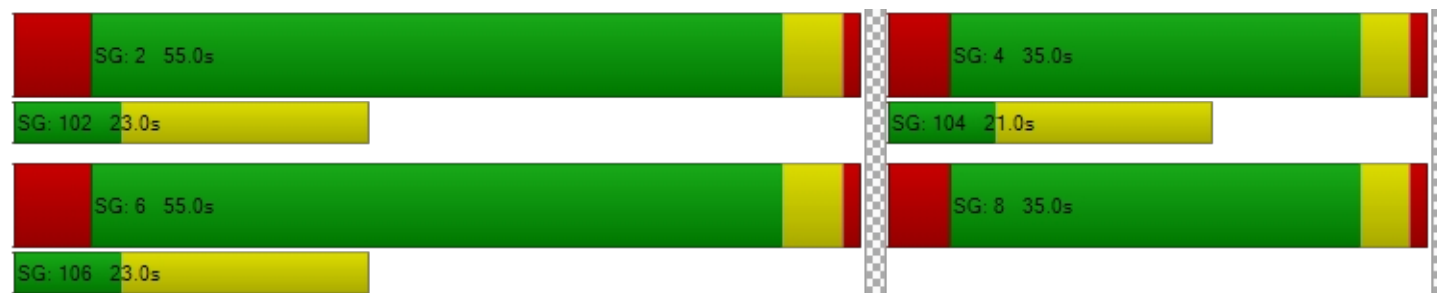
|                              |       |        |        |       |        |        |       |       |       |
|------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| Vehicle Miles Traveled [mph] | 1.50  | 25.10  | 23.57  | 4.08  | 32.02  | 31.86  | 3.35  | 5.61  | 6.17  |
| Stops [stops/h]              | 15.43 | 422.86 | 400.96 | 17.70 | 169.40 | 168.64 | 28.55 | 30.86 | 23.73 |
| Fuel consumption [US gal/h]  | 0.26  | 6.88   | 6.54   | 0.34  | 3.09   | 3.08   | 0.50  | 0.67  | 0.49  |
| CO [g/h]                     | 17.87 | 480.76 | 456.86 | 24.02 | 215.96 | 214.97 | 34.97 | 46.79 | 34.02 |
| NOx [g/h]                    | 3.48  | 93.54  | 88.89  | 4.67  | 42.02  | 41.82  | 6.80  | 9.10  | 6.62  |
| VOC [g/h]                    | 4.14  | 111.42 | 105.88 | 5.57  | 50.05  | 49.82  | 8.11  | 10.84 | 7.88  |

### Other Modes

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 18.0  | 18.0  | 11.0  |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 28.80 | 28.80 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.690 | 2.010 | 2.328 |
| Crosswalk LOS                                            |       | B     | B     | B     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 596   | 1002  | 596   | 1002  |
| d_b, Bicycle Delay [s]                                   | 22.20 | 11.22 | 22.19 | 11.20 |
| I_b,int, Bicycle LOS Score for Intersection              | 2.359 | 2.479 | 1.647 | 1.716 |
| Bicycle LOS                                              | B     | B     | A     | A     |

### Sequence

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |





**Intersection Level Of Service Report**  
**Intersection 2: Lime Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 11.6  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.005 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |       |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |       | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |       |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00 | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 1     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 40.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00  | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |       | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |       | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |       | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 52     | 3      | 16     | 10     | 0      | 6      | 11     | 122    | 68     | 11     | 77     | 8      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 0.00   | 2.00   | 0.00   | 9.00   | 3.00   | 0.00   | 9.00   | 3.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 52     | 3      | 16     | 10     | 0      | 6      | 11     | 122    | 68     | 11     | 77     | 8      |
| Peak Hour Factor                        | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 1.0000 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 14     | 1      | 4      | 3      | 0      | 2      | 3      | 32     | 18     | 3      | 20     | 2      |
| Total Analysis Volume [veh/h]           | 55     | 3      | 17     | 11     | 0      | 6      | 12     | 130    | 72     | 12     | 82     | 9      |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   |      |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |      |       |      |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.08  | 0.00  | 0.02 | 0.02  | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 11.00 | 11.59 | 9.42 | 10.12 | 0.00 | 8.55 | 7.49 | 0.00 | 0.00 | 7.75 | 0.00 | 0.00 |
| Movement LOS                          | B     | B     | A    | B     |      | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 0.35  | 0.35  | 0.35 | 0.05  | 0.00 | 0.02 | 0.02 | 0.01 | 0.00 | 0.02 | 0.01 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 8.82  | 8.82  | 8.82 | 1.17  | 0.00 | 0.44 | 0.50 | 0.25 | 0.00 | 0.50 | 0.25 | 0.00 |
| d_A, Approach Delay [s/veh]           | 10.67 |       |      | 9.56  |      |      | 0.42 |      |      | 0.90 |      |      |
| Approach LOS                          | B     |       |      | A     |      |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 2.80  |       |      |       |      |      |      |      |      |      |      |      |
| Intersection LOS                      | B     |       |      |       |      |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 3: Olive Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 11.3  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.010 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 35     | 5      | 21     | 2      | 2      | 2      | 14     | 68     | 62     | 23     | 59     | 8      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 3.00   | 0.00   | 0.00   | 50.00  | 0.00   | 0.00   | 14.00  | 3.00   | 2.00   | 0.00   | 3.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 35     | 5      | 21     | 2      | 2      | 2      | 14     | 68     | 62     | 23     | 59     | 8      |
| Peak Hour Factor                        | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 10     | 1      | 6      | 1      | 1      | 1      | 4      | 19     | 18     | 7      | 17     | 2      |
| Total Analysis Volume [veh/h]           | 40     | 6      | 24     | 2      | 2      | 2      | 16     | 77     | 70     | 26     | 67     | 9      |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   | No   |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |      |       |       |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.06  | 0.01  | 0.02 | 0.00  | 0.00  | 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 10.81 | 11.31 | 9.17 | 11.15 | 11.09 | 8.53 | 7.52 | 0.00 | 0.00 | 7.52 | 0.00 | 0.00 |
| Movement LOS                          | B     | B     | A    | B     | B     | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 0.31  | 0.31  | 0.31 | 0.03  | 0.03  | 0.03 | 0.03 | 0.01 | 0.00 | 0.04 | 0.02 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 7.68  | 7.68  | 7.68 | 0.66  | 0.66  | 0.66 | 0.67 | 0.34 | 0.00 | 1.10 | 0.55 | 0.00 |
| d_A, Approach Delay [s/veh]           | 10.29 |       |      | 10.26 |       |      | 0.74 |      |      | 1.92 |      |      |
| Approach LOS                          | B     |       |      | B     |       |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 3.22  |       |      |       |       |      |      |      |      |      |      |      |
| Intersection LOS                      | B     |       |      |       |       |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 4: California Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | All-way stop    | Delay (sec / veh):        | 9.9   |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | A     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.380 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        |        | 35.00                                                                             |        |        | 30.00                                                                               |        |        | 25.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 37     | 162    | 13     | 11     | 224    | 22     | 17     | 12     | 58     | 22     | 27     | 7      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 5.00   | 2.00   | 8.00   | 9.00   | 1.00   | 0.00   | 0.00   | 0.00   | 5.00   | 0.00   | 4.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 37     | 162    | 13     | 11     | 224    | 22     | 17     | 12     | 58     | 22     | 27     | 7      |
| Peak Hour Factor                        | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 11     | 47     | 4      | 3      | 64     | 6      | 5      | 3      | 17     | 6      | 8      | 2      |
| Total Analysis Volume [veh/h]           | 43     | 186    | 15     | 13     | 257    | 25     | 20     | 14     | 67     | 25     | 31     | 8      |
| Pedestrian Volume [ped/h]               | 3      |        |        | 2      |        |        | 2      |        |        | 0      |        |        |

**Intersection Settings****Lanes**

|                                 |      |      |      |      |      |
|---------------------------------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 757  | 777  | 583  | 685  | 654  |
| Degree of Utilization, x        | 0.32 | 0.38 | 0.06 | 0.10 | 0.10 |

**Movement, Approach, & Intersection Results**

|                                    |       |       |      |      |      |
|------------------------------------|-------|-------|------|------|------|
| 95th-Percentile Queue Length [veh] | 1.40  | 1.78  | 0.19 | 0.32 | 0.32 |
| 95th-Percentile Queue Length [ft]  | 34.93 | 44.61 | 4.63 | 8.10 | 8.10 |
| Approach Delay [s/veh]             | 10.01 | 10.45 | 8.77 |      | 9.10 |
| Approach LOS                       | B     | B     | A    |      | A    |
| Intersection Delay [s/veh]         | 9.93  |       |      |      |      |
| Intersection LOS                   | A     |       |      |      |      |



**Intersection Level Of Service Report**  
**Intersection 5: California Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 13.7  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.009 |

**Intersection Setup**

| Name                         |                                                                                   |        |                                                                                    |        |                                                                                     |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                         |        | Eastbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Left                                                                              | Thru   | Thru                                                                               | Right  | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                              | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                  | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                             | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                  | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                               | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                              |        | 15.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                               |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | No                                                                                 |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 34     | 210    | 295    | 10     | 4      | 27     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 2.00   | 1.00   | 20.00  | 0.00   | 11.00  |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 34     | 210    | 295    | 10     | 4      | 27     |
| Peak Hour Factor                        | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 9      | 58     | 81     | 3      | 1      | 7      |
| Total Analysis Volume [veh/h]           | 37     | 231    | 324    | 11     | 4      | 30     |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 3      |        |

### Intersection Settings

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

### Movement, Approach, & Intersection Results

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.03 | 0.00 | 0.00 | 0.00 | 0.01  | 0.04  |
| d_M, Delay for Movement [s/veh]       | 7.97 | 0.00 | 0.00 | 0.00 | 13.73 | 10.55 |
| Movement LOS                          | A    | A    | A    | A    | B     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.06 | 0.06 | 0.00 | 0.00 | 0.17  | 0.17  |
| 95th-Percentile Queue Length [ft/ln]  | 1.57 | 1.57 | 0.00 | 0.00 | 4.19  | 4.19  |
| d_A, Approach Delay [s/veh]           | 1.10 |      | 0.00 |      | 10.93 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 1.05 |      |      |      |       |       |
| Intersection LOS                      | B    |      |      |      |       |       |

**Intersection Level Of Service Report**  
**Intersection 6: California Ave/E 32nd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 14.0  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.043 |

**Intersection Setup**

| Name                         | Northbound                                                                        |        | Southbound                                                                          |        | Westbound                                                                           |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                          |        | Westbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Thru                                                                              | Right  | Left                                                                                | Thru   | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 25.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | Yes                                                                                 |        | Yes                                                                                 |        |

**Volumes**

| Name                                    | Northbound |        | Southbound |        | Westbound |        |
|-----------------------------------------|------------|--------|------------|--------|-----------|--------|
| Base Volume Input [veh/h]               | 243        | 18     | 10         | 311    | 16        | 2      |
| Base Volume Adjustment Factor           | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| Heavy Vehicles Percentage [%]           | 2.00       | 6.00   | 0.00       | 2.00   | 12.00     | 0.00   |
| Growth Factor                           | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| In-Process Volume [veh/h]               | 0          | 0      | 0          | 0      | 0         | 0      |
| Site-Generated Trips [veh/h]            | 0          | 0      | 0          | 0      | 0         | 0      |
| Diverted Trips [veh/h]                  | 0          | 0      | 0          | 0      | 0         | 0      |
| Pass-by Trips [veh/h]                   | 0          | 0      | 0          | 0      | 0         | 0      |
| Existing Site Adjustment Volume [veh/h] | 0          | 0      | 0          | 0      | 0         | 0      |
| Other Volume [veh/h]                    | 0          | 0      | 0          | 0      | 0         | 0      |
| Total Hourly Volume [veh/h]             | 243        | 18     | 10         | 311    | 16        | 2      |
| Peak Hour Factor                        | 0.9100     | 0.9100 | 0.9100     | 0.9100 | 0.9100    | 0.9100 |
| Other Adjustment Factor                 | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 67         | 5      | 3          | 85     | 4         | 1      |
| Total Analysis Volume [veh/h]           | 267        | 20     | 11         | 342    | 18        | 2      |
| Pedestrian Volume [ped/h]               | 0          |        | 0          |        | 3         |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.00 | 0.00 | 0.01 | 0.00 | 0.04  | 0.00  |
| d_M, Delay for Movement [s/veh]       | 0.00 | 0.00 | 7.83 | 0.00 | 14.05 | 10.12 |
| Movement LOS                          | A    | A    | A    | A    | B     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.02 | 0.02 | 0.14  | 0.14  |
| 95th-Percentile Queue Length [ft/ln]  | 0.00 | 0.00 | 0.46 | 0.46 | 3.60  | 3.60  |
| d_A, Approach Delay [s/veh]           | 0.00 |      | 0.24 |      | 13.65 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 0.54 |      |      |      |       |       |
| Intersection LOS                      | B    |      |      |      |       |       |

32816 Signal Hill Dutch Bros

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Scenario 3 Existing PM  
3/6/2026

**Intersection Analysis Summary**

| ID | Intersection Name               | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|---------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1  | Atlantic Ave/E 33rd Street      | Signalized   | HCM 7th Edition | NB Right   | 0.654 | 25.7          | C   |
| 2  | Lime Ave/Project Driveway       | Two-way stop | HCM 7th Edition | NB Thru    | 0.025 | 20.7          | C   |
| 3  | Olive Ave/Project Driveway      | Two-way stop | HCM 7th Edition | NB Thru    | 0.016 | 18.8          | C   |
| 4  | California Ave/E 33rd Street    | All-way stop | HCM 7th Edition | NB Thru    | 0.457 | 10.8          | B   |
| 5  | California Ave/Project Driveway | Two-way stop | HCM 7th Edition | EB Left    | 0.055 | 16.9          | C   |
| 6  | California Ave/E 32nd Street    | Two-way stop | HCM 7th Edition | WB Left    | 0.032 | 15.2          | C   |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Atlantic Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Signalized      | Delay (sec / veh):        | 25.7  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.654 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 11.00                                                                             | 11.00  | 11.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 1                                                                                 | 0      | 0      | 1                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 40.00                                                                             | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 75.00  | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | Yes                                                                                 |        |        |



**Volumes**

| Name                                        |        |        |        |        |        |        |        |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 28     | 923    | 264    | 100    | 772    | 18     | 4      | 23     | 44     | 136    | 13     | 163    |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 1.00   | 1.00   | 0.00   | 1.00   | 0.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |        |        |        |        |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 28     | 923    | 264    | 100    | 772    | 18     | 4      | 23     | 44     | 136    | 13     | 163    |
| Peak Hour Factor                            | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 7      | 240    | 69     | 26     | 201    | 5      | 1      | 6      | 11     | 35     | 3      | 42     |
| Total Analysis Volume [veh/h]               | 29     | 961    | 275    | 104    | 804    | 19     | 4      | 24     | 46     | 142    | 14     | 170    |
| Presence of On-Street Parking               | No     |        | No     | No     |        | No     | No     |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 2      |        |        | 1      |        |        | 1      |        |        | 0      |        |        |

### Intersection Settings

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | Yes                                   |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 90                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Fully actuated                        |
| Offset [s]                | 43.0                                  |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 4.00                                  |

### Phasing & Timing (Basic)

| Control Type                    | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Flashing Yellow Arrow           | No      |         |         | No      |         |         |         |         |         |         |         |         |
| Signal Group                    | 0       | 4       | 0       | 0       | 2       | 0       | 0       | 8       | 0       | 0       | 6       | 0       |
| Auxiliary Signal Groups         |         |         |         |         |         |         |         |         |         |         |         |         |
| Maximum Green [s]               | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     |
| Amber [s]                       | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     |
| All red [s]                     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0.0     | 7.0     | 0.0     | 0.0     | 7.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 7.0     | 0.0     |
| Pedestrian Clearance [s]        | 0.0     | 14.0    | 0.0     | 0.0     | 16.0    | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 16.0    | 0.0     |
| Delayed Vehicle Green [s]       | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     |
| Rest In Walk                    |         | No      |         |         | Yes     |         |         | No      |         |         | Yes     |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     |
| Detector Length [ft]            | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

### Phasing & Timing: Pattern 1

|                       |     |      |     |     |      |     |     |      |     |     |      |     |
|-----------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Split [s]             | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 |
| Lead / Lag            | -   | -    | -   | -   | -    | -   | -   | -    | -   | -   | -    | -   |
| Minimum Green [s]     | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 |
| Vehicle Extension [s] | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 |
| Minimum Recall        |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |
| Maximum Recall        |     | No   |     |     | No   |     |     | No   |     |     | No   |     |
| Pedestrian Recall     |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |

### Exclusive Pedestrian Phase

|                          |   |
|--------------------------|---|
| Pedestrian Signal Group  | 0 |
| Pedestrian Walk [s]      | 0 |
| Pedestrian Clearance [s] | 0 |

### Lane Group Calculations

| Lane Group                              | L     | C     | C     | L    | C    | C    | C     | C     | C    |
|-----------------------------------------|-------|-------|-------|------|------|------|-------|-------|------|
| C, Calculated Cycle Length [s]          | 90    | 90    | 90    | 90   | 90   | 90   | 90    | 90    | 90   |
| L, Total Lost Time per Cycle [s]        | 2.00  | 2.00  | 2.00  | 2.00 | 2.00 | 2.00 | 2.00  | 2.00  | 2.00 |
| l1_p, Permitted Start-Up Lost Time [s]  | 2.00  | 0.00  | 0.00  | 2.00 | 0.00 | 0.00 | 2.00  | 2.00  | 0.00 |
| l2, Clearance Lost Time [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| g_i, Effective Green Time [s]           | 37.7  | 37.7  | 37.7  | 57.2 | 57.2 | 57.2 | 37.7  | 57.2  | 57.2 |
| g / C, Green / Cycle                    | 0.42  | 0.42  | 0.42  | 0.64 | 0.64 | 0.64 | 0.42  | 0.64  | 0.64 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02  | 0.38  | 0.38  | 0.09 | 0.24 | 0.24 | 0.06  | 0.20  | 0.13 |
| s, saturation flow rate [veh/h]         | 1217  | 1696  | 1558  | 1097 | 1696 | 1682 | 1167  | 688   | 1323 |
| c, Capacity [veh/h]                     | 554   | 711   | 653   | 718  | 1078 | 1068 | 531   | 514   | 840  |
| d1, Uniform Delay [s]                   | 15.58 | 24.44 | 24.55 | 8.70 | 7.91 | 7.91 | 16.34 | 17.95 | 6.86 |
| k, delay calibration                    | 0.04  | 0.50  | 0.50  | 0.50 | 0.50 | 0.50 | 0.04  | 0.50  | 0.50 |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               | 0.01  | 16.98 | 18.96 | 0.42 | 1.03 | 1.04 | 0.04  | 1.52  | 0.54 |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |

### Lane Group Results

|                                       |       |        |        |       |        |        |       |       |       |
|---------------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| X, volume / capacity                  | 0.05  | 0.90   | 0.91   | 0.14  | 0.38   | 0.38   | 0.14  | 0.30  | 0.20  |
| d, Delay for Lane Group [s/veh]       | 15.59 | 41.42  | 43.50  | 9.12  | 8.94   | 8.95   | 16.38 | 19.47 | 7.41  |
| Lane Group LOS                        | B     | D      | D      | A     | A      | A      | B     | B     | A     |
| Critical Lane Group                   | No    | No     | Yes    | No    | No     | Yes    | No    | No    | No    |
| 50th-Percentile Queue Length [veh/ln] | 0.35  | 15.38  | 14.61  | 0.95  | 3.71   | 3.68   | 0.91  | 1.63  | 1.34  |
| 50th-Percentile Queue Length [ft/ln]  | 8.71  | 384.42 | 365.28 | 23.86 | 92.86  | 92.12  | 22.79 | 40.67 | 33.55 |
| 95th-Percentile Queue Length [veh/ln] | 0.63  | 21.81  | 20.88  | 1.72  | 6.69   | 6.63   | 1.64  | 2.93  | 2.42  |
| 95th-Percentile Queue Length [ft/ln]  | 15.68 | 545.20 | 522.00 | 42.95 | 167.15 | 165.81 | 41.02 | 73.21 | 60.39 |

### Movement, Approach, & Intersection Results

|                                 |       |       |       |      |      |      |       |       |       |       |       |      |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 15.59 | 42.11 | 43.50 | 9.12 | 8.95 | 8.95 | 16.38 | 16.38 | 16.38 | 19.47 | 19.47 | 7.41 |
| Movement LOS                    | B     | D     | D     | A    | A    | A    | B     | B     | B     | B     | B     | A    |
| d_A, Approach Delay [s/veh]     | 41.81 |       |       | 8.97 |      |      | 16.38 |       |       | 13.18 |       |      |
| Approach LOS                    | D     |       |       | A    |      |      | B     |       |       | B     |       |      |
| d_I, Intersection Delay [s/veh] | 25.73 |       |       |      |      |      |       |       |       |       |       |      |
| Intersection LOS                | C     |       |       |      |      |      |       |       |       |       |       |      |
| Intersection V/C                | 0.654 |       |       |      |      |      |       |       |       |       |       |      |

### Emissions

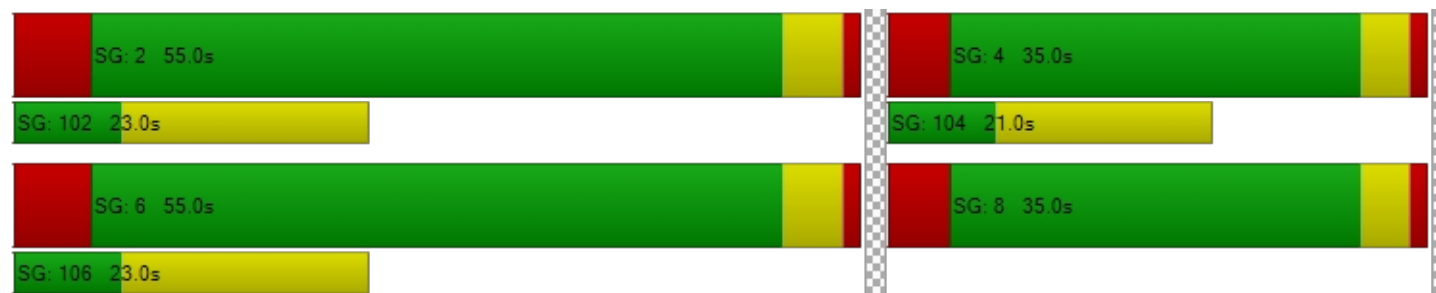
|                              |       |        |        |       |        |        |       |       |       |
|------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| Vehicle Miles Traveled [mph] | 1.50  | 33.24  | 30.76  | 6.34  | 25.19  | 24.97  | 4.67  | 9.72  | 10.59 |
| Stops [stops/h]              | 13.94 | 615.08 | 584.45 | 38.18 | 148.58 | 147.39 | 36.47 | 65.07 | 53.68 |
| Fuel consumption [US gal/h]  | 0.23  | 10.18  | 9.75   | 0.66  | 2.61   | 2.59   | 0.64  | 1.38  | 0.99  |
| CO [g/h]                     | 16.14 | 711.45 | 681.75 | 46.48 | 182.45 | 180.95 | 44.77 | 96.30 | 69.12 |
| NOx [g/h]                    | 3.14  | 138.42 | 132.64 | 9.04  | 35.50  | 35.21  | 8.71  | 18.74 | 13.45 |
| VOC [g/h]                    | 3.74  | 164.89 | 158.00 | 10.77 | 42.29  | 41.94  | 10.38 | 22.32 | 16.02 |

### Other Modes

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 18.0  | 18.0  | 11.0  |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 28.80 | 28.80 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.700 | 2.018 | 2.456 |
| Crosswalk LOS                                            |       | B     | B     | B     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 596   | 1002  | 596   | 1002  |
| d_b, Bicycle Delay [s]                                   | 22.21 | 11.21 | 22.20 | 11.20 |
| I_b,int, Bicycle LOS Score for Intersection              | 2.603 | 2.324 | 1.682 | 1.829 |
| Bicycle LOS                                              | B     | B     | A     | A     |

### Sequence

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**  
**Intersection 2: Lime Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 20.7  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.025 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |       |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |       | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |       |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00 | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 1     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 40.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00  | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |       | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |       | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |       | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 81     | 7      | 23     | 15     | 0      | 11     | 29     | 286    | 104    | 17     | 205    | 14     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 7.00   | 2.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 1.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 81     | 7      | 23     | 15     | 0      | 11     | 29     | 286    | 104    | 17     | 205    | 14     |
| Peak Hour Factor                        | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 1.0000 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 24     | 2      | 7      | 4      | 0      | 3      | 9      | 84     | 31     | 5      | 60     | 4      |
| Total Analysis Volume [veh/h]           | 95     | 8      | 27     | 18     | 0      | 13     | 34     | 336    | 122    | 20     | 241    | 16     |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   |      |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |       |       |      |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.27  | 0.02  | 0.03  | 0.05  | 0.00 | 0.01 | 0.03 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 19.80 | 20.74 | 14.11 | 15.01 | 0.00 | 9.04 | 7.77 | 0.00 | 0.00 | 8.26 | 0.00 | 0.00 |
| Movement LOS                          | C     | C     | B     | C     |      | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 1.43  | 1.43  | 1.43  | 0.15  | 0.00 | 0.04 | 0.06 | 0.03 | 0.00 | 0.03 | 0.02 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 35.67 | 35.67 | 35.67 | 3.74  | 0.00 | 1.09 | 1.44 | 0.72 | 0.00 | 0.84 | 0.42 | 0.00 |
| d_A, Approach Delay [s/veh]           | 18.68 |       |       | 12.51 |      |      | 0.54 |      |      | 0.60 |      |      |
| Approach LOS                          | C     |       |       | B     |      |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 3.49  |       |       |       |      |      |      |      |      |      |      |      |
| Intersection LOS                      | C     |       |       |       |      |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 3: Olive Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 18.8  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.016 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 148    | 6      | 70     | 6      | 3      | 12     | 10     | 133    | 181    | 50     | 84     | 9      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 1.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 10.00  | 0.00   | 1.00   | 0.00   | 0.00   | 11.00  |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 148    | 6      | 70     | 6      | 3      | 12     | 10     | 133    | 181    | 50     | 84     | 9      |
| Peak Hour Factor                        | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 42     | 2      | 20     | 2      | 1      | 3      | 3      | 38     | 51     | 14     | 24     | 3      |
| Total Analysis Volume [veh/h]           | 168    | 7      | 80     | 7      | 3      | 14     | 11     | 151    | 206    | 57     | 95     | 10     |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |



**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   | No   |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |       |       |       |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.36  | 0.02  | 0.10  | 0.01  | 0.01  | 0.01 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 18.56 | 18.80 | 15.10 | 12.11 | 14.26 | 8.75 | 7.53 | 0.00 | 0.00 | 8.03 | 0.00 | 0.00 |
| Movement LOS                          | C     | C     | C     | B     | B     | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 2.51  | 2.51  | 2.51  | 0.11  | 0.11  | 0.11 | 0.02 | 0.01 | 0.00 | 0.10 | 0.05 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 62.65 | 62.65 | 62.65 | 2.71  | 2.71  | 2.71 | 0.46 | 0.23 | 0.00 | 2.45 | 1.23 | 0.00 |
| d_A, Approach Delay [s/veh]           | 17.48 |       |       | 10.42 |       |      | 0.23 |      |      | 2.83 |      |      |
| Approach LOS                          | C     |       |       | B     |       |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 6.49  |       |       |       |       |      |      |      |      |      |      |      |
| Intersection LOS                      | C     |       |       |       |       |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 4: California Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | All-way stop    | Delay (sec / veh):        | 10.8  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.457 |

**Intersection Setup**

| Name                         |            |        |        |            |        |        |           |        |        |           |        |        |
|------------------------------|------------|--------|--------|------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach                     | Northbound |        |        | Southbound |        |        | Eastbound |        |        | Westbound |        |        |
| Lane Configuration           |            |        |        |            |        |        |           |        |        |           |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left       | Thru   | Right  | Left      | Thru   | Right  | Left      | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00     | 12.00  | 12.00  | 12.00     | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0          | 0      | 0      | 0         | 0      | 0      | 0         | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00     | 100.00 | 100.00 | 100.00    | 100.00 | 100.00 | 100.00    | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0          | 0      | 0      | 0         | 0      | 0      | 0         | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00      | 0.00   | 0.00   | 0.00      | 0.00   | 0.00   |
| Speed [mph]                  | 35.00      |        |        | 35.00      |        |        | 30.00     |        |        | 25.00     |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00       |        |        | 0.00      |        |        | 0.00      |        |        |
| Crosswalk                    | Yes        |        |        | Yes        |        |        | Yes       |        |        | No        |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 45     | 224    | 32     | 3      | 127    | 28     | 50     | 72     | 56     | 35     | 53     | 12     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 0.00   | 2.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 45     | 224    | 32     | 3      | 127    | 28     | 50     | 72     | 56     | 35     | 53     | 12     |
| Peak Hour Factor                        | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 12     | 62     | 9      | 1      | 35     | 8      | 14     | 20     | 15     | 10     | 15     | 3      |
| Total Analysis Volume [veh/h]           | 49     | 246    | 35     | 3      | 140    | 31     | 55     | 79     | 62     | 38     | 58     | 13     |
| Pedestrian Volume [ped/h]               | 5      |        |        | 3      |        |        | 1      |        |        | 0      |        |        |

**Intersection Settings****Lanes**

|                                 |      |      |      |      |      |
|---------------------------------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 721  | 695  | 582  | 683  | 635  |
| Degree of Utilization, x        | 0.46 | 0.25 | 0.23 | 0.09 | 0.17 |

**Movement, Approach, & Intersection Results**

|                                    |       |       |       |      |       |
|------------------------------------|-------|-------|-------|------|-------|
| 95th-Percentile Queue Length [veh] | 2.41  | 0.99  | 0.88  | 0.30 | 0.62  |
| 95th-Percentile Queue Length [ft]  | 60.27 | 24.64 | 22.09 | 7.46 | 15.41 |
| Approach Delay [s/veh]             | 12.13 | 9.89  | 10.02 |      | 9.84  |
| Approach LOS                       | B     | A     | B     |      | A     |
| Intersection Delay [s/veh]         | 10.83 |       |       |      |       |
| Intersection LOS                   | B     |       |       |      |       |

**Intersection Level Of Service Report**  
**Intersection 5: California Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 16.9  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.055 |

**Intersection Setup**

| Name                         |                                                                                   |        |                                                                                     |        |                                                                                     |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                          |        | Eastbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Left                                                                              | Thru   | Thru                                                                                | Right  | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 15.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | No                                                                                  |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 92     | 284    | 201    | 20     | 17     | 111    |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 1.00   | 5.00   | 0.00   | 1.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 92     | 284    | 201    | 20     | 17     | 111    |
| Peak Hour Factor                        | 0.9000 | 0.9000 | 0.9000 | 0.9000 | 0.9000 | 0.9000 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 26     | 79     | 56     | 6      | 5      | 31     |
| Total Analysis Volume [veh/h]           | 102    | 316    | 223    | 22     | 19     | 123    |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 1      |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.08 | 0.00 | 0.00 | 0.00 | 0.06  | 0.15  |
| d_M, Delay for Movement [s/veh]       | 7.83 | 0.00 | 0.00 | 0.00 | 16.85 | 10.85 |
| Movement LOS                          | A    | A    | A    | A    | C     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.18 | 0.18 | 0.00 | 0.00 | 0.78  | 0.78  |
| 95th-Percentile Queue Length [ft/ln]  | 4.50 | 4.50 | 0.00 | 0.00 | 19.46 | 19.46 |
| d_A, Approach Delay [s/veh]           | 1.91 |      | 0.00 |      | 11.65 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 3.05 |      |      |      |       |       |
| Intersection LOS                      | C    |      |      |      |       |       |

**Intersection Level Of Service Report**  
**Intersection 6: California Ave/E 32nd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 15.2  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.032 |

**Intersection Setup**

| Name                         | Northbound                                                                        |        | Southbound                                                                          |        | Westbound                                                                           |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     |                                                                                   |        |                                                                                     |        |                                                                                     |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Thru                                                                              | Right  | Left                                                                                | Thru   | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 25.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | Yes                                                                                 |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 359    | 25     | 14     | 297    | 11     | 15     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 359    | 25     | 14     | 297    | 11     | 15     |
| Peak Hour Factor                        | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 98     | 7      | 4      | 81     | 3      | 4      |
| Total Analysis Volume [veh/h]           | 390    | 27     | 15     | 323    | 12     | 16     |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 2      |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.00 | 0.00 | 0.01 | 0.00 | 0.03  | 0.02  |
| d_M, Delay for Movement [s/veh]       | 0.00 | 0.00 | 8.15 | 0.00 | 15.15 | 10.99 |
| Movement LOS                          | A    | A    | A    | A    | C     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.03 | 0.03 | 0.18  | 0.18  |
| 95th-Percentile Queue Length [ft/ln]  | 0.00 | 0.00 | 0.63 | 0.63 | 4.52  | 4.52  |
| d_A, Approach Delay [s/veh]           | 0.00 |      | 0.36 |      | 12.78 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 0.61 |      |      |      |       |       |
| Intersection LOS                      | C    |      |      |      |       |       |



32816 Signal Hill Dutch Bros

Vistro File: H:\...\32816\_DB Signal Hill.vistro  
Report File: H:\...\2 Existing AM + Proj.pdf

Scenario 2 Existing AM + Proj  
3/6/2026

**Intersection Analysis Summary**

| ID | Intersection Name               | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|---------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1  | Atlantic Ave/E 33rd Street      | Signalized   | HCM 7th Edition | NB Right   | 0.635 | 19.6          | B   |
| 2  | Lime Ave/Project Driveway       | Two-way stop | HCM 7th Edition | NB Thru    | 0.005 | 12.0          | B   |
| 3  | Olive Ave/Project Driveway      | Two-way stop | HCM 7th Edition | NB Thru    | 0.010 | 11.5          | B   |
| 4  | California Ave/E 33rd Street    | All-way stop | HCM 7th Edition | SB Thru    | 0.385 | 10.0          | A   |
| 5  | California Ave/Project Driveway | Two-way stop | HCM 7th Edition | EB Left    | 0.010 | 14.0          | B   |
| 6  | California Ave/E 32nd Street    | Two-way stop | HCM 7th Edition | WB Left    | 0.044 | 14.1          | B   |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Atlantic Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Signalized      | Delay (sec / veh):        | 19.6  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.635 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 11.00                                                                             | 11.00  | 11.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 1                                                                                 | 0      | 0      | 1                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 40.00                                                                             | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 75.00  | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | Yes                                                                                 |        |        |

**Volumes**

| Name                                        |        |        |        |        |        |        |        |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 28     | 751    | 156    | 75     | 988    | 13     | 5      | 10     | 36     | 82     | 14     | 104    |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 4.00   | 3.00   | 2.00   | 3.00   | 8.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 6.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |        |        |        |        |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 28     | 751    | 156    | 75     | 988    | 13     | 5      | 10     | 36     | 82     | 14     | 104    |
| Peak Hour Factor                            | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 7      | 196    | 41     | 20     | 257    | 3      | 1      | 3      | 9      | 21     | 4      | 27     |
| Total Analysis Volume [veh/h]               | 29     | 782    | 163    | 78     | 1029   | 14     | 5      | 10     | 38     | 85     | 15     | 108    |
| Presence of On-Street Parking               | No     |        | No     | No     |        | No     | No     |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

### Intersection Settings

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | Yes                                   |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 90                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Fully actuated                        |
| Offset [s]                | 43.0                                  |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 4.00                                  |

### Phasing & Timing (Basic)

| Control Type                    | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Flashing Yellow Arrow           | No      |         |         | No      |         |         |         |         |         |         |         |         |
| Signal Group                    | 0       | 4       | 0       | 0       | 2       | 0       | 0       | 8       | 0       | 0       | 6       | 0       |
| Auxiliary Signal Groups         |         |         |         |         |         |         |         |         |         |         |         |         |
| Maximum Green [s]               | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     |
| Amber [s]                       | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     |
| All red [s]                     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0.0     | 7.0     | 0.0     | 0.0     | 7.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 7.0     | 0.0     |
| Pedestrian Clearance [s]        | 0.0     | 14.0    | 0.0     | 0.0     | 16.0    | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 16.0    | 0.0     |
| Delayed Vehicle Green [s]       | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     |
| Rest In Walk                    |         | No      |         |         | Yes     |         |         | No      |         |         | Yes     |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     |
| Detector Length [ft]            | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

### Phasing & Timing: Pattern 1

|                       |     |      |     |     |      |     |     |      |     |     |      |     |
|-----------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Split [s]             | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 |
| Lead / Lag            | -   | -    | -   | -   | -    | -   | -   | -    | -   | -   | -    | -   |
| Minimum Green [s]     | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 |
| Vehicle Extension [s] | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 |
| Minimum Recall        |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |
| Maximum Recall        |     | No   |     |     | No   |     |     | No   |     |     | No   |     |
| Pedestrian Recall     |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |

### Exclusive Pedestrian Phase

|                          |   |
|--------------------------|---|
| Pedestrian Signal Group  | 0 |
| Pedestrian Walk [s]      | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group                              | L     | C     | C     | L    | C    | C    | C     | C     | C    |
|-----------------------------------------|-------|-------|-------|------|------|------|-------|-------|------|
| C, Calculated Cycle Length [s]          | 90    | 90    | 90    | 90   | 90   | 90   | 90    | 90    | 90   |
| L, Total Lost Time per Cycle [s]        | 2.00  | 2.00  | 2.00  | 2.00 | 2.00 | 2.00 | 2.00  | 2.00  | 2.00 |
| l1_p, Permitted Start-Up Lost Time [s]  | 2.00  | 0.00  | 0.00  | 2.00 | 0.00 | 0.00 | 2.00  | 2.00  | 0.00 |
| l2, Clearance Lost Time [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| g_i, Effective Green Time [s]           | 33.3  | 33.3  | 33.3  | 61.6 | 61.6 | 61.6 | 33.3  | 61.6  | 61.6 |
| g / C, Green / Cycle                    | 0.37  | 0.37  | 0.37  | 0.68 | 0.68 | 0.68 | 0.37  | 0.68  | 0.68 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02  | 0.29  | 0.29  | 0.06 | 0.31 | 0.31 | 0.05  | 0.14  | 0.08 |
| s, saturation flow rate [veh/h]         | 1241  | 1656  | 1558  | 1141 | 1669 | 1662 | 1082  | 602   | 1325 |
| c, Capacity [veh/h]                     | 511   | 613   | 576   | 829  | 1143 | 1137 | 444   | 486   | 907  |
| d1, Uniform Delay [s]                   | 18.31 | 25.31 | 25.31 | 5.71 | 6.52 | 6.52 | 18.89 | 14.42 | 4.88 |
| k, delay calibration                    | 0.04  | 0.50  | 0.50  | 0.50 | 0.50 | 0.50 | 0.04  | 0.50  | 0.50 |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               | 0.02  | 10.25 | 10.83 | 0.23 | 1.32 | 1.33 | 0.04  | 0.94  | 0.27 |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |

**Lane Group Results**

|                                       |       |        |        |       |        |        |       |       |       |
|---------------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| X, volume / capacity                  | 0.06  | 0.79   | 0.79   | 0.09  | 0.46   | 0.46   | 0.12  | 0.20  | 0.12  |
| d, Delay for Lane Group [s/veh]       | 18.33 | 35.55  | 36.13  | 5.94  | 7.84   | 7.85   | 18.93 | 15.36 | 5.15  |
| Lane Group LOS                        | B     | D      | D      | A     | A      | A      | B     | B     | A     |
| Critical Lane Group                   | No    | No     | Yes    | No    | No     | Yes    | No    | No    | No    |
| 50th-Percentile Queue Length [veh/ln] | 0.38  | 10.62  | 10.08  | 0.53  | 4.23   | 4.21   | 0.71  | 0.86  | 0.66  |
| 50th-Percentile Queue Length [ft/ln]  | 9.62  | 265.44 | 252.09 | 13.25 | 105.65 | 105.22 | 17.80 | 21.44 | 16.59 |
| 95th-Percentile Queue Length [veh/ln] | 0.69  | 15.96  | 15.29  | 0.95  | 7.60   | 7.57   | 1.28  | 1.54  | 1.19  |
| 95th-Percentile Queue Length [ft/ln]  | 17.32 | 399.04 | 382.29 | 23.86 | 189.94 | 189.33 | 32.04 | 38.58 | 29.87 |

### Movement, Approach, & Intersection Results

|                                 |       |       |       |      |      |      |       |       |       |       |       |      |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 18.33 | 35.77 | 36.13 | 5.94 | 7.84 | 7.85 | 18.93 | 18.93 | 18.93 | 15.36 | 14.54 | 5.15 |
| Movement LOS                    | B     | D     | D     | A    | A    | A    | B     | B     | B     | B     | B     | A    |
| d_A, Approach Delay [s/veh]     | 35.31 |       |       | 7.71 |      |      | 18.93 |       |       | 10.00 |       |      |
| Approach LOS                    | D     |       |       | A    |      |      | B     |       |       | A     |       |      |
| d_I, Intersection Delay [s/veh] | 19.58 |       |       |      |      |      |       |       |       |       |       |      |
| Intersection LOS                | B     |       |       |      |      |      |       |       |       |       |       |      |
| Intersection V/C                | 0.635 |       |       |      |      |      |       |       |       |       |       |      |

### Emissions

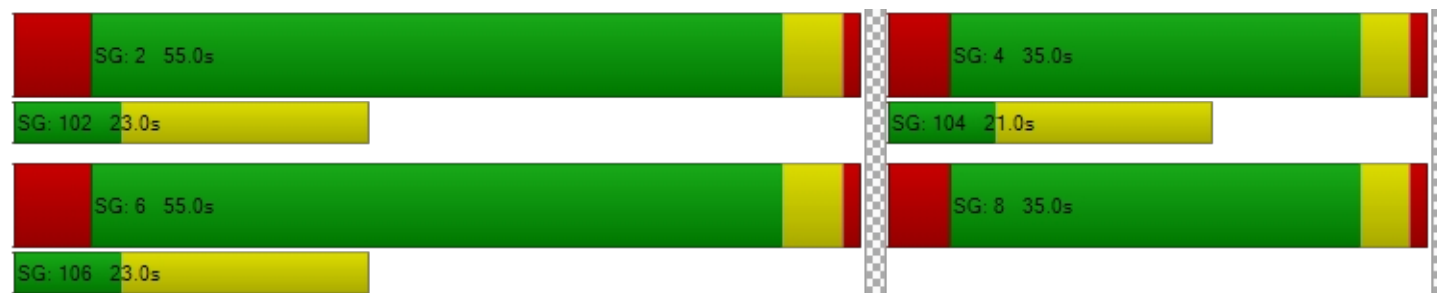
|                              |       |        |        |       |        |        |       |       |       |
|------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| Vehicle Miles Traveled [mph] | 1.50  | 25.21  | 23.72  | 4.75  | 31.86  | 31.71  | 3.35  | 6.16  | 6.80  |
| Stops [stops/h]              | 15.40 | 424.71 | 403.35 | 21.21 | 169.04 | 168.35 | 28.48 | 34.30 | 26.55 |
| Fuel consumption [US gal/h]  | 0.26  | 6.91   | 6.57   | 0.41  | 3.08   | 3.07   | 0.50  | 0.75  | 0.54  |
| CO [g/h]                     | 17.83 | 482.77 | 459.48 | 28.46 | 215.26 | 214.35 | 34.91 | 52.54 | 37.84 |
| NOx [g/h]                    | 3.47  | 93.93  | 89.40  | 5.54  | 41.88  | 41.70  | 6.79  | 10.22 | 7.36  |
| VOC [g/h]                    | 4.13  | 111.89 | 106.49 | 6.60  | 49.89  | 49.68  | 8.09  | 12.18 | 8.77  |

### Other Modes

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 18.0  | 18.0  | 11.0  |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 28.80 | 28.80 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.692 | 2.010 | 2.353 |
| Crosswalk LOS                                            |       | B     | B     | B     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 596   | 1002  | 596   | 1002  |
| d_b, Bicycle Delay [s]                                   | 22.19 | 11.20 | 22.19 | 11.20 |
| I_b,int, Bicycle LOS Score for Intersection              | 2.363 | 2.484 | 1.647 | 1.731 |
| Bicycle LOS                                              | B     | B     | A     | A     |

### Sequence

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**  
**Intersection 2: Lime Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 12.0  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.005 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |       |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |       | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |       |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00 | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 1     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 40.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00  | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |       | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |       | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |       | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 74     | 3      | 24     | 10     | 0      | 6      | 11     | 120    | 89     | 13     | 74     | 8      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 0.00   | 2.00   | 0.00   | 9.00   | 3.00   | 0.00   | 9.00   | 3.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 74     | 3      | 24     | 10     | 0      | 6      | 11     | 120    | 89     | 13     | 74     | 8      |
| Peak Hour Factor                        | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 1.0000 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 | 0.9400 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 20     | 1      | 6      | 3      | 0      | 2      | 3      | 32     | 24     | 3      | 20     | 2      |
| Total Analysis Volume [veh/h]           | 79     | 3      | 26     | 11     | 0      | 6      | 12     | 128    | 95     | 14     | 79     | 9      |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |



**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   |      |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |       |       |      |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.12  | 0.01  | 0.03  | 0.02  | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 11.45 | 12.02 | 9.82  | 10.18 | 0.00 | 8.54 | 7.49 | 0.00 | 0.00 | 7.80 | 0.00 | 0.00 |
| Movement LOS                          | B     | B     | A     | B     |      | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 0.54  | 0.54  | 0.54  | 0.05  | 0.00 | 0.02 | 0.02 | 0.01 | 0.00 | 0.02 | 0.01 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 13.58 | 13.58 | 13.58 | 1.19  | 0.00 | 0.44 | 0.50 | 0.25 | 0.00 | 0.59 | 0.29 | 0.00 |
| d_A, Approach Delay [s/veh]           | 11.08 |       |       | 9.60  |      |      | 0.38 |      |      | 1.07 |      |      |
| Approach LOS                          | B     |       |       | A     |      |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 3.37  |       |       |       |      |      |      |      |      |      |      |      |
| Intersection LOS                      | B     |       |       |       |      |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 3: Olive Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 11.5  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.010 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 35     | 5      | 21     | 2      | 2      | 2      | 14     | 74     | 62     | 27     | 58     | 8      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 3.00   | 0.00   | 0.00   | 50.00  | 0.00   | 0.00   | 14.00  | 3.00   | 2.00   | 0.00   | 3.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 35     | 5      | 21     | 2      | 2      | 2      | 14     | 74     | 62     | 27     | 58     | 8      |
| Peak Hour Factor                        | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 10     | 1      | 6      | 1      | 1      | 1      | 4      | 21     | 18     | 8      | 16     | 2      |
| Total Analysis Volume [veh/h]           | 40     | 6      | 24     | 2      | 2      | 2      | 16     | 84     | 70     | 31     | 66     | 9      |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   | No   |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |      |       |       |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.06  | 0.01  | 0.02 | 0.00  | 0.00  | 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 11.00 | 11.48 | 9.21 | 11.32 | 11.24 | 8.53 | 7.52 | 0.00 | 0.00 | 7.54 | 0.00 | 0.00 |
| Movement LOS                          | B     | B     | A    | B     | B     | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 0.32  | 0.32  | 0.32 | 0.03  | 0.03  | 0.03 | 0.03 | 0.01 | 0.00 | 0.05 | 0.03 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 7.88  | 7.88  | 7.88 | 0.67  | 0.67  | 0.67 | 0.67 | 0.34 | 0.00 | 1.31 | 0.66 | 0.00 |
| d_A, Approach Delay [s/veh]           | 10.43 |       |      | 10.36 |       |      | 0.71 |      |      | 2.20 |      |      |
| Approach LOS                          | B     |       |      | B     |       |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 3.26  |       |      |       |       |      |      |      |      |      |      |      |
| Intersection LOS                      | B     |       |      |       |       |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 4: California Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | All-way stop    | Delay (sec / veh):        | 10.0  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | A     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.385 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        |        | 35.00                                                                             |        |        | 30.00                                                                               |        |        | 25.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 36     | 158    | 13     | 11     | 224    | 24     | 23     | 14     | 56     | 22     | 29     | 7      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 5.00   | 2.00   | 8.00   | 9.00   | 1.00   | 0.00   | 0.00   | 0.00   | 5.00   | 0.00   | 4.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 36     | 158    | 13     | 11     | 224    | 24     | 23     | 14     | 56     | 22     | 29     | 7      |
| Peak Hour Factor                        | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 | 0.8700 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 10     | 45     | 4      | 3      | 64     | 7      | 7      | 4      | 16     | 6      | 8      | 2      |
| Total Analysis Volume [veh/h]           | 41     | 182    | 15     | 13     | 257    | 28     | 26     | 16     | 64     | 25     | 33     | 8      |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings****Lanes**

|                                 |      |      |      |      |      |
|---------------------------------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 752  | 775  | 582  | 685  | 653  |
| Degree of Utilization, x        | 0.32 | 0.38 | 0.07 | 0.09 | 0.10 |

**Movement, Approach, & Intersection Results**

|                                    |       |       |      |      |      |
|------------------------------------|-------|-------|------|------|------|
| 95th-Percentile Queue Length [veh] | 1.36  | 1.82  | 0.23 | 0.31 | 0.34 |
| 95th-Percentile Queue Length [ft]  | 33.97 | 45.48 | 5.82 | 7.70 | 8.39 |
| Approach Delay [s/veh]             | 9.98  | 10.52 | 8.84 |      | 9.13 |
| Approach LOS                       | A     | B     | A    |      | A    |
| Intersection Delay [s/veh]         | 9.96  |       |      |      |      |
| Intersection LOS                   | A     |       |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 5: California Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 14.0  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.010 |

**Intersection Setup**

| Name                         |                                                                                   |        |                                                                                     |        |                                                                                     |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                          |        | Eastbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Left                                                                              | Thru   | Thru                                                                                | Right  | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 15.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | No                                                                                  |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 44     | 205    | 293    | 10     | 4      | 34     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 2.00   | 1.00   | 20.00  | 0.00   | 11.00  |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 44     | 205    | 293    | 10     | 4      | 34     |
| Peak Hour Factor                        | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 12     | 56     | 80     | 3      | 1      | 9      |
| Total Analysis Volume [veh/h]           | 48     | 225    | 322    | 11     | 4      | 37     |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 0      |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.04 | 0.00 | 0.00 | 0.00 | 0.01  | 0.05  |
| d_M, Delay for Movement [s/veh]       | 7.96 | 0.00 | 0.00 | 0.00 | 13.97 | 10.56 |
| Movement LOS                          | A    | A    | A    | A    | B     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.00 | 0.00 | 0.20  | 0.20  |
| 95th-Percentile Queue Length [ft/ln]  | 2.05 | 2.05 | 0.00 | 0.00 | 5.02  | 5.02  |
| d_A, Approach Delay [s/veh]           | 1.40 |      | 0.00 |      | 10.89 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 1.28 |      |      |      |       |       |
| Intersection LOS                      | B    |      |      |      |       |       |



**Intersection Level Of Service Report**  
**Intersection 6: California Ave/E 32nd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 14.1  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.044 |

**Intersection Setup**

| Name                         |                                                                                   |        |                                                                                     |        |                                                                                     |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                          |        | Westbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Thru                                                                              | Right  | Left                                                                                | Thru   | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 25.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | Yes                                                                                 |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 245    | 18     | 13     | 313    | 16     | 5      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 2.00   | 6.00   | 0.00   | 2.00   | 12.00  | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 245    | 18     | 13     | 313    | 16     | 5      |
| Peak Hour Factor                        | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 67     | 5      | 4      | 86     | 4      | 1      |
| Total Analysis Volume [veh/h]           | 269    | 20     | 14     | 344    | 18     | 5      |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 0      |        |

### Intersection Settings

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

### Movement, Approach, & Intersection Results

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.00 | 0.00 | 0.01 | 0.00 | 0.04  | 0.01  |
| d_M, Delay for Movement [s/veh]       | 0.00 | 0.00 | 7.82 | 0.00 | 14.15 | 10.12 |
| Movement LOS                          | A    | A    | A    | A    | B     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.02 | 0.02 | 0.16  | 0.16  |
| 95th-Percentile Queue Length [ft/ln]  | 0.00 | 0.00 | 0.59 | 0.59 | 3.95  | 3.95  |
| d_A, Approach Delay [s/veh]           | 0.00 |      | 0.31 |      | 13.27 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 0.62 |      |      |      |       |       |
| Intersection LOS                      | B    |      |      |      |       |       |

32816 Signal Hill Dutch Bros

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Report File: H:\...\4 Existing PM + Proj.pdf

Scenario 4 Existing PM + Proj  
3/6/2026

**Intersection Analysis Summary**

| ID | Intersection Name               | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|---------------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 1  | Atlantic Ave/E 33rd Street      | Signalized   | HCM 7th Edition | NB Right   | 0.652 | 25.6          | C   |
| 2  | Lime Ave/Project Driveway       | Two-way stop | HCM 7th Edition | NB Thru    | 0.025 | 21.2          | C   |
| 3  | Olive Ave/Project Driveway      | Two-way stop | HCM 7th Edition | NB Thru    | 0.016 | 18.9          | C   |
| 4  | California Ave/E 33rd Street    | All-way stop | HCM 7th Edition | NB Thru    | 0.455 | 10.8          | B   |
| 5  | California Ave/Project Driveway | Two-way stop | HCM 7th Edition | EB Left    | 0.056 | 16.9          | C   |
| 6  | California Ave/E 32nd Street    | Two-way stop | HCM 7th Edition | WB Left    | 0.032 | 15.2          | C   |

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Atlantic Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Signalized      | Delay (sec / veh):        | 25.6  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.652 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 11.00                                                                             | 11.00  | 11.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 1                                                                                 | 0      | 0      | 1                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 40.00                                                                             | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 75.00  | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | Yes                                                                                 |        |        |

**Volumes**

| Name                                        |        |        |        |        |        |        |        |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 28     | 922    | 266    | 104    | 770    | 18     | 4      | 23     | 44     | 138    | 13     | 165    |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 1.00   | 1.00   | 0.00   | 1.00   | 0.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |        |        |        |        |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 28     | 922    | 266    | 104    | 770    | 18     | 4      | 23     | 44     | 138    | 13     | 165    |
| Peak Hour Factor                            | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 7      | 240    | 69     | 27     | 201    | 5      | 1      | 6      | 11     | 36     | 3      | 43     |
| Total Analysis Volume [veh/h]               | 29     | 960    | 277    | 108    | 802    | 19     | 4      | 24     | 46     | 144    | 14     | 172    |
| Presence of On-Street Parking               | No     |        | No     | No     |        | No     | No     |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

### Intersection Settings

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | Yes                                   |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 90                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Fully actuated                        |
| Offset [s]                | 43.0                                  |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 4.00                                  |

### Phasing & Timing (Basic)

| Control Type                    | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Flashing Yellow Arrow           | No      |         |         | No      |         |         |         |         |         |         |         |         |
| Signal Group                    | 0       | 4       | 0       | 0       | 2       | 0       | 0       | 8       | 0       | 0       | 6       | 0       |
| Auxiliary Signal Groups         |         |         |         |         |         |         |         |         |         |         |         |         |
| Maximum Green [s]               | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     | 0.0     | 30.0    | 0.0     | 0.0     | 50.0    | 0.0     |
| Amber [s]                       | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     | 0.0     | 3.2     | 0.0     | 0.0     | 3.9     | 0.0     |
| All red [s]                     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0.0     | 7.0     | 0.0     | 0.0     | 7.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 7.0     | 0.0     |
| Pedestrian Clearance [s]        | 0.0     | 14.0    | 0.0     | 0.0     | 16.0    | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 16.0    | 0.0     |
| Delayed Vehicle Green [s]       | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     | 0.0     | 4.0     | 0.0     | 0.0     | 5.0     | 0.0     |
| Rest In Walk                    |         | No      |         |         | Yes     |         |         | No      |         |         | Yes     |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     | 0.0     | 25.0    | 0.0     |
| Detector Length [ft]            | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     | 0.0     | 100.0   | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

### Phasing & Timing: Pattern 1

|                       |     |      |     |     |      |     |     |      |     |     |      |     |
|-----------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Split [s]             | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 55.0 | 0.0 |
| Lead / Lag            | -   | -    | -   | -   | -    | -   | -   | -    | -   | -   | -    | -   |
| Minimum Green [s]     | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 8.0  | 0.0 | 0.0 | 20.0 | 0.0 |
| Vehicle Extension [s] | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 | 0.0 | 0.0  | 0.0 |
| Minimum Recall        |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |
| Maximum Recall        |     | No   |     |     | No   |     |     | No   |     |     | No   |     |
| Pedestrian Recall     |     | No   |     |     | Yes  |     |     | No   |     |     | Yes  |     |

### Exclusive Pedestrian Phase

|                          |   |
|--------------------------|---|
| Pedestrian Signal Group  | 0 |
| Pedestrian Walk [s]      | 0 |
| Pedestrian Clearance [s] | 0 |

#### Lane Group Calculations

| Lane Group                              | L     | C     | C     | L    | C    | C    | C     | C     | C    |
|-----------------------------------------|-------|-------|-------|------|------|------|-------|-------|------|
| C, Calculated Cycle Length [s]          | 90    | 90    | 90    | 90   | 90   | 90   | 90    | 90    | 90   |
| L, Total Lost Time per Cycle [s]        | 2.00  | 2.00  | 2.00  | 2.00 | 2.00 | 2.00 | 2.00  | 2.00  | 2.00 |
| l1_p, Permitted Start-Up Lost Time [s]  | 2.00  | 0.00  | 0.00  | 2.00 | 0.00 | 0.00 | 2.00  | 2.00  | 0.00 |
| l2, Clearance Lost Time [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| g_i, Effective Green Time [s]           | 37.7  | 37.7  | 37.7  | 57.2 | 57.2 | 57.2 | 37.7  | 57.2  | 57.2 |
| g / C, Green / Cycle                    | 0.42  | 0.42  | 0.42  | 0.64 | 0.64 | 0.64 | 0.42  | 0.64  | 0.64 |
| (v / s)_i Volume / Saturation Flow Rate | 0.02  | 0.38  | 0.38  | 0.10 | 0.24 | 0.24 | 0.06  | 0.20  | 0.13 |
| s, saturation flow rate [veh/h]         | 1217  | 1696  | 1568  | 1095 | 1696 | 1683 | 1176  | 689   | 1323 |
| c, Capacity [veh/h]                     | 554   | 711   | 657   | 716  | 1078 | 1069 | 535   | 514   | 840  |
| d1, Uniform Delay [s]                   | 15.58 | 24.41 | 24.51 | 8.76 | 7.90 | 7.90 | 16.33 | 18.00 | 6.88 |
| k, delay calibration                    | 0.04  | 0.50  | 0.50  | 0.50 | 0.50 | 0.50 | 0.04  | 0.50  | 0.50 |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               | 0.01  | 16.78 | 18.58 | 0.45 | 1.03 | 1.04 | 0.04  | 1.54  | 0.55 |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |

#### Lane Group Results

|                                       |       |        |        |       |        |        |       |       |       |
|---------------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| X, volume / capacity                  | 0.05  | 0.90   | 0.91   | 0.15  | 0.38   | 0.38   | 0.14  | 0.31  | 0.20  |
| d, Delay for Lane Group [s/veh]       | 15.59 | 41.18  | 43.09  | 9.21  | 8.93   | 8.94   | 16.37 | 19.55 | 7.43  |
| Lane Group LOS                        | B     | D      | D      | A     | A      | A      | B     | B     | A     |
| Critical Lane Group                   | No    | No     | Yes    | No    | No     | Yes    | No    | No    | No    |
| 50th-Percentile Queue Length [veh/ln] | 0.35  | 15.30  | 14.59  | 1.00  | 3.70   | 3.67   | 0.91  | 1.65  | 1.36  |
| 50th-Percentile Queue Length [ft/ln]  | 8.71  | 382.43 | 364.78 | 24.95 | 92.52  | 91.83  | 22.78 | 41.26 | 34.01 |
| 95th-Percentile Queue Length [veh/ln] | 0.63  | 21.71  | 20.86  | 1.80  | 6.66   | 6.61   | 1.64  | 2.97  | 2.45  |
| 95th-Percentile Queue Length [ft/ln]  | 15.68 | 542.79 | 521.40 | 44.91 | 166.54 | 165.30 | 41.00 | 74.27 | 61.22 |



### Movement, Approach, & Intersection Results

|                                 |       |       |       |      |      |      |       |       |       |       |       |      |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 15.59 | 41.82 | 43.09 | 9.21 | 8.94 | 8.94 | 16.37 | 16.37 | 16.37 | 19.55 | 19.55 | 7.43 |
| Movement LOS                    | B     | D     | D     | A    | A    | A    | B     | B     | B     | B     | B     | A    |
| d_A, Approach Delay [s/veh]     | 41.50 |       |       | 8.97 |      |      | 16.37 |       |       | 13.23 |       |      |
| Approach LOS                    | D     |       |       | A    |      |      | B     |       |       | B     |       |      |
| d_I, Intersection Delay [s/veh] | 25.56 |       |       |      |      |      |       |       |       |       |       |      |
| Intersection LOS                | C     |       |       |      |      |      |       |       |       |       |       |      |
| Intersection V/C                | 0.652 |       |       |      |      |      |       |       |       |       |       |      |

### Emissions

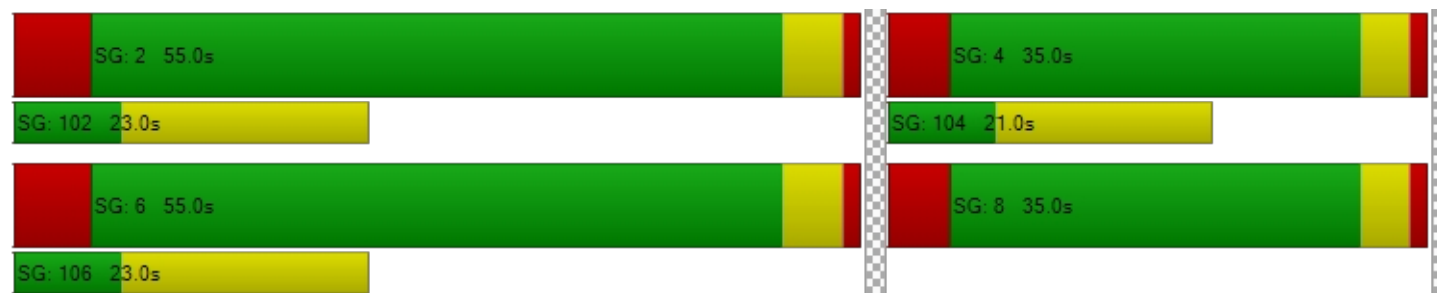
|                              |       |        |        |       |        |        |       |       |       |
|------------------------------|-------|--------|--------|-------|--------|--------|-------|-------|-------|
| Vehicle Miles Traveled [mph] | 1.50  | 33.18  | 30.88  | 6.58  | 25.12  | 24.92  | 4.67  | 9.84  | 10.72 |
| Stops [stops/h]              | 13.94 | 611.89 | 583.65 | 39.92 | 148.03 | 146.93 | 36.45 | 66.02 | 54.41 |
| Fuel consumption [US gal/h]  | 0.23  | 10.12  | 9.72   | 0.69  | 2.60   | 2.58   | 0.64  | 1.40  | 1.00  |
| CO [g/h]                     | 16.14 | 707.11 | 679.72 | 48.51 | 181.83 | 180.44 | 44.76 | 97.75 | 70.02 |
| NOx [g/h]                    | 3.14  | 137.58 | 132.25 | 9.44  | 35.38  | 35.11  | 8.71  | 19.02 | 13.62 |
| VOC [g/h]                    | 3.74  | 163.88 | 157.53 | 11.24 | 42.14  | 41.82  | 10.37 | 22.65 | 16.23 |

### Other Modes

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 18.0  | 18.0  | 11.0  |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 28.80 | 28.80 | 34.67 |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.700 | 2.018 | 2.464 |
| Crosswalk LOS                                            |       | B     | B     | B     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 596   | 1002  | 596   | 1002  |
| d_b, Bicycle Delay [s]                                   | 22.19 | 11.20 | 22.19 | 11.20 |
| I_b,int, Bicycle LOS Score for Intersection              | 2.604 | 2.326 | 1.682 | 1.832 |
| Bicycle LOS                                              | B     | B     | A     | A     |

### Sequence

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**  
**Intersection 2: Lime Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 21.2  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.025 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |       |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |       | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |       |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00 | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 1     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 40.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0     | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00  | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |       | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |       | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |       | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 86     | 7      | 25     | 15     | 0      | 11     | 29     | 285    | 111    | 17     | 204    | 14     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 7.00   | 2.00   | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 1.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 86     | 7      | 25     | 15     | 0      | 11     | 29     | 285    | 111    | 17     | 204    | 14     |
| Peak Hour Factor                        | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 1.0000 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 | 0.8500 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 25     | 2      | 7      | 4      | 0      | 3      | 9      | 84     | 33     | 5      | 60     | 4      |
| Total Analysis Volume [veh/h]           | 101    | 8      | 29     | 18     | 0      | 13     | 34     | 335    | 131    | 20     | 240    | 16     |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   |      |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |       |       |      |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.29  | 0.03  | 0.04  | 0.05  | 0.00 | 0.01 | 0.03 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 20.31 | 21.23 | 14.59 | 15.02 | 0.00 | 9.04 | 7.76 | 0.00 | 0.00 | 8.28 | 0.00 | 0.00 |
| Movement LOS                          | C     | C     | B     | C     |      | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 1.56  | 1.56  | 1.56  | 0.15  | 0.00 | 0.04 | 0.06 | 0.03 | 0.00 | 0.03 | 0.02 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 39.03 | 39.03 | 39.03 | 3.75  | 0.00 | 1.09 | 1.44 | 0.72 | 0.00 | 0.84 | 0.42 | 0.00 |
| d_A, Approach Delay [s/veh]           | 19.16 |       |       | 12.51 |      |      | 0.53 |      |      | 0.60 |      |      |
| Approach LOS                          | C     |       |       | B     |      |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 3.66  |       |       |       |      |      |      |      |      |      |      |      |
| Intersection LOS                      | C     |       |       |       |      |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 3: Olive Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 18.9  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.016 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 15.00                                                                             |        |        | 25.00                                                                             |        |        | 30.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | No                                                                                |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 148    | 6      | 70     | 6      | 3      | 12     | 10     | 134    | 181    | 51     | 83     | 9      |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 1.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 10.00  | 0.00   | 1.00   | 0.00   | 0.00   | 11.00  |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 148    | 6      | 70     | 6      | 3      | 12     | 10     | 134    | 181    | 51     | 83     | 9      |
| Peak Hour Factor                        | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 | 0.8800 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 42     | 2      | 20     | 2      | 1      | 3      | 3      | 38     | 51     | 14     | 24     | 3      |
| Total Analysis Volume [veh/h]           | 168    | 7      | 80     | 7      | 3      | 14     | 11     | 152    | 206    | 58     | 94     | 10     |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings**

|                                    |      |      |      |      |
|------------------------------------|------|------|------|------|
| Priority Scheme                    | Stop | Stop | Free | Free |
| Flared Lane                        | No   | No   |      |      |
| Storage Area [veh]                 | 0    | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           | No   | No   |      |      |
| Number of Storage Spaces in Median | 0    | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |       |       |       |       |       |      |      |      |      |      |      |      |
|---------------------------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio               | 0.36  | 0.02  | 0.10  | 0.01  | 0.01  | 0.01 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh]       | 18.66 | 18.89 | 15.17 | 12.13 | 14.29 | 8.75 | 7.53 | 0.00 | 0.00 | 8.04 | 0.00 | 0.00 |
| Movement LOS                          | C     | C     | C     | B     | B     | A    | A    | A    | A    | A    | A    | A    |
| 95th-Percentile Queue Length [veh/ln] | 2.52  | 2.52  | 2.52  | 0.11  | 0.11  | 0.11 | 0.02 | 0.01 | 0.00 | 0.10 | 0.05 | 0.00 |
| 95th-Percentile Queue Length [ft/ln]  | 63.08 | 63.08 | 63.08 | 2.71  | 2.71  | 2.71 | 0.46 | 0.23 | 0.00 | 2.50 | 1.25 | 0.00 |
| d_A, Approach Delay [s/veh]           | 17.57 |       |       | 10.43 |       |      | 0.22 |      |      | 2.88 |      |      |
| Approach LOS                          | C     |       |       | B     |       |      | A    |      |      | A    |      |      |
| d_I, Intersection Delay [s/veh]       | 6.52  |       |       |       |       |      |      |      |      |      |      |      |
| Intersection LOS                      | C     |       |       |       |       |      |      |      |      |      |      |      |

**Intersection Level Of Service Report**  
**Intersection 4: California Ave/E 33rd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | All-way stop    | Delay (sec / veh):        | 10.8  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | B     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.455 |

**Intersection Setup**

| Name                         |                                                                                   |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        |        | 35.00                                                                             |        |        | 30.00                                                                               |        |        | 25.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes                                                                               |        |        | Yes                                                                                 |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 44     | 223    | 32     | 3      | 127    | 29     | 52     | 72     | 55     | 35     | 53     | 12     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 0.00   | 2.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 44     | 223    | 32     | 3      | 127    | 29     | 52     | 72     | 55     | 35     | 53     | 12     |
| Peak Hour Factor                        | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 | 0.9100 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 12     | 61     | 9      | 1      | 35     | 8      | 14     | 20     | 15     | 10     | 15     | 3      |
| Total Analysis Volume [veh/h]           | 48     | 245    | 35     | 3      | 140    | 32     | 57     | 79     | 60     | 38     | 58     | 13     |
| Pedestrian Volume [ped/h]               | 0      |        |        | 0      |        |        | 0      |        |        | 0      |        |        |

**Intersection Settings****Lanes**

|                                 |      |      |      |      |      |
|---------------------------------|------|------|------|------|------|
| Capacity per Entry Lane [veh/h] | 722  | 696  | 582  | 684  | 635  |
| Degree of Utilization, x        | 0.45 | 0.25 | 0.23 | 0.09 | 0.17 |

**Movement, Approach, & Intersection Results**

|                                    |       |       |       |      |       |
|------------------------------------|-------|-------|-------|------|-------|
| 95th-Percentile Queue Length [veh] | 2.39  | 0.99  | 0.90  | 0.29 | 0.62  |
| 95th-Percentile Queue Length [ft]  | 59.68 | 24.80 | 22.52 | 7.19 | 15.40 |
| Approach Delay [s/veh]             | 12.09 | 9.90  | 10.07 |      | 9.84  |
| Approach LOS                       | B     | A     | B     |      | A     |
| Intersection Delay [s/veh]         | 10.82 |       |       |      |       |
| Intersection LOS                   | B     |       |       |      |       |



**Intersection Level Of Service Report**  
**Intersection 5: California Ave/Project Driveway**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 16.9  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.056 |

**Intersection Setup**

| Name                         | Northbound                                                                        |        | Southbound                                                                          |        | Eastbound                                                                           |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     | Northbound                                                                        |        | Southbound                                                                          |        | Eastbound                                                                           |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Left                                                                              | Thru   | Thru                                                                                | Right  | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 15.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | No                                                                                  |        | Yes                                                                                 |        |

**Volumes**

| Name                                    | Northbound |        | Southbound |        | Eastbound |        |
|-----------------------------------------|------------|--------|------------|--------|-----------|--------|
| Base Volume Input [veh/h]               | 95         | 282    | 200        | 20     | 17        | 112    |
| Base Volume Adjustment Factor           | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00       | 0.00   | 1.00       | 5.00   | 0.00      | 1.00   |
| Growth Factor                           | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| In-Process Volume [veh/h]               | 0          | 0      | 0          | 0      | 0         | 0      |
| Site-Generated Trips [veh/h]            | 0          | 0      | 0          | 0      | 0         | 0      |
| Diverted Trips [veh/h]                  | 0          | 0      | 0          | 0      | 0         | 0      |
| Pass-by Trips [veh/h]                   | 0          | 0      | 0          | 0      | 0         | 0      |
| Existing Site Adjustment Volume [veh/h] | 0          | 0      | 0          | 0      | 0         | 0      |
| Other Volume [veh/h]                    | 0          | 0      | 0          | 0      | 0         | 0      |
| Total Hourly Volume [veh/h]             | 95         | 282    | 200        | 20     | 17        | 112    |
| Peak Hour Factor                        | 0.9000     | 0.9000 | 0.9000     | 0.9000 | 0.9000    | 0.9000 |
| Other Adjustment Factor                 | 1.0000     | 1.0000 | 1.0000     | 1.0000 | 1.0000    | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 26         | 78     | 56         | 6      | 5         | 31     |
| Total Analysis Volume [veh/h]           | 106        | 313    | 222        | 22     | 19        | 124    |
| Pedestrian Volume [ped/h]               | 0          |        | 0          |        | 0         |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.08 | 0.00 | 0.00 | 0.00 | 0.06  | 0.15  |
| d_M, Delay for Movement [s/veh]       | 7.82 | 0.00 | 0.00 | 0.00 | 16.93 | 10.84 |
| Movement LOS                          | A    | A    | A    | A    | C     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.19 | 0.19 | 0.00 | 0.00 | 0.78  | 0.78  |
| 95th-Percentile Queue Length [ft/ln]  | 4.69 | 4.69 | 0.00 | 0.00 | 19.59 | 19.59 |
| d_A, Approach Delay [s/veh]           | 1.98 |      | 0.00 |      | 11.65 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 3.10 |      |      |      |       |       |
| Intersection LOS                      | C    |      |      |      |       |       |

**Intersection Level Of Service Report**  
**Intersection 6: California Ave/E 32nd Street**

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Two-way stop    | Delay (sec / veh):        | 15.2  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.032 |

**Intersection Setup**

| Name                         | Northbound                                                                        |        | Southbound                                                                          |        | Westbound                                                                           |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|--------|
| Approach                     |                                                                                   |        |                                                                                     |        |                                                                                     |        |
| Lane Configuration           |  |        |  |        |  |        |
| Turning Movement             | Thru                                                                              | Right  | Left                                                                                | Thru   | Left                                                                                | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00                                                                               | 12.00  | 12.00                                                                               | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 100.00                                                                              | 100.00 | 100.00                                                                              | 100.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0                                                                                   | 0      | 0                                                                                   | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00                                                                                | 0.00   | 0.00                                                                                | 0.00   |
| Speed [mph]                  | 35.00                                                                             |        | 35.00                                                                               |        | 25.00                                                                               |        |
| Grade [%]                    | 0.00                                                                              |        | 0.00                                                                                |        | 0.00                                                                                |        |
| Crosswalk                    | No                                                                                |        | Yes                                                                                 |        | Yes                                                                                 |        |

**Volumes**

| Name                                    |        |        |        |        |        |        |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]               | 360    | 25     | 15     | 297    | 11     | 16     |
| Base Volume Adjustment Factor           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]           | 0.00   | 0.00   | 0.00   | 1.00   | 0.00   | 0.00   |
| Growth Factor                           | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h]               | 0      | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]            | 0      | 0      | 0      | 0      | 0      | 0      |
| Diverted Trips [veh/h]                  | 0      | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h] | 0      | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                    | 0      | 0      | 0      | 0      | 0      | 0      |
| Total Hourly Volume [veh/h]             | 360    | 25     | 15     | 297    | 11     | 16     |
| Peak Hour Factor                        | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor                 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]          | 98     | 7      | 4      | 81     | 3      | 4      |
| Total Analysis Volume [veh/h]           | 391    | 27     | 16     | 323    | 12     | 17     |
| Pedestrian Volume [ped/h]               | 0      |        | 0      |        | 0      |        |

**Intersection Settings**

|                                    |      |      |      |
|------------------------------------|------|------|------|
| Priority Scheme                    | Free | Free | Stop |
| Flared Lane                        |      |      | No   |
| Storage Area [veh]                 | 0    | 0    | 0    |
| Two-Stage Gap Acceptance           |      |      | No   |
| Number of Storage Spaces in Median | 0    | 0    | 0    |

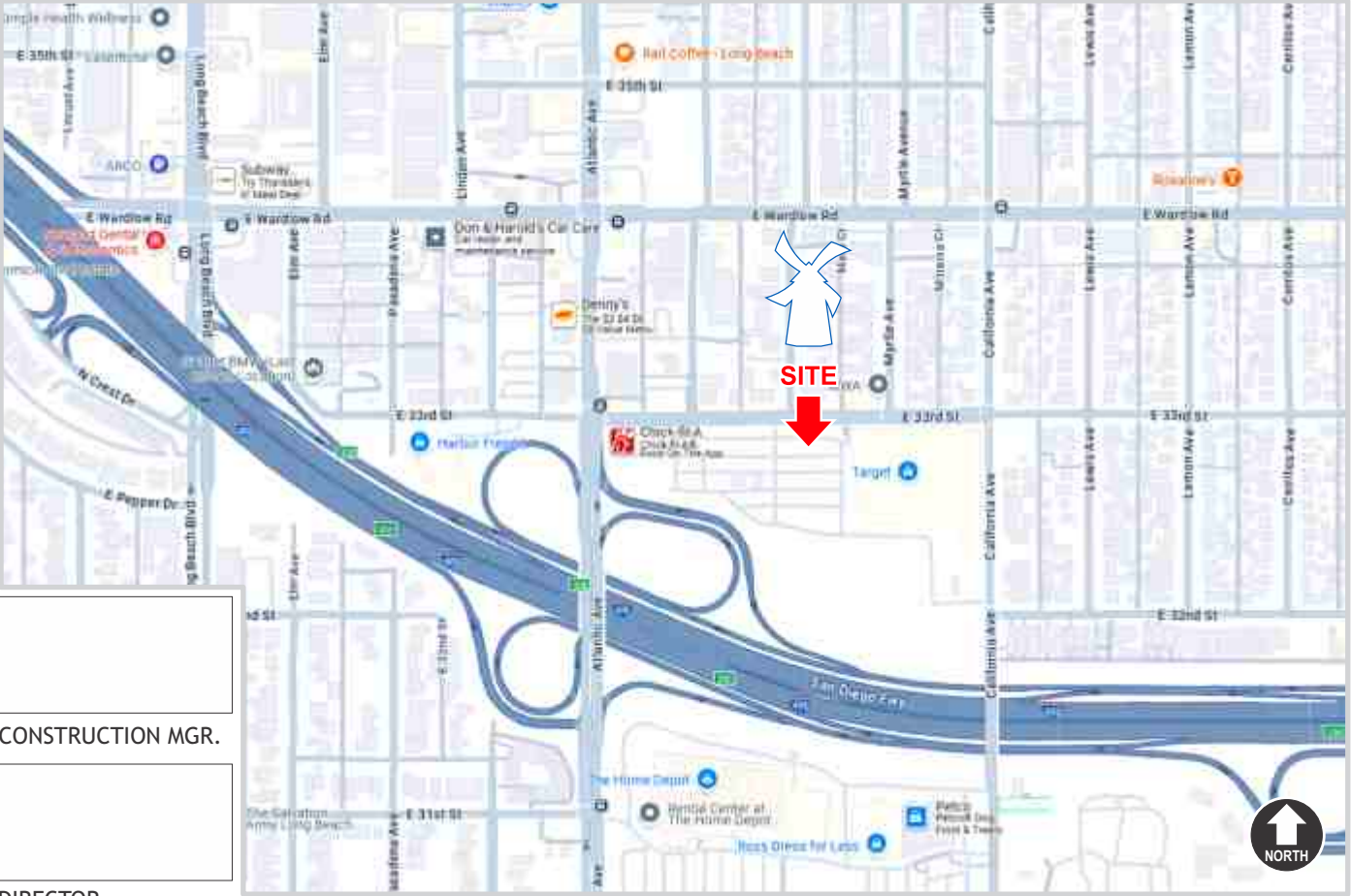
**Movement, Approach, & Intersection Results**

|                                       |      |      |      |      |       |       |
|---------------------------------------|------|------|------|------|-------|-------|
| V/C, Movement V/C Ratio               | 0.00 | 0.00 | 0.01 | 0.00 | 0.03  | 0.03  |
| d_M, Delay for Movement [s/veh]       | 0.00 | 0.00 | 8.14 | 0.00 | 15.16 | 10.98 |
| Movement LOS                          | A    | A    | A    | A    | C     | B     |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.03 | 0.03 | 0.19  | 0.19  |
| 95th-Percentile Queue Length [ft/ln]  | 0.00 | 0.00 | 0.67 | 0.67 | 4.65  | 4.65  |
| d_A, Approach Delay [s/veh]           | 0.00 |      | 0.38 |      | 12.71 |       |
| Approach LOS                          | A    |      | A    |      | B     |       |
| d_I, Intersection Delay [s/veh]       | 0.63 |      |      |      |       |       |
| Intersection LOS                      | C    |      |      |      |       |       |

SCHEDULE

- N1 - (1) SIGN TYPE DBCL10-REMOTE-RW: CHANNEL LETTERS WITH REMOTE RACEWAY
- N2 - (1) SIGN TYPE DBCL10-REMOTE-RW: CHANNEL LETTERS WITH REMOTE RACEWAY
- N3 - (1) SIGN TYPE DBCL10-REMOTE-RW: CHANNEL LETTERS WITH REMOTE RACEWAY
- N4 - (1) SIGN TYPE DBW13: SELF CONTAINED LOGO
- N5 - (1) SIGN TYPE DBW13: SELF CONTAINED LOGO
- N6 - (1) SIGN TYPE DBW13: SELF CONTAINED LOGO
- N7 - (1) ADDRESS NUMBERS
- N8 - (2) SIGN TYPE DBMENU-WM-SF: WALL MOUNTED MENU BOARD
- N9 - (4) SNAP FRAMES 31 3/4"X41 3/4"
- N10 - (4) SNAP FRAMES 18 3/4"X12 3/4"
- N11 - (4) SIGN TYPE DBMENU-PM-SF: FREE STANDING MENU BOARD
- N12 - (1) SIGN TYPE DB-DIR-DT-DF: NON-ILLUMINATED D/F DIRECTIONAL
- N13 - (1) SIGN TYPE DB-DIR-EO-DF: NON-ILLUMINATED D/F DIRECTIONAL
- R1 - (2) D/F PYLON SIGN REPLACEMENT PANELS
- R2 - (4) D/F MONUMENT SIGN REPLACEMENT PANELS

| A P P R O V A L |       |      |
|-----------------|-------|------|
| X               | Title | Date |

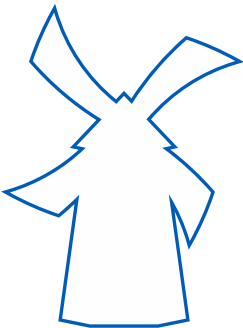


CONSTRUCTION MGR.

DIRECTOR

VICINITY MAP

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Dutch Bros Coffee

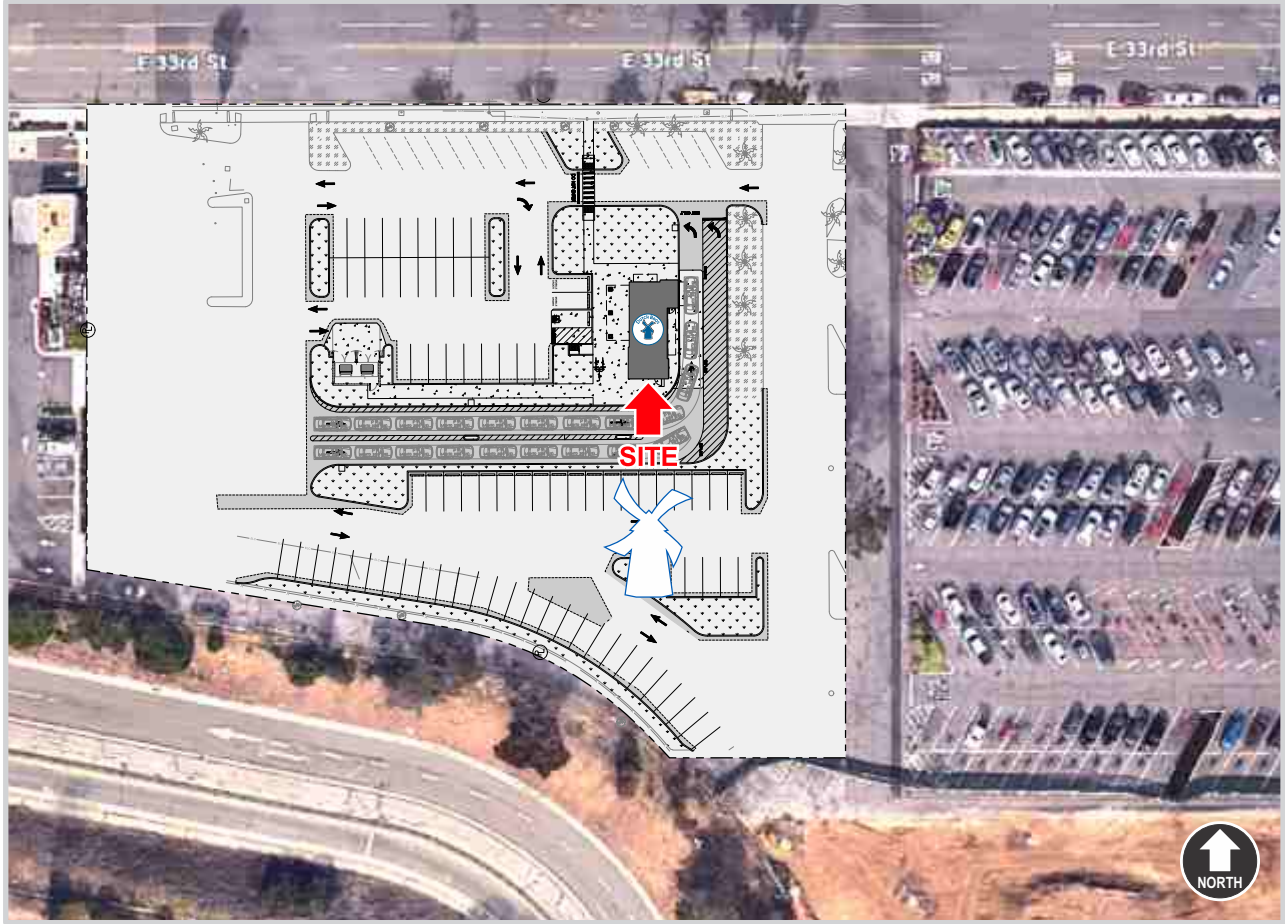
CA7803

NEQ 405 Freeway & Atlantic Ave

Signal Hill, CA 90755

| SIGN CODE         |                  |
|-------------------|------------------|
| ALLOWABLE SQ. FT. | PROPOSED SQ. FT. |

| LEGEND                                                                                  |                             |                                                                                         |                              |
|-----------------------------------------------------------------------------------------|-----------------------------|-----------------------------------------------------------------------------------------|------------------------------|
|  N1 | NEW PROPOSED                |  R1 | EXISTING SIGN TO BE REPLACED |
|  X1 | EXISTING SIGN TO BE REMOVED |  S1 | EXISTING SIGN TO REMAIN      |

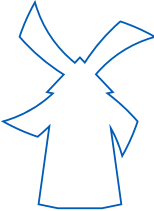


AERIAL PHOTO / SITE PLAN

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Approval Signature

DATE:  
04/22/2025

PROJECT MANAGER  
Joanne P.

DESIGNER:  
Trong T.

REVISION DATE:  
07/10/2025

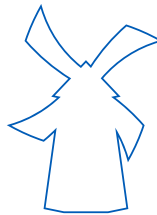
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Fax: (562) 949-5707  
St. Lic.: 455415  
Los Angeles, CA



DRAWING/REVISION NO.:

04-25-0026R1  
Signs and Menus

PAGE NO.:

2 OF 19

CLIENT:

DUTCH BROS

ADDRESS

NEQ 405 Freeway &  
Atlantic Ave  
Signal Hill, CA 90755

Approval Signature

DATE:

04/22/2025

PROJECT MANAGER

Joanne P.

DESIGNER:

Trong T.

REVISION DATE:

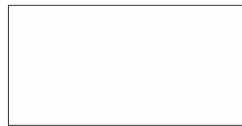
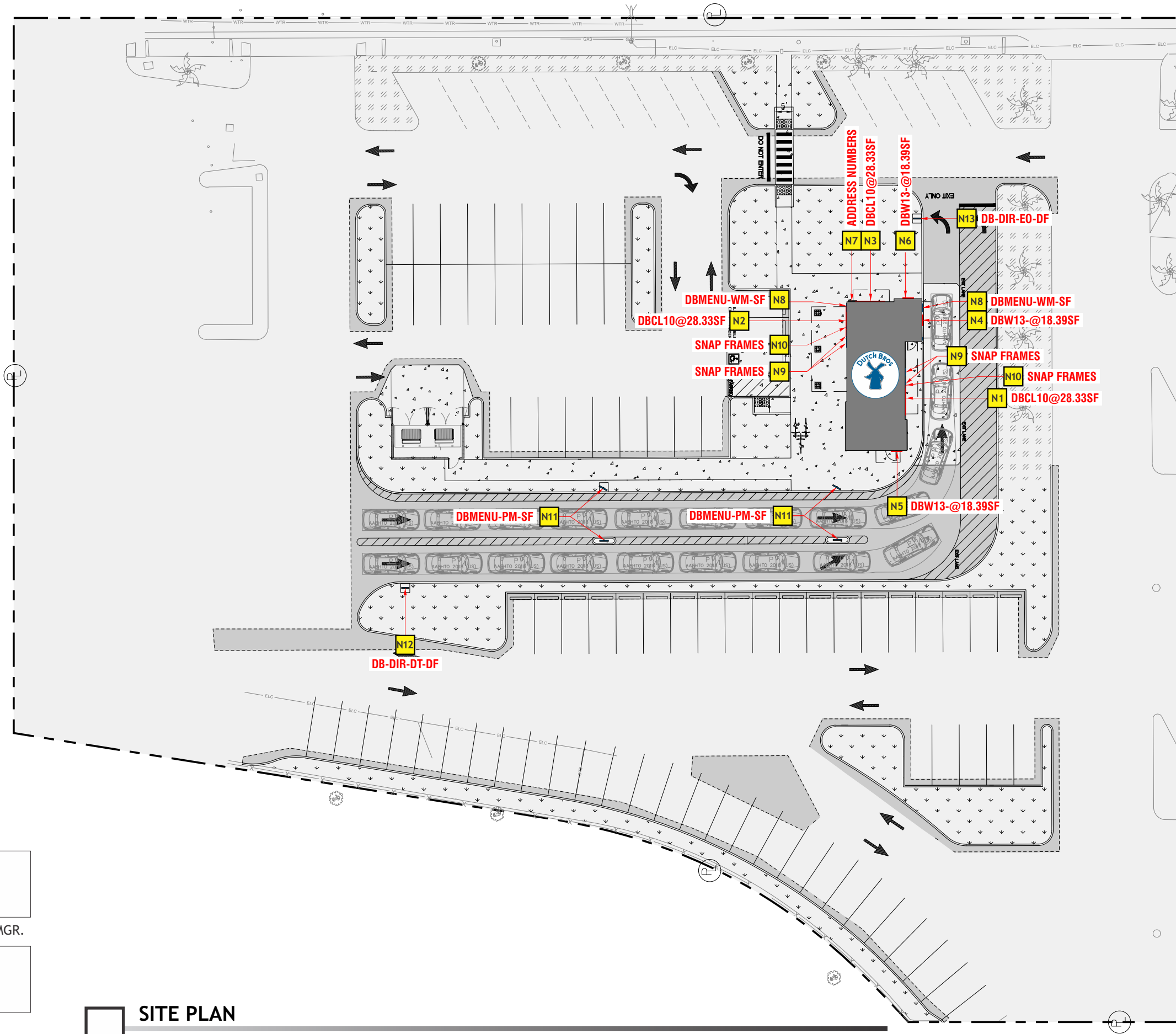
07/10/2025

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E 33RD STREET



CONSTRUCTION MGR.



DIRECTOR

SITE PLAN

Scale: 1"=35'



CONSTRUCTION MGR.

DIRECTOR

EAST ELEVATION

N1

DBCL10-@28.33SF

N9

SNAP FRAMES

N10

SNAP FRAMES

N4

DBW13-@18.39SF

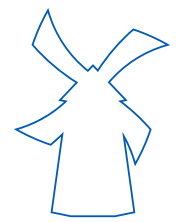
N8

DBMENU-WM-SF

TOTAL SQ. FT.: 46.72

Scale: 1/4"=1'-0"

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Approval Signature

DATE:  
04/22/2025

PROJECT MANAGER  
Joanne P.

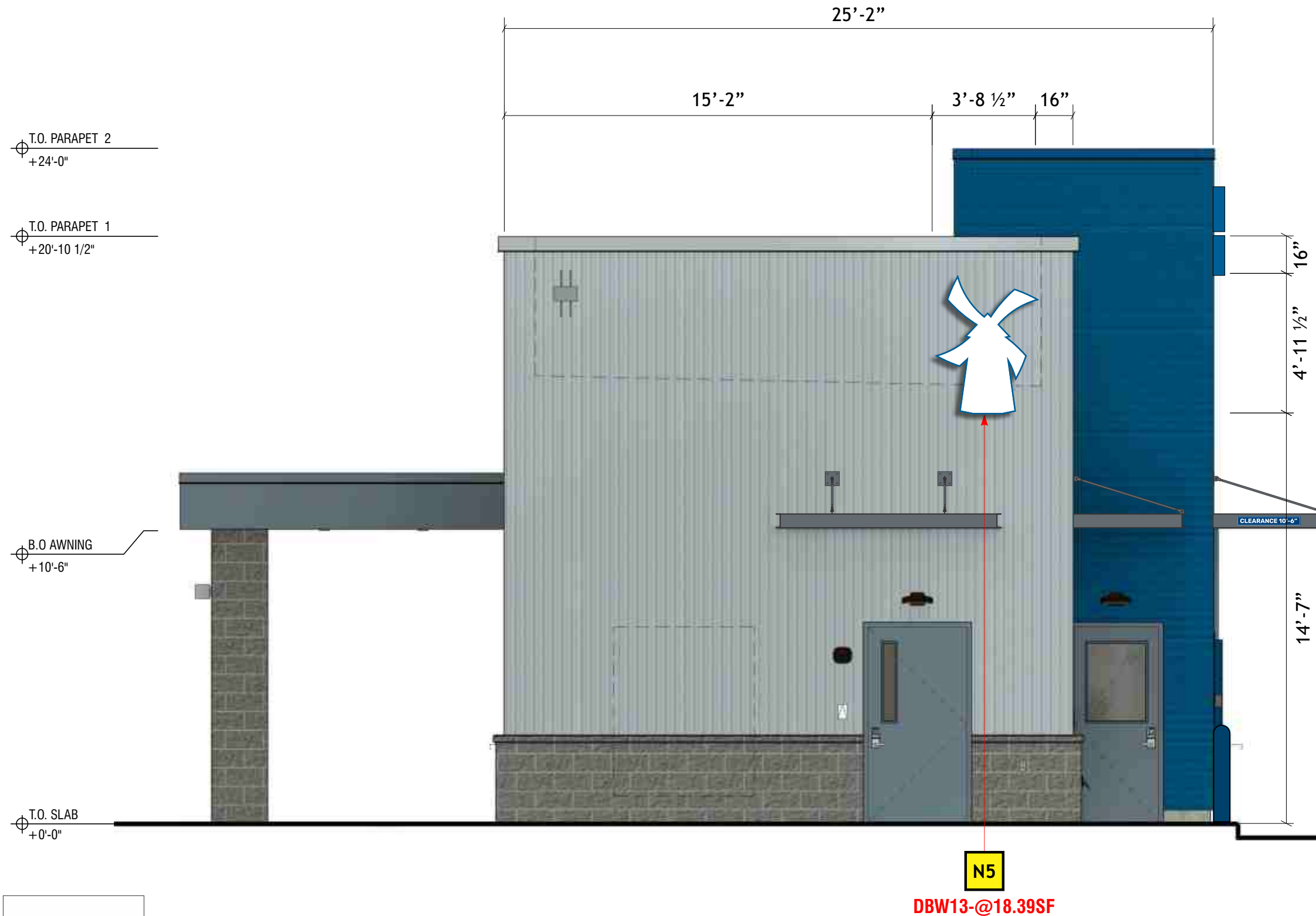
DESIGNER:  
Trong T.

REVISION DATE:  
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CONSTRUCTION MGR.

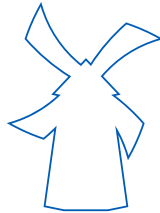
DIRECTOR



**SOUTH ELEVATION**

**TOTAL SQ. FT.: 18.39**

Scale: 1/4"=1'-0"



Approval Signature

DATE:  
**04/22/2025**

PROJECT MANAGER  
**Joanne P.**

DESIGNER:  
**Trong T.**

REVISION DATE:  
**07/10/2025**

REVISION BY:  
**Trong T.**



DBMENU-WM-SF

N8

N2

DBCL10-@28.33SF

N10

N9

SNAP FRAMES

SNAP FRAMES



CONSTRUCTION MGR.



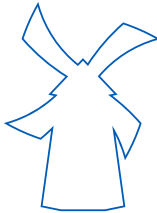
DIRECTOR



WEST ELEVATION

TOTAL SQ. FT.: 28.33

Scale: 1/4"=1'-0"



Approval Signature



CONSTRUCTION MGR.

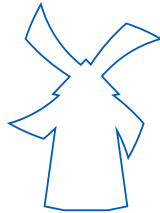
DIRECTOR

NORTH ELEVATION

TOTAL SQ. FT.: 46.72

Scale: 1/4"=1'-0"

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DATE:  
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PROJECT MANAGER  
Joanne P.

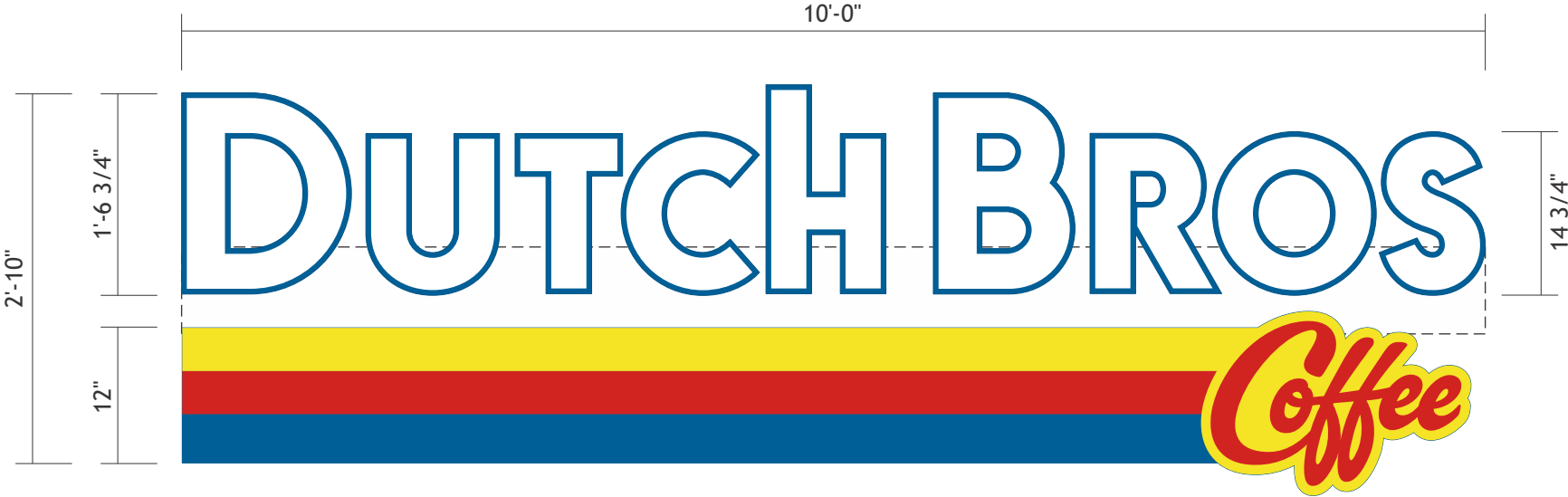
DESIGNER:  
Trong T.

REVISION DATE:  
07/10/2025

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SCOPE OF WORK: MANUFACTURE & INSTALL (3) SETS OF ILLUMINATED CHANNEL LETTERS WITH REMOTE RACEWAYS



N1 N2 N3

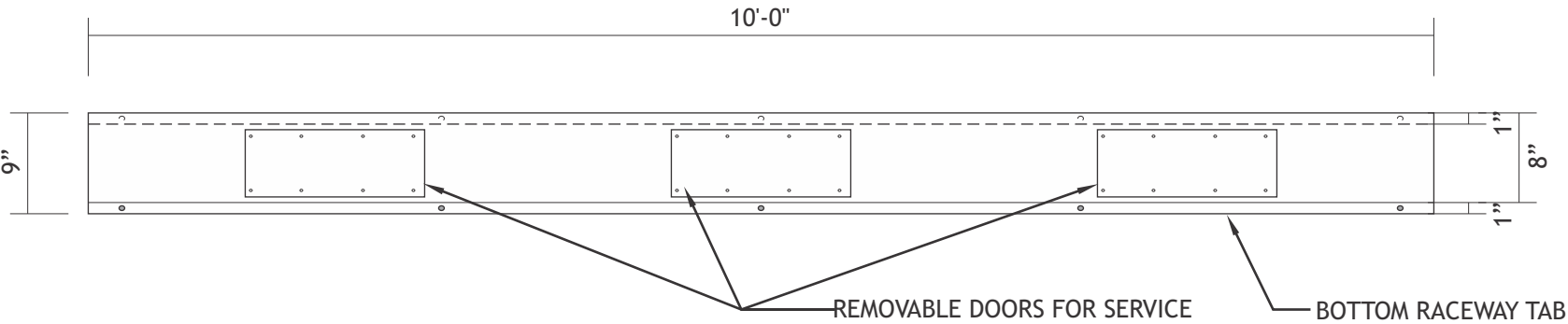
SIGN TYPE DBCL10: SELF CONTAINED LOGO

QTY. 3

TOTAL SQ. FT.: 28.33

Scale: 3/4" = 1'-0"

FABRICATED REMOTE RACEWAY  
.040 PRE-COAT WHITE ALUMINUM



INTERNALLY ILLUMINATED FACE-LIT FLUSH MOUNTED CHANNEL LETTERS  
5" DEEP CHANNEL LETTERS.  
5" RETURNS & 1" TRIM CAP PAINTED TO MATCH PANTONE 7691 C "INTENSE BLUE".  
WHITE ACRYLIC FACES.  
230-127 INTENSE BLUE PSV, 230-015 YELLOW PSV, 230-33 RED PSV.  
LED ILLUMINATION.  
FLUSH MOUNTED CHANNEL LETTERS WITH REMOTE MOUNTED RACEWAY.  
RACEWAY SHALL HAVE A CAULKING APPLIED ALONG THE TOP AND SIDES.  
ALL HOLE PENETRATIONS WILL BE SEALED WITH CAULKING.



CONSTRUCTION MGR.

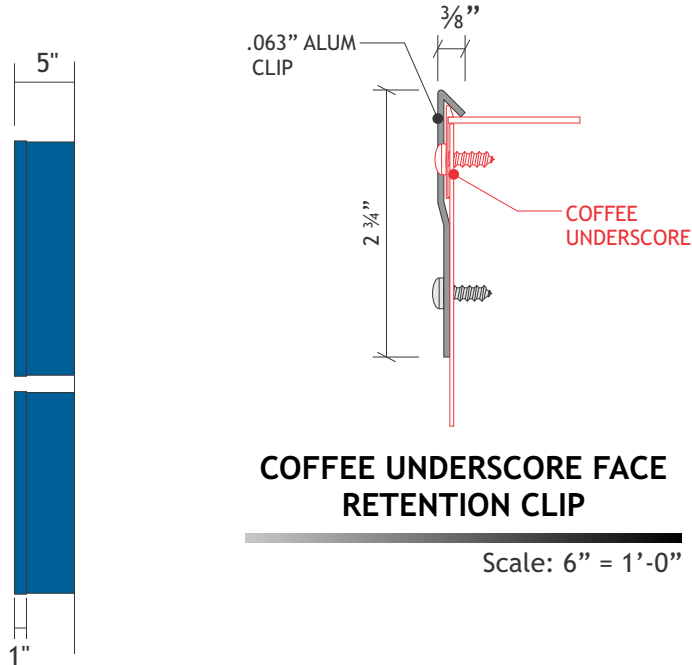


DIRECTOR

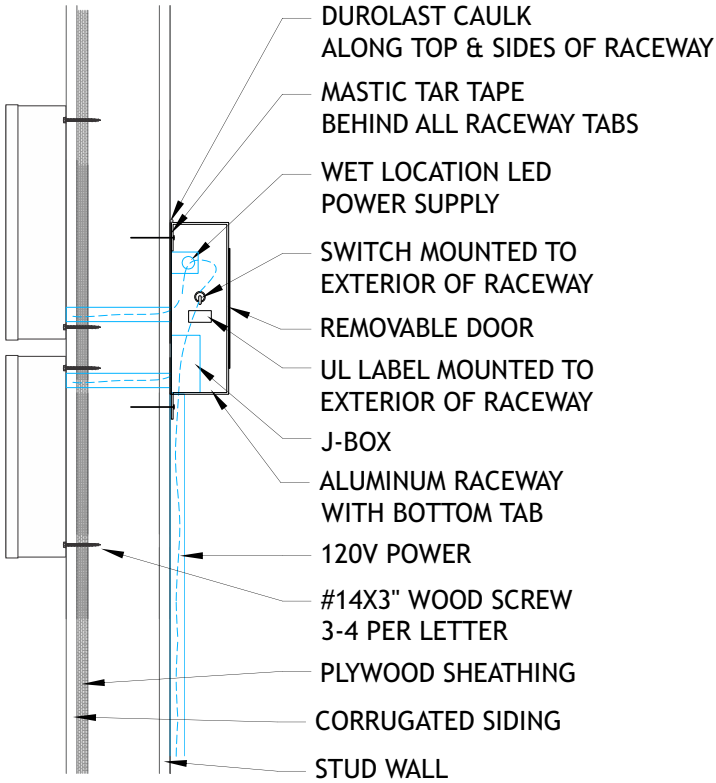
COLOR SPECIFICATIONS:

- 230-015 YELLOW PSV PMS 116C
- 230-33 RED PSV PMS 1797C
- 230-127 INTENSE BLUE PSV PMS 300C
- PMS 7691C
- WHITE

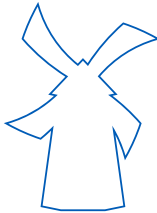
SIDE VIEW



ATTACHMENT DETAIL  
CHANNEL LETTERS WITH REMOTE RACEWAY



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Signs and Menus

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7 OF 19

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ADDRESS

NEQ 405 Freeway &  
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Signal Hill, CA 90755

Approval Signature

DATE:

04/22/2025

PROJECT MANAGER

Joanne P.

DESIGNER:

Trong T.

REVISION DATE:

07/10/2025

REVISION BY:

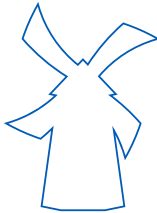
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SCOPE OF WORK: MANUFACTURE& INSTALL (3) ILLUMINATED WINDMILL LOGOS



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DATE:  
04/22/2025

PROJECT MANAGER  
Joanne P.

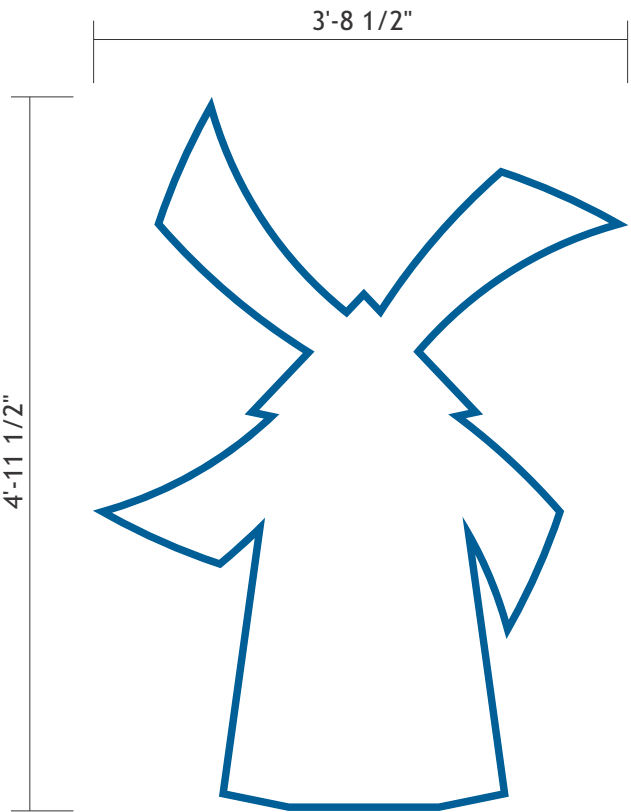
DESIGNER:  
Trong T.

REVISION DATE:  
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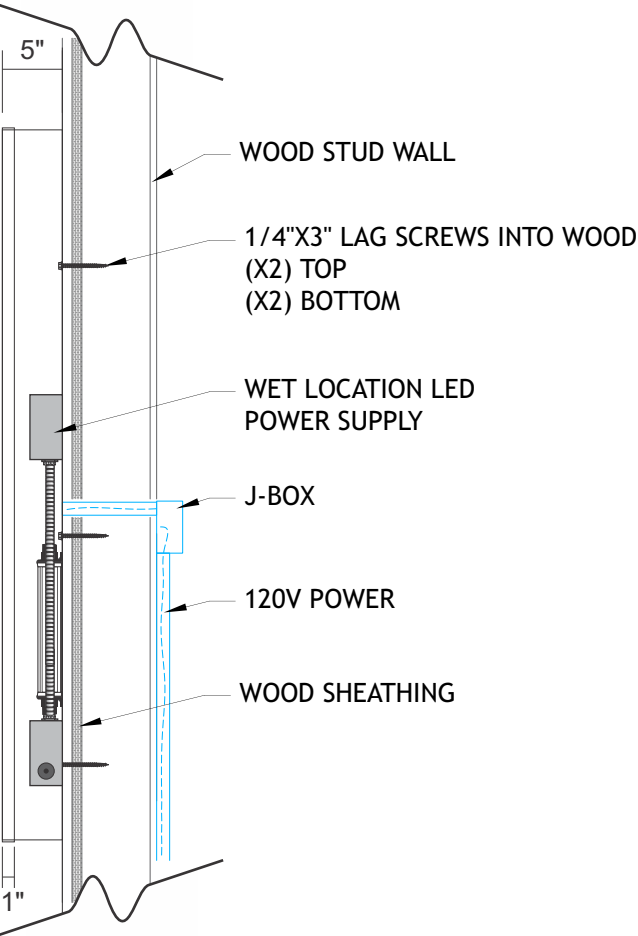
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DBW13  
SCALE: 3/4"=1'-0"

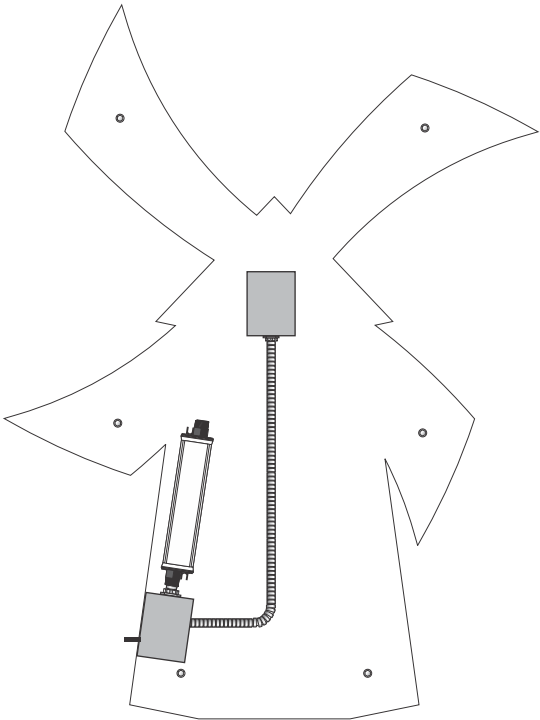


ATTACHMENT DETAIL  
SELF CONTAINED CHANNEL LOGO



Side View  
QTY. 3  
Scale: 3/4" = 1'-0"

ATTACHMENT DETAIL  
SELF CONTAINED CHANNEL LOGO



N4 N5 N6

SIGN TYPE DBW13: SELF CONTAINED LOGO  
TOTAL SQ. FT.: 18.39

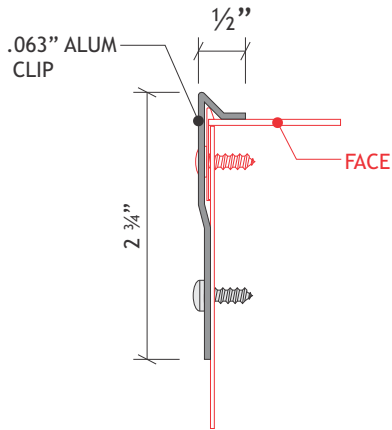
CONSTRUCTION MGR.  
DIRECTOR

INTERNALLY ILLUMINATED FACE-LIT FLUSH MOUNTED CHANNEL WRAP LOGO  
5" DEEP CHANNEL WRAP.  
5" RETURNS & 1" TRIM CAP PAINTED TO MATCH PANTONE 7691 C "INTENSE BLUE".  
WHITE ACRYLIC FACE.  
230-127 INTENSE BLUE PSV OUTLINE.  
LED ILLUMINATION.  
FLUSH MOUNTED SELF CONTAINED INSTALLATION.

COLOR CODE

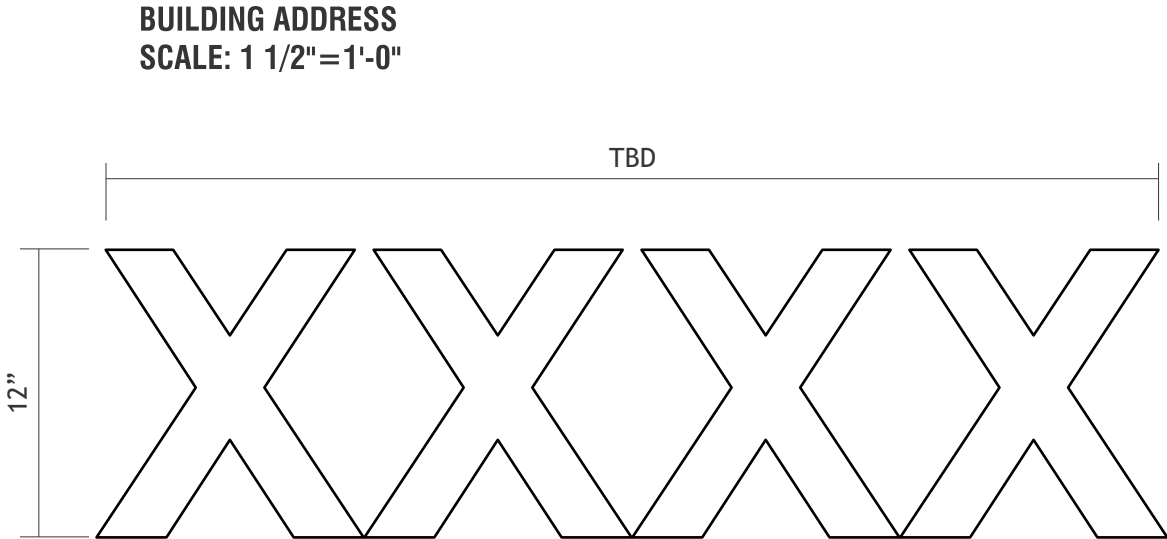
230-127 INTENSE BLUE PSV

WHITE



FACE RETENTION CLIP  
Scale: 6" = 1'-0"

SCOPE OF WORK: MANUFACTURE & INSTALL (1) NON-ILLUMINATED BUILDING ADDRESS

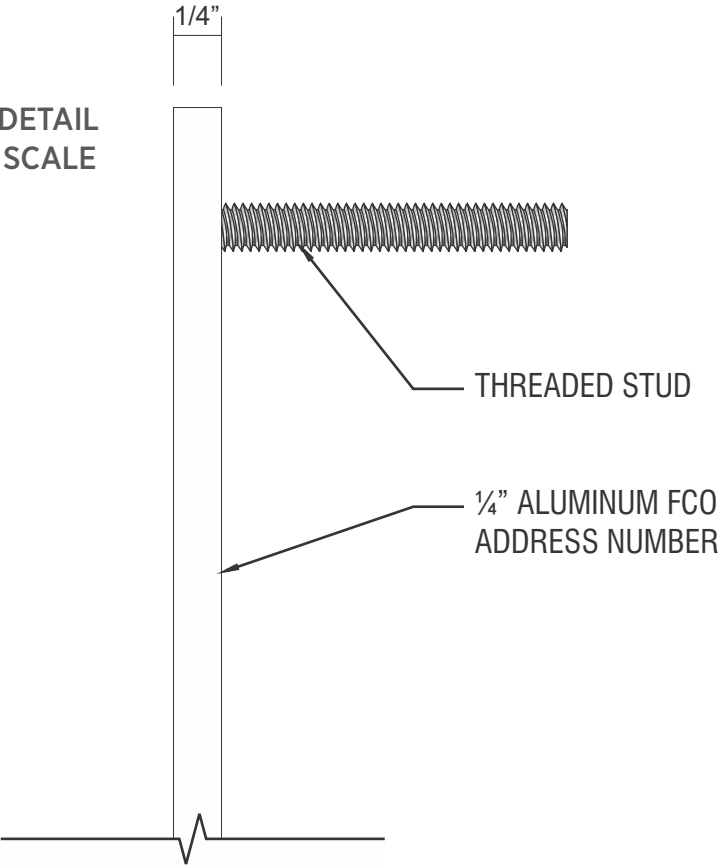


**COLOR CODE**

PAINTED WHITE W/ REFLECTIVE  
WHITE VINYL OVERLAY

**ADDRESS NUMBERS:**  
**FONT: ARIAL BOLD**  
**MATERIAL: 1/4" THICK ALUMINUM**  
**COLOR: REFLECTIVE BLACK VINYL**  
**INSTALLATION: STUD MOUNTED FLUSH TO BUILDING**

SIDE DETAIL  
FULL SCALE



**N7**

**ADDRESS NUMBERS**

**QTY. 1**

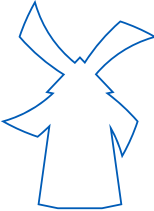
Scale: 1 1/2" = 1'-0"

CONSTRUCTION MGR.

DIRECTOR



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CLIENT:  
DUTCH BROS

ADDRESS  
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Atlantic Ave  
Signal Hill, CA 90755

Approval Signature

DATE:  
04/22/2025

PROJECT MANAGER  
Joanne P.

DESIGNER:  
Trong T.

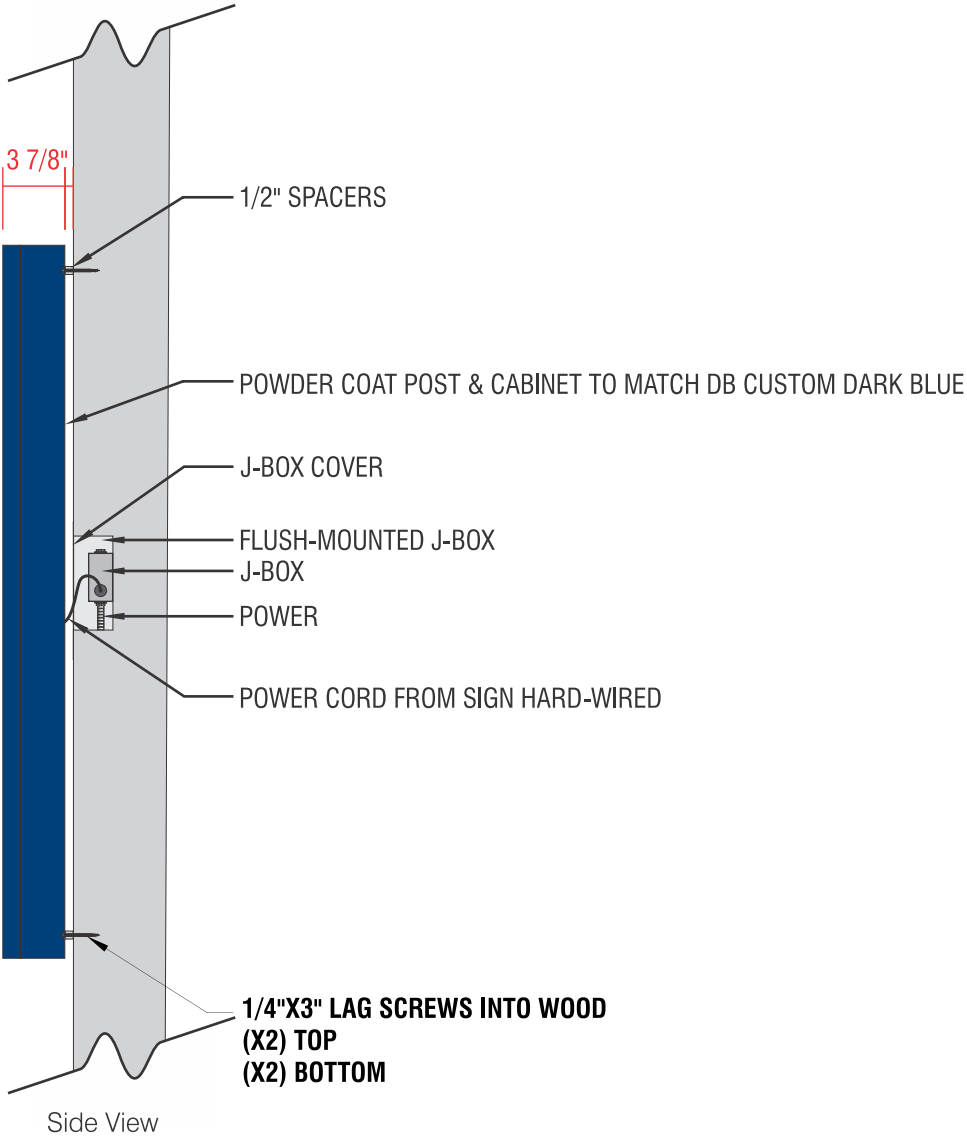
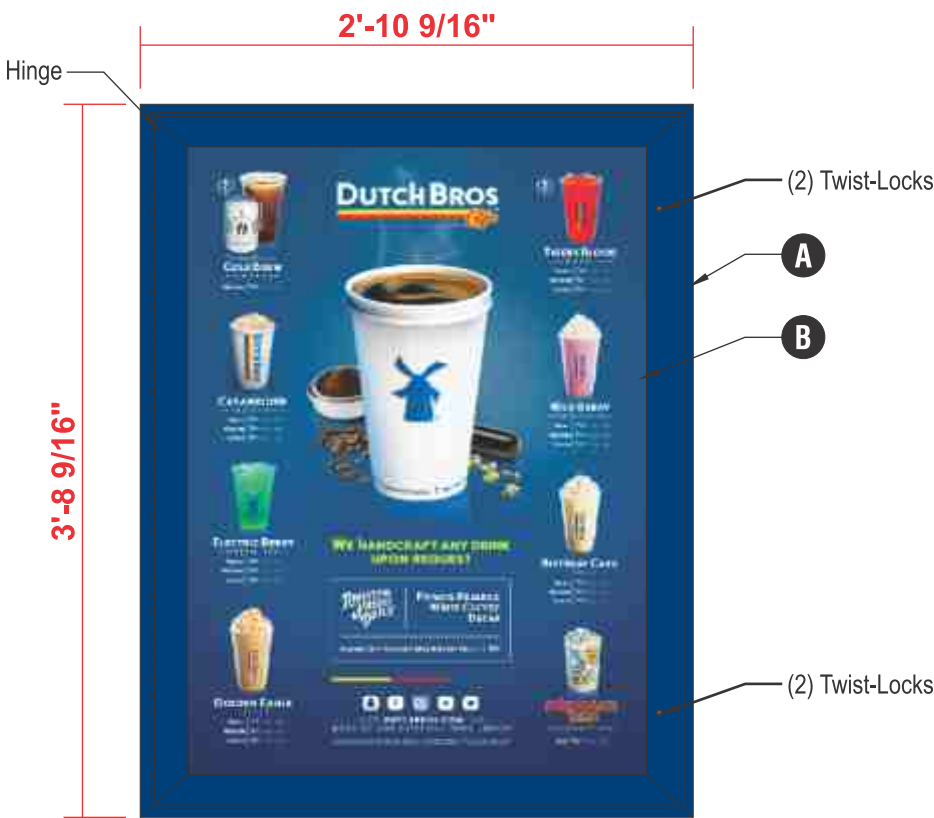
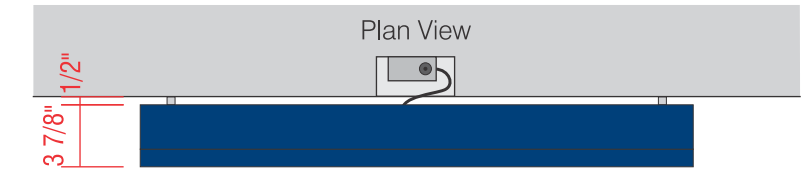
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SCOPE OF WORK: MANUFACTURE & INSTALL (2) S/F WALL MOUNTED MENU SIGNS



**COLOR CODE**

|  |                     |
|--|---------------------|
|  | DIGITAL PRINT       |
|  | DB CUSTOM DARK BLUE |

- A WALL-MOUNTED, BACKLIT MENU SIGN**
- PRINTED MENU PANEL NOT INCLUDED
  - LED OUTDOOR LIGHT BOX
  - LOCKABLE HINGED DOOR
  - ALUMINUM CONSTRUCTION
- B PRINTED LIGHT GUIDE PANEL**
- AS SEPARATE ORDER

CONSTRUCTION MGR.

DIRECTOR

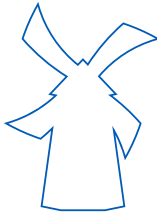
**N8** SIGN TYPE DBMENU-WM-SF: WALL MOUNTED MENU BOARDS  
TOTAL SQ. FT.: 10.70

**QTY. 2**

Scale: 1" = 1'-0"



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**10** OF **19**

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**DUTCH BROS**

ADDRESS  
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Signal Hill, CA 90755

Approval Signature

DATE:  
**04/22/2025**

PROJECT MANAGER  
**Joanne P.**

DESIGNER:  
**Trong T.**

REVISION DATE:  
**07/10/2025**

REVISION BY:  
**Trong T.**

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SCOPE OF WORK: MANUFACTURE & INSTALL (2) S/F WALL MOUNTED MENU SIGNS



**COLOR CODE**

|  |                     |
|--|---------------------|
|  | DIGITAL PRINT       |
|  | DB CUSTOM DARK BLUE |

- A WALL-MOUNTED, BACKLIT MENU SIGN**
- PRINTED MENU PANEL NOT INCLUDED
  - LED OUTDOOR LIGHT BOX
  - LOCKABLE HINGED DOOR
  - ALUMINUM CONSTRUCTION
- B PRINTED LIGHT GUIDE PANEL**
- AS SEPARATE ORDER

CONSTRUCTION MGR.

DIRECTOR

N8

SIGN TYPE DBMENU-WM-SF: WALL MOUNTED MENU BOARDS

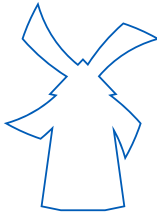
TOTAL SQ. FT.: 10.70

QTY. 2

Scale: 1" = 1'-0"



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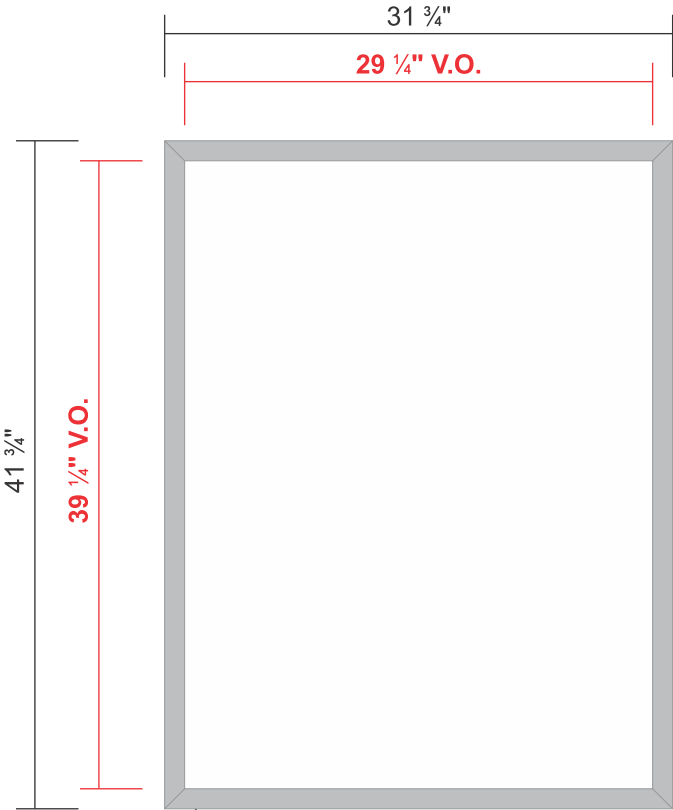
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SCOPE OF WORK: MANUFACTURE & INSTALL (4) SNAP FRAMES

COLOR CODE

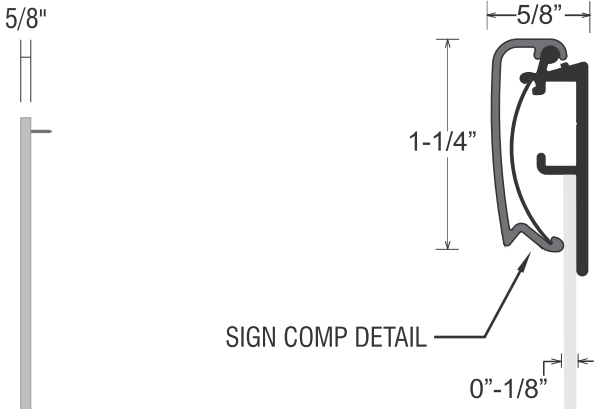
CLEAR ANODIZED ALUMINUM



SIGN COMP CLEAR ANODIZED ALUMINUM  
SNAP FRAME FOR A 30" X 40" POSTER



.063 PRE-COAT WHITE ALUMINUM BACK



SCREW TO EXTERIOR WALL OF BUILDING

N9

SNAP FRAMES

QTY. 4

Scale: 1 1/2" = 1'-0"



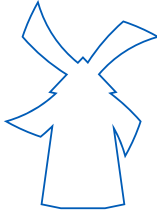
CONSTRUCTION MGR.



DIRECTOR



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Joanne P.

DESIGNER:  
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REVISION DATE:  
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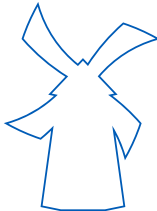
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SCOPE OF WORK: MANUFACTURE & INSTALL (4) SNAP FRAMES



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DESIGNER:  
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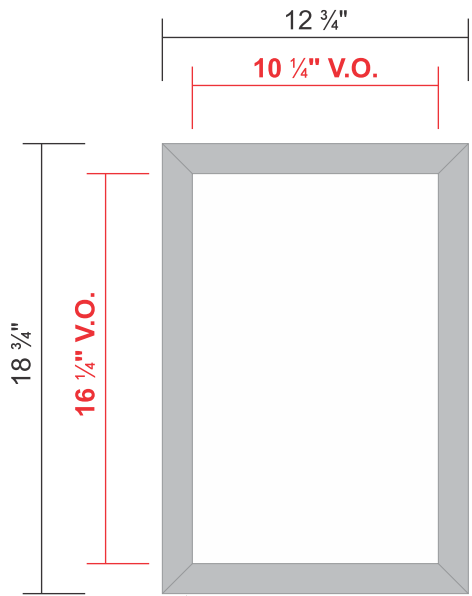
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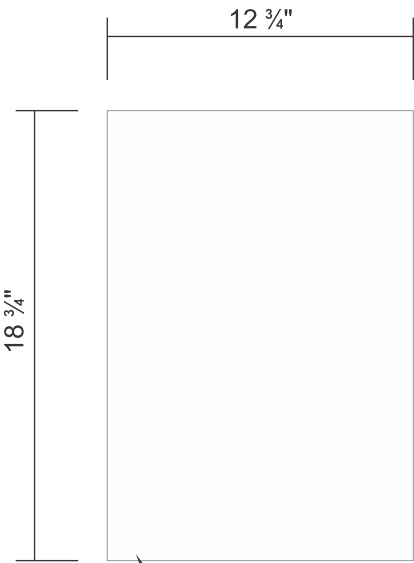
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COLOR CODE

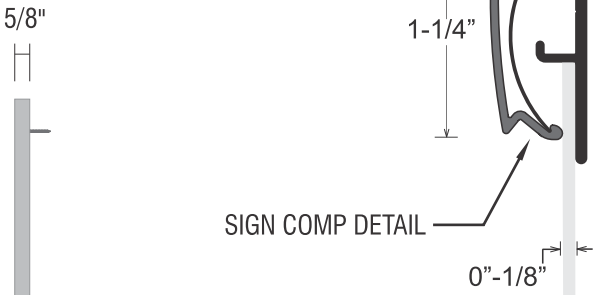
CLEAR ANODIZED ALUMINUM



SIGN COMP CLEAR ANODIZED ALUMINUM  
SNAP FRAME FOR A 11" X 17" POSTER



.063 PRE-COAT WHITE ALUMINUM BACK



SIGN COMP DETAIL

SCREW TO EXTERIOR WALL OF BUILDING

N10 SNAP FRAMES

QTY. 4

Scale: 1 1/2" = 1'-0"



CONSTRUCTION MGR.



DIRECTOR

SCOPE OF WORK: MANUFACTURE & INSTALL (4) S/F POST MOUNTED MENU SIGNS



**ELECTRICAL SPECIFICATIONS:**

(25) WHITE LED MODULES @ 1.5W EA= 37.5 W TOTAL  
(1) 12V 60W POWER SUPPLIES @ 1.2 AMPS EA.  
(1) CUSTOMER PROVIDED 120V/20A/60HZ DEDICATED CIRCUIT REQUIRED

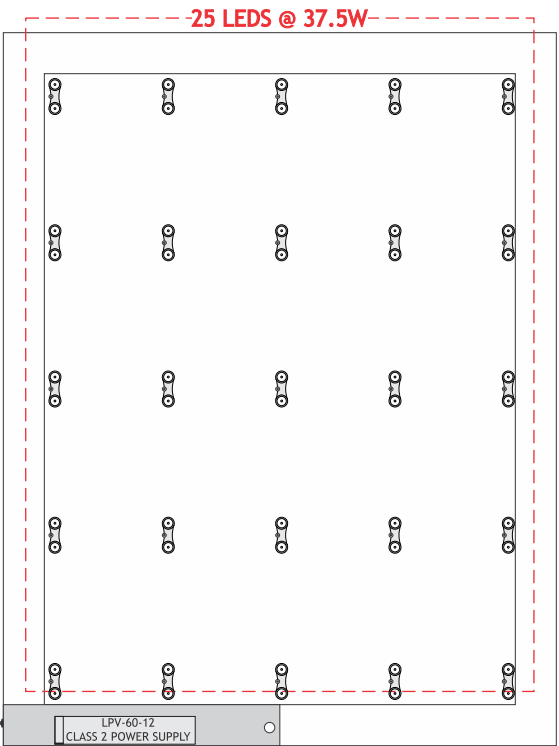
**TOTAL CIRCUIT LOAD:**  
1.2 AMPS @ 120 VAC

- FREESTANDING BACKLIT MENU SIGN**
- ASSEMBLE POST & MENU
  - FOOTING INSTALLED BY G.C.
  - 120 V @ 1.0 AMP

**COLOR CODE**

DIGITAL PRINT

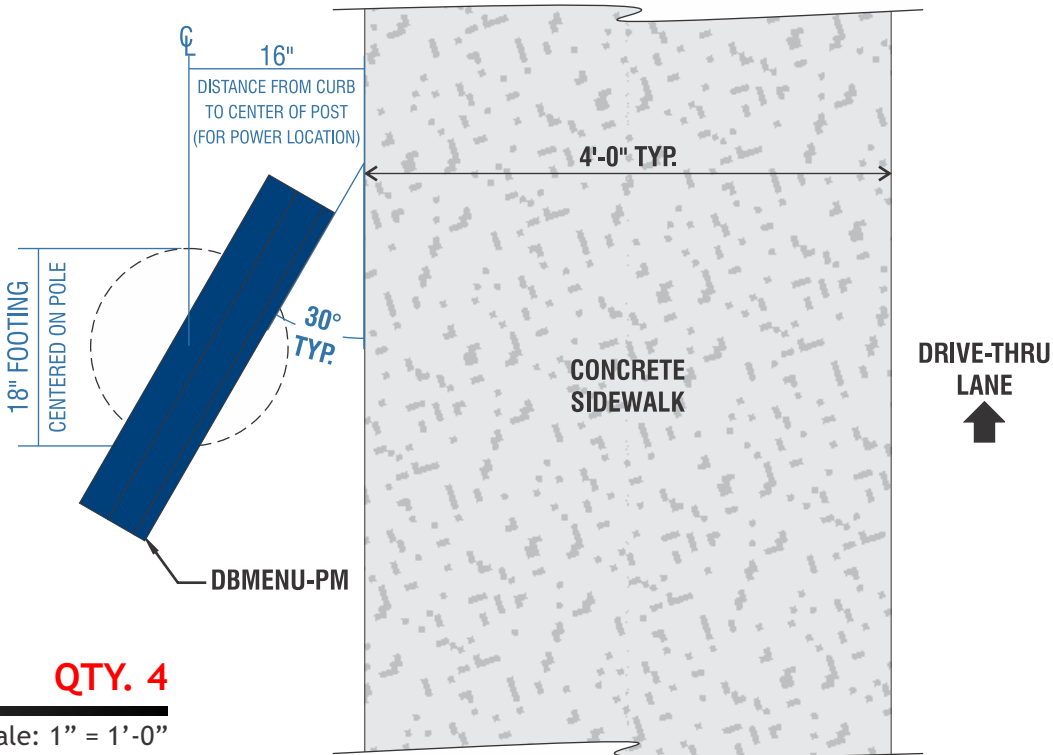
DB CUSTOM DARK BLUE



**ELECTRICAL DETAIL**

Scale: 1" = 1'-0"

**INSTALLATION ORIENTATION DETAIL  
NOT TO SCALE**



**FOOTING PER ENGINEERING**

CONCRETE FOOTING INSTALLED BY GC WITH ELECTRICAL CONDUIT IN THE CENTER OF THE PIER.



CONSTRUCTION MGR.



DIRECTOR



**SIGN TYPE DBMENU-PM-SF: FREE STANDING MENU BOARD**

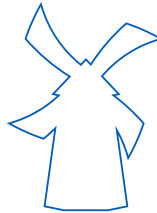
**QTY. 4**

**TOTAL SQ. FT.: 10.7**

Scale: 1" = 1'-0"



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04-25-0026R1  
Signs and Menus

PAGE NO.:

14 OF 19

CLIENT:

**DUTCH BROS**

ADDRESS

NEQ 405 Freeway &  
Atlantic Ave  
Signal Hill, CA 90755

Approval Signature

DATE:

04/22/2025

PROJECT MANAGER

Joanne P.

DESIGNER:

Trong T.

REVISION DATE:

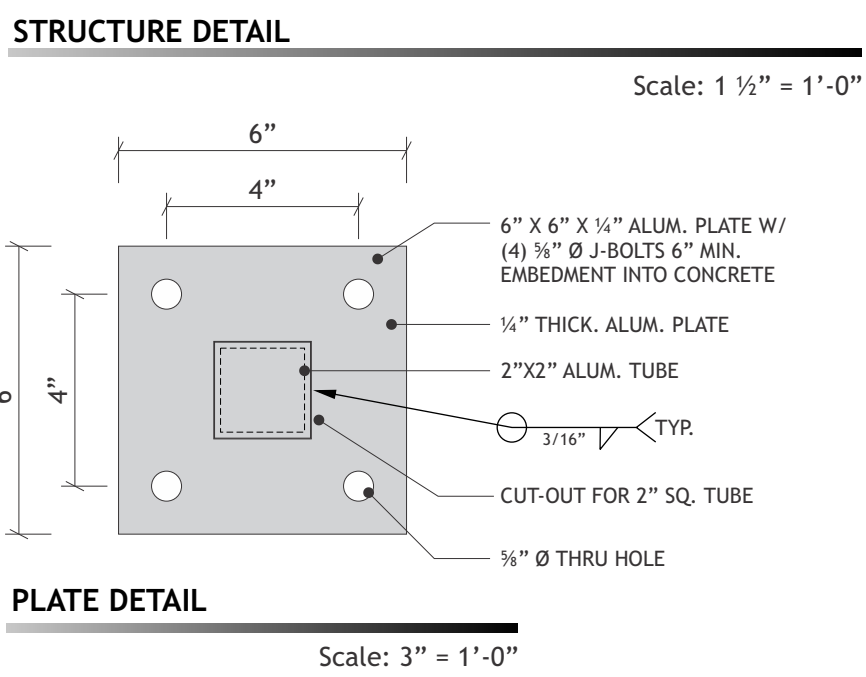
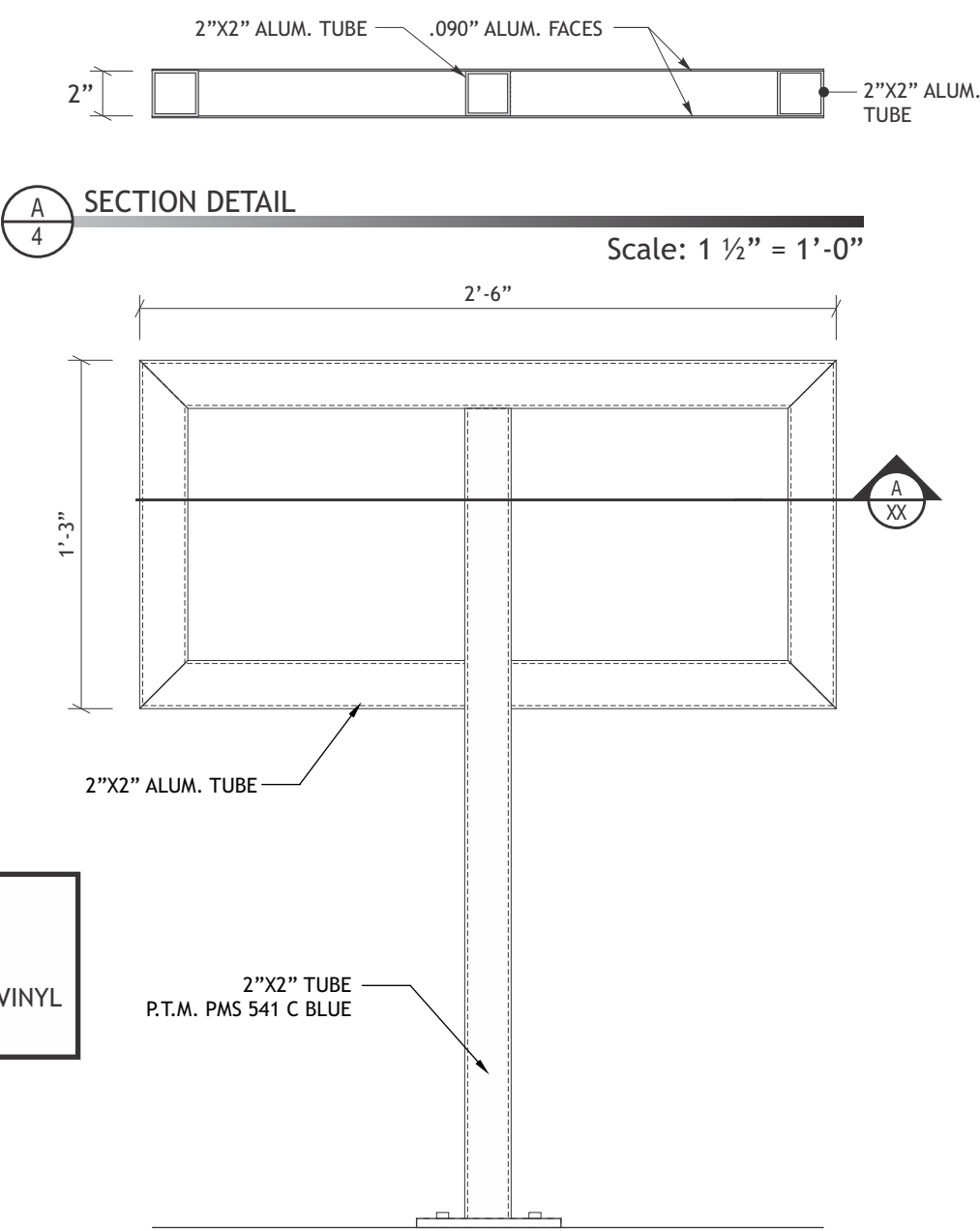
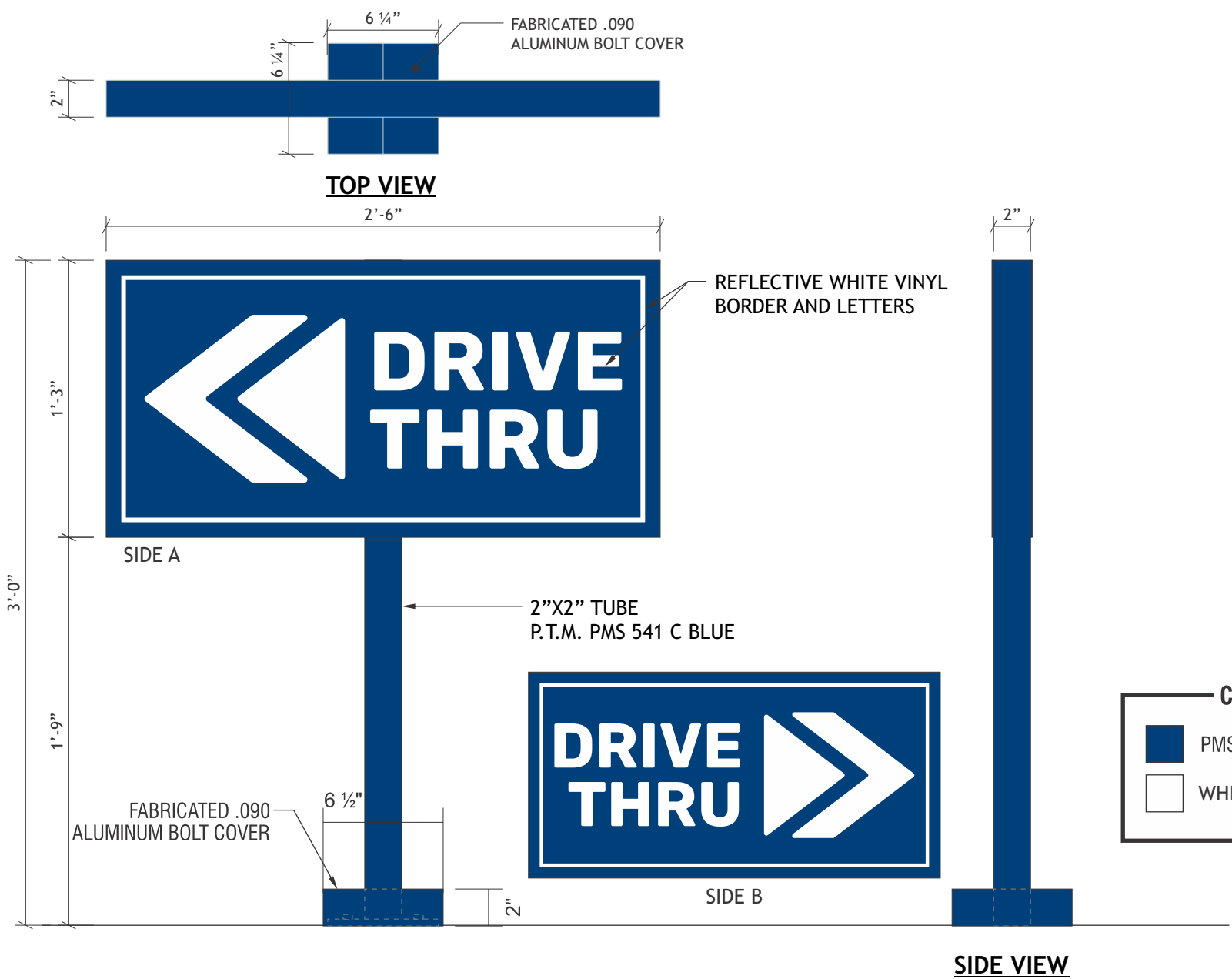
07/10/2025

REVISION BY:

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SCOPE OF WORK: MANUFACTURE & INSTALL (1) D/F NON-ILLUMINATED DIRECTIONAL SIGN



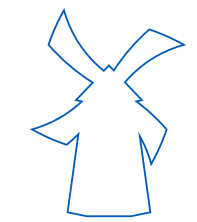
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TOTAL SQ. FT.: 3.13 Scale: 1 1/2" = 1'-0"

CONSTRUCTION MGR.  
DIRECTOR

REFLECTIVE WHITE VINYL WITH DIGITALLY PRINTED BACKGROUND TO MATCH DB CUSTOM DARK BLUE.  
(SPECIAL PRODUCTION NOTE: GRAPHICS TO BE INSET FROM EDGE 1/8").  
2" X 2" SQUARE TUBE ALUMINUM FRAME & POST WITH ALUMINUM FACES & 1/4" X 6" X 6" PLATE.  
FABRICATED .090 ALUMINUM BOLT COVER PAINT DB CUSTOM DARK BLUE.  
INSTALL PLATE-MOUNTED.  
PAD FOOTING INSTALLED BY GC.



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Joanne P.

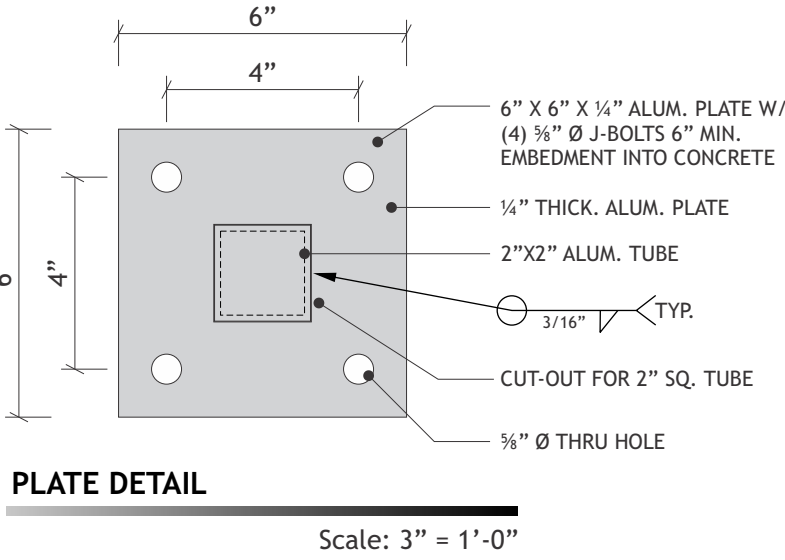
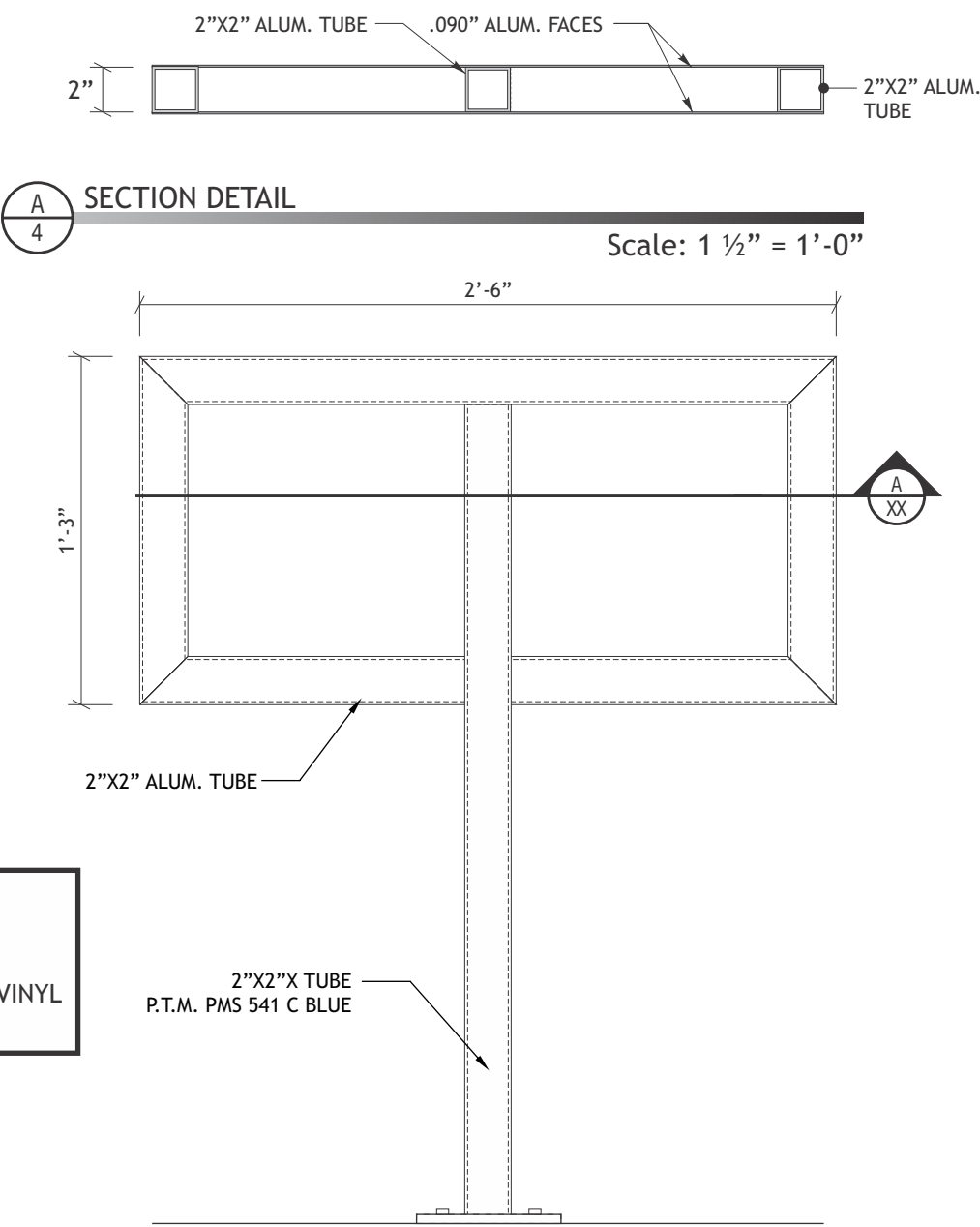
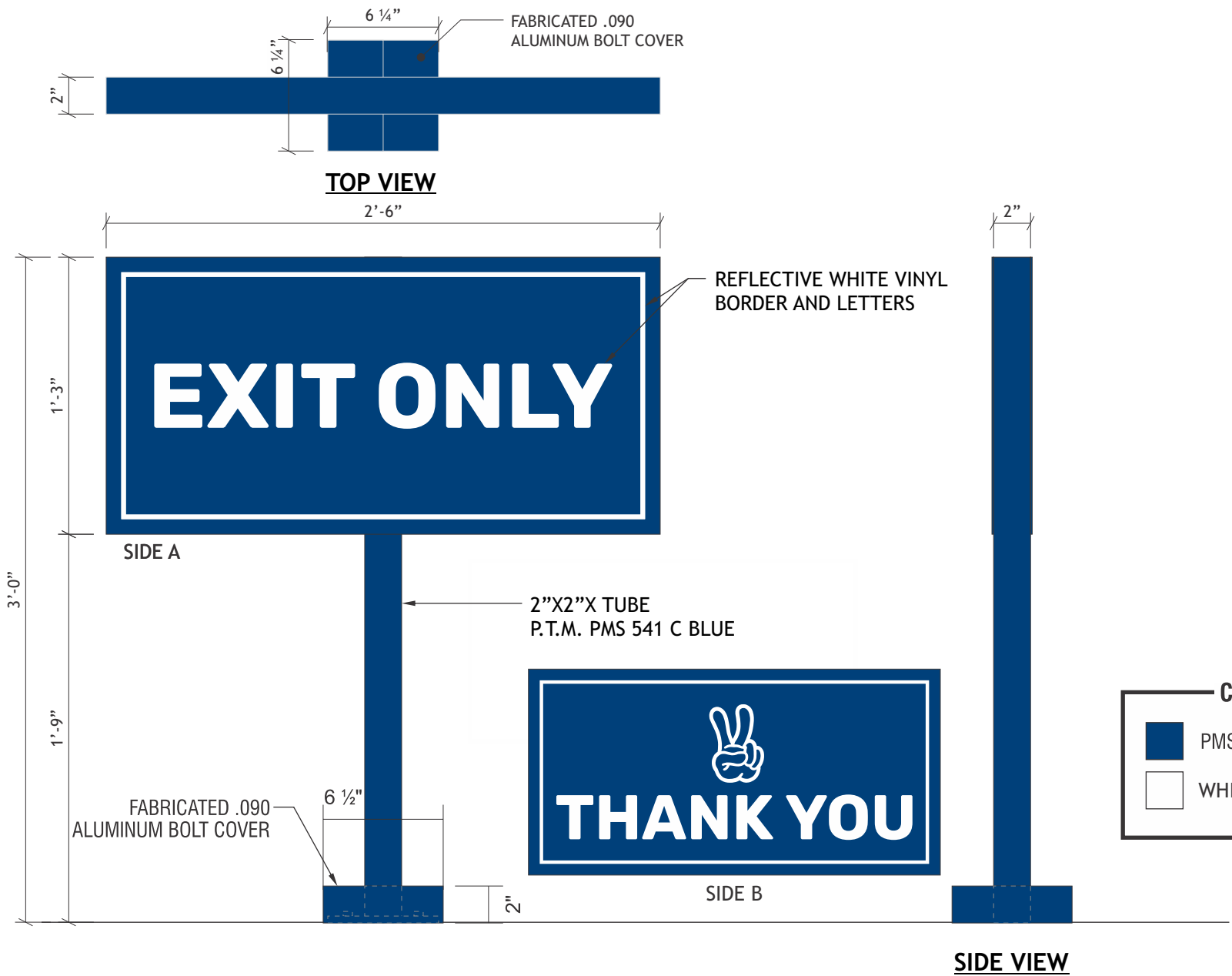
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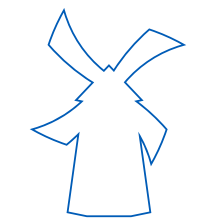
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TOTAL SQ. FT.: 3.13 Scale: 1 1/2" = 1'-0"

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DIRECTOR

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INSTALL PLATE-MOUNTED.  
PAD FOOTING INSTALLED BY GC.



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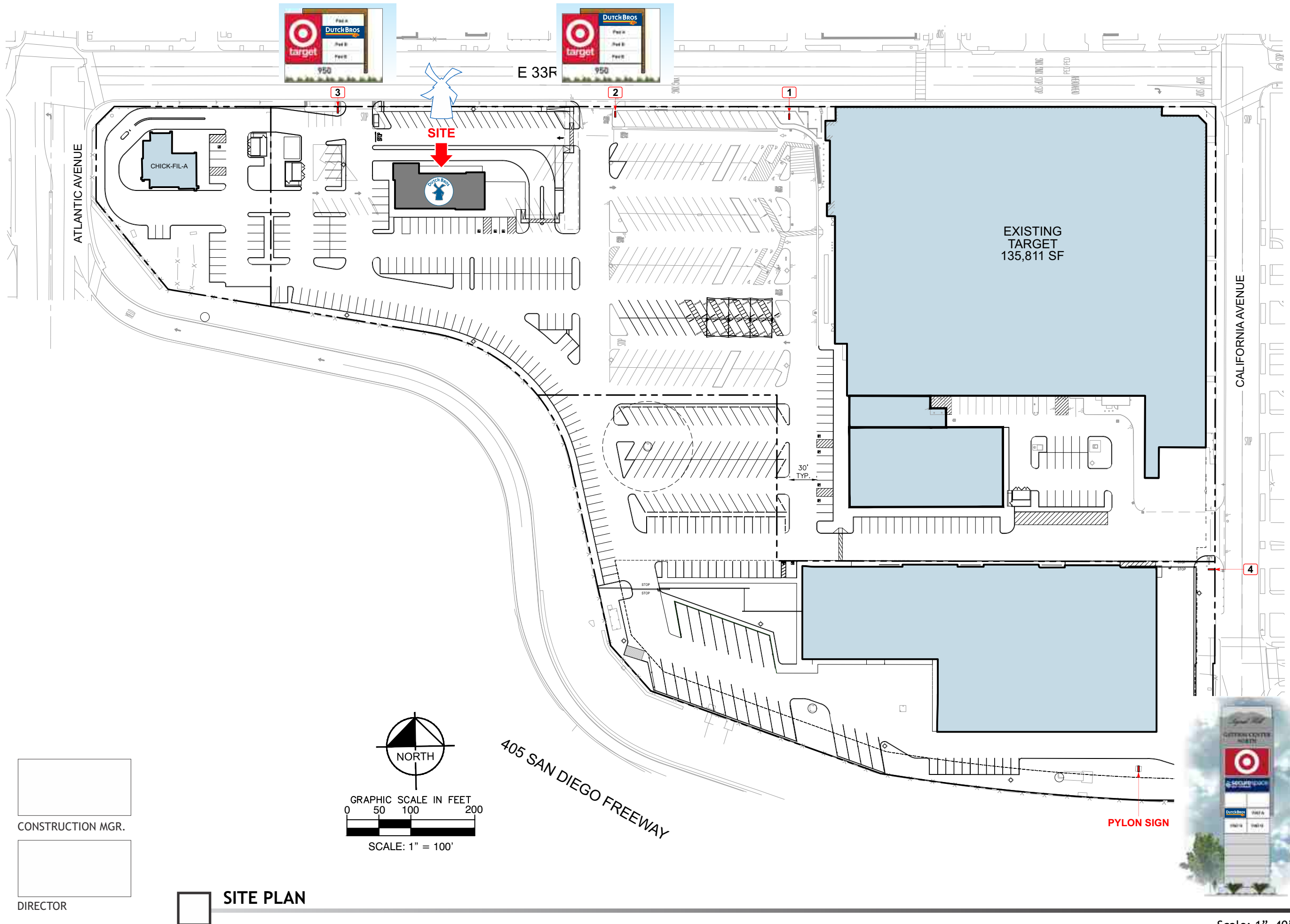
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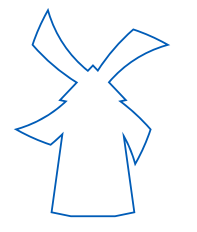
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Approval Signature

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**04/22/2025**

PROJECT MANAGER  
**Joanne P.**

DESIGNER:  
**Trong T.**

REVISION DATE:  
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REVISION BY:  
**Trong T.**

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CONSTRUCTION MGR.



DIRECTOR

R1

D/F PYLON SIGN REPLACEMENT PANELS



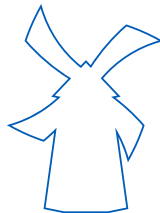
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|    | 230-33 RED PSV           |
|    | 230-127 INTENSE BLUE PSV |
|  | WHITE ACRYLIC            |
|  | DB CUSTOM DARK BLUE      |

NOTE

SURVEY REQUIRED PRIOR TO FABRICATION  
(PYLON BY OTHERS)



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Approval Signature

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04/22/2025

PROJECT MANAGER  
Joanne P.

DESIGNER:  
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REVISION DATE:  
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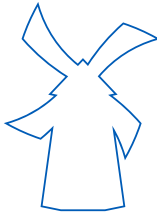
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QTY. 2

Scale: N.T.S.

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## MONUMENT LOCATION #2



Scale: 3/4" = 1'-0"

## MONUMENT LOCATION #3



Scale: 3/8" = 1'-0"



### NOTE

SURVEY REQUIRED PRIOR TO FABRICATION  
(MONUMENT BY OTHERS)

### COLOR CODE

|                          |
|--------------------------|
| 230-015 YELLOW PSV       |
| 230-33 RED PSV           |
| 230-127 INTENSE BLUE PSV |
| WHITE ACRYLIC            |
| DB CUSTOM DARK BLUE      |



CONSTRUCTION MGR.



DIRECTOR

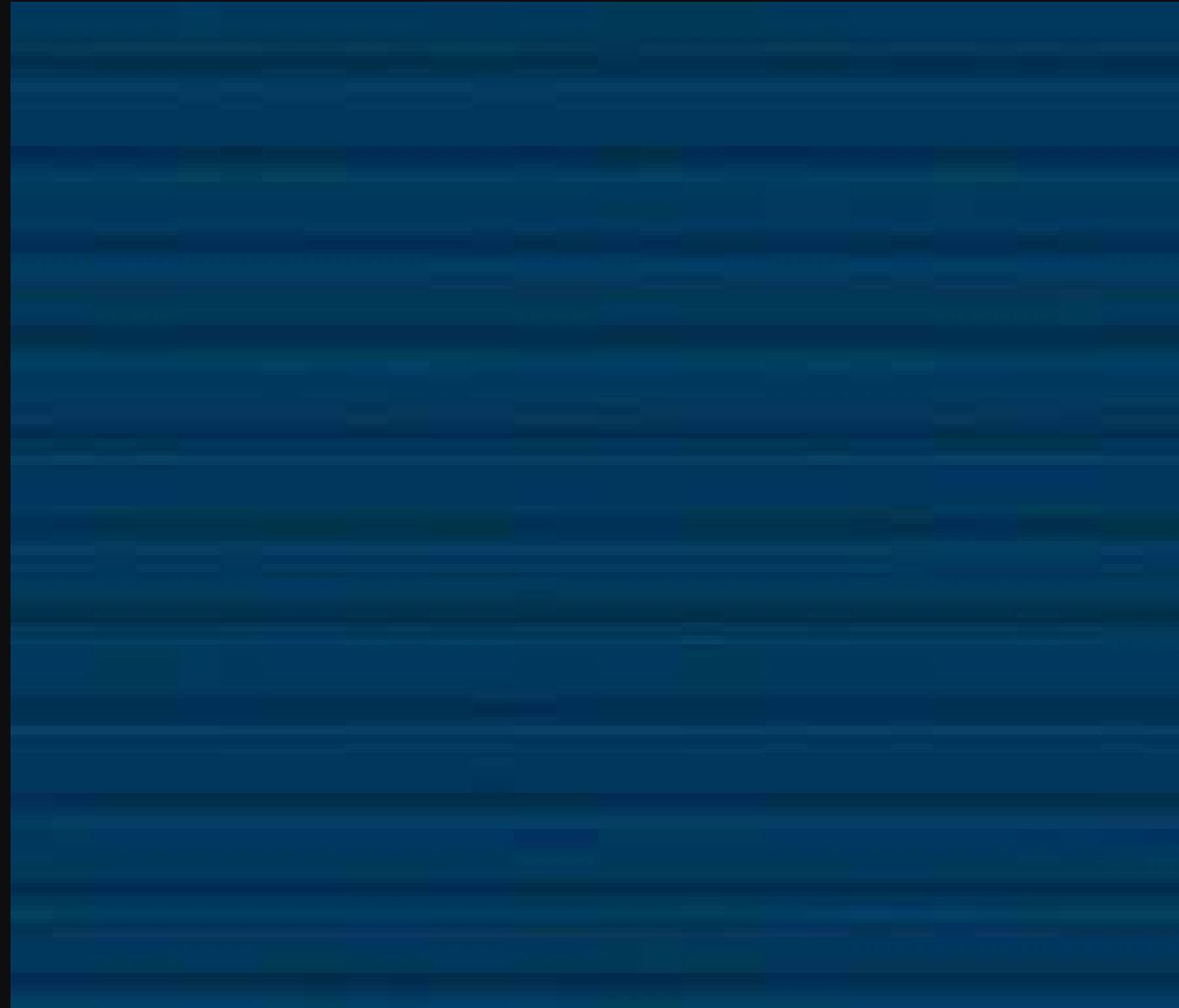
R1

D/F MONUMENT SIGN REPLACEMENT PANELS

QTY. 4

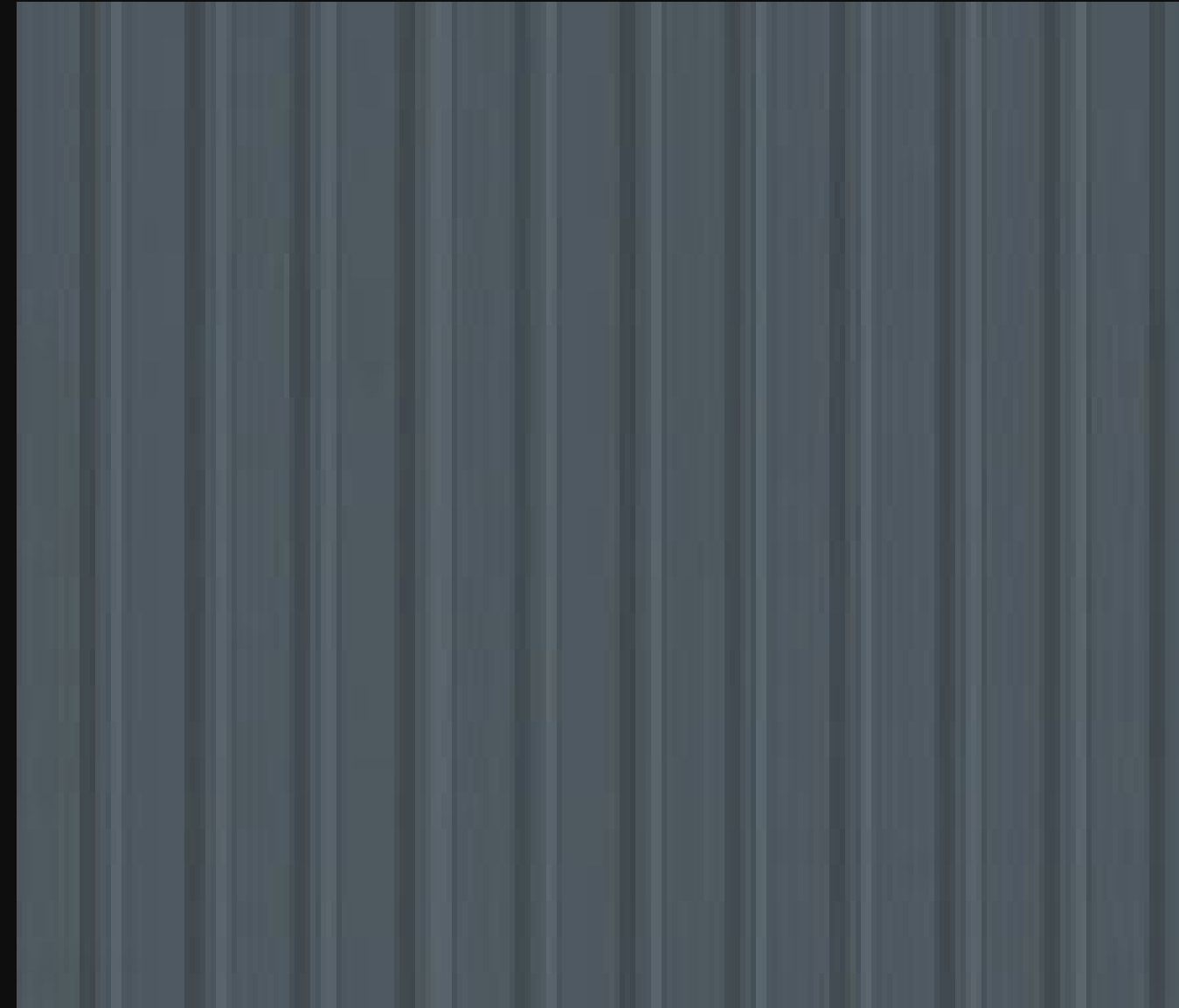
Scale: 1 1/2" = 1'-0"





**METAL SIDING**

MANUFACTURER: WESTERN STATES  
METAL ROOFING  
PROFILE: WESTERN WAVE - HORIZONTAL  
COLOR: BLDG DB BLUE



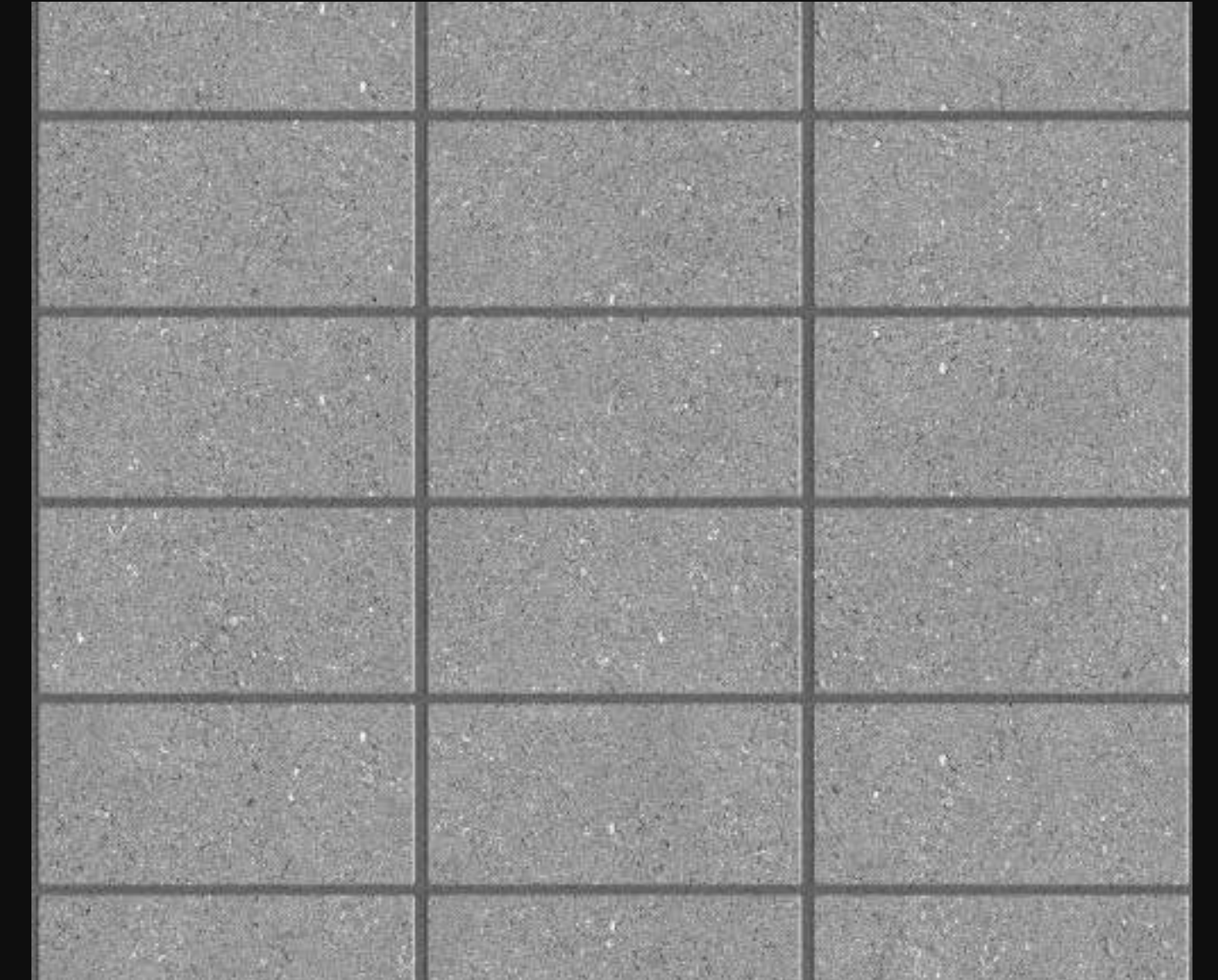
**METAL SIDING**

MANUFACTURER: WESTERN STATES  
METAL ROOFING  
PROFILE: WESTERN WAVE - VERTICAL  
COLOR: BLDG DB GRAY DARK



**METAL SIDING**

MANUFACTURER: WESTERN STATES  
METAL ROOFING  
PROFILE: WESTERN WAVE - VERTICAL  
COLOR: BLDG DB GRAY LIGHT



**CMU**

MANUFACTURER: BASALITE  
PROFILE: SPLIT FACE  
COLOR: CHARCOAL, OR SIM.



**CANOPY SOFFIT**

MANUFACTURER: HEWN  
PROFILE: NW SPRUCE  
NATURAL & SEALED  
COLOR: PER MFR.



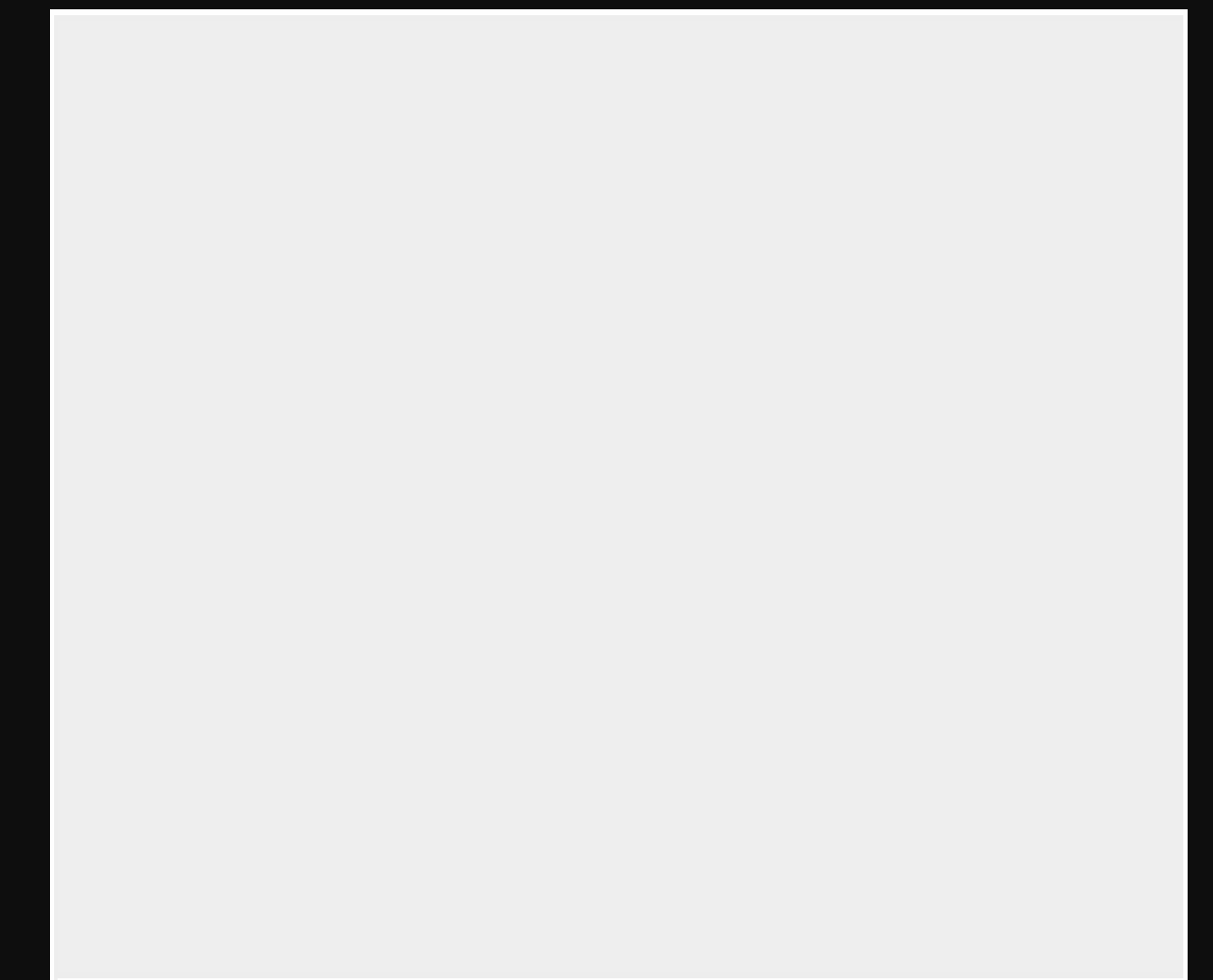
**WINDOW SYSTEM**

MANUFACTURER: KAWNEER OR SIMILAR  
PROFILE: CLEAR ANODIZED ALUMINUM  
FINISH: CLEAR NO 14 / 17



**AWNINGS & DOORS - PAINT**

MANUFACTURER: SHERWIN-WILLIAMS  
COLOR: BLDG DB GRAY DARK



**ROOFING MATERIAL**

MANUFACTURER: DURO-LAST  
DL-60 - 60 MIL  
COLOR: WHITE





LOOKING EAST



LOOKING SOUTH





## **CITY OF SIGNAL HILL**

2175 Cherry Avenue • Signal Hill, California 90755-3799

May 11, 2021

### **AGENDA ITEM**

**TO: HONORABLE MAYOR  
AND MEMBERS OF THE CITY COUNCIL**

**FROM: COLLEEN T. DOAN  
COMMUNITY DEVELOPMENT DIRECTOR**

**SUBJECT: PUBLIC HEARING – GATEWAY CENTER NORTH SPECIFIC PLAN**

### **Summary:**

John Clement with VenturePoint, as the applicant for E.S. Field, LLC and Signal Fields North, LLC, is proposing to establish a new specific plan and develop a new commercial center, Gateway Center North. The project is a 13.63 acre site located on the south side of E. 33rd Street between Atlantic and California Avenues in the North End neighborhood. The project is intended to be built in phases and includes:

- Renovation of the existing Target store (interior and exterior);
- Construction of a new three-story, 177,345 square-foot self-storage facility;
- Construction of a new commercial space totaling 18,500 square feet (to be built as tenants are secured); and
- Construction of a new 5,000 square-foot drive-thru restaurant (to be built as a tenant is secured).

### **Recommendations:**

1. Waive further reading and adopt Mitigated Negative Declaration (SCH 2021030665) and approve the associated Mitigation Monitoring and Reporting Program, by adopting Resolution No. 2021-xx-xxxx entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SIGNAL HILL, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM AND

MAKING ASSOCIATED CEQA FINDINGS, FOR THE GATEWAY CENTER  
NORTH COMMERCIAL CENTER

2. Waive further reading and introduce Ordinance No. 2021-xx-xxxx, approving Zoning Ordinance Amendment 21-01, entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SIGNAL HILL, CALIFORNIA, AMENDING THE OFFICIAL ZONING MAP TO CHANGE AN APPROXIMATE 13.63-ACRE SITE AT 950 E. 33<sup>RD</sup> STREET AND 3177 CALIFORNIA AVENUE FROM "COMMERCIAL GENERAL" AND "FREEWAY SELF-STORAGE SPECIFIC PLAN" DESIGNATIONS TO "SP-12, GATEWAY CENTER NORTH SPECIFIC PLAN" AND REPEALING SIGNAL HILL MUNICIPAL CODE CHAPTER 20.32 ENTITLED "FREEWAY SELF-STORAGE SPECIFIC PLAN" IN ITS ENTIRETY AND REPLACING IT WITH A NEW SPECIFIC PLAN ENTITLED "SP-12, GATEWAY CENTER NORTH SPECIFIC PLAN" ESTABLISHING DEVELOPMENT STANDARDS FOR A COMMERCIAL CENTER

3. Approve Conditional Use Permit 21-01, to allow alcohol sales for off-site consumption at Target, by adopting Resolution No. 2021-xx-xxxx entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SIGNAL HILL, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT 21-01, A REQUEST TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR OFF-SITE CONSUMPTION AT THE TARGET STORE AT 950 E. 33<sup>RD</sup> STREET IN THE COMMERCIAL GENERAL ZONING DISTRICT

4. Approve Conditional Use Permit 21-02, to allow a new self-storage facility, by adopting Resolution No. 2021-xx-xxxx entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SIGNAL HILL, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT 21-02, A REQUEST TO OPERATE A SELF-STORAGE FACILITY AT 3177 CALIFORNIA AVENUE IN THE GATEWAY CENTER NORTH (SP-12) SPECIFIC PLAN ZONING DISTRICT

5. Waive further reading and introduce Ordinance No. 2021-xx-xxxx to approve a Development Agreement between the City of Signal Hill and Signal Fields North, LLC, entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SIGNAL HILL, CALIFORNIA, APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF SIGNAL HILL AND SIGNAL FIELDS NORTH, LLC, FOR CERTAIN REAL PROPERTY LOCATED WITHIN THE CITY OF SIGNAL HILL PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65864 ET SEQ.

### **Fiscal Impact:**

This project achieves the following economic development goals:

- Retains a top employer.
- Retains a top sales tax producer.
- Provides additional shopping and dining opportunities which will result in future sales tax revenue.

In addition, the self-storage project includes a Development Agreement that includes the following payments to the City:

- A one-time public benefit fee of \$250,000, to be paid in two installments.
- An ongoing public benefit fee of \$1.00 per leased space per month.

### **Strategic Plan Objectives:**

Goal No. 3: Promote a strong local economic base.

Objective 3.1.3: Help retain existing businesses in the City.

### **Background:**

In Signal Hill, specific plans have historically been used in response to properties with multiple site constraints. The specific plan mechanism allows for a customized approach to development standards taking into consideration constraints unique to each site.

The Gateway Center North (GCN) site is located on the southwest corner of E. 33rd Street and California Avenue and is bounded by the Interstate 405 Freeway (I-405) to the south and Atlantic Avenue to the west. The site is currently developed with a Target retail store and a Chick-Fil-A drive-thru restaurant which is in the City of Long Beach.

#### **Project Vicinity Map**





Development efforts over the last 20 years have been unsuccessful due to multiple site constraints, including:

- Site access
  - o Due to a very narrow frontage caused by the I-405 on/off freeway ramp there is no access from the closest major street, Atlantic Avenue.
- Site circulation
  - o Internal circulation is constrained due to existing easements.
- Site composition
  - o The site has several oddly-shaped parcels with fragmented ownership.
- Site jurisdiction
  - o The site falls under the jurisdiction of two distinct agencies – the City of Signal Hill and the City of Long Beach.
- Historical use
  - o The site included oil operations since at least 1924, including oil wells and above ground storage tanks. There are currently four active and five abandoned oil wells, limiting the location of new development.
  - o The site also included a service station, currently under remediation using a vapor extraction well impacting the configuration of the Chick-Fil-A drive-thru.

### Planning Commission Review

The Community Development Department has established a robust and thorough review process for development projects. The process is laid out in a document entitled “*A Neighbor’s Guide to Development*.” The following checked items indicate the completed review items:

- ✓ Initial developer outreach with community groups, HOAs, and neighbors
- ✓ A City initiated neighborhood meeting to review the project and City process
- ✓ Planning Commission workshop prior to finalizing plans for public hearing
- ✓ Planning Commission public hearing
- City Council public hearing

On November 25, 2019, the applicant held their first outreach meeting at The Salvation Army, located on E. Spring Street which is close to the site. The meeting notice was mailed to property owners and residents within a 300’ radius of the site. There were approximately eight community members in attendance. The community members expressed interest in proposed tenants for the project and had questions about unrelated City issues.

On November 18, 2020, the City held a virtual neighborhood meeting to review the project and City process for public review. The meeting notice was mailed to property owners and residents within a 300’ radius of the site. There were two people in attendance, including one person from the City of Long Beach who spoke in favor of the project. The resident in attendance expressed a concern about the location of the new sign proposed to face E. 33rd Street at the northeast corner of the Target building. The concern was that

the visibility of the sign from the residential neighborhood might cause drivers to speed on E. 33rd Street.

On March 16, 2021, the Planning Commission conducted a Public Workshop. Comments from the public were received for the public workshop by email from a resident on California Avenue (Attachment A). Concerns raised included traffic flow on E. 33rd Street and queuing for Chick-Fil-A. The resident also asked questions about the self-storage and hours of operation. Staff also had an informal conversation with a property owner on Lime Avenue. The property owner was concerned about the queuing for Chick-Fil-A impacting E. 33rd Street.

On April 20, 2021, the Planning Commission conducted a Public Hearing (Attachment A). There was one comment during the public comment period from the same property owner who spoke at the workshop who praised the project overall, but suggested an alternative use to the drive-thru restaurant that was less car-centric, similar to the Steelcraft food court development in Long Beach. The applicant stated that the alternative use may not be suitable at this location but noted they would consider all options when submitting plans for future site plan design review for the drive-thru site. Following consideration and deliberation of comments received, the Planning Commission recommended City Council adoption and approval of the following:

- MND (SCH 2021030665) and associated Mitigation Monitoring and Reporting Program;
- ZOA 21-01 for the establishment of the Gateway Center North (SP-12) specific plan;
- CUP 21-01 to allow alcohol sales for off-site consumption at Target;
- CUP 21-02 to operate a self-storage facility at the GCN; and
- The Development Agreement between the City of Signal Hill and Signal Fields North, LLC.

The Planning Commission approved the following subject to City Council approval of the preceding items:

- Site Plan and Design Review (SPDR) 21-03 for an exterior remodel of an existing 135,811 square-foot Target store at 950 E. 33<sup>rd</sup> Street; and
- SPDR 21-04 for a new 177,345 square-foot self-storage facility at 3177 California Avenue.



### **Analysis:**

#### **Gateway Center North (SP-12) Zoning District**

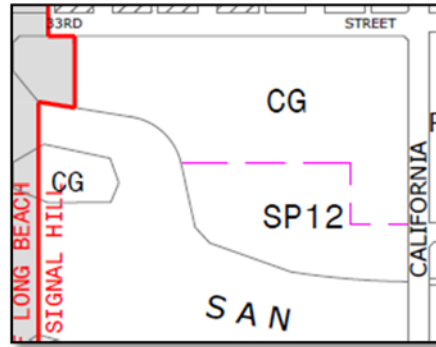
##### *Project Intent*

The purpose of establishing the Gateway Center North (GCN) specific plan is to facilitate development of a coordinated commercial center with a variety of commercial uses at the existing site which currently consists of a single big-box retail store (Target) and a drive-thru restaurant (Chick-Fil-A).

##### *Zoning Ordinance Amendment (ZOA)*

The entire project site was previously zoned Commercial General (CG); however, the southerly vacant portion of the site (APN 7148-005-030) was rezoned in 2003 as Freeway Self-Storage (SP-12) Specific Plan. Therefore the entire project site currently has two zoning designations as illustrated below:

### Current Dual Zoning Designation



A ZOA is proposed for the project to eliminate the Commercial General (CG) zoning and re-designate the entire site as the Gateway Center North (SP-12) specific plan. The approval of the ZOA includes two actions:

1. Amendment of the Official Zoning Map to expand the SP-12 designation across the entire site and a revision of the commercial legend portion of the map to rename the SP-12 zoning from Freeway Self-Storage to Gateway Center North; and
2. Modification of the text of Chapter 20.32 of the Signal Hill Municipal Code (SHMC) to establish the following for the Gateway Center North (SP-12) specific plan:
  - Purpose;
  - Adoption of SP-12, Gateway Center North specific plan;
  - Determinations of conformity;
  - Use classifications;
  - Development standards;
  - Building height;
  - Required setbacks;
  - Off-street parking and circulation;
  - Landscape materials and turf;
  - Project signs standards;
  - Fences, walls, and hedges;
  - Trash and recycling storage area;
  - Permitted projections;
  - Mechanical equipment; and
  - Utilities, public facilities, and services.

### *Project Review Procedures*

Development of the GCN site is anticipated to occur in up to four phases, as tenants are secured, as follows:

- Interior and exterior remodel of the existing Target store, including construction of a tower element, and new tenant signs;
- Construction of a new 177,345 square-foot storage facility;
- Construction of 18,500 square feet of new freestanding commercial pads; and
- Construction of a new 5,000 square-foot drive-thru restaurant.

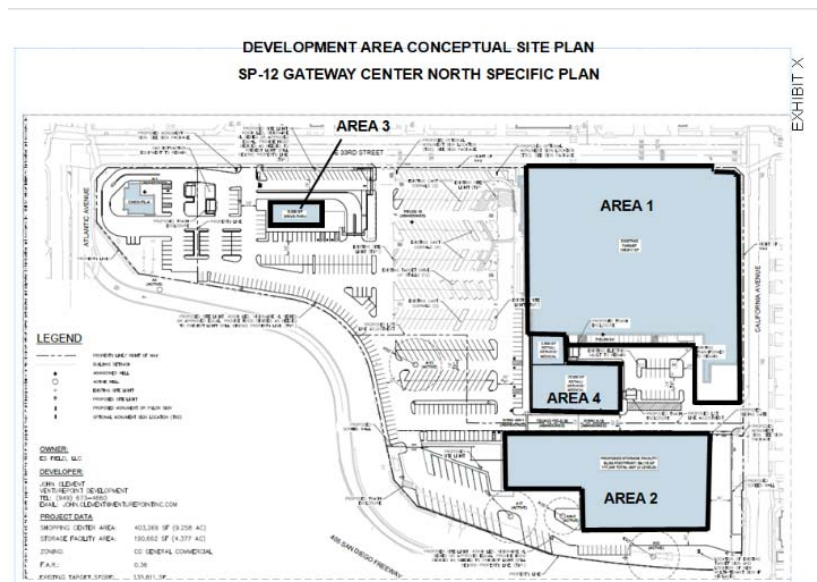
The new GCN (SP-12) specific plan will establish a unique review process for oversight of the phased development, to ensure conformity with the approved conceptual site plan and to ensure the quality of design and architectural diversity. Each phase of development will undergo a separate Site Plan and Design Review (SPDR) by the Planning Commission.

### *Phased Development Areas*

Because the timing and sequence of the phased development is not known, the specific plan divides each of the four possible phases into separate development areas as follows (Attachment B).

|        |                                           |
|--------|-------------------------------------------|
| Area 1 | Target                                    |
| Area 2 | Self-Storage use                          |
| Area 3 | Drive-Thru restaurant with outdoor dining |
| Area 4 | Commercial building pad(s)                |

### Development Area Conceptual Site Plan



### *SPDR Determinations*

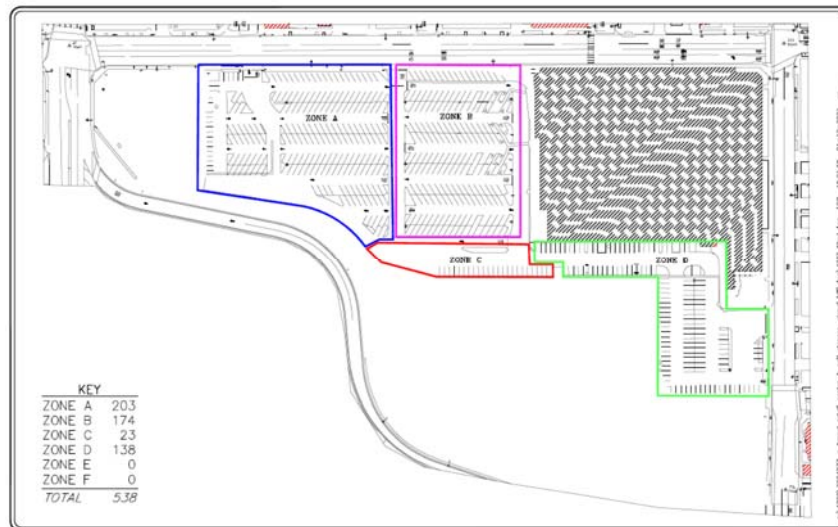
During SPDR for each phase of development, the Planning Commission will make a set of three determinations as follows:

1. The proposed use is a permitted use in the specific plan area;
2. The proposed development is in substantial conformity with the full build-out conceptual site plan, including the number, location, orientation, and size of commercial buildings, parking, circulation, and landscape areas; and
3. The proposed building design and materials are in substantial conformity to the approved design elements. The required design elements include:
  - Variation of building roofline, angle, and height;
  - Variation of building materials and colors;
  - Combined use of stone, siding, and window treatments; and
  - Articulation of elevations to reduce mass.

### *Off-street Parking and Circulation*

Since development throughout the GCN will be phased, the minimum parking standard for development of any of the areas, prior to full build-out, will be to either (i) maintain the existing number of parking spaces, or (ii) if new parking spaces or a new parking design is proposed, it must substantially conform to the full build-out conceptual site plan for the commercial center which has a total of 492 parking spaces. As each area develops, conditions of approval for the SPDR will specify the requirements for development of new parking, or restriping, and will be based on the status of other development phases. All improvement requirements will be based on the goal of phased compliance with the full build-out conceptual site plan of the GCN commercial center.

### GCN Parking Zones



### *Commercial Center Parking and Circulation Study*

The applicant completed a Parking and Circulation Study to determine the appropriate number of parking spaces for the unique mix of proposed uses. The study was prepared by Linscott, Law & Greenspan Engineers (LLG). The analysis used an industry standard

methodology widely used for commercial centers, as well as actual peak time parking data for individual land use types. In addition, the study includes analysis of the 12 Target drive-up program spaces, which designates efficiency pick-up parking spaces.

Since the actual retail tenants of the proposed new commercial pads are not known at this time, LLG used four alternative scenarios for their analysis. Based upon the study, the four alternative scenarios peak parking demand generated ranges from a low of 483 parking spaces, to a high of 508 parking spaces. The proposed parking for the center is 492 spaces, reviewed and approved by the City's contract Traffic Engineer (Attachment C).

The circulation portion of the study incorporates analysis of both temporary and potentially permanent mitigation measures to reduce the impacts from vehicle queueing at the Chick-Fil-A in Long Beach and the future GCN drive-thru restaurant. A condition of approval of the SPDR and CUP for both the Target and the self-storage facilities is that the property owner/applicant prepare a Parking and Circulation Management Plan to be reviewed on a quarterly basis, or as needed, to ensure adequate circulation and queueing is provided for both the Chick-fil-A and the proposed GCN drive-thru restaurant. The goals of the quarterly review are to ensure adjustments to business demand and queueing capacity are made and that continued reciprocal parking for all GCN businesses is maintained.

### *Public Comments*

As previously mentioned, the City received two emails from the public prior to the March 16, 2021 Public Workshop (Attachments D and E). One community member spoke (and also emailed) at the Planning Commission Public Workshop and Public Hearing and praised the project overall, but suggested an alternative use to the drive-thru restaurant that was less car-centric, similar to the Steelcraft food court development in Long Beach. The applicant prepared a response letter and commented at the Planning Commission Public Hearing that they remain open to options but wanted to vet the highest intensity use for the center, and that based on proximity to the freeway, the alternative option would not be a good fit (Attachment F). The City also received an email from a resident who noted concerns regarding the shared parking concept, traffic circulation, and queueing bottlenecks at Chick-fil-A.

Condition No. 12 of the Target CUP and Condition No. 9 of the self-storage CUP require the property owner/applicant to prepare a Parking and Circulation Management Plan to be reviewed by the City on a quarterly basis, or as needed, to ensure adequate circulation and queueing for the Chick-fil-A and the proposed Gateway Center drive-thru restaurant are maintained.

### *Landscape Standards*

Upon full build-out of the GCN, the center's entry and other landscape areas shall substantially conform to the conceptual site plan and preliminary landscape plan approved for the entire commercial center. The SPDR conditions of approval for the Target remodel require installation of landscaped entry areas. Specific landscape



requirements will be applied to each development area. All of the proposed landscape must follow the City's Water Efficient Landscape Ordinance.

### *GCN Monument Signs*

SP-12 allows for a maximum of three, six-foot tall, eight-foot wide monument signs located adjacent to E. 33<sup>rd</sup> Street, as noted on the approved full build-out conceptual site plan. The sign materials will include fabricated aluminum and wood with push-thru acrylic lettering and logos.

#### Proposed Monument Signs



### *Freeway-Oriented Sign*

SP-12 allows for renovation of the existing Target freeway-oriented sign. The existing sign is located adjacent to the I-405 freeway at the southeast corner of the site. The sign renovation converts the pole sign to a monument-style sign and provides space for all GCN tenants. The renovated freeway sign will be 75 feet tall, 20 feet 10 inches wide with a six-foot depth. The existing sign is 56 feet tall, 40 feet wide and has a 10-foot depth.

#### Existing Freeway Sign



#### Proposed Freeway Sign



### *Tenant Signs*

As tenants are secured, tenant wall signs will be reviewed under SPDR by the Planning Commission along with review of other tenant improvements and once approved, will become part of the comprehensive project sign program.

### *Stormwater Compliance*

Phase II geotechnical data and the Human Health Risk Assessment prepared for the site both indicate that the infiltration of stormwater is not feasible for this site. A condition of approval of each SPDR will require the applicant to prepare a Low Impact Development (LID) plan using the City's template for review by the City's contract stormwater consultant. If the project results in soil disturbance greater than one acre, the developer will also be required to develop a Stormwater Pollution Prevention Plan. It should be noted that the City's stormwater consultant has verified the existing Target development has stormwater devices installed that allow infiltration. The consultant has inspected the devices and noted they were installed under previous LID regulations, and the remodel does not require they be updated.

### CUP 21-01 – Target Sale of Alcohol for Off-Site Consumption

The applicant is requesting to sell alcohol for off-site consumption at Target, which is allowable under the proposed specific plan subject to City Council approval of a CUP. The interior remodel includes a 900 square-foot area in the store for the sale of alcoholic beverages. Conditions of approval include maintaining a current ABC license, prohibiting sale of alcoholic beverages to minors and objectively intoxicated persons, and adhering to the shopping center operations and maintenance standards.

### CUP 21-02 – Self-Storage Facility

The applicant is requesting City Council approval to operate a self-storage facility. The proposed conditions of approval address maintenance and operational items that tend to be problematic at self-storage facilities. Specific conditions require the operator/property owner to execute either Covenants, Conditions, and Restrictions (CC&Rs), or as requested by the applicant, another type of covenant in a form to be approved by the City Attorney and to be recorded against the property. The CC&Rs or other type of covenant shall include the following elements:

- Lighting – Properly maintained and in first class condition;
- Graffiti – Removal of graffiti within 24 hours;
- Pest Control – Regularly scheduled;
- Paving and Striping – Maintain in first class condition;
- Security – Equipment and/or services as needed;
- Maintenance – Removal of trash debris; and
- Maintenance – Landscape in first class condition.

### Development Agreement – Self-Storage Facility

As part of the self-storage project, the City has negotiated a Development Agreement with the property owner, Signal Fields North, LLC (Attachment G). The purpose of the agreement is to provide benefit to both parties. The agreement requires the owner to pay the City a one-time public benefit fee of \$250,000. The City may use the public benefit fee at its discretion, including to assist with public improvement projects, such as infrastructure projects including street repaving, sidewalk expansion, connectivity, and green streets projects. The public benefit fee is to be paid in two installments. The first installment of \$125,000 is due within five (5) business days of the agreement being approved. The second installment of \$125,000 is due either upon issuance of a certificate of occupancy for the self-storage facility, or on December 31, 2021, whichever is later.

The agreement also requires an ongoing public benefit fee of \$1.00 per leased space per month. The public benefit fee is triggered if a space is leased for any portion of 15 or more days during the month. The maximum amount of the monthly ongoing public benefit fee is equal to the total number of spaces leased during the month; for example, if all 1,529 spaces are leased, the fee will be \$1,529. Payments are due quarterly and will increase each year based upon the change in the Consumer Price Index for the Los Angeles-Long Beach-Anaheim area in the 12 months prior.

### Environmental Analysis

An Initial Study and Mitigated Negative Declaration (MND) was prepared for the project by Meridian Consultants. The draft Initial Study/MND was submitted to the State Clearinghouse for distribution to appropriate agencies (SCH 2021030665). The state-mandated review period began on March 29, 2021 and ended on April 27, 2021.

The MND identified mitigation measures in the following categories:

- Cultural resources;
- Geology and soils;
- Hazards and hazardous materials;
- Transportation/Traffic; and
- Tribal Cultural resources.

The City received two public comments during the 30-day public comment period. The public comments and responses to comments have been included in the MND (Attachment H) and are summarized as follows:

- Los Angeles County Sanitation District
  - o Advised of the District's intent to provide wastewater services for this project and of the current and anticipated volume increase.
  - o Advised on required connection fees to use the sewer system.

- California Department of Transportation (Caltrans)
  - o Acknowledged that the project used Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. Since the proposed project is located within half a mile of an existing high-quality transit corridor, it can be screened from further VMT analysis and can be presumed to have a less than significant impact on VMT.
  - o Identified appropriate means of pedestrian and bicycle mobility.
  - o Requested notice of construction permits, design and access.

A Mitigation Monitoring and Reporting Plan has also been prepared for the project to implement the mitigation measures (Attachment I).

Reviewed:

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Sharon del Rosario

Approved:

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Hannah Shin-Heydorn

Attachments



# CITY OF SIGNAL HILL

## STAFF REPORT

2175 Cherry Avenue • Signal  
Hill, California 90755-3799

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8/18/2026

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### AGENDA ITEM

TO:  
HONORABLE CHAIR  
AND MEMBERS OF THE PLANNING COMMISSION

FROM:  
GREG KAPOVICH  
COMMUNITY DEVELOPMENT DIRECTOR

CARLOS LUIS  
PLANNING MANAGER

SUBJECT:  
..title  
PREVIOUS MINUTES

..summary  
Summary:

Regular meeting of March 17, 2026.

..recommendation  
Recommendation:

Approve.

..body



## CITY OF SIGNAL HILL

2175 Cherry Avenue • Signal Hill, California 90755-3799

### MINUTES OF A REGULAR MEETING SIGNAL HILL PLANNING COMMISSION March 17, 2026

#### DRAFT

A Regular Meeting of the Signal Hill Planning Commission was held in-person in the Council Chamber on March 17, 2026.

(1) **CALL TO ORDER – 7:00 P.M.**

(2) **ROLL CALL**

PRESENT: CHAIR SAEIDA MILLER  
VICE CHAIR PERICA BELL  
COMMISSIONER GEGE LOPEZ  
COMMISSIONER VICTOR PARKER  
COMMISSIONER SONIA SAVOULIAN

ABSENT: NONE

(3) **PLEDGE OF ALLEGIANCE**

(4) **PUBLIC BUSINESS FROM THE FLOOR ON ITEMS NOT LISTED ON THIS AGENDA**

There was no public business from the floor.

(5) **PRESENTATIONS**

- a. PLANNING MANAGER CARLOS LUIS WILL INTRODUCE GREG KAPOVICH, THE NEW COMMUNITY DEVELOPMENT DIRECTOR.

Planning Manager Carlos Luis introduced the new Community Development Director, Greg Kapovich.

Commissioners welcomed Director Kapovich.

**(6) DIRECTOR'S REPORTS**

a. PLANNING COMMISSIONERS ACADEMY FOLLOW UP

Chair Miller and Commissioners Lopez, Parker, and Savouliau attended the Planning Commissioners Academy conference, held on March 11-13, 2026.

Commissioners shared information and thoughts from the conference.

The item was received and filed.

**(7) CONSENT CALENDAR**

a. PREVIOUS MINUTES

b. CITY COUNCIL FOLLOW UP

c. DEVELOPMENT STATUS REPORT

d. IN THE NEWS

It was moved by COMMISSIONER PARKER and seconded by VICE CHAIR BELL, to approve the Consent Calendar.

The following vote resulted:

AYES: CHAIR MILLER  
VICE CHAIR BELL  
COMMISSIONER LOPEZ  
COMMISSIONER PARKER  
COMMISSIONER SAVOULIAN

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

**(8) COMMISSION NEW BUSINESS**

Commissioner Lopez encouraged the Commission and the public to participate in activities for Women's History Month.

**(9) ADJOURNMENT**

It was moved by COMMISSIONER SAVOULIAN and seconded by COMMISSIONER LOPEZ to adjourn to the regular meeting of the Planning Commission on Tuesday, April 21, 2026 at 7:00pm in the Council Chamber, 2175 Cherry Avenue, Signal Hill, CA 90755.



The following vote resulted:

AYES: CHAIR MILLER  
VICE CHAIR BELL  
COMMISSIONER LOPEZ  
COMMISSIONER PARKER  
COMMISSIONER SAVOULIAN

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

CHAIR MILLER adjourned the meeting at 7:31 p.m.

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SAEIDA MILLER  
CHAIR

Attest:

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GREG KAPOVICH  
COMMISSION SECRETARY



# CITY OF SIGNAL HILL

## STAFF REPORT

2175 Cherry Avenue • Signal  
Hill, California 90755-3799

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8/18/2026

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### AGENDA ITEM

TO:  
HONORABLE CHAIR  
AND MEMBERS OF THE PLANNING COMMISSION

FROM:  
GREG KAPOVICH  
COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT:  
..title  
DEVELOPMENT STATUS REPORT

..summary  
Summary:

Attached for your review is the monthly Development Status Report which highlights current projects.

..recommendation  
Recommendation:

Receive and file.

..body

## COMMERCIAL – INDUSTRIAL

### DEVELOPMENT STATUS REPORT: 1701 CRESTON

|                |                              |            |      |
|----------------|------------------------------|------------|------|
| Project Title  | New Industrial Building      | Staff      | CL   |
| Address        | 1701 E Creston Ave           | Zoning     |      |
| Applicant      | Tim Collins                  | Dep Acct # | 6159 |
| Current Status | Preliminary review.          |            |      |
| Next Step      | Pending soil samples report. |            |      |

|                                    |         |
|------------------------------------|---------|
| SPDR #                             | Pending |
| PC Approval Date                   |         |
| SPDR Exp Date                      |         |
| 1 <sup>st</sup> Extension Exp Date |         |
| 2 <sup>nd</sup> Extension Exp Date |         |

| Date     | Notes/Updates                                                                                                                                                                                                                                               |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | Applicant considering options regarding subdivision and zoning.                                                                                                                                                                                             |
|          | Applicant trenching for geologic investigations.                                                                                                                                                                                                            |
|          | Applicant installed stormwater BMPs.                                                                                                                                                                                                                        |
|          | Applicant intends to discover wells the week of 4/25/2022. Plans should be revised to place Loading in back.                                                                                                                                                |
| 5/9/22   | Applicant completed geotechnical investigations and proceeded with well discovery.                                                                                                                                                                          |
|          | Met with property owner, City's Environmental Consultants, and owner's Environmental Consultants to discuss questions on comments provided to them regarding their workplans and assessment reports. Revised workplans and assessments pending resubmittal. |
| 01/23/23 | Applicant submitted revised workplans, data assessment, and Human Health Risk Assessment for review.                                                                                                                                                        |
| 02/09/23 | City's consultant completed review of submitted reports and has determined the scope of work adequately meets the City's requirements. A meeting is pending between City and consultant to confirm requirements and recommendations.                        |
| 02/22/23 | Mearns Consulting provided additional comments on the workplans for the data gap assessment, methane survey, and human health risk assessment. Orion Consultants agrees with the additional comments that were provided to the applicant.                   |
|          | A meeting with the applicant, property owners, and their consultants has been scheduled for 03/16/23. City and Orion will be in attendance to discuss workplan changes proposed by the applicant.                                                           |
| 03/16/23 | Staff and Orion met with the applicant and discussed proposed amendments to the work plan. City will review modifications as a new submittal. Modification will still be required to comply with minimum requirements.                                      |
| 04/25/23 | Applicant submitted revised Data Gap Assessment, Methane Assessment Workplan, and HHRA prepared by a new consultant, ROUX Engineering.                                                                                                                      |

|          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 04/26/23 | City's consultant, Orion Environmental, provided comments to the applicant requesting missing information.                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 04/28/23 | ROUX Engineering submitted revised workplans and are currently under review by the City's consultant.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 06/07/23 | Orion and the City approved the revised workplans.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 06/08/23 | Payment link was emailed to applicant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 06/29/23 | Permit was issued.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 07/11/23 | On-site work started for purposes of soil sampling. Awaiting findings and report to be submitted to the City of review.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 09/21/23 | Soil Management Memorandum was submitted for review. Currently under review by staff and consultant.                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10/17/23 | Review was completed by staff and the consultant. Response letter was provided to applicant by staff indicating the proposed soil management plan is not acceptable to the City's protocol.                                                                                                                                                                                                                                                                                                                                                  |
| 12/08/23 | Additional soils delineation work is required on the site. Work is scheduled to occur the week of 12/18 and 12/25. Results of additional work will be submitted to the City for review.                                                                                                                                                                                                                                                                                                                                                      |
| 01/10/24 | Awaiting report/findings of additional soil work to be submitted to the City for review.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 03/08/24 | The applicant's geologist submitted a request to submit additional information supported by data for the City to consider other methods of site remediation. The request is currently under review.                                                                                                                                                                                                                                                                                                                                          |
| 03/28/24 | Response provided to applicant informing them of previous recommendations of addressing the soils on the site still stood; however, the City would review additional data should the applicant's geologist submit for review.                                                                                                                                                                                                                                                                                                                |
| 05/02/24 | The applicants are exploring design options for the proposed development. One option includes proposal of a metal building. The applicants were provided with metal building requirements from the SHMC as well as design examples for consideration.                                                                                                                                                                                                                                                                                        |
| 09/04/24 | Comments from the City and City Consultant were provided to the applicant regarding their environmental reports. Comments also included State requirements from the Department of Environmental Health Hazard Assessment. Comments will require the applicant to address and revise the documents.                                                                                                                                                                                                                                           |
| 09/24/24 | Staff and City's Consultant met with ownership to discuss the property's constraints including, slope and environmental concerns. As discussed, property minimum requirements pertaining to the residentially zoned portion of the property. During the discussion, the owners informed staff that the minimum lot size would be an issue given the slope of the lot and the truck turn around required for the industrially zoned portion of the property. Staff is considering options for the owners and will be responding back to them. |
| 11/12/24 | Staff and City's Consultant met with representatives of the State to discuss previously issued comments by the State. The purpose was to obtain clarity on requirements on the HHRA document. State representatives provided clarification on requirements and the information will be conveyed to the applicant. Applicants will need to revise their documents/reports and resubmit to the City. The City will then resubmit to the State for review.                                                                                      |
| 12/23/24 | Comments provided to applicant requiring revisions to the proposed HHRA methodology.                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

|          |                                                                                                                                                                                                                                                                                                                                                                                  |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01/10/25 | The property has requested a meeting to discuss comments. Meeting will be scheduled between 01/27 through 02/06.                                                                                                                                                                                                                                                                 |
| 01/29/25 | Meeting has been scheduled for 02/04/25. Applicant will be discussing HHRA requirements as well as other environmental topics. Staff has requested the applicant provide an update on the Developer Outreach that was recommended for the project. Staff also requested applicant's questions in advance to the meeting to better assist answering questions during the meeting. |
| 02/05/25 | Applicant's submitted a memo outlining revised approach to the data gap and HHRA. Submitted for review to consultants.                                                                                                                                                                                                                                                           |
| 03/07/25 | Comments sent to applicant informing them to prepare a revised work plan for the new scope. Awaiting submittal.                                                                                                                                                                                                                                                                  |
| 04/10/25 | Applicant has applied for well leak testing. Application is currently under review.                                                                                                                                                                                                                                                                                              |
| 06/12/25 | Applicant has requested a meeting to discuss environmental requirements. Staff will be coordinating the meeting request.                                                                                                                                                                                                                                                         |
| 06/25/25 | Met with applicant and their representatives and provided clarification on comments/corrections to their environmental documents. Requested revisions address comments. Awaiting resubmittal.                                                                                                                                                                                    |
| 03/12/26 | Applicant requested review of alternative mitigation and are currently under review.                                                                                                                                                                                                                                                                                             |
| 03/13/26 | Staff provided a response to applicant indicating alternative mitigation did not meet the requirements of the SHMC.<br>Staff met with applicant to further discuss                                                                                                                                                                                                               |
| 05/08/26 | Staff provided letter to applicant outlining requirements in order to continue processing application request.                                                                                                                                                                                                                                                                   |
| 06/11/26 | Staff met with the property owners to review requirements outlined in the letter; with emphasis on the environmental remediation requirements. The owners were provided with options which included pursuing a voluntary clean up agreement with DTSC in order to continue moving the project forward.                                                                           |
| 07/16/26 | An application for well abandonment was submitted but was determined to be incomplete. Additional information was requested from the applicant.                                                                                                                                                                                                                                  |
| 08/12/26 | Applicant was informed that well abandonment shall take place after completion of the clean up effort required by DTSC.                                                                                                                                                                                                                                                          |

## COMMERCIAL – INDUSTRIAL

### DEVELOPMENT STATUS REPORT: 2200 E WILLOW ST / 2598 CHERRY AVE

|                |                              |            |      |
|----------------|------------------------------|------------|------|
| Project Title  | Costco Gas Queuing           | Staff      | SM   |
| Address        | 2200 E Willow St             | Zoning     | SP-1 |
| Applicant      | PERFORM PROPERTIES OWNER LLC | Dep Acct # | N/A  |
| Current Status | Temporary Queuing is pending |            |      |
| Next Step      | Install Temporary Queuing    |            |      |

| Date       | Notes/Updates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 02/26/2020 | Meeting held at City Hall on 2/26/20 between City staff, Wells Fargo, and Costco personnel to discuss the status of the project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 03/04/2020 | A subsequent meeting was held with ShopCore (property owner) on 3/4/20 to discuss status of project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 01/21/2021 | On 1/21/21, property owner provided an alternate plan to remove 36 parking spaces in the parking lot to create designated drive aisles to funnel cars into the queueing lines.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 03/26/2021 | On 3/26/21, the property owner paid Developer Deposit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 05/06/2021 | On 5/6/21, a joint virtual meeting was held between City staff, property owner, and applicant to discuss the scope of work for the on-site parking and circulation analysis.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 09/13/2021 | On 9/13/21, the applicant submitted a traffic and parking analysis report for City review.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 09/27/2021 | On 9/27/21, the City's Traffic Engineer determined that the report is inadequate because it is lacking data on traffic circulation from the driveways to the gas station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 10/25/2021 | On 10/25/21, the City's Traffic Engineer drafted a correction memo to the applicant's report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 01/15/2022 | On 1/15/22, the applicant resubmitted a revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 01/24/2022 | On 1/24/22, the Traffic Engineer's correction memo was sent to the applicant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 02/22/2022 | On 2/22/22, a joint virtual meeting was held between City staff, property owner, and their consultants to discuss correction items.<br>Recent high gas prices have increased traffic congestion. Staff has developed a plan for temporary relief and will work with property owners and businesses to implement traffic calming measures.<br>In Dec. 2022, COSTCO notified staff that they intended to request approval to install additional fuel dispensers on site. Staff informed COSTCO that the additional dispensers would require an amendment to the existing CUP and that a long-term resolution to the queuing problem must be part of the amendment. |
| 01/11/2023 | On 1/11/23, staff held a virtual meeting with COSTCO staff, ShopCore reps. engineers hired to design alternative queuing and prepare a parking                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

|            |                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | and circulation analysis to support the alternate design to discuss status and next steps.                                                                                                                                                                                                                                                                                                                   |
| 01/18/2023 | On 1/18/23 staff met with COSTCO team on site for a visual inspection of queuing and circulation issues. COSTCO eng. noted they would need several weeks to complete their data gathering and prepare their report and proposed alternate queuing design.                                                                                                                                                    |
| 03/2023    | Staff met w/Costco and Kittelson reps. to review the initial concept for re-queuing.                                                                                                                                                                                                                                                                                                                         |
| 07/12/2023 | COSTCO and ShopCore negotiations of revised queuing are ongoing 7/12/2023.<br>Demolition of WF ATM is also pending with start date estimated in Sept. 2023.                                                                                                                                                                                                                                                  |
| 10-11-2023 | Demolition pending soon.                                                                                                                                                                                                                                                                                                                                                                                     |
| 12/06/2023 | Costco will postpone demolition and re-queuing until after the holidays.                                                                                                                                                                                                                                                                                                                                     |
| 1/09/2024  | Wells Fargo contacted staff to schedule a pre-construction meeting to demolish the ATM. No permits have been issued.                                                                                                                                                                                                                                                                                         |
| 02-13-2024 | Property is still outstanding on roof corrections. Certification of the smoke vents on the roof that may have been affected by the spray foam roofing installation. The ATM demolition is completed with final approvals pending. Revised queuing plans still pending.                                                                                                                                       |
| 03/11/2024 | Permit for ATM demolition was finalized.                                                                                                                                                                                                                                                                                                                                                                     |
| 04/11/2024 | Smoke and heat vents have been approved by third party company. Report was approved by Derek Ward, LA Couty Fire Marshal. Food Court kiosk on front exterior has been approved.                                                                                                                                                                                                                              |
| 06/2024    | Staff reached out to COSTCO contact to inquire about permanent queuing design status. No plans have been submitted.                                                                                                                                                                                                                                                                                          |
| 10/10/2024 | COSTCO reports the lease agreements are nearing completion and a submittal to amend the gas facility's CUP is pending. Staff discussed initiating a temporary, pilot, queuing path before the end of the year, to test for any unintended consequences. In the meantime COSTCO has notified staff that an extensive interior remodel is pending and plans will be submitted for review in the coming months. |
| 03/11/2025 | Staff have not received any updates from COSTCO or ShopCore and therefore intend to initiate regular meetings with both parties to assist with moving the re-queuing design forward.                                                                                                                                                                                                                         |
| 05/07/2025 | Staff reached out again to COSTCO Corp. with an offer to set up the "trial queuing" by demolishing the planters to test before formally submitting to City and revising commercial center tenant leases.                                                                                                                                                                                                     |
| 06/11/2025 | Staff continued to reach out to COSTCO administration to implement the recommended re-design of the gas facility queueing. A conversation with the General Manager is pending.                                                                                                                                                                                                                               |
| 08/11/2025 | Staff made contact with ShopCORE Corporate management and was informed ShopCORE is now Perform Properties and there have been staff changes, but they will circle back to schedule a meeting to get re-queuing back on track.                                                                                                                                                                                |
| 09/29/2025 | The applicant (COSTCO) submitted an application for a demolition permit and lighting plan to support the pilot/temporary queuing project to re-direct the gas facility queuing to reduce queuing time and area. Staff has approved the plan and are working with COSTCO to get the temporary improvements installed prior to the holidays and associated traffic.                                            |



|            |                                                                                                                                                                                                                                                         |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 12/17/2025 | Costco has implemented temporary queuing for the holidays                                                                                                                                                                                               |
| 02/12/2025 | Costco has received approval of modifications to previously approved temporary vehicle queuing plan. Lights will no longer be relocated and will remain in place with added barricades. Removal of planters and installation of barricades are pending. |
| 3/10/2026  | Work to commence soon                                                                                                                                                                                                                                   |
| 5/7/2026   | Issued a preliminary review letter for the Costco fuel station expansion. Pending formal submittal of application for expansion.                                                                                                                        |

## COMMERCIAL – INDUSTRIAL

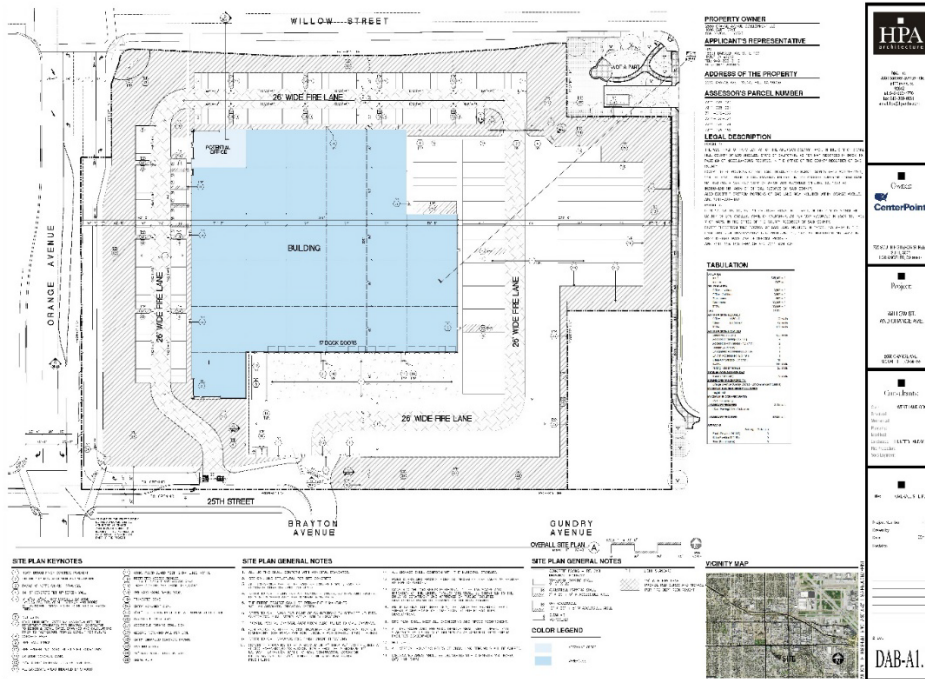
### DEVELOPMENT STATUS REPORT: 2457 BRAYTON

|                |                                  |            |    |
|----------------|----------------------------------|------------|----|
| Project Title  | New Warehouses                   | Staff      | SM |
| Address        | 2457 Brayton Ave                 | Zoning     | GI |
| Applicant      | Tobin White                      | Dep Acct # |    |
| Current Status | Preliminary Review               |            |    |
| Next Step      | Formal submittal of application. |            |    |

|                                    |  |
|------------------------------------|--|
| SPDR #                             |  |
| PC Approval Date                   |  |
| SPDR Exp Date                      |  |
| 1 <sup>st</sup> Extension Exp Date |  |
| 2 <sup>nd</sup> Extension Exp Date |  |

| Date       | Notes/Updates                                                                                                                                                                                                                                                                            |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | Project is for the demolition of an existing building on site to construct a new 4,800 square-foot warehouse and a 1,200 square foot warehouse. An existing 2,300 square-foot office building to remain on site. Additional improvements include new parking, landscaping, and lighting. |
| 10-12-2023 | Applicant submitted application, plans, and Phase I. Pending submittal of developer's deposit for formal review.                                                                                                                                                                         |
| 12-13-2023 | Applicant has submitted developer's deposit and plans are under review.                                                                                                                                                                                                                  |
| 01-11-2024 | Project is under review.                                                                                                                                                                                                                                                                 |
| 04-05-2024 | Routed Phase I for review.                                                                                                                                                                                                                                                               |
| 04-24-2024 | Issued applicant comments and corrections                                                                                                                                                                                                                                                |
| 06-04-2025 | Followed up with the applicant on the application and determine if applicant would like to continue with the project. Pending follow up.                                                                                                                                                 |
| 08-13-2025 | Applicant stated that they will be continuing with the project.                                                                                                                                                                                                                          |

# COMMERCIAL – INDUSTRIAL DEVELOPMENT STATUS REPORT: 2550 ORANGE



|                |                        |            |      |
|----------------|------------------------|------------|------|
| Project Title  | Distribution Warehouse | Staff      | CTD  |
| Address        | 2550 Orange            | Zoning     | CI   |
| Applicant      | CenterPoint Properties | Dep Acct # | 6157 |
| Current Status | Under Review           |            |      |
| Next Step      |                        |            |      |

|                        |       |
|------------------------|-------|
| SPDR #                 | 21-05 |
| PC Approval Date       |       |
| SPDR Exp Date          |       |
| 1st Extension Exp Date |       |
| 2nd Extension Exp Date |       |

|                      |         |
|----------------------|---------|
| ZOA #                | Pending |
| PC Approval Date     |         |
| CC Introduction Date |         |
| CC Adoption Date     |         |

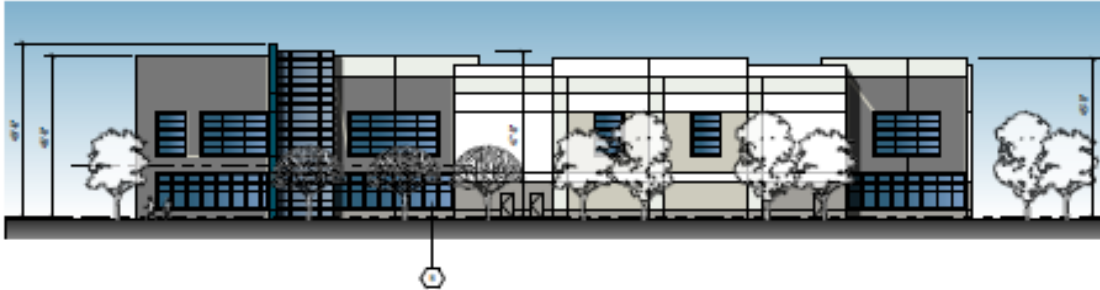
|            |                                                                      |
|------------|----------------------------------------------------------------------|
| Date       | Notes/Updates                                                        |
| 09/19/2020 | Well discovery.                                                      |
| 09/14/2020 | Previous applicant (SHP) submitted a new industrial conceptual plan. |

|            |                                                                                                                                                                                                                                               |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 12/17/2020 | New applicant (CenterPoint) held a Neighborhood Meeting and provided a meeting summary. Comments included concerns about industrial related traffic, noise and operations.                                                                    |
| 04/26/2021 | Application submitted.                                                                                                                                                                                                                        |
| 05/20/2021 | Determination of Incomplete Submittal email sent to applicant.                                                                                                                                                                                |
| 06/28/2021 | Rough grading permit issued.                                                                                                                                                                                                                  |
| 08/23/2021 | Applicant submitted a revised conceptual plan re-orienting building with new access routes.                                                                                                                                                   |
| 10/12/2021 | Emailed the Site Work Status Letter to the property owner.                                                                                                                                                                                    |
| 12/20/2021 | Applicant resubmitted new application package containing the Traffic Study Area (TSA) report.                                                                                                                                                 |
| 01/19/2022 | 2nd Notice of Incomplete Submittal letter was mailed to the applicant per TSA deemed inadequate.                                                                                                                                              |
| 03/23/2022 | Demo permit for the wooden poles, netting, and four light poles issued.                                                                                                                                                                       |
| 04/04/2022 | Applicant provided a signed Reimbursement Agreement.                                                                                                                                                                                          |
| 4/07/2022  | Demo work completed. Applicant submitted Developer Deposit payment.                                                                                                                                                                           |
|            | City staff participated in a joint meeting with the applicant, their legal team, and DTSC to discuss the CLRRRA review process.                                                                                                               |
| 07/07/2022 | City staff (including City Traffic Engineer) met with applicant and their traffic consultant to discuss outstanding corrections for the TSA report.                                                                                           |
| 07/28/2022 | Staff received bids to bring on a consultant to peer review the Earthwork Report prepared by Mearns Consulting, LLC and assist City staff in navigating the DTSC/CLRRRA review process.                                                       |
| 08/01/2022 | City selected Orion Environmental, Inc. as the City's consultant. Orion returned the signed letter agreement.                                                                                                                                 |
| 08/10/2022 | Meeting held between CenterPoint, EnSafe, DTSC, City staff, and Orion Environmental (City's consultant).                                                                                                                                      |
| 09/2022    | TSA report approved.                                                                                                                                                                                                                          |
| 10/2022    | Complete submittal pending revised site plan to include park (adjacent project), amended Reimbursement Agreement to include DeNovo CEQA contract and deposit replenishment.                                                                   |
| 01/2023    | SAP/Phase II work plan for DTSC data gaps approved by Orion.                                                                                                                                                                                  |
| 02/2023    | Revised site plan w/park submitted.                                                                                                                                                                                                           |
| 02/16/2023 | Observation of site testing and boring                                                                                                                                                                                                        |
| 03/2023    | Amended and executed Reimbursement Agreement, updated submittal package, and deposit replenishment submitted.                                                                                                                                 |
|            | Cell tower work on property. Minor graffiti problems.                                                                                                                                                                                         |
| 03/2023    | Complete submittal determination letter sent 3/17/23, but updated application requested.                                                                                                                                                      |
| 03/2023    | DeNovo begins CEQA analysis w. peer review of technical studies.                                                                                                                                                                              |
| 04/06/2023 | DTSC SAP data reviewed and DTSC requested additional data near east PL.                                                                                                                                                                       |
| 04/13/2023 | Workplan for additional data borings, methane and soils analysis approved by City and under review by DTSC.                                                                                                                                   |
| 05/09/2023 | Field work for SAP Addendum is pending. Draft Dev. Agreement (DA) received from applicant's attorney and under review by City Attorney.                                                                                                       |
| 06/2023    | Developer sent outreach letter. Staff and developer received approximately 11 responses with concerns about a potential distribution warehouse and associated nuisances. Staff discussed concerns over negative responses to 24/7 operations. |

|            |                                                                                                                                                                                                                                                                                                                                                         |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 07/17/2023 | Applicant is updating their fiscal analysis report to assist with DA analysis/nexus, due the week of 7/17/2023. SAP Addendum work plan approved by DTSC and City and additional sampling work is pending.                                                                                                                                               |
| 08/2023    | Updated Fiscal Analysis Report submitted and under review by City Attorney.                                                                                                                                                                                                                                                                             |
| 09/2023    | DA negotiations pending completion of review of Fiscal Analysis Report. DTSC soils analysis complete and summary report pending.                                                                                                                                                                                                                        |
| 10-12-2023 | DTSC soils analysis ongoing.                                                                                                                                                                                                                                                                                                                            |
| 12/06/2023 | Admin. Legal, and staff mtg. w/applicant to discuss grave concerns over proposed distribution warehouse use, and need for increased street impact fees as part of the DA negotiations. A residential use was floated as an option.                                                                                                                      |
| 01/09/2024 | Staff communicated concerns about a distribution warehouse in this location but are supportive of an R&D or residential use. The DTSC summary report and CEQA documents are underway.                                                                                                                                                                   |
| 02/13/2024 | Applicant proposes to move forward with an EIR environmental review which considers both industrial uses and a residential use. Staff continues to voice concerns about the distribution warehouse use at this location.                                                                                                                                |
| 03/11/2024 | Applicant is considering options for proceeding given shared staff concerns over distribution warehouse use. Applicant inquired about a self-storage facility use. Staff shared current nuisance concerns with the PCH self-storage and noted self-storage is not a permitted use in the City except as part of the Gateway Center North Specific Plan. |
| 04/11/2024 | Applicant is still considering options.                                                                                                                                                                                                                                                                                                                 |
| 03/11/2025 | Staff intends to reach out to the applicant for status of their project.                                                                                                                                                                                                                                                                                |
| 05/07/2025 | Staff has reached out to property owner/applicant to inquire about project status and a response is pending.                                                                                                                                                                                                                                            |
| 07/11/2025 | Applicant has notified staff that they are marketing the property for sale and for future residential development.                                                                                                                                                                                                                                      |
| 02/12/2026 | Applicants and prospective residential developers have met with staff to discuss residential development requirements. Staff provided requirements including a zone change, general plan amendment, specific plan, development agreement, environmental reviews, etc. required for a residential project.                                               |
| 05/14/2026 | Property owners continue to actively market the site.                                                                                                                                                                                                                                                                                                   |
| 06/14/2026 | Property owners continue to actively market the site. No new applications have been submitted for development of the site.                                                                                                                                                                                                                              |
| 07/16/2026 | No Change in status. Property owners continue to actively market the site. No new applications have been submitted for development of the site.                                                                                                                                                                                                         |
| 08/12/2026 | No change in status. No new applications have been submitted for development of the site.                                                                                                                                                                                                                                                               |

## COMMERCIAL – INDUSTRIAL

### DEVELOPMENT STATUS REPORT: 3201 WALNUT



|                |                      |            |      |
|----------------|----------------------|------------|------|
| Project Title  | 3201 Walnut          | Staff      | CL   |
| Address        | 3201 Walnut Ave      | Zoning     | LI   |
| Applicant      | 3201 Walnut XC LLC   | Dep Acct # | 6150 |
| Current Status | Under review         |            |      |
| Next Step      | Schedule PC hearing. |            |      |

|                                    |  |
|------------------------------------|--|
| SPDR #                             |  |
| PC Approval Date                   |  |
| SPDR Exp Date                      |  |
| 1 <sup>st</sup> Extension Exp Date |  |
| 2 <sup>nd</sup> Extension Exp Date |  |

| Date     | Notes/Updates                                                                                                                                                                                                                                                                                                                 |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | Project is under review. CEQA document is being prepared by the City's consultant, DeNovo. Traffic Study is being revised by the applicant's traffic engineer. City Attorney's Office is reviewing Development Agreement and negotiations. Planning Staff is reviewing architectural plans and preparing draft specific plan. |
|          | Applicant will be submitting a demolition permit to demolish remaining structure and all concrete foundations. Building and Safety will require testing of lead and asbestos, and AQMD clearance prior to issuance of demolition permit. Awaiting application submittal.                                                      |
|          | Working on reviewing revised Traffic Study to address comments regarding ITE use classification to be reflective of actual proposed use of Distribution Center. Currently under review.                                                                                                                                       |
|          | The revised Traffic Study has been approved and provided the study to the CEQA consultant so information in study may be incorporated into the CEQA document.                                                                                                                                                                 |
| 09/2023  | Owner has ongoing maintenance address graffiti and fence issues. Metal shed had asbestos removal. Pending demolition permit now.                                                                                                                                                                                              |
| 10/09/23 | CEQA consultant submitted a draft Initial Study and Mitigated Negative Declaration for the proposed project. Staff is currently reviewing the document.                                                                                                                                                                       |
| 10/11/24 | Site has weekly maintenance for trash, weeds, and graffiti                                                                                                                                                                                                                                                                    |

|          |                                                                                                                                                                                                                                                                                                                                                                                         |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11/28/23 | A revised DRAFT Development Agreement was submitted for City Review. Development Agreement includes a public benefit which is currently being reviewed in more detail.                                                                                                                                                                                                                  |
| 01/10/24 | Public Benefit calculations continue to be reviewed by Staff. Staff is working closely with the Department of Public Works to determine appropriate costs of ROW improvement maintenance.                                                                                                                                                                                               |
| 02/13/24 | Temporary power pole installed on south west corner of property for future work.                                                                                                                                                                                                                                                                                                        |
| 02/14/24 | Staff is preparing a written response to the Developer's proposal for public benefit and anticipates providing response the week of February 19, 2024.                                                                                                                                                                                                                                  |
| 02/20/24 | Staff emailed written response to the Developer informing them that the City would be requesting the initial amount proposed by the City.<br>A Temporary Use Permit (TUP) was also issued for the property allowing for a temporary construction storage yard. The temporary storage yard is associated with a Capital Improvement Project 33 <sup>rd</sup> Street Improvement project. |
| 03/04/24 | Staff met with the developers at City Hall to discuss the City response. Attending the meeting were the Community Development Director, the Public Works Director, and Planning Manager. The developer was provided with an explanation of the amount requested and possible payment options.                                                                                           |
| 03/11/24 | The developer emailed a new proposal outlining a proposed payment option for the City to consider. The proposal is currently under review.                                                                                                                                                                                                                                              |
| 04/11/24 | Staff is preparing a written response to the most recent Developer's proposal for public benefit and anticipates providing response the week of April 15, 2024.                                                                                                                                                                                                                         |
| 05/15/24 | Staff continue to consider and evaluate all options associated with the public benefit. Response to the Developer is pending.                                                                                                                                                                                                                                                           |
| 06/13/24 | Staff has accepted Option 1 of 2 options to make two bonding payments.                                                                                                                                                                                                                                                                                                                  |
| 08/14/24 | Staff received draft Development agreement and will be reviewing and requesting City Attorney review.                                                                                                                                                                                                                                                                                   |
| 08/27/24 | Staff is also checking in with our CEQA consultant on necessary updates to the draft CEQA documents to ensure they are consistent with most recent requirements.                                                                                                                                                                                                                        |
| 10/09/24 | Staff is also working with the Water Board on requirements for the project. Staff is coordinating with Water Board staff on City review procedure and timeline.                                                                                                                                                                                                                         |
| 10/23/24 | Staff completed review of Draft Development Agreement submitted by the applicant and provided comments via email to applicant. Applicant is currently reviewing and addressing comments.                                                                                                                                                                                                |
| 11/14/24 | Applicants submitted a revised Development Agreement for review. City Attorney currently reviewing the revised Agreement.                                                                                                                                                                                                                                                               |
| 01/10/25 | Staff met with City Attorney to discuss comments and proposed changes. Additional changes will be prepared by the City Attorney's Office.                                                                                                                                                                                                                                               |
| 01/13/25 | Comments were emailed to applicant on their 2 <sup>nd</sup> draft of the Development Agreement. Anticipate the applicant will request a meeting with legal team and the City Attorney to discuss comments.                                                                                                                                                                              |
| 02/05/25 | Applicants agreed to the Development Agreement and will be pursuing the entitlements for the project. Staff is currently checking with consultants on environmental documents and technical studies necessary for the project.                                                                                                                                                          |



|          |                                                                                                                                                                                                                                                                                   |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 06/12/25 | Applicant has agreed to enter into a reimbursement agreement for contract Planning services. Staff is preparing a draft agreement for review.                                                                                                                                     |
| 07/14/25 | Draft Second Amendment to the reimbursement agreement was sent to the applicant for review.                                                                                                                                                                                       |
| 07/17/25 | Applicant provide comments requesting clarification on document.                                                                                                                                                                                                                  |
| 08/11/25 | A revised draft second amendment to the reimbursement agreement was provided to the applicant for review addressing their comments. Awaiting response.                                                                                                                            |
| 10/16/25 | Applicant has agreed to the Amendment to the reimbursement agreement and is being prepared for signature. Next steps are to finalize contract planner contract to initiate entitlement processing.                                                                                |
| 02/12/26 | Contract planners have been retained and kick off meeting was held on 01/27/26. Draft documents (CEQA, Specific Plan, etc.) are currently being prepared                                                                                                                          |
| 03/12/26 | CEQA documents will require revisions to evaluate current requirements previously not considered when the studies were originally prepared<br>Draft specific plans and development standards are being prepared.                                                                  |
| 05/14/26 | Revised traffic study was required for the project. Applicant submitted a revised study and the City reviewed and accepted revisions. Revisions did not yield substantial change to the project. CEQA will utilize revised traffic study in the preparation of the CEQA analysis. |
| 06/11/26 | Negotiations for a Development Agreement have been initiated. Currently working on terms of agreement as part of the Zone Change application.                                                                                                                                     |
| 07/16/26 | Development Agreement negotiations continue and terms continue to be worked on.                                                                                                                                                                                                   |
| 08/16/26 | Development Agreement negotiations continue and developer has requested a meeting to discuss potential modifications to project plans. Meeting schedule is pending.                                                                                                               |

## COMMERCIAL – WCF

### DEVELOPMENT STATUS REPORT: 2766 St. Louis Ave

|                     |                                                                             |        |       |
|---------------------|-----------------------------------------------------------------------------|--------|-------|
| Project Title       | Verizon Wireless                                                            | Staff  | SM    |
| Address             | 2766 Saint Louis Avenue                                                     | Zoning | CI    |
| Applicant           | Leticia Smith, Smartlink                                                    | CUP #  | 25-01 |
| Project Description | New mono-palm location for the installation of twelve (12) Verizon antennas |        |       |
| Current Status      | Planning Commission Consideration                                           |        |       |
| Next Step           | Present to City Council                                                     |        |       |

| Date       | Notes/Updates                                                                                                                                                                                                                                                                                             |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1-15-2025  | Applicant submitted plans for review on 11/21/2024. Applicant was asked to provide an updated 6409 compliance letter identifying how the project was within the limitations of 6409. Application was found to be compliant, and corrections were issued out to the applicant. Pending resubmission plans. |
| 4-01-2025  | Applicant has resubmitted submittal packet for review. Plans and supplemental information is under review.                                                                                                                                                                                                |
| 4-30-2025  | Issued incomplete letter to applicant. Pending resubmittal of plans.                                                                                                                                                                                                                                      |
| 6-12-2025  | Applicant resubmitted plans. Plans are under review.                                                                                                                                                                                                                                                      |
| 7-01-2025  | Letter of Completeness Issued                                                                                                                                                                                                                                                                             |
| 8-13-2025  | Project prepared for PC public hearing                                                                                                                                                                                                                                                                    |
| 8-19-2025  | Project was presented to Planning Commission and was approved with two added conditions of approval.                                                                                                                                                                                                      |
| 10-14-2025 | Project prepared for CC public hearing                                                                                                                                                                                                                                                                    |
| 10-16-2025 | The City Council approved the proposed project, subject to conditions during the 10/14/2025 Council meeting.                                                                                                                                                                                              |
| 2-12-2026  | Pending building permit submission, applicant is preparing to submit in the next month or two                                                                                                                                                                                                             |
| 3-17-2026  | Applicant submitted for building permit plan checks                                                                                                                                                                                                                                                       |
| 4-08-2026  | Planning Approved plans                                                                                                                                                                                                                                                                                   |
| 4-9-2026   | Plans submitted to PW for review. Pending plan check fee payment to commence Building plan check.                                                                                                                                                                                                         |
| 5-19-2026  | Received payment and plans under review by Building and Safety                                                                                                                                                                                                                                            |
| 6-8-2026   | Building plan check comments issued and pending resubmittal                                                                                                                                                                                                                                               |
| 8-13-2026  | Second round of comments issued                                                                                                                                                                                                                                                                           |
|            |                                                                                                                                                                                                                                                                                                           |
|            |                                                                                                                                                                                                                                                                                                           |
|            |                                                                                                                                                                                                                                                                                                           |
|            |                                                                                                                                                                                                                                                                                                           |

## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: 1100 E. 23<sup>rd</sup> Street

|                |                                     |            |       |
|----------------|-------------------------------------|------------|-------|
| Project Title  | Two Two-Story Units                 | Staff      | SM    |
| Address        | 1100 E. 23 <sup>rd</sup> Street     | Zoning     | RLM-2 |
| Applicant      | Roberto Benavidez                   | Dep Acct # | 6186  |
| Current Status | Formal submittal                    |            |       |
| Next Step      | Review application for completeness |            |       |

|                                    |       |
|------------------------------------|-------|
| SPDR #                             | 24-04 |
| PC Approval Date                   |       |
| SPDR Exp Date                      |       |
| 1 <sup>st</sup> Extension Exp Date |       |
| 2 <sup>nd</sup> Extension Exp Date |       |

| Date       | Notes/Updates                                                                                                                         |
|------------|---------------------------------------------------------------------------------------------------------------------------------------|
|            | Project is for the construction of two two-story single-family dwellings on a vacant lot.                                             |
| 03-26-2024 | Applicant submitted application and plans. Project is under review.                                                                   |
| 04-24-2024 | Issued an incomplete letter                                                                                                           |
| 10-09-2024 | Application was deemed complete. Comments were issued for Phase I soils analysis.                                                     |
| 11-14-2024 | Phase I reviewed by consultant and is approved. Methane assessment required for the project.                                          |
| 01-15-2025 | Story Pole Plan is under review. Applicant is working on obtaining Fire Department approval/review. Methane Workplan is under review. |
| 03-12-2025 | Applicant is pending water flow test with the water department.                                                                       |
| 04-09-2025 | Water flow is complete with the Public Works Department. Issued out PW corrections and Story Pole comments. Pending resubmittal.      |
| 08-13-2025 | Story pole plan resubmitted. Story pole plan approved. Prepared story pole notice. Poles installed.                                   |
| 10-10-2025 | Project had no request for view impact analysis. Bids for CEQA proposals were routed and pending bid submittal.                       |
| 02-12-2026 | Applicant is conducting methane testing. Applicant pulled permit and pending submittal of methane assessment.                         |
| 05-11-2026 | Applicant resubmitted methane assessment for review                                                                                   |
| 05-14-2026 | Methane assessment approved, methane mitigation system plan required                                                                  |
| 08-13-2026 | Applicant has asked to put the application on hold                                                                                    |

# RESIDENTIAL

## DEVELOPMENT STATUS REPORT: 1900 TEMPLE



|                |                 |            |      |
|----------------|-----------------|------------|------|
| Project Title  | 1900 Temple     | Staff      | CTD  |
| Address        | 1900 Temple Ave | Zoning     | RL   |
| Applicant      | Bozena Jaworski | Dep Acct # | 6148 |
| Current Status | Approved.       |            |      |

|                                    |            |
|------------------------------------|------------|
| SPDR #                             | 21-08      |
| PC Approval Date                   | 04/19/2022 |
| SPDR Exp Date                      | 04/19/2023 |
| 1 <sup>st</sup> Extension Exp Date | 10/19/2023 |
| 2 <sup>nd</sup> Extension Exp Date | 04/19/2024 |
| New SPDR #                         | 24-02      |
| PC Approval                        | 04/16/2024 |
| SPDR 24-02 Exp Date                | 04/16/2025 |

| Date       | Notes/Updates                                                                                                                                              |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 03/20/2020 | On 3/20/20, applicant submitted conceptual plan. Staff provided initial comments.                                                                          |
| 08/10/2020 | On 8/10/20, applicant submitted Developer Deposit and Well Abandonment Report (WAR) to verify that the abandoned well on the property could be built over. |
| 01/08/2021 | On 1/8/21, incomplete submittal determination letter was sent to applicant.                                                                                |
| 06/2021    | OEHHA recommended more soils testing (6/21).                                                                                                               |
| 08/2021    | Additional tests completed and memo received from OEHHA confirmed residential occupancy (8/21).                                                            |
| 09/2021    | New revised documents submitted (9/21).                                                                                                                    |
| 11/16/2021 | PC Public Workshop was held on 11/16/21 and the Commission cleared the project to proceed to a future public hearing.                                      |
| 12/20/2021 | From 12/16/21 to 12/17/21, the well was re-leak tested for methane. On 12/20/21, the methane gas leak test report was submitted.                           |
| 02/03/2022 | Tribal consultation meeting held on 2/3/22.                                                                                                                |
|            | Initial Study and MND were prepared by the City's On-Call CEQA Consultant.                                                                                 |
| 04/19/2022 | PC Public Hearing held on 4/19/22, and the Commission approved the project by a 4/0 (one abstain).                                                         |
| 04/2023    | Planning approved plan check and PW comments sent (4/24).                                                                                                  |
| 04/2023    | 1 <sup>st</sup> 6-month SPDR extension approved to 10/19/2023.                                                                                             |
| 09/2023    | 2 <sup>nd</sup> and final 6-month SPDR extension approved to 04/19/2024.                                                                                   |
| 12/6/2023  | Director contacted developer to clean up sand bags and inspected after.                                                                                    |
| 03/13/2024 | Staff received a report that maintenance was needed and contacted owner to schedule regular maintenance.                                                   |

|            |                                                                                                                                             |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| 04/11/2024 | Applicant has submitted for a new SPDR (24-02) to be heard by PC at the 04/16/2024 public meeting.                                          |
| 05/15/2024 | PC approved new SPDR 24-02 on 04/16/2024 (expires 4/16/2026)                                                                                |
| 08/09/2024 | Property is for sale and interested buyer has contacted staff for information.                                                              |
| 05/07/2025 | No updates are available; however staff reached out to property owner for sand bag repair and property maintenance. Property in compliance. |

# RESIDENTIAL

## DEVELOPMENT STATUS REPORT: THE COURTYARD



|                |                                                   |            |      |
|----------------|---------------------------------------------------|------------|------|
| Project Title  | The Courtyard                                     | Staff      | CTD  |
| Address        | 1933-1939 Temple Ave                              | Zoning     |      |
| Applicant      | High Rhodes Property Group<br>Signal Ventures LLC | Dep Acct # | 6174 |
| Current Status | Introduction by CC on 11/12/2024                  |            |      |
| Next Step      | Adopted by CC on 12/10/2024                       |            |      |

|                                    |                                            |
|------------------------------------|--------------------------------------------|
| SPDR #                             | 46-02 24-01                                |
| PC Approval Date                   | 05/17/2016 10/15/2024                      |
| SPDR Exp Date                      | 10/15/2025 (Demo. permit issued 5/16/2024) |
| 1 <sup>st</sup> Extension Exp Date |                                            |
| 2 <sup>nd</sup> Extension Exp Date |                                            |

|                      |                                              |
|----------------------|----------------------------------------------|
| ZOA #                | 46-03 24-01                                  |
| PC Approval Date     |                                              |
| CC Introduction Date | 16-03 DENIED 2017, 24-01CC Intro. 11/12/2024 |
| CC Adoption Date     | 24-01 Adopted 12/10/2024                     |
| COA Signed Date      | 10/21/2024                                   |

|                      |            |
|----------------------|------------|
| TTM #                | 74232      |
| PC Approval Date     | 10/15/2024 |
| CC Introduction Date | 11/12/2024 |
| CC Adoption Date     | 12/10/2024 |

|      |               |
|------|---------------|
| Date | Notes/Updates |
|------|---------------|

|            |                                                                                                                                                                                                                                                                                        |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 05/17/2016 | Planning Commission approved the project.                                                                                                                                                                                                                                              |
| 01/10/2017 | City Council denied project without prejudice 1/10/17.                                                                                                                                                                                                                                 |
| 06/2018    | Applicant has a potential buyer to proceed with the project (6/18).                                                                                                                                                                                                                    |
|            | Story pole plan submitted for review.                                                                                                                                                                                                                                                  |
| 10/2018    | A request to postpone Phase II work plan and well testing until after story poles are installed, neighborhood mtg. is conducted with a positive outcome (10/18).                                                                                                                       |
| 04/2019    | Story poles installed and 3 View Analysis Reports pending (4/19).                                                                                                                                                                                                                      |
| 07/2020    | Revised 8-unit plans submitted. Story poles installed (7/2020).                                                                                                                                                                                                                        |
|            | View Analysis Reports completed. Residents/owners noted bldgs. were 1 foot taller and applicant is revising poles and reports.                                                                                                                                                         |
| 09/2020    | Potential buyer has completed View Analysis Reports and reviewed with residents/owners (9/20).                                                                                                                                                                                         |
| 11/2020    | Residents & owners noted bldg. heights were taller than previous project and developer has agreed to lower heights (11/20).                                                                                                                                                            |
| 11/19/2020 | On 11/19/20, staff facilitated a joint meeting between the applicant and another applicant with a project to the north (SH Smart Homes) to discuss options to coordinate sewer and drainage systems between the two sites.                                                             |
| 06/2021    | Project representative notified staff that property is in escrow to be sold to new owner with plans to re-start progress are underway 6/21.                                                                                                                                            |
|            | <b>NEW PROJECT SUBMITTAL – SPDR 24-01, TTM, MND, ZOA 24-01(SP-21)</b>                                                                                                                                                                                                                  |
| 05/04/2022 | On 5/4/22, the new agent submitted revised plans for 8 detached units with 5 additional off-street parking spaces.                                                                                                                                                                     |
| 11-12/2022 | New owner's agent has resubmitted a development application (11/22) and a determination of completeness is pending (12/22).                                                                                                                                                            |
| 04/2023    | Project application has been re-submitted but applicant has indicated a re-design based on preliminary parking comments is pending (4/23).                                                                                                                                             |
| 07/2023    | Applicant has submitted plans with Fire access approved and project will proceed to public hearing following staff review 7/23.                                                                                                                                                        |
| 08/2023    | Execution of the Reimbursement Agreement, developer deposit and initiation of the CEQA analysis is pending action by the applicant.                                                                                                                                                    |
| 12-6-2023  | Story poles installed. CEQA analysis is underway.                                                                                                                                                                                                                                      |
| 01/09/2024 | View Analysis Reports are underway and a neighborhood meeting will be scheduled.                                                                                                                                                                                                       |
| 04/11/2024 | Neighborhood meeting was held 03/21/2024. Two residents attended and reported on the impacts the infill project would have on them. The applicant is revising the plan for the front unit on the north side to address their concerns.                                                 |
| 06/13/2024 | Revised plans have been submitted in response to the View Analysis neighborhood meeting proposing the northeast unit to be partially one-story.                                                                                                                                        |
| 08/09/2024 | Story poles were installed for revisions to unit 1. Applicant has communicated with two residents of Temple View who had requested the revisions and are reported to be satisfied. Staff received a satisfied email from one of the two and has reached out to the second for comment. |
| 09/11/2024 | Staff is prepping the project for a future public hearing, CEQA analysis and Specific Plan of development.                                                                                                                                                                             |
| 10/15/2024 | PC approval of SPDR 24-01, TTM 74232, Recommended approval of ZOA 24-01 and MND SCH #2024100062                                                                                                                                                                                        |
| 11/13/2024 | CC approved the MND and introduced the ZOA and a 2 <sup>nd</sup> reading item will                                                                                                                                                                                                     |



|            |                                                                                                                                                                                                                                                |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | be scheduled for the Dec. 10, 2024 CC mtg.                                                                                                                                                                                                     |
| 01/16/2025 | Project ZOA was adopted 12/10/2024 and preparation of construction plans is underway.                                                                                                                                                          |
| 05/07/2025 | A demolition notice will be mailed on 05/12/2025, a demolition permit will be issued the same week and demolition of existing buildings will begin 05/19/2025. First round plan check comments were provided 05/07/2025.                       |
| 07/11/2025 | Demolition was completed and no reports of concern or damage were received from adjacent neighbors. Construction plans are under review by the City.                                                                                           |
| 09/24/2025 | Shoring permit issued. Notification of neighbors for final demolition of retaining wall. Need soils management plan approved to proceed with boring or shoring foundation.                                                                     |
| 10/06/2025 | Cesspool discovered. Dave Lucero and Susan Mearns in discussions about how to remove. Boring to resume after notification process to allow Dr Mearns to observe. Code Enforcement contacted developer about track out and parkway maintenance. |
| 12/18/2025 | Shoring at north wall complete, grading plans and cesspool to be removed by approved work plan                                                                                                                                                 |
| 3/10/2026  | Ongoing grading, Shoring completed at north wall, 1 oil well capped                                                                                                                                                                            |
| 5/11/2026  | Grading nearing completion                                                                                                                                                                                                                     |
| 7/16/2026  | Grading completed Methane mediation completed. Foundation underway                                                                                                                                                                             |
| 8/11/2026  | Foundation completed, construction underway for 8 single family homes current stage rough frame for 1 <sup>st</sup> floor                                                                                                                      |

# RESIDENTIAL

## DEVELOPMENT STATUS REPORT: 1995 ST LOUIS

|                |                                                |            |         |
|----------------|------------------------------------------------|------------|---------|
| Project Title  | 1995 St. Louis                                 | Staff      | CL/EK   |
| Address        | 1995 St. Louis Ave                             | Zoning     | RLM – 2 |
| Applicant      | Kimberly Ly                                    | Dep Acct # | 6084    |
| Current Status | Under construction.                            |            |         |
| Next Step      | Applicant needs to alter fencing to meet code. |            |         |

|                  |            |
|------------------|------------|
| SPDR #           | 15-04      |
| PC Approval Date | 08/01/2015 |

| Date       | Notes/Updates                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 09/25/2017 | Building permit issued on 9/25/17.                                                                                                                                                                                                                                                                                                                                                                                       |
| 10/2018    | First CTL extension was granted in October 2018 for a period of 80 days. Construction not completed during extension period.                                                                                                                                                                                                                                                                                             |
| 01/15/2019 | Public hearing for second and final CTL extension was held at 1/15/19 PC meeting and Commission approved extension period of 365 days (deadline: 2/11/20).                                                                                                                                                                                                                                                               |
| 12/18/2019 | CTL warning letter emailed to applicant on 12/18/19.                                                                                                                                                                                                                                                                                                                                                                     |
| 02/2020    | CTL expired on 2/11/20 and formal expiration letter sent on 2/12/20.                                                                                                                                                                                                                                                                                                                                                     |
| 01/2021    | Final roof inspection performed (1/21).                                                                                                                                                                                                                                                                                                                                                                                  |
| 04/2021    | Progress inspection on 4/18/21; progress on exterior (4/21).                                                                                                                                                                                                                                                                                                                                                             |
| 06/2021    | Electrical inspection failed; reinspection scheduled (6/21).                                                                                                                                                                                                                                                                                                                                                             |
| 07/2021    | Shower pan hot mop inspection passed (7/21).                                                                                                                                                                                                                                                                                                                                                                             |
| 08/2021    | Final Inspection for gutters 8/21.                                                                                                                                                                                                                                                                                                                                                                                       |
| 09/2021    | Inspection for gutter landscape drain 9/21.                                                                                                                                                                                                                                                                                                                                                                              |
| 03/2022    | Follow-up inspection and posting of dwelling. Owner finally seen on site for inspection. Multiple violations in notice on 3/4/2022. Owner and contractor arranged meeting to resolve issues on 3/7/2022.                                                                                                                                                                                                                 |
| 04/2022    | Owner has proceeded with unpermitted construction and a stop work order was issued. Director has contacted owner on how to proceed. 4/13/2022.                                                                                                                                                                                                                                                                           |
| 05/2022    | On 5/5/22, Building Inspector met with property owner and electrician. Electrician contacted the Building Inspector to inform him owner would not let him do the work unassisted by owner. Contractors' liability would not allow this. Owner has been advised to allow licensed contractors to do the work as per the Municipal Code. Owner is not cooperating and doing the work themselves. Electrical meter removed. |
| 07/2022    | On 7/28/22, Building Inspector conducted site inspection; corrections issued.                                                                                                                                                                                                                                                                                                                                            |
| 08/2022    | On 8/2/22, applicant resubmitted revised floor plans and elevations.                                                                                                                                                                                                                                                                                                                                                     |
|            | Inspector has observed numerous deviations from the approved plans. Deviations included, but are not limited to, grade changes, block wall converted to retaining wall, proposed window security bar proposal, etc. Revised plans have been requested to verify if deviations can be permitted. Pending submittal of revised plans.                                                                                      |
|            | Owner has requested review of installation of security bars.                                                                                                                                                                                                                                                                                                                                                             |

|            |                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 02/10/2023 | On 02/10/23, the owner submitted a detail for the security bars and comments returned to the applicant the same day requiring revisions and additional information from the owner.                                                                                                                                                                                                               |
| 02/14/2023 | On 02/14/23 revised details were submitted and on 02/15/23, Planning comments were provided and we are awaiting resubmittal.                                                                                                                                                                                                                                                                     |
|            | Staff has been reviewing proposed schematics for window security bars. Comments have been provided to the applicant and we are awaiting resubmittal.                                                                                                                                                                                                                                             |
|            | Comments/Corrections have been provided to the owner regarding design of the security bars on windows. Revised plans have been submitted for preliminary review and satisfy design recommendations. Applicant will submit formally for plan review. Awaiting formal submittal.                                                                                                                   |
| 03/16/2023 | On 03/16/23, the applicant submitted revisions for the as built retaining wall adjacent to the alley. Plans will be routed for formal plan check review. Under review.                                                                                                                                                                                                                           |
| 03/30/2023 | On 03/30/23, Planning completed first review of revised plans for the retaining wall and provided corrections to the applicant. Awaiting resubmittal of revised plans.                                                                                                                                                                                                                           |
| 04/12/2023 | On 4/12/23, Contacted Electrical Engineer to assess electrical system for safety concerns.                                                                                                                                                                                                                                                                                                       |
| 05/11/2023 | On 05/11/23, Building Inspector followed up with property owner and requested update on the status of Electrical Engineer evaluation. Awaiting response from property owner.                                                                                                                                                                                                                     |
| 05/25/2023 | On 05/25/23 Planning provided a second round of comments for the revisions to the retaining wall built without permits. Awaiting resubmittal.                                                                                                                                                                                                                                                    |
| 10/10/2023 | Revised plans were submitted for review. Revised plans address comments from Building and Safety. Requires Planning review prior to approval. Plans currently under review.                                                                                                                                                                                                                      |
| 10/24/2023 | Plans for retaining wall were approved and permits issued on 11/10/2023.                                                                                                                                                                                                                                                                                                                         |
| 12/06/2023 | Owner is meeting with City Electrical Consultant to complete the main and sub panels and all interior wiring inspections. The enclosure of the front porch was stop worked. City Inspector has met with three contractors about interior railing for the stairs.                                                                                                                                 |
| 12/07/2023 | Revised plans for a 6'-0" high sliding gate along the driveway was submitted by the owner. After review, the maximum height allowed per code is a 4'-0" gate. Owner was informed revisions were not compliant with code.                                                                                                                                                                         |
| 01/10/24   | Owner agreed to build fence per approved plan with a height of 4'-0" max. Construction continues and on-going building inspections are being scheduled.                                                                                                                                                                                                                                          |
| 02/13/2024 | Owner continues to defy the contract city electrical engineer and the requirements. Owner hired a new electrical engineer who revised the first engineers' calculations. The City Building Inspector and the City Electrical Engineer denied the calculations due to errors. The requirements are to reduce or remove the overall impact of the load from excessive receptacles in the dwelling. |
| 04/11/2024 | Owner allowed the continuity test to be conducted by the Principal Inspector and the City Electrical Consultant. The wiring inside the walls is approved so interior finishes, such as cabinets and wall coverings can be                                                                                                                                                                        |

|            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | installed. The owner was informed that there would be a final continuity test performed for all of the devices installed.                                                                                                                                                                                                                                                                                                                                          |
| 05/07/2024 | Staff met with property owner and her representative to discuss status of project and necessary steps to finish and obtain final inspections. Owner was informed to address outstanding corrections including, but not limited, to fence height, complete installation of interior finishes, complete electrical, mechanical and gas inspections, pay impact fees, complete Planning and Public Works final inspections and replenish Developer Deposit as needed. |
| 08/14/24   | Field conditions were discovered to have deviated from the approved Landscape Plan. Deviations merited revised plans as grade changes and additional retaining walls were initiated without reviews and approvals. Applicant is preparing revised plans. Awaiting submittal.                                                                                                                                                                                       |
| 10/02/24   | Landscape plans were submitted and approved on 10/02/24. Permits issued for work to continue.                                                                                                                                                                                                                                                                                                                                                                      |
| 10/09/24   | Inspector met with owner in the field to review Landscape Work. Inspector authorized work to continue per the approved plans.                                                                                                                                                                                                                                                                                                                                      |
| 11/07/24   | Owner requested change in materials for hardscape from pavers to aggregate finished concrete.                                                                                                                                                                                                                                                                                                                                                                      |
| 11/12/24   | Owner has completed landscape retaining walls. As per agreement between the owner and the building official, the owner must complete the project, or this permit will be revised "up to drywall" and finalized. New permit will be pulled for next year with a one-year time limit.                                                                                                                                                                                |
| 11/14/24   | After consulting with PW and Building and Safety, requested change in materials can be approved from pavers to aggregate finished concrete for hardscape in front and rear yards. Staff informed applicant of approval.                                                                                                                                                                                                                                            |
| 12/19/24   | A meeting with the property owner, Councilmember Woods, Community Development Director, and the Planning Manager was held to discuss owner's concerns with completing the project. At the conclusion of the meeting, owner agreed to request an inspection during the week of January 13 <sup>th</sup> .                                                                                                                                                           |
| 12/26/24   | The property owner requested until the January 31, 2025 to call for an inspection.                                                                                                                                                                                                                                                                                                                                                                                 |
| 01/14/25   | Staff informed the property owner that her request would be granted and to have an inspection on January 30, 2025. Awaiting property owner's confirmation.                                                                                                                                                                                                                                                                                                         |
| 01/29/25   | Owner requested to postpone inspection date to February 6, 2025. Staff has granted the request and has scheduled the inspection on February 6, 2025. Owner has confirmed time and date.                                                                                                                                                                                                                                                                            |
| 03/05/25   | Inspector has closed the original permit from 2017 as "up to drywall". A new permit was issued for this year and is good for only one year to complete for "set finish". Owner has received final corrections but items were not installed and not accessible so further corrections may follow. Carlos Luis, the Planning Manager is in contact with the owner to request more inspections.                                                                       |
| 03/06/25   | Property owner submitted revised landscape plans identifying a requested change to the front yard hardscape. Plans are currently under review. The property owner also informed staff they are waiting to complete the exterior portion of the project before scheduling inspections to discuss corrections.                                                                                                                                                       |
| 03/13/25   | Planning corrections were provided to the property owner.                                                                                                                                                                                                                                                                                                                                                                                                          |
| 03/31/25   | Property owner resubmitted revised landscape plan for the project.                                                                                                                                                                                                                                                                                                                                                                                                 |

|            |                                                                                                                                                                                              |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 04/02/25   | Planning corrections were provided to the applicant requiring revisions to plans.                                                                                                            |
| 04/08/25   | Revised Landscape Plans were submitted for review. Plans are currently under review.                                                                                                         |
| 05/07/25   | Fire Sprinkler inspection review. Rough inspections verified. Installing finish now and will call LA County Fire for final.                                                                  |
| 06/10/25   | Applicant submitted a request to build the outdoor chimney to 6'-0" in height. Currently under review by staff.                                                                              |
| 08/12/25   | Carlos and Eric did a site visit to update construction status. Owner has been working on exterior elements such as bbq, fireplace, and getting ready to pour flatwork. No interior changes. |
| 10/09/25   | Asked Carlos to schedule a site meeting for Joe.                                                                                                                                             |
| 10/16/25   | Contacted owner to schedule an inspection. Awaiting property owner response to schedule inspection.                                                                                          |
| 12/18/2025 | Spoke with homeowner will call for inspection by January 2026                                                                                                                                |
| 03/10/2026 | Met with homeowner provide corrections                                                                                                                                                       |
| 05/11/2026 | No updates                                                                                                                                                                                   |
| 07/13/2026 | Building final pending public works, planning approval                                                                                                                                       |
| 07/16/2026 | Planning performed inspection and provided the owner with corrections. Reinspection required.                                                                                                |
| 08/12/2026 | No change. Reinspection is pending.                                                                                                                                                          |

## COMMERCIAL – INDUSTRIAL

# DEVELOPMENT STATUS REPORT: SIGNAL HILL BUSINESS PARK



|                |                               |            |        |
|----------------|-------------------------------|------------|--------|
| Project Title  | Residential Project Title TBD | Staff      | CTD/CL |
| Address        | 2020 Walnut Ave               | Zoning     | LI     |
| Applicant      | Tideline Partners             | Dep Acct # | 6223   |
| Current Status | Application Pending           |            |        |
| Next Step      | Process Entitlements          |            |        |

|                                    |       |
|------------------------------------|-------|
| SPDR #                             | 25-XX |
| PC Approval Date                   |       |
| SPDR Exp. Date                     |       |
| 1 <sup>st</sup> Extension Exp Date |       |
| 2 <sup>nd</sup> Extension Exp Date |       |

|       |       |
|-------|-------|
| GPA # | 25-XX |
|-------|-------|

|                |            |
|----------------|------------|
| ZC #           | 25-XX      |
| ZOA #          | 25-XX      |
| SPDR #         | 25-XX      |
| TTM w.vacation | 25-XX      |
| CEQA           |            |
| DA             | 12/14/2021 |

| Date       | Notes/Updates                                                                                                                                                                                                                                                                                             |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01/2025    | Tideline reported they had closed escrow on the property, purchasing from the previous applicant Signal Hill LLC with the intent of developing a residential project.                                                                                                                                     |
| 01/03/2025 | City staff, consultants and Tideline held a project kick-off meeting to discuss the process to obtain entitlements, timelines and coordination.                                                                                                                                                           |
| 04/03/2025 | Staff met for a kick-off meeting with developer and City teams, including the CEQA consultant to map out future entitlement and development strategies. Applicant would like to entitle all sections of property on both sides of Walnut Ave. and pursue construction of the easterly portion as Phase I. |
| 05/03/2025 | Staff provided a check-in email with details of next steps for easterly site preparation.                                                                                                                                                                                                                 |
| 06/02/2025 | Staff met with Tideline reps. virtually to check in on 1166 permit, which will not be needed, and other grading items.                                                                                                                                                                                    |
| 08/13/2025 | Project architect informed staff of an anticipated preliminary review package submittal will be forthcoming as early as the week of August 18 <sup>th</sup> . Awaiting submittal                                                                                                                          |
| 08/20/2025 | Preliminary plans were submitted on 08/20/25.                                                                                                                                                                                                                                                             |
| 09/11/2025 | Staff completed preliminary plan review and provided comments to the applicant on 09/11/25. Awaiting resubmittal of revised plans.                                                                                                                                                                        |
| 02/12/2026 | Rough Grading plans for the easterly parcel have been approved. Awaiting applicant's contractor's information and payment of permit in order to issue permit.                                                                                                                                             |
| 02/27/2026 | Rough Grading Permit was issued and work on the easterly parcel will commence soon.                                                                                                                                                                                                                       |
| 05/14/2026 | Water Board public comment period ended. Applicant is awaiting approval letter from Water Board in order to proceed with work on the easterly parcel. Work is tentatively scheduled to begin on May 27, 2026                                                                                              |
| 06/11/2026 | Remediation efforts were initiated on the westerly parcel only. Clean up continues to make progress.                                                                                                                                                                                                      |
| 07/16/2026 | Work on the westerly parcel has concluded and data has been submitted to the Water Board. Awaiting Water Board review.                                                                                                                                                                                    |
| 08/12/2026 | No change. Awaiting Water Board review to be completed.                                                                                                                                                                                                                                                   |
|            |                                                                                                                                                                                                                                                                                                           |
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|            |                                                                                                                                                                                                                                                                                                           |
|            |                                                                                                                                                                                                                                                                                                           |



## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: 2095 FREEMAN

|                |                          |            |      |
|----------------|--------------------------|------------|------|
| Project Title  | 2095 Freeman             | Staff      | CL   |
| Address        | 2095 Freeman Ave         | Zoning     | RL   |
| Applicant      | Julie Mai                | Dep Acct # | 6183 |
| Current Status | Environmental Review     |            |      |
| Next Step      | Pending formal submittal |            |      |

|                                    |  |
|------------------------------------|--|
| SPDR #                             |  |
| PC Approval Date                   |  |
| SPDR Exp Date                      |  |
| 1 <sup>st</sup> Extension Exp Date |  |
| 2 <sup>nd</sup> Extension Exp Date |  |

| Date       | Notes/Updates                                                                                                                                                                                                                                                                                      |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | Applicant submitted preliminary application for the construction of a new SFD on an existing vacant lot. Applicant has been provided comments and has been informed of development requirements including abandoning wells (WAR), fault zone study, view analysis, etc.                            |
|            | Planning has been in communication with owner's designer and consultants regarding requirements. Applicants have been informed of submittal requirements and Developer's Deposit payment. Deposit is required in order to review additional submittal information. Awaiting submittal and payment. |
|            | Owner submitted deposit for review of reports (methane, fault, etc.). Methane Assessment Work plan was submitted and reviewed. Comments provided to applicant and are awaiting resubmittal.                                                                                                        |
| 04/12/2023 | On 04/12/23, Staff met with owner and designer to discuss requirements for development in more detail. Owner and designer will continue to work on revisions to plans and provide additional studies/reports.                                                                                      |
| 05/05/2023 | On 05/05/23, Staff met with owner and designer to review height calculations and methodology. Public Works staff also met with owner and designer to discuss Right-of-Way design criteria. Designer and team will continue to work on preparing plans for formal submittal.                        |
| 06/27/2023 | On 06/27/23, applicant submitted methane assessment report, Fault study questions, and the phase I assessment. Documents are currently under review.                                                                                                                                               |
| 07/14/2023 | Consultant provided comments requiring a Phase II and a Phase II workplan be submitted for review.                                                                                                                                                                                                 |
| 08/11/2023 | Methane assessment report was approved. The City's consultant also continued to require a Phase II and a leak test for existing abandoned wells located on the site.                                                                                                                               |

|            |                                                                                                                                                                                                                                                                                      |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 09/27/2023 | Applicant submitted Phase II workplan for City review. Currently under review by City consultant and staff.                                                                                                                                                                          |
| 10/09/2023 | Comments were emailed to the applicant. Comments required revisions to the Phase II workplan. Awaiting resubmittal.                                                                                                                                                                  |
| 10/18/2023 | A revised Phase II workplan was submitted by the applicant. Revised plans reviewed by the City's consultant.                                                                                                                                                                         |
| 10/20/2023 | Revised Phase II workplan was approved by the City. The applicant also requested copies of Well Abandonment Reports for neighboring properties. Electronic copies were provided to the applicant.                                                                                    |
| 01/10/2024 | Awaiting submittal of Phase II report and other studies.                                                                                                                                                                                                                             |
| 01/22/2024 | Geologist required resampling of the property in order to properly analyze per the ASTM method. Awaiting submittal of findings.                                                                                                                                                      |
| 02/22/2024 | The applicant's geologist submitted revised Phase II report to the City. Report was sent to City's consultant for review.                                                                                                                                                            |
| 03/01/2024 | The applicant submitted the fault study to the City for review. The fault study was sent to the City's consultant for review.                                                                                                                                                        |
| 03/12/2024 | Corrections and comments were emailed to the applicant for both the Fault Study and the Phase II Report. Revisions are required on both reports. Awaiting applicant resubmittal.                                                                                                     |
| 04/26/2024 | Applicant submitted revised Phase II report. Applicant was informed that a replenishment payment of the Developer's Deposit was requested since funds had been exhausted. Once replenishment is submitted, the review process will continue. Review pending payment.                 |
| 08/14/2024 | Applicant received comments from City and City Consultants. Applicants continue to prepare additional information on reports and will submit revised reports upon completion of additional studies. Developer deposit was replenished in May. Awaiting resubmittal.                  |
| 09/12/2024 | Applicant submitted a Human Health Risk Assessment Work Plan for review. HHRA Work Plan was routed to consultant for review.                                                                                                                                                         |
| 10/08/2024 | Consultant completed review and provided comments. Comments will require revisions. Comments emailed to applicant on 10/08/24.                                                                                                                                                       |
| 11/15/2024 | Applicant submitted revised HHRA and routed to consultant for review                                                                                                                                                                                                                 |
| 11/26/2025 | Applicant submitted revised Fault Study. Routed to consultant for review                                                                                                                                                                                                             |
| 12/03/2024 | Revised Fault Study was approved and approval memo was provided to the applicant.                                                                                                                                                                                                    |
| 12/23/2024 | Consultant completed review and comments were emailed to applicant. Comments required revisions to the work plan. Awaiting resubmittal.                                                                                                                                              |
| 04/08/2025 | Consultants submitted application for leak testing of two oil wells located on the subject site. Application is currently under review. Consultant also informed staff they continue to work on revisions to the Phase II and HHRA. Awaiting resubmittal of environmental documents. |
| 05/02/2025 | Revised HHRA work plan was submitted for review by the applicant. Revised HHRA was routed to consultant for review.                                                                                                                                                                  |
| 05/07/2025 | Consultant completed review and provided comments requiring revisions to work plan. Comments were emailed to applicant and awaiting resubmittal.                                                                                                                                     |
| 05/27/2025 | A developer's deposit replenishment request was emailed to the owner of the property. Awaiting payment submittal.                                                                                                                                                                    |
| 07/16/2026 | Applicant has replenished the deposit amount. Staff will be contacting the owner to discuss next steps if project moves forward.                                                                                                                                                     |
| 08/12/2026 | No change. Awaiting communication with applicant.                                                                                                                                                                                                                                    |

# RESIDENTIAL

## DEVELOPMENT STATUS REPORT: 2100 OHIO

|                |                                 |            |      |
|----------------|---------------------------------|------------|------|
| Project Title  | 2100 Ohio                       | Staff      | ALS  |
| Address        | 2100 Ohio Ave                   | Zoning     | SP-2 |
| Applicant      | Bozena Jaworski for SHP         | Dep Acct # | 6162 |
| Current Status | Formal submittal                |            |      |
| Next Step      | SPDR application package review |            |      |

|                                    |  |
|------------------------------------|--|
| SPDR #                             |  |
| PC Approval Date                   |  |
| SPDR Exp Date                      |  |
| 1 <sup>st</sup> Extension Exp Date |  |
| 2 <sup>nd</sup> Extension Exp Date |  |

| Date       | Notes/Updates                                                                                                                                                                                                                                                                                     |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01/2022    | Applicant submitted demo plans for the existing damaged SFD and an incomplete SPDR package for a new SFD and attached ADU. Demo plans do not include demo of foundation. (1/22)                                                                                                                   |
|            | Owner notified staff he had released all contracted professionals and may sell the property and damaged home.                                                                                                                                                                                     |
| 05/12/2022 | No demolition progress has been made 5/12/22.                                                                                                                                                                                                                                                     |
| 06/15/2022 | On 6/15/22, Sr. Building Inspector observed and documented that the house has been broken into. Property owner must secure the site and clean up the property.                                                                                                                                    |
| 07/2022    | Site has been fenced and secured. Demo permit application has been received. Need asbestos/lead documentation, etc. (7/22)                                                                                                                                                                        |
| 08/2022    | Agent has terminated the project and deposit has been reimbursed (8/22)                                                                                                                                                                                                                           |
| 05/2023    | Property was sold and new owner will demo once escrow time frame is expended (5/23).                                                                                                                                                                                                              |
| 09/19/2023 | Comments to a preliminary view study were due on 09/19/23. There was one response from a neighbor. The project architect met with the neighbor to discuss issues of concern. Architect is also preparing conceptual plans for a new project on the site. Awaiting submittal of preliminary plans. |
| 12/06/2023 | Red tag lifted and replaced with yellow tag. Responsibility given over to Signal Hill Petroleum representative Lauren Coombs.                                                                                                                                                                     |
| 01/09/2024 | Survey is being prepared. Release to demo is pending.                                                                                                                                                                                                                                             |
| 02/13/2024 | No new activity. No outstanding code cases pending.                                                                                                                                                                                                                                               |
| 05/15/2024 | Applicant and Agent mtg. scheduled for 05/16/2024 to review CEQA requirements.                                                                                                                                                                                                                    |
| 06/13/2024 | Applicant is requesting to install story poles on top of the existing damaged structure rather than demolishing it first, to better portray existing versus proposed view impacts.                                                                                                                |

|            |                                                                                                                                                                                                     |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 08/09/2024 | Property owner has reported they are proceeding with development of demolition plans and will be submitting for a demo permit soon.                                                                 |
| 10/8/2024  | Demolition contractor has applied for permit. Disconnecting utilities now.                                                                                                                          |
| 11/12/2024 | Permit opened. Contractor has removed house. Now working on concrete. No complaints. No dust violations.                                                                                            |
| 01/16/2025 | All demolition is completed. Site has BMPs installed, a retention basin, and fence with screening.                                                                                                  |
| 03/11/2025 | The City has approved the applicant's Phase II soils sampling workplan.                                                                                                                             |
| 05/07/2025 | Soil sampling was conducted in March and vapor sampling was conducted in April with reports from the applicant pending.                                                                             |
| 10/28/2025 | Grading started net with contractor onsite                                                                                                                                                          |
| 11/04/2025 | Ongoing grading                                                                                                                                                                                     |
| 12/17/2025 | On going grading                                                                                                                                                                                    |
| 3/24/2026  | The applicant submitted a methane assessment workplan for the reconstruction of SFD and ADU. Staff routed workplan to our consultant for review.                                                    |
| 3/26/2026  | City's consultant issued corrections and staff routed them to the applicant for resubmittal.                                                                                                        |
| 04/02/2026 | Applicant resubmitted a revised work plan and staff routed it to our consultant.                                                                                                                    |
| 04/03/2026 | Methane assessment workplan was approved and applicant pulled permit(s) for testing. A methane test report shall be submitted.                                                                      |
| 05/11/2026 | Grading completed awaiting testing results                                                                                                                                                          |
| 06/22/2026 | Methane assessment report and Phase II report were submitted. Staff routed them to the City's consultant for review.                                                                                |
| 07/08/2026 | The City's consultant issued comments on the methane assessment report. Staff routed the comments to the applicant.                                                                                 |
| 07/08/2026 | The City's consultant approved Phase II report and requested the applicant to submit the Health Human Risk Assessment (HHRA) work plan report.                                                      |
| 07/16/2026 | Test results submitted to the City for review. Staff is reviewing the documents.                                                                                                                    |
| 08/05/2026 | Applicant submitted a Site Plan and Design Review application for the overall project. Staff is reviewing the application and will contact the applicant in order to deem the application complete. |
|            |                                                                                                                                                                                                     |
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|            |                                                                                                                                                                                                     |

## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: Vacant Lot at Ohio Avenue and Hill Street

|                       |                                    |                   |      |
|-----------------------|------------------------------------|-------------------|------|
| <b>Project Title</b>  | New Single-Family Dwelling         | <b>Staff</b>      | ALS  |
| <b>Address</b>        | 1924 Ohio Ave – APN: 7215-027-032  | <b>Zoning</b>     | SP-2 |
| <b>Applicant</b>      | Sarah McDonald                     | <b>Dep Acct #</b> | 6229 |
| <b>Current Status</b> | Methane Assessment Review          |                   |      |
| <b>Next Step</b>      | Preliminary SPDR & MMD Plan Review |                   |      |

|                                    |  |
|------------------------------------|--|
| SPDR #                             |  |
| PC Approval Date                   |  |
| SPDR Exp Date                      |  |
| 1 <sup>st</sup> Extension Exp Date |  |
| 2 <sup>nd</sup> Extension Exp Date |  |

| Date       | Notes/Updates                                                                                                                                                                                                                                                                                                                                                                                               |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | The project is for the construction of a single-family dwelling unit on a vacant lot.                                                                                                                                                                                                                                                                                                                       |
| 2/3/2025   | Applicant inquired about the development standards at the subject property. All the information was provided via email.                                                                                                                                                                                                                                                                                     |
| 03/17/2025 | Applicant informed staff that the subject site had been purchased and wanted to submit a Methane Assessment to start the development process. The necessary guidance was provided via email and via phone.                                                                                                                                                                                                  |
| 3/19/2025  | The applicant submitted a complete Methane Assessment workplan and Phase I. Phase II did not provide a recommendation whether a Phase II is required. However, they and their consultant conducted methane testing before the workplan was reviewed by the City's consultant. Staff informed the applicant that this did not comply with the City's code requirements and that corrections may be required. |
| 3/25/2025  | Staff sent the complete workplan to the City's consultant for review. Comments are expected on 4/8/2025.                                                                                                                                                                                                                                                                                                    |
| 4/7/2025   | The City's consultant provided comments on 4/7/25, which were sent to the applicant for review on 4/8/25.                                                                                                                                                                                                                                                                                                   |
| 5/7/2025   | Applicant resubmitted a revised methane assessment, and it was sent to the City's consultant for review.                                                                                                                                                                                                                                                                                                    |
| 5/15/2025  | The City's consultant approved the work plan and instructed the applicant to proceed with pulling a methane assessment permit.                                                                                                                                                                                                                                                                              |
| 5/22/2025  | Applicant paid for the permit, and the permit was issued by our Permit Technician.                                                                                                                                                                                                                                                                                                                          |

|            |                                                                                                                                                                                                                                                                               |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5/28/2025  | Applicant informed staff that the testing will be performed on 5/30/2025. Applicant is to provide our inspector with photos and documentation of the testing.                                                                                                                 |
| 5/29/2025  | Staff informed applicant to submit a Preliminary Site Plan & Design Review before proceeding with methane mitigation phases.                                                                                                                                                  |
| 08/27/2025 | The applicant has informed staff that they are currently coordinating with Signal Hill Petroleum regarding surface rights that Signal Hill Petroleum holds on the property. Upon resolution, the applicant will submit all required applications to proceed with the project. |
| 12/17/2025 | No update has been received.                                                                                                                                                                                                                                                  |
| 2/10/2026  | The applicant has informed staff that Signal Hill Petroleum has relinquished its surface rights on the property and released them to the owner. The applicant and owner have submitted a revised methane report. Staff has routed the report to the consultant for approval.  |
| 2/16/2026  | The City's consultant has approved                                                                                                                                                                                                                                            |
| 2/16/2026  | The City's consultant approved methane report and has requested methane mitigation plans.                                                                                                                                                                                     |
| 3/12/2026  | The owner sold the property, and the project will not be moving forward.                                                                                                                                                                                                      |

## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: 2260 Walnut Ave

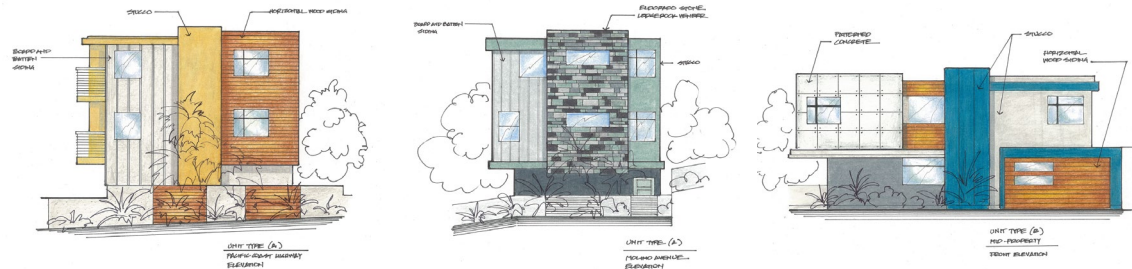
|                |                                     |            |       |
|----------------|-------------------------------------|------------|-------|
| Project Title  | New Duplex                          | Staff      | ALS   |
| Address        | 2260 Walnut Ave                     | Zoning     | RLM-2 |
| Applicant      | Morgan Pickard                      | Dep Acct # | 6217  |
| Current Status | Pending Formal Application for SPDR |            |       |
| Next Step      | Deem application complete           |            |       |

|                                    |  |
|------------------------------------|--|
| SPDR #                             |  |
| PC Approval Date                   |  |
| SPDR Exp Date                      |  |
| 1 <sup>st</sup> Extension Exp Date |  |
| 2 <sup>nd</sup> Extension Exp Date |  |

| Date       | Notes/Updates                                                                                                                                                                                                                      |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | Project is for the construction of two single-family dwelling units on a vacant lot.                                                                                                                                               |
| 10/10/2024 | Applicant submitted physical copies of plans for the proposed project. However, no formal applicant was submitted.                                                                                                                 |
| 10/16/2024 | Issued redlined comments and requested a formal application be submitted for review.                                                                                                                                               |
| 12/23/2024 | Applicant reached out asking for Methan Assessment Requirements.                                                                                                                                                                   |
| 1/21/2025  | Provided the applicant with all the steps in order to proceed with reviewing this project. Applicant has been adamant about starting leak testing. I provided the application requirements for leak testing.                       |
| 4/7/2025   | Applicant has not submitted new documents for review.                                                                                                                                                                              |
| 7/18/2025  | Staff met with the applicant to discuss the status of the project, review Planning comments, and discuss the project's next steps. The applicant has agreed to submit a formal application for Site Plan and Design Review (SPDR). |



# DEVELOPMENT STATUS REPORT: PCH MOLINO



|                |                         |            |          |
|----------------|-------------------------|------------|----------|
| Project Title  | PCH Molino              | Staff      | CTD / SM |
| Address        | 2599 E. PCH             | Zoning     | SP-10    |
| Applicant      | Mike Afiuny             | Dep Acct # | 6014     |
| Current Status | Under review.           |            |          |
| Next Step      | Demo buildings on site. |            |          |

|                                    |       |
|------------------------------------|-------|
| SPDR #                             | 19-05 |
| PC Approval Date                   |       |
| SPDR Exp Date                      |       |
| 1 <sup>st</sup> Extension Exp Date |       |
| 2 <sup>nd</sup> Extension Exp Date |       |

|                      |  |
|----------------------|--|
| TTM #                |  |
| PC Approval Date     |  |
| CC Introduction Date |  |
| CC Adoption Date     |  |
| COA Signed Date      |  |

|                      |       |
|----------------------|-------|
| ZOA #                | 19-02 |
| PC Approval Date     |       |
| CC Introduction Date |       |
| CC Adoption Date     |       |

| Date | Notes/Updates                                                                                              |
|------|------------------------------------------------------------------------------------------------------------|
|      | Staff is currently working with a consultant to start environmental review of new scope of work. (5/16)    |
|      | Owner reported an unsuccessful lot consolidation outreach effort (9/12).                                   |
|      | Submitted revised plan w/10 units vs 14 units.                                                             |
|      | Access & guest parking revised (6/14).                                                                     |
|      | PC requested additional design changes. Plan revised to 9 units. Some buildings still exceed height limit. |

|            |                                                                                                                                                                                                                                               |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | Condo map and story pole plan submitted. View Policy letter sent 4/1/16.                                                                                                                                                                      |
|            | Viewing period extended 4/14/16. Story poles installed and view analysis reports reviewed with residents.                                                                                                                                     |
|            | Due to view impacts, applicant reduced bldg. heights. Most still exceed the 30' height limit.                                                                                                                                                 |
|            | City Engineer completed review of the on-site sewer conditions and will require repair and certification by the County for construction over the line.                                                                                        |
|            | Review of revised view report completed; story pole cert submitted.                                                                                                                                                                           |
|            | Due to a fire on-site a code enforcement case was opened to verify the bldg. is fire safe and not being occupied as a residence. Site clean-up items required.                                                                                |
| 03/2017    | Final inspections (3/17).                                                                                                                                                                                                                     |
| 02/23/2017 | Neighborhood mtg. held 2/23/17. It was noted 6 of the 9 buildings are over the height limit and blocking views.<br>Concerns were voiced about traffic, the density of the project, and parking impacts in an impacted neighborhood and alley. |
|            | PC instructed applicant to meet with the neighbors and revise the project.                                                                                                                                                                    |
|            | Staff prepared a detailed memo regarding project deficiencies and past Council direction on a similar project.                                                                                                                                |
|            | Applicant submitted a revised site plan with 1 less unit and reduced bldg. heights on several bldgs. However, 5/8 units still exceed max. bldg. height and may still block views.                                                             |
|            | Applicant requested mtg. and staff reiterated recommendation of denial if building heights exceed regs. and block views.                                                                                                                      |
| 01/2018    | Revised plans with a combination of two and three-story units were submitted. A new story pole plan was prepared and reviewed by staff and story poles were installed (1/18).                                                                 |
| 04/09/2018 | Applicant prepared new View Analysis Reports and reviewed with the property owners (4/9/18).                                                                                                                                                  |
| 06/11/2018 | A Neighborhood meeting was conducted on 6/11/18, to review revised 7-unit plans.                                                                                                                                                              |
| 01/15/2019 | A traffic study completed and PC workshop held 1/15/19.                                                                                                                                                                                       |
| 02/2019    | PC requested additional parking and a subsequent workshop (2/19).                                                                                                                                                                             |
|            | Architect submitted bldg. design details and revised site plan to add guest parking.                                                                                                                                                          |
| 08/2019    | Staff provided design comments and applicant is adding design items. Once design is revised a PC workshop will be scheduled (8/19).                                                                                                           |
| 06/2020    | PC workshop held 10/15/19. PC requested that project proceed to a Public Hearing and CEQA site work is underway (6/20).                                                                                                                       |
| 07/2020    | The Phase I Report is complete (7/20).                                                                                                                                                                                                        |
| 04/26/2021 | Phase II report is complete (12/20), and a HHRA was prepared and submitted to the State OEHHA. OEHHA response memo received (4/26/21).                                                                                                        |
| 12/2021    | Applicant has completed the Phase I, II and HHRA 12/21.                                                                                                                                                                                       |
| 12/2021    | Applicant is preparing a new submittal package (12/21).                                                                                                                                                                                       |
| 04/13/2022 | Site visit for code enforcement. contacted owner 4/13/2022                                                                                                                                                                                    |
| 06/14/2022 | Unknown persons have entered the property to live in buildings, graffiti on walls visible from public way. 6.14.2022                                                                                                                          |
| 01/2023    | Owner has indicated they wish to demo existing bldgs. (1/23)                                                                                                                                                                                  |
| 05/2023    | City sent notice of required demolition (5/1/23)                                                                                                                                                                                              |

|            |                                                                                                                                                                                                                                                                                                                 |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 09/14/2023 | Applicant submitted and paid for demolition permit and C&D permit and permit was issued. The Bldg. Inspector will reach out to the contractor to schedule and pre-construction meeting. Residents were notified via mail and email and site will be posted with demo. Commencing tentatively on Sept. 28, 2023. |
| 10/12/2023 | Buildings and one retaining wall have been demolished. Meet with owner and contractor for final requirements to approve demolition permit.                                                                                                                                                                      |
| 12-06-2023 | Owner is maintaining the property. Code enforcement conducts two inspections per day to monitor.                                                                                                                                                                                                                |
| 01/11/2024 | Applicant submitted hydrology report. Pending submittal of updated traffic study. Preparing reimbursement agreement.                                                                                                                                                                                            |
| 02/13/2024 | Owner is maintaining the property but entitlement items from January are still pending.                                                                                                                                                                                                                         |
| 04/11/2024 | Meet with Traffic Engineer regarding traffic report and finalized reimbursement agreement for distribution.                                                                                                                                                                                                     |
| 10/09/2024 | Still pending reimbursement agreement and developer deposit for CEQA.                                                                                                                                                                                                                                           |
| 11/14/2024 | Applicant resubmitted Traffic Study addressing comment from Traffic Engineer. Traffic Engineer reviewed the document and all comments were addressed. Pending reimbursement agreement.                                                                                                                          |
| 01/15/2025 | Applicant is ready to sign reimbursement agreement and submit replenishment of the account.                                                                                                                                                                                                                     |
| 01/27/2025 | Applicant replenished account and reimbursement agreement is being sent to applicant for execution. Process is being taken through CEQA analysis.                                                                                                                                                               |
| 04/09/2025 | Emailed applicant to provide information for CEQA analysis. Pending submittal of documentation.                                                                                                                                                                                                                 |
| 06/04/2025 | Applicant submitted questionnaire and sent to CEQA consultant.                                                                                                                                                                                                                                                  |
| 08/13/2025 | Working with CEQA consultant on pending information.                                                                                                                                                                                                                                                            |
| 10/10/2025 | Issued comment letter to applicant regarding missing information for CEQA analysis. Working with applicant on submittal of documents.                                                                                                                                                                           |
| 02/12/2026 | Working with applicant to submit all required documents to complete the CEQA project description.                                                                                                                                                                                                               |

# RESIDENTIAL

## DEVELOPMENT STATUS REPORT: SH SMART HOMES



|                |                                                 |            |      |
|----------------|-------------------------------------------------|------------|------|
| Project Title  | SH Smart Homes                                  | Staff      | CL   |
| Address        | 2750 E 20 <sup>th</sup> St                      | Zoning     | RH   |
| Applicant      | Bozena Jaworski                                 | Dep Acct # | 6060 |
| Current Status | Approved                                        |            |      |
| Next Step      | Applicant is preparing for plan check submittal |            |      |

|                                    |                      |
|------------------------------------|----------------------|
| SPDR #                             | 19-02                |
| PC Approval Date                   | 10/18/2022           |
| SPDR Exp Date                      | 10/18/2023           |
| 1 <sup>st</sup> Extension Exp Date | 4/18/23              |
| 2 <sup>nd</sup> Extension Exp Date | Extended to 10/18/24 |

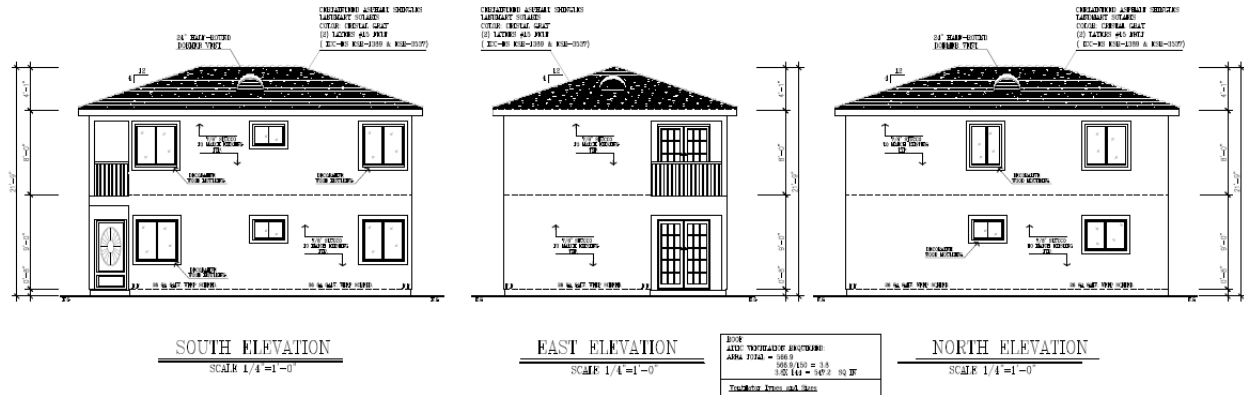
|                  |                        |
|------------------|------------------------|
| TTM #            | 082172                 |
| PC Approval Date | 10/18/2022             |
| TTM Exp Date     | 10/18/2024             |
| Extension        | Extended to 10/18/2025 |

| Date       | Notes/Updates                                                                                                                                                                                                                          |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 05/19/2018 | Application was submitted.                                                                                                                                                                                                             |
| 10/30/2018 | First neighborhood meeting was held.                                                                                                                                                                                                   |
| 07/31/2019 | Applicant submitted revised plans which eliminated the second story of the northern unit, but reduced surface parking spaces from five to two.                                                                                         |
| 10/10/2019 | Second neighborhood meeting was held to review the modified plans.                                                                                                                                                                     |
| 02/26/2020 | The limited Environmental Phase II soil sampling was completed.                                                                                                                                                                        |
| 03/17/2020 | Planning Commission public workshop held on 3/17/20 and the Commission voted unanimously to continue the project to a public hearing.                                                                                                  |
| 04/08/2020 | HHRA was submitted to OEHA on 4/8/20.                                                                                                                                                                                                  |
| 05/28/2020 | OEHA memo received on 5/28/20.                                                                                                                                                                                                         |
| 08/20/2020 | Tribal consultation conducted on 8/20/20.                                                                                                                                                                                              |
| 09/01/2020 | EDCO approved trash pick-up operations on 9/1/20.                                                                                                                                                                                      |
| 11/19/2020 | On 11/19/20, staff facilitated a joint meeting between the project applicant and the project applicants to the immediate south (Courtyard) to discuss possible options to coordinate sewer and drainage systems between the two sites. |

|            |                                                                                                                                                                                                                                                                                                           |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 09/02/2021 | On 9/2/21, the applicant submitted preliminary grading and drainage plan showing an easement for a joint trench on the Courtyard property.                                                                                                                                                                |
| 11/16/2021 | Applicant re-leak tested the two wells on 11/16/21.                                                                                                                                                                                                                                                       |
| 09/20/2022 | On 9/20/22, the public hearing was continued to a future date uncertain.                                                                                                                                                                                                                                  |
| 10/18/2022 | On 10/18/22, the Planning Commission approved the proposed project.                                                                                                                                                                                                                                       |
|            | The applicant provided staff with a letter from CalGEM regarding construction site well review.                                                                                                                                                                                                           |
| 03/2023    | Review of the letter is still pending. It is being reviewed by City's Petroleum Eng. and City Attorney 3/23.                                                                                                                                                                                              |
| 06/2023    | Staff met with a CalGEM Supervisor who agreed to re-review the project and correct items noted during the meeting 6/23.                                                                                                                                                                                   |
| 07/2023    | Received re-submittal items from applicant's agent and submittal pending 7/23.                                                                                                                                                                                                                            |
| 09/07/2023 | Pursuant to SHMC 20.52.110, the Community Development Director approved an SPDR approval time extension. SPDR approval extended until October 17, 2024.                                                                                                                                                   |
| 09/2023    | Staff reached out to CalGEM representative to inquire about status of updated CSWR report. No response to date.                                                                                                                                                                                           |
| 12/06/2023 | CalGEM responded that decisions to build over or in close proximity to abandoned wells was the authority of the local jurisdiction.                                                                                                                                                                       |
| 01/09/2024 | The City Petroleum Engineer is preparing a response letter for the file. The applicant is preparing plans for plan check submittal for City review.                                                                                                                                                       |
| 01/29/2024 | A methane assessment workplan was submitted for the project. Workplan was routed to City's consultant for review.                                                                                                                                                                                         |
| 01/31/2024 | Methane assessment workplan was approved by the City and testing to commence per the approved workplan.                                                                                                                                                                                                   |
| 02/14/2024 | Architect is preparing plans for plan check submittal. Awaiting submittal of plans.                                                                                                                                                                                                                       |
| 02/21/2024 | Applicant submitted methane assessment report to the City for review. Report was routed to City consultant for review. Currently under review.                                                                                                                                                            |
| 05/22/2024 | Applicant submitted for plan check                                                                                                                                                                                                                                                                        |
| 08/09/2024 | Applicant's agent/architect has inquired about proceeding with demolition of existing bldgs.. on site.                                                                                                                                                                                                    |
| 09/17/2024 | Applicant requested the 1 year extension for the TTM allowed pursuant to Section 18.12.090 of the Municipal Code.                                                                                                                                                                                         |
| 10/04/2024 | Owner has applied for demolition permit.                                                                                                                                                                                                                                                                  |
| 10/08/2024 | Planning review completed and demolition plan approved. Routed to Building and Safety for review. Currently under review by Building and Safety.                                                                                                                                                          |
| 11/12/2024 | Pre demolition meeting with owner and contractor. Will access through lower properties to Temple for demolition. Will post signs. Will obtain meter water. Will send mailing notices and provide verification.                                                                                            |
| 01/16/2025 | Building has been demolished and removed from site. Final approved.                                                                                                                                                                                                                                       |
| 03/12/2025 | Recent field conditions will require modifications to the design of the project. Staff has provided options to the applicant. The applicant is working with their engineers and property owner on preparing plans reflecting one of the options. Awaiting response from the applicant and property owner. |

|            |                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 04/10/2025 | Continue to wait for revised plans. Architect has informed staff they have selected one of the options and has initiated revisions to plans. Awaiting submittal of revised plans.                                                                                                                                                                                                                                                          |
| 04/28/2025 | Applicant submitted revised plans for review.                                                                                                                                                                                                                                                                                                                                                                                              |
| 05/02/2025 | Staff met with applicant to discuss next steps for the project, which will require a presentation to the Planning Commission as a conformity report. The project has been revised to accommodate in the field conditions, but did not increase the units height or size. As a result, the project remains in substantial conformance with the SPDR approval. The item will be scheduled for the June 17, 2025 Planning Commission meeting. |
| 06/12/25   | Field condition driven modification to previously approved plans will be presented to Planning Commission on 06/17/25 as a conformity report. The proposed changes have been deemed in substantial conformance with the previously approved plans.                                                                                                                                                                                         |
| 07/23/25   | Applicant resubmitted plans for Building and Safety Plan Check review. After review, the application was determined to be incomplete. Applicant informed of missing information and requested a resubmittal that includes all missing information. Awaiting resubmittal.                                                                                                                                                                   |
| 09/10/25   | Second submittal submitted for Building and Safety plan check review                                                                                                                                                                                                                                                                                                                                                                       |
| 10/15/25   | Second review was completed and comments will be sent to applicant once other department and consultant reviews are completed.                                                                                                                                                                                                                                                                                                             |
| 11/14/25   | Building and Landscaping comments provided to applicant. Corrections required.                                                                                                                                                                                                                                                                                                                                                             |
| 11/17/25   | Public Works comments provided to applicant. Corrections required.                                                                                                                                                                                                                                                                                                                                                                         |
| 11/21/25   | Methane Mitigation Design (MMD) Plans submitted for review by applicant.                                                                                                                                                                                                                                                                                                                                                                   |
| 11/21/25   | Comments on MMD Plans provided to applicant. Corrections required.                                                                                                                                                                                                                                                                                                                                                                         |
| 12/02/26   | Applicant submitted revised plans for Building and Safety Plan check review.                                                                                                                                                                                                                                                                                                                                                               |
| 01/21/26   | Comprehensive corrections from all departments provided to applicant. Awaiting resubmittal.                                                                                                                                                                                                                                                                                                                                                |
| 02/26/26   | Plans were resubmitted for review and are currently under review.                                                                                                                                                                                                                                                                                                                                                                          |
| 05/14/26   | Retaining wall construction plans have been approved for the project. Applicant will be obtaining permits to start retaining wall construction only. All other permits are pending final review.                                                                                                                                                                                                                                           |
| 06/11/26   | Retaining wall permits were issued and construction commenced.                                                                                                                                                                                                                                                                                                                                                                             |
| 7/13/2026  | Phase 1 of retaining wall completed at south side                                                                                                                                                                                                                                                                                                                                                                                          |

## DEVELOPMENT STATUS REPORT: 909 ½ E 25<sup>th</sup> St



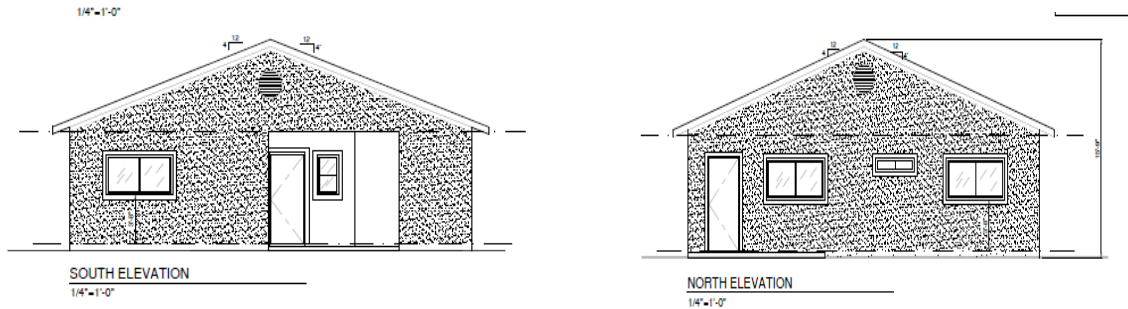
|                     |                                                                                                                                 |            |       |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------|------------|-------|
| Project Title       | 909 ½ E 25 <sup>th</sup> St                                                                                                     | Staff      | CL/SM |
| Address             | 909 ½ E 25 <sup>th</sup> St                                                                                                     | Zoning     |       |
| Applicant           | Godfrey Nzeogu                                                                                                                  | Dep Acct # |       |
| Project Description | Detached ADU on lot developed with an existing single-family dwelling.                                                          |            |       |
| Current Status      | In Building Plan Check Submittal                                                                                                |            |       |
| Next Step           | Complete Plan Check review and obtain Building Permits                                                                          |            |       |
| 11/13/2023          | Building and Safety Plan Check application submitted via the City's electronic portal.                                          |            |       |
| 11/14/2023          | Building and Safety completed first review and emailed applicant corrections. Awaiting resubmittal or revised plans.            |            |       |
| 06/12/2024          | Methane Mitigation Required for the project. Applicant submitted updated Methane Mitigation Plans for review.                   |            |       |
| 08/14/24            | Revised plans were received and reviewed by the City and City Consultant. Comments were provided after review of revised plans. |            |       |
|                     | Revised plans were submitted on 08/09/24 to the City and are currently under review.                                            |            |       |



| Date       | Notes/Updates                                                                                                                                                                                                                                                                                                             |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | Preliminary review of project has been completed and applicant submitted a methane report. Applicant has been informed a workplan is required prior. Informed applicant that work was not to be performed without approval of a workplan and permits to do testing. Awaiting submittal of workplan and deposit to review. |
|            | Workplan was submitted; however, we are awaiting payment of deposit to initiate review by staff and consultants.                                                                                                                                                                                                          |
| 02/24/2023 | On 02/24/23, the property owner paid the Developer's Deposit for methane assessment workplan review.                                                                                                                                                                                                                      |
| 03/02/2023 | On 03/02/23, Mearns Consulting provided corrections for the submitted workplan. Comments were emailed to the applicant. Awaiting revised submittal.                                                                                                                                                                       |
| 04/23/2023 | On 04/23/23, revised workplan submitted and is currently under review.                                                                                                                                                                                                                                                    |
| 04/26/2023 | City consultant provided comments requiring revisions to the workplan. Awaiting resubmittal.                                                                                                                                                                                                                              |
| 08/14/2023 | Revised workplan was submitted and routed to City consultant for review.                                                                                                                                                                                                                                                  |
| 08/21/2023 | Comments were provided to the applicant requiring revisions to the workplan. Awaiting resubmittal.                                                                                                                                                                                                                        |
| 09/05/2023 | Methane workplan approved by the City.                                                                                                                                                                                                                                                                                    |
| 10/04/2023 | Methane report was submitted for City review. Currently under review.                                                                                                                                                                                                                                                     |
| 10/09/2023 | Methane report was approved by the City. Next steps are to submit for Building and Safety Plan Check. Awaiting submittal.                                                                                                                                                                                                 |
| 11/13/2023 | Building and Safety Plan Check was submitted by owner. First review was completed on 11/30/2023 and comments provided to applicant. Awaiting resubmittal of revised plans.                                                                                                                                                |
| 01/10/2024 | Revised plans have not been resubmitted by the applicant. Awaiting resubmittal of plans.                                                                                                                                                                                                                                  |
| 09/05/2024 | The applicant submitted revised Methane Mitigation Design (MMD) Plans for review. Plans are currently under review.                                                                                                                                                                                                       |
| 09/27/2024 | MMD approved and included with Architectural plans.                                                                                                                                                                                                                                                                       |
| 09/18/2024 | Owner submitted payment and verification of school fee payment.                                                                                                                                                                                                                                                           |
| 09/20/2024 | Permits issued to owner for construction.                                                                                                                                                                                                                                                                                 |
| 03/05/25   | Owner was sent an email for update on start date.                                                                                                                                                                                                                                                                         |
| 08/12/25   | Met with owner to view survey markers. Preconstruction meeting approved.                                                                                                                                                                                                                                                  |
| 09/24/2025 | Foundation and Methane Inspections conducted. Ok to pour provided.                                                                                                                                                                                                                                                        |
| 10/09/2025 | Ok to pour slab. Smoke test for methane conducted.                                                                                                                                                                                                                                                                        |
| 11/05/205  | Floor sheathing approved                                                                                                                                                                                                                                                                                                  |
| 11/13/2025 | Roof sheathing approved                                                                                                                                                                                                                                                                                                   |
| 03/10/2026 | No progress                                                                                                                                                                                                                                                                                                               |
| 5/11/2026  | Plumbing and electrical approved                                                                                                                                                                                                                                                                                          |
| 7/13/2026  | Drywall approved                                                                                                                                                                                                                                                                                                          |
| 8/11/2026  | Homeowner is awaiting update for new service from SCE                                                                                                                                                                                                                                                                     |

## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: 921 ½ E 25<sup>TH</sup> ST



|                     |                                                                 |            |    |
|---------------------|-----------------------------------------------------------------|------------|----|
| Project Title       | 921 ½ E 25 <sup>th</sup> St                                     | Staff      | CL |
| Address             | 921 ½ E 25 <sup>th</sup> St                                     | Zoning     | RH |
| Applicant           | Efren Corona                                                    | Dep Acct # |    |
| Project Description | New detached ADU                                                |            |    |
| Current Status      | Methane testing complete.                                       |            |    |
| Next Step           | Submittal of construction plans.                                |            |    |
| 12/12/2023          | Applicant submitted Building and Safety Plan Check application. |            |    |
| 02/11/2023          | Building and Safety approved plans.                             |            |    |
| 02/14/2023          | Building permits issued and construction to initiate.           |            |    |
| 03/10/2026          | Project at drywall stage                                        |            |    |

| Date       | Notes/Updates                                                                                                                                                                                                                                                                                     |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | Preliminary review was completed for project. Applicant informed that well discovery and well abandonment report is required. Also informed of methane assessment requirements. Awaiting additional information from applicant.                                                                   |
|            | Applicant submitted a desktop study to determine if the well identified on the CalGem website was in fact located on the subject site. The applicant paid for a deposit and staff has initiated review. Documentation was also submitted to City's Oil Consultant for review and recommendations. |
|            | Oil Consultant completed review and has recommendations for next steps.                                                                                                                                                                                                                           |
|            | Staff reviewed recommendations and also require a methane assessment and work plan be prepared for the project in order to confirm desktop study results. The applicant has been informed of requirements and we are awaiting submittal of work plan.                                             |
| 04/06/2023 | On 04/06/23, the applicant submitted a Methane Assessment Workplan. Plan has been routed to S. Mearns for review. Currently under review.                                                                                                                                                         |
| 04/18/2023 | On 04/18/23, the Methane Assessment Workplan was approved by S. Mearns.                                                                                                                                                                                                                           |
| 04/26/2023 | On 04/26/23, the permit was issued after payment was received on 04/21/23. Currently performing work per approved workplan.                                                                                                                                                                       |
| 06/07/2023 | On 06/07/23, methane report was submitted to the City for review.                                                                                                                                                                                                                                 |
| 07/03/2023 | On 07/3/23, comments were provided to applicant identifying a data gap and additional requirements. Applicant is currently working with consultant on addressing gap. Awaiting submittal of additional information from applicant.                                                                |
| 07/20/2023 | Applicant was provided with comments from the City's consultant. Awaiting resubmittal.                                                                                                                                                                                                            |
|            | Applicant resubmitted report.                                                                                                                                                                                                                                                                     |
| 08/23/2023 | City consultant and City approved the report. Next step is for the applicant to submit plans for Building and Safety Plan Check review. Awaiting submittal.                                                                                                                                       |
| 12/11/2023 | Applicant submitted Building and Safety Plan Check application and plans. Currently under review.                                                                                                                                                                                                 |
| 12/13/2023 | Corrections provided to applicant. Awaiting additional information regarding easements on property, if any.                                                                                                                                                                                       |
| 05-16-2024 | Existing foundation approved. Additional anchor bolts installed as per epoxy deputy. Walls framed. Working with owner on framing details.                                                                                                                                                         |
| 10/08/2024 | Roof framing approved and sheeting being installed. Exterior wall sheer approved. Should be ready to dry in before winter.                                                                                                                                                                        |
| 11/13/2024 | Roof Sheeting and exterior sheer approved. Ok to wrap for weather.                                                                                                                                                                                                                                |
| 03/05/25   | Exterior lath approved.                                                                                                                                                                                                                                                                           |
| 08/12/25   | Inspection to update construction. Making progress. Work being done by owner only. No help.                                                                                                                                                                                                       |
| 09/24/2025 | Provided multiple corrections to owner for MEPs.                                                                                                                                                                                                                                                  |
| 10/29/2025 | Conducted rough electrical inspection, several issues with wire management, Home owner must provide a report from a license electrical Contractor to state the work meets compliance.                                                                                                             |
| 3/10/2026  | Insulation approved                                                                                                                                                                                                                                                                               |
| 7/13/2026  | Drywall approved                                                                                                                                                                                                                                                                                  |

## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: 2234 ½ CERRITOS AVENUE

|                     |                                    |            |      |
|---------------------|------------------------------------|------------|------|
| Project Title       | 1000 ½ E BURNETT ST ADU CONVERSION | Staff      | ALS  |
| Address             | 1000 E BURNETT ST                  | Zoning     | RH   |
| Applicant           | Jose Garrido                       | Dep Acct # | 6245 |
| Project Description | Garage Conversion to ADU           |            |      |
| Current Status      | Methane Assessment Review          |            |      |
| Next Step           | Permit issuance                    |            |      |

| Date       | Notes/Updates                                                                                                                                  |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| 07/23/2026 | Applicant submitted a methane assessment application and workplan. Staff routed the documents to the consultant for review.                    |
| 07/27/2026 | City's consultant approved methane assessment workplan. Staff let the applicant know to pull methane testing permit and submit methane report. |

## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: 1917 ½ JUNIPERO AVENUE

|                            |                     |                   |       |
|----------------------------|---------------------|-------------------|-------|
| <b>Project Title</b>       | 1917 ½ JUNIPERO ST  | <b>Staff</b>      | ALS   |
| <b>Address</b>             | 1917 ½ JUNIPERO ST  | <b>Zoning</b>     | RLM-2 |
| <b>Applicant</b>           | Raul Flore          | <b>Dep Acct #</b> | 6232  |
| <b>Project Description</b> | Detached 785 SF ADU |                   |       |
| <b>Current Status</b>      | Building Plan Check |                   |       |
| <b>Next Step</b>           | Permit Issuance     |                   |       |

| <b>Date</b> | <b>Notes/Updates</b>                                                                                                                                                                                          |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6/6/2025    | Applicant submitted a methane assessment application. However, the workplan is missing setbacks and application is pending a copy of their title report. I asked their applicant to provide this information. |
| 6/10/2025   | Applicant submitted an updated workplan, but is still missing the title report and the payment to set up their developer deposit account.                                                                     |
| 6/11/2025   | Applicant submitted a developer deposit. The project will be routed after a copy of the title report is provided.                                                                                             |
| 6/25/2025   | The workplan has been routed to the City's consultants for review.                                                                                                                                            |
| 7/01/2025   | The workplan was approved for methane assessment, and the methane assessment permit was issued on 7/18/25.                                                                                                    |
| 8/12/2025   | Applicant is to submit methane assessment findings to be reviewed by the City's consultant.                                                                                                                   |
| 8/14/2025   | Applicant submitted the methane assessment report and staff routed it to the consultant.                                                                                                                      |
| 8/19/2025   | The consultant reviewed and instructed the applicant to submit methane mitigation design (MMD) plans since methane was found.                                                                                 |
| 9/26/2025   | Applicant to submit MMD plans to be reviewed and approved.                                                                                                                                                    |
| 10/31/2025  | Applicant submitted MMD plans and were routed to the consultant for review.                                                                                                                                   |
| 11/12/2025  | Comments were received by the consultant and were routed to the applicant.                                                                                                                                    |
| 11/17/2025  | Staff requested a Developer Deposit replenishment in order to continue reviewing the project. Applicant submitted a replenishment on the same day.                                                            |
| 11/20/2025  | Revised MMD plans were received and routed to the consultant for approval.                                                                                                                                    |
| 12/4/2025   | The consultant's approved MMD plans.                                                                                                                                                                          |
| 12/8/2025   | Staff provided comments on the architectural set of plans. Once reviewed, the project will be routed to Building plan check.                                                                                  |
| 02/03/2026  | Applicant resubmitted plans and included Planning comments. Staff routed plans to Building and Safety for plan check.                                                                                         |

|            |                                                                                                          |
|------------|----------------------------------------------------------------------------------------------------------|
| 02/04/2026 | The applicant has yet to submit the LID plans for Public Works review.                                   |
| 02/26/2026 | First round of building plan check comments was issued. LID review is still pending Public Works review. |
| 07/16/2026 | Staff reached out to the applicant to obtain a status update on the resubmittal.                         |

## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: 2179 ½ Temple Ave

|                     |                                                |            |                       |
|---------------------|------------------------------------------------|------------|-----------------------|
| Project Title       | 2179 1/2                                       | Staff      | SM                    |
| Address             | 2179 ½ Temple Avenue                           | Zoning     | Hilltop Specific Plan |
| Applicant           | Steven Sennikoff                               | Dep Acct # |                       |
| Project Description | New detached two-story accessory dwelling unit |            |                       |
| Current Status      | In Public Works Plan Check                     |            |                       |
| Next Step           | Permit Issuance                                |            |                       |

|            |                                                                                          |
|------------|------------------------------------------------------------------------------------------|
| Date       | Notes/Updates                                                                            |
| 08/22/2025 | Applicant submitted ADU plans for review. Corrections issues.                            |
| 09/02/2025 | Applicant submitted revised plan, project under planning review.                         |
| 09/03/2025 | Approved by Planning                                                                     |
| 09/24/2025 | Project undergoing LID review. Issued out various corrections and is pending resubmittal |
|            |                                                                                          |
|            |                                                                                          |
|            |                                                                                          |
|            |                                                                                          |
|            |                                                                                          |



## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: 2234 ½ CERRITOS AVENUE

|                     |                              |            |       |
|---------------------|------------------------------|------------|-------|
| Project Title       | 2344 ½ CERRITOS AVE          | Staff      | ALS   |
| Address             | 2344 ½ CERRITOS AVE          | Zoning     | RLM-2 |
| Applicant           | Leticia Sandoval             | Dep Acct # | 6235  |
| Project Description | Garage Conversion to ADU     |            |       |
| Current Status      | Revised Scope of Work Review |            |       |
| Next Step           | Building Plan Check          |            |       |

| Date       | Notes/Updates                                                                                                                                                                                                                                                          |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 12/09/2025 | Applicant submitted a methane assessment application and workplan. Staff routed the documents to the consultant for review.                                                                                                                                            |
| 12/15/2025 | The consultant approved the methane assessment workplan. Applicant is to pay the methane assessment permit fee and submit findings.                                                                                                                                    |
| 1/06/2026  | The City's consultant approved methane report that was submitted on 1/05/26. A methane mitigation plan is required, and the applicant has not yet submitted one.                                                                                                       |
| 05/04/2026 | Applicant submitted a complete set of plans including MMD plans. Staff routed these plans to the City's environmental consultant for review. Staff also issued Planning comments capturing only some missing items on the plans. The next step is building plan check. |
| 5/14/2026  | Building plan check was completed. Applicant contacted Public Works to submit LID plans.                                                                                                                                                                               |
| 6/11/2026  | Applicant informed staff that the project will not be moving forward.                                                                                                                                                                                                  |
| 7/16/2026  | Applicant desired to continue with this project. However, the scope of work will be revised to a garage conversion to ADU only. Waiting for resubmittal of revised plans.                                                                                              |

## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: 3259 ½ Lewis Ave

|                     |                                        |            |       |
|---------------------|----------------------------------------|------------|-------|
| Project Title       | 3259 ½ Lewis Avenue                    | Staff      | SM    |
| Address             | 3259 ½ Lewis Avenue                    | Zoning     | RLM-2 |
| Applicant           | Ilda Washington                        | Dep Acct # |       |
| Project Description | New ADU on top of a new two car garage |            |       |
| Current Status      | In Building Plan Check                 |            |       |
| Next Step           | Permit Issuance                        |            |       |

| Date       | Notes/Updates                                                                                                                                                    |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01/27/2025 | Applicant submitted ADU plans for review. Corrections issues. Applicant is attempting to finalize the methane process, Applicant submitted MMD plans for review. |
| 03/13/2025 | Applicant completed methane assessment process and ADU plans are under review with the Building Division.                                                        |
| 04/09/2025 | Plans are under review with Public Works. Project triggered LID requirements.                                                                                    |
| 8/13/2025  | Applicant needed to resubmit updated MMD plans. MMD plans were approved. Plans are currently in plan check with Building and Safety.                             |
| 10/23/2025 | Footings approved                                                                                                                                                |
| 10/31/2025 | Methane vents and gravel approved                                                                                                                                |
| 11/6/2025  | Slab approved                                                                                                                                                    |
| 12/15/2025 | Partial frame inspection for first floor                                                                                                                         |
| 03/10/2026 | Drywall stage                                                                                                                                                    |
| 7/13/2026  | Electrical service meter released                                                                                                                                |

## RESIDENTIAL

### DEVELOPMENT STATUS REPORT: 3269 ½ LEWIS

|                     |                                                                                                                                            |            |       |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------|------------|-------|
| Project Title       | 3269 1/2 Lewis Ave                                                                                                                         | Staff      | CL    |
| Address             | 3269 1/2 Lewis Ave                                                                                                                         | Zoning     | RLM-2 |
| Applicant           | Jahaziel Romero                                                                                                                            | Dep Acct # |       |
| Project Description | Proposed New 2-Story ADU composed of 1 - Car Garage & 2 - Car Garage on the 1st Floor. 2BD/2BA Accessory Dwelling Unit on 2nd Floor (1677) |            |       |
| Current Status      | Under review.                                                                                                                              |            |       |
| Next Step           | Submit corrected plans.                                                                                                                    |            |       |

| Date       | Notes/Updates                                                                                                                                                                                                                                                                                         |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 03/01/2023 | Preliminary Planning comments were emailed to the applicant comments on 03/01/23. Awaiting revised plans and construction details.                                                                                                                                                                    |
| 02/28/2023 | When Methane Mitigation measures are included in construction plans, route to CL for Planning review for garage portion of project. ADU portion routed to Building for plan check. ADU and attached garage shall be at least 50'-0" from existing oil tank at northwest side of alley. (2/28/23) (JS) |
| 06/02/2023 | On 06/02/23, Planning completed 2nd review and provided comments. Awaiting resubmittal.                                                                                                                                                                                                               |
| 06/14/2023 | On 06/14/23, revised plans were submitted for a 3rd round of Planning review. Plans are currently under review.                                                                                                                                                                                       |
| 06/15/2023 | On 06/15/23, 3rd review completed and comments emailed to applicant.                                                                                                                                                                                                                                  |
| 07/06/2023 | On 07/06/23, 4th review submitted.                                                                                                                                                                                                                                                                    |
| 07/12/2023 | On 07/12/23, 4th review completed and comments provided to applicant.                                                                                                                                                                                                                                 |
| 08/21/2023 | Plans were approved by Planning and routed to Building and safety for review.                                                                                                                                                                                                                         |
| 08/23/2023 | Corrections were issued regarding methane system.                                                                                                                                                                                                                                                     |
| 09/07/2023 | Building corrections were issued to applicant. Awaiting resubmittal.                                                                                                                                                                                                                                  |
| 01/10/2024 | Pending revised plans resubmittal since 09/07/23. No updates at this time.                                                                                                                                                                                                                            |
| 09/06/2024 | City emailed applicant informing them Methane portion of the project was completed and replenishment of their Developer's Deposit is required. Awaiting payment and updates from the applicant.                                                                                                       |
| 01/13/2025 | Applicant submitted payment for the Developer Deposit. Continued the plan check review process.                                                                                                                                                                                                       |
| 01/21/2025 | Applicant was informed that LID plans were required for the proposed project. Awaiting submittal of LID plans.                                                                                                                                                                                        |



# CITY OF SIGNAL HILL

## STAFF REPORT

2175 Cherry Avenue • Signal  
Hill, California 90755-3799

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8/18/2026

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### AGENDA ITEM

TO:  
HONORABLE CHAIR  
AND MEMBERS OF THE PLANNING COMMISSION

FROM:  
GREG KAPOVICH  
COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT:  
..title  
IN THE NEWS

..summary  
Summary:

Articles compiled by staff that may be of interest to the Commission.

..recommendation  
Recommendation:

Receive and file.

..body  
Background and Analysis:

Articles include:

- \* Full Metal Jacket - Architectural Record
- \* House of the Month - Architectural Record
- \* Once in a Lifetime Federal Housing Bill - LA Times

THE BEND | WINNIPEG, CANADA | 5468796 ARCHITECTURE

# Full Metal Jacket

A steel-clad structure wraps an adapted warehouse, adding apartments and defining public space.

BY JOANN GONCHAR, FAIA

PHOTOGRAPHY BY JAMES BRITTAIN

**SPEND JUST** a few days in Winnipeg and more than one resident is bound to tell you that the Canadian city is a popular filming location, especially for made-for-TV holiday movies. It often serves as a stand-in for other North American locales such as Chicago or Manhattan. This appeal is in no small part due to the architecture of the Exchange District, an area encompassing about 20 downtown blocks with an impressive collection of intact early 20th-century buildings, including terra-cotta-clad towers and masonry warehouses—remnants of a period when Winnipeg was a major railway hub, establishing it as the center of the country's growing agricultural economy and a burgeoning place of commerce.

At the northeastern edge of the Exchange, one such building—a four-story yellow-brick and heavy-timber former warehouse built in

1905 and expanded in 1910—has been inventively incorporated as part of a new housing complex that adds a 154,000-square-foot, seven-story structure to the 1-acre lot, creating 206 one- and two-bedroom rental units and 6,000 square feet of retail space. The new volume, S-shaped in plan and sheathed in black metal, wraps the heritage building and defines a south-facing urban courtyard.

The \$27.4 million ensemble, named the Bend—a possible reference to both the shape of the new building and its proximity to a curve in the Red River—was designed by Winnipeg-based 5468796 Architecture, a 20-person office led by partners Johanna Hurme, Sasa Radulovic, and Colin Neufeld. Although the 2011 Design Vanguard firm's work spans a range of building types, it is best known for its creative approach to multifamily residential projects, which often include the adaptation of

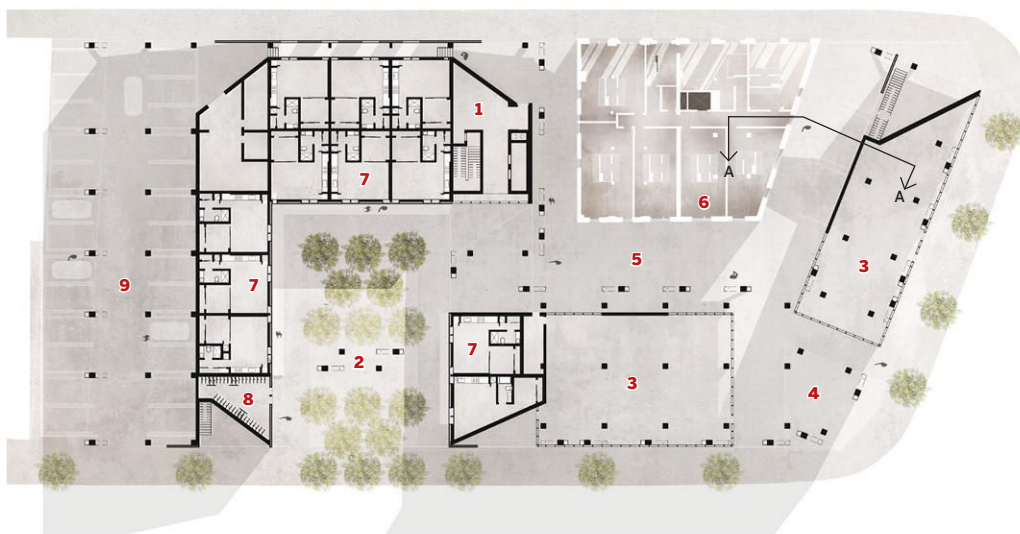




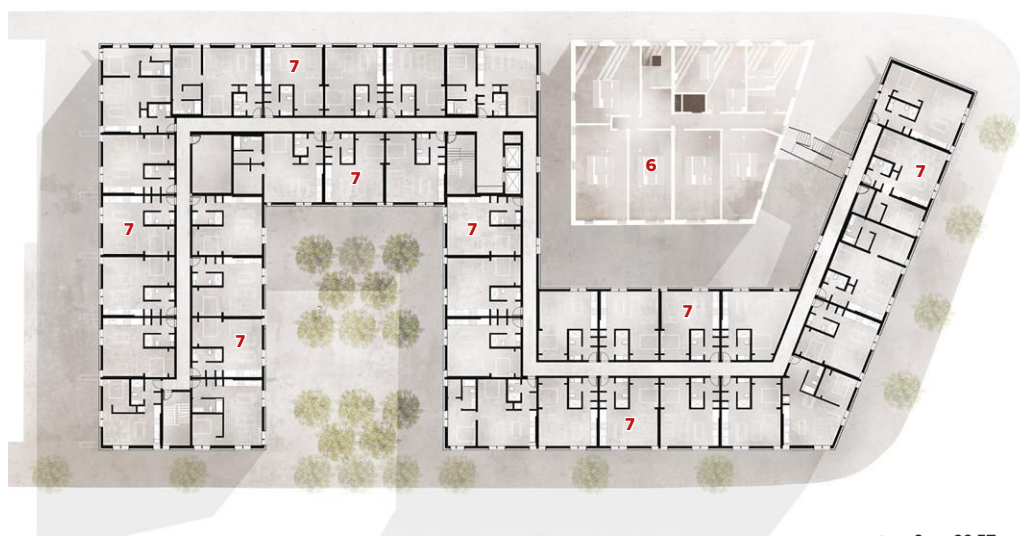


The new building's S-shaped plan defines a south-facing courtyard (opposite). A lightweight stair bridges the two structures (this image).

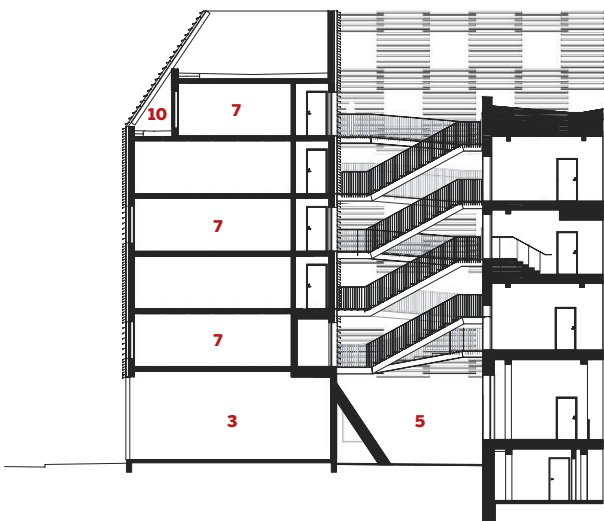




GROUND-FLOOR PLAN



THIRD-FLOOR PLAN



SECTION A - A

- 1 LOBBY
- 2 COURTYARD
- 3 RETAIL
- 4 COVERED PLAZA
- 5 LANEWAY
- 6 HERITAGE BUILDING APARTMENTS
- 7 NEW BUILDING APARTMENTS
- 8 BIKE ROOM
- 9 PARKING
- 10 PRIVATE TERRACE

#### Credits

**ARCHITECT:** 5468796 Architecture — Emeil Alvarez, Pablo Batista, Ken Borton, Nick Cabelli, Jerry Chen, Shirley Chung, Jordy Craddock, Donna Evans, Ben Greenwood, Ralph Gutierrez, Lisa Hollywood, Johanna Hurme, Jeff Kachkan, Kelsey McMahon, Colin Neufeld, Sasa Radulovic, Juan Agustin Rivera, Lydia Rosenthal, Miya Steiman, Shannon Wiebe (staff)

**CONSULTANTS:** Laverne Draward & Associates (structural); Smith + Andersen (mechanical, electrical); Footprint (energy); Scatliff + Miller + Murray (landscape)

**GENERAL CONTRACTOR:** Concord Projects

**CLIENT:** RNSQ

**SIZE:** 174,500 square feet (gross)

**COST:** \$27.4 million (construction)

**COMPLETION:** Fall 2025

#### Sources

**CAST-IN-PLACE CONCRETE:** RRS Enterprises

**BLOCK WALLS:** ALA Masonry and Contracting

**BRIDGE STAIR:** Phoenix Ironworks

**MOISTURE BARRIER:** Vaproshield

**CURTAIN WALL:** Alumaticor

**BRAKE-FORMED CLADDING:** Claude Simard Metal Systems, Agway Metals

**WINDOWS:** All Weather Windows, Duxton Windows & Doors

**BUILT-UP ROOFING:** Soprema

**PAINT:** Benjamin Moore

**HARDWARE:** Taymor, Falcon Lock, Von Duprin, Ives





The new building, partially lifted off the ground on canted columns to define outdoor passageways (below), wraps, but does not touch, the former warehouse (this image).

existing structures. Just one example is Pump-house, one block away, where 5468796 transformed a decommissioned 1906 water-pumping station into office space and a restaurant and placed a pair of apartment buildings, strikingly elevated on steel stilts, on either side (RECORD, May 2024).

At the Bend, the new building is partially lifted off the ground on canted cast-in-place concrete columns, while a pair of retail spaces are enclosed in glass on three sides, creating a highly transparent and porous first floor. The historic warehouse and the new construction barely touch, connected only with a light-weight set of bridge-like exterior steel stairs. The arrangement combines new and old and solid and void to produce a dynamic set of public alleys and passageways through the site. “We have always been more interested in the spaces between buildings than in buildings themselves,” says Radulovic.

Radulovic’s claims notwithstanding, the architects have clearly paid attention to both buildings, and not only with the aim of maximizing aesthetic or experiential effect. The







PHOTOGRAPHY: © 5468796 ARCHITECTURE (BOTTOM: 2)





design is also the product of practical considerations. The exterior stair, for instance, obviated the need for inserting a second route of egress within the historic warehouse, which would have gobbled up valuable habitable space. “We weren’t thinking about how to make a cool stair,” says Neufeld, “but about how to make the project more efficient.”

The cladding of the new structure was similarly conceived as much for visual impact as for economy. Comprising strips of brake-formed steel, it references the history of the old warehouse, which from 1939 to 2019 had been home to a manufacturer of galvanized metal housewares and agricultural equipment. All the strips are the same length—7 feet 4 inches—matching the width of the coil of the sheet from which they are made. Attached via channels to the exterior walls through the exterior insulation, with the weather barrier exposed in between, the strips overlap at their ends, creating an almost checkerboard pattern as well as a level of surface articulation that is sympathetic with—though decidedly different from—that of the brick courses of the neighboring historic structure. The cladding strategy also eased construction, since the amount of overlap could be adjusted to account for as-built conditions, eliminating on-site cutting. According to the architects, due to the straightforward fabrication and installation, the cost of the highly customized cladding (about \$700,000) was significantly less than a proprietary metal system and on a par with corrugated metal. The approach should also facilitate maintenance, they say, since select pieces can be readily removed for repair or replacement.

Within the new structure, residential floor plates have been kept shallow to maximize daylight penetration and ventilation, with the plan shifting between double- and single-loaded corridors. In some

parts of the building, there are no internal hallways at all (the ground-floor units are entered directly from the exterior, while each top-floor unit is accessed from the level below via its own dedicated set of stairs). The configuration maximizes living space and, in the case of the top floor, allows for apartments with two exposures. Several units have private balconies, while a shared top-floor terrace allows all residents to enjoy views of the city and the river.

The apartments within the new and old buildings have decidedly different personalities. In the new structure, light wood-look vinyl floors, quartz countertops, white foil-finished cabinets, and stainless-steel appliances give the units an almost Scandinavian ambience. But those in the former warehouse—while they have many of the same modern accoutrements, with kitchens and baths inserted to separate living from sleeping areas—feel much closer to a still raw SoHo loft. Surfaces have been thoroughly cleaned, flaking paint has been removed, and the wood-plank floors have been refinished. However, the architects’ touch has been otherwise light, with the evidence of the historic building’s previous life still visible, including cracked plaster, exposed-brick walls, and initials carved into timber columns.

The units in the former warehouse, with their grit and patina, will appeal to only a certain type of tenant. Those who prefer more pristine environments will gravitate to the apartments in the new structure. But the design approach seems right: the project treats the historic building almost as a found object, altering it as little as possible and combining it with bold new construction while keeping the two distinct. Simultaneously, it merges public, private, and commercial uses, creating a vibrant backdrop for city life, not just a set for a made-for-TV movie. ■



# Frame of Mind

An architect couple sympathetically adapts a house designed by a Le Corbusier disciple to suit themselves.

BY LEOPOLDO VILLARDI

PHOTOGRAPHY BY ROLAND HALBE

**FOR SEVERAL YEARS**, husband-and-wife architects Alejandro Beals and Loreto Lyon walked with gimlet eyes by a modest and unkempt house in their neighborhood of Santiago, Chile. Little of the ivy-cloaked structure could be seen from the street, feeding their curiosity. “We arranged a visit the same day it went on sale,” says Beals, who saw the potential as soon as he stepped inside. “Only then did we learn that the house had been designed by Emilio Duhart.” The couple made an offer on the spot.

Duhart may not be well-known outside South America, but the



The house's structural frame is exaggerated by clerestories and recessed walls (this image).



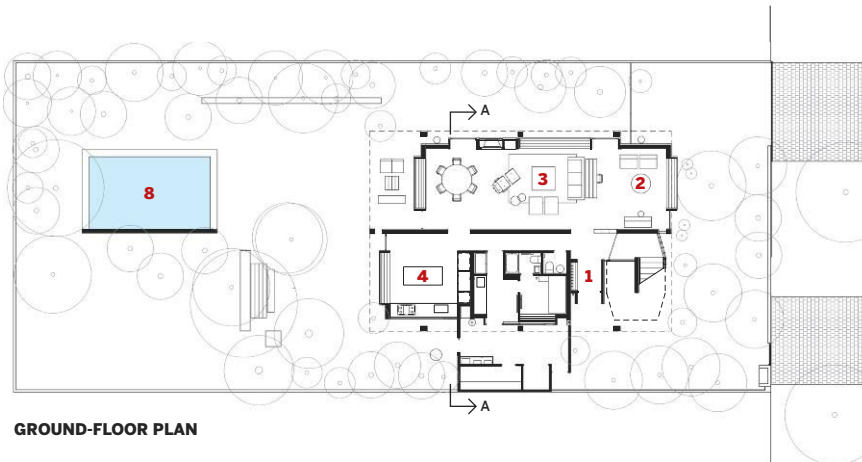
## HOUSE OF THE MONTH



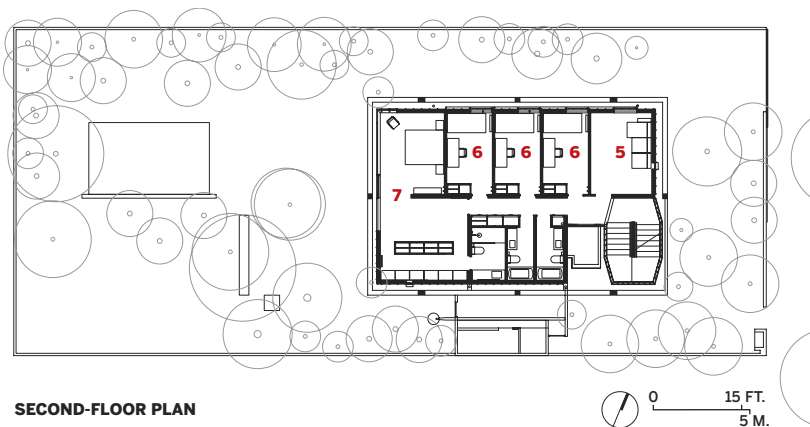
accomplished modernist studied under Walter Gropius at Harvard in the 1940s before going on to Paris, where he worked on the Chandigarh capital complex for Le Corbusier. Upon returning to his native Chile, Duhart produced one of the country's most important landmarks: the headquarters of the United Nations Economic Commission for Latin America and the Caribbean (ECLAC). In dialogue with the distant Andean topography and encompassing a full city block, this feat of humanized brutalism was also one of structural ingenuity. The building hangs from a massive concrete frame propped up on 28 hefty columns, allowing it to flex during seismic activity. At the heart of the complex, a tower spirals toward the sky. And from 1963 to 1966, as ECLAC rose from the ground, Duhart realized Casa Herman—the very house that Beals and Lyon would refashion as their own some six decades later.

Though entirely different in scale, the two-story, 2,755-square-foot dwelling shares with the commission headquarters several qualities, in particular an externalized structure rendered in raw concrete. A poured-in-place frame consisting of eight perimeter columns and two slabs, plus a single load-bearing wall down the house's long axis, largely free the space inside. This rigid logic is broken by a glazed lantern-like staircase, hexagonal in plan, that peaks above the roofline like ECLAC's conical centerpiece.

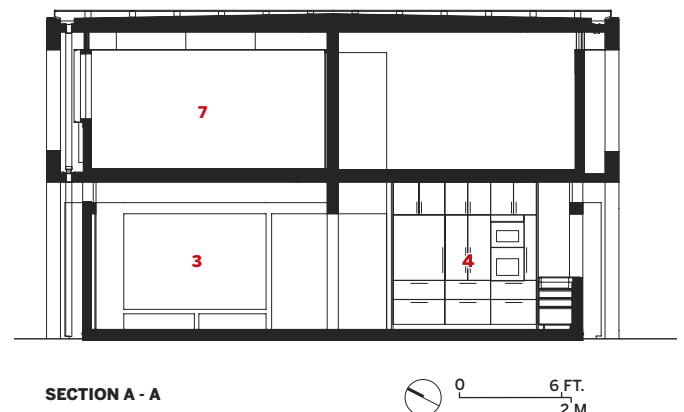
The couple always knew that some reparative work would be necessary. After all, the first owner took up residence in the house for 12 years and then sold it to a family that lived



GROUND-FLOOR PLAN



SECOND-FLOOR PLAN



SECTION A - A

- 1 VESTIBULE
- 2 OFFICE AREA

- 3 LIVING/DINING
- 4 KITCHEN

- 5 STUDY
- 6 BEDROOM

- 7 PRIMARY SUITE
- 8 POOL





The architects replaced the vestibule (above), rebuilt the glazed staircase (above, right and opposite), and changed the flooring (right).

there for 40 more. “By that point, they were having trouble keeping up with maintenance,” Beals says. “We also couldn’t determine the extent of any damage until we took down all the ivy. It was far worse than we had imagined.” The vines had compromised large swaths of already spalling concrete, necessitating careful patching. Termites and rot had hollowed out much of the timber, some of it supporting the staircase and elsewhere used for jambs, surrounds, and partitions. There was much to do.

Luckily for Beals and Lyon, Duhart’s archive is stored at the nearby Universidad Católica de Chile. The couple studiously pored over the house’s drawings. It became clear that the previous owners had made many ad hoc interventions over the years—some at odds with the original design—and that money had seemingly run dry during construction. “We tried to fix what we considered to be shortcomings while reinforcing the elements that had value,” Lyon says. For example, the architects felt comfortable





## HOUSE OF THE MONTH



Clerestories and large panes in the kitchen (this image) and primary suite (below) brighten the brutalist interiors.



removing or relocating non-load-bearing walls to change the size of various rooms; Duhart had indicated this very possibility by delineating, with dashed lines, several possible locations for them. On the other hand, they found the foyer area less than acceptable—its unresolved connection to the staircase ultimately led to water infiltration. They built a concrete vestibule that more carefully considers the adjacency.

But the most architectonic move involved relocating the enclosure. Brick infill, flush with the external frame—one of those flawed interventions—was removed. In places, Beals and Lyon replaced it with large windows, set back from the perimeter as in Duhart's original drawings, at once honoring his intent, heightening the structure's expression, and introducing more daylight. Where privacy is needed, new tongue-and-groove panels offer it.

With this decision and others, Casa BL, as the project is now called, is much brighter inside than its previous iteration. Partition walls were also lowered to introduce clerestories that allow light deep into the plan. Underfoot, dark red terra-cotta tiles were swapped for lighter travertine slabs. The angular staircase, once encased in frosted glass and lined with carpet, now features more transparent wired glass and blond wood treads. And without need of a maid's quarters, they adapted it as an open kitchen with backyard views.

Coming during the pandemic, the process was expectedly slow. "But, in a way, this allowed us to be more attentive and thoughtful—it was like working with an architectural model that we continuously changed at one-to-one scale," says Beals. Only a few years ago, the curious little house was nothing more than a mystery. Now, after all this work, for each other and their family, the couple's careful rehabilitation gives new meaning to the phrase "a labor of love." ■

### Credits

**ARCHITECT:** Beals Lyon Arquitectos — Alejandro Beals, Loreto Lyon

**ENGINEERS:** ByB Ingeniería (structural); Manuel Gutiérrez (heating); Patricio Moya (plumbing)

**GENERAL CONTRACTORS:** Fariel Aravena, Juan Sánchez, Celestino Sepúlveda

**CLIENT:** Alejandro Beals, Loreto Lyon

**SIZE:** 2,755 square feet

**COST:** withheld

**COMPLETION:** June 2024

### Sources

**INTERIOR FINISHES:** Keim, Osmo (paints/stains)



CALIFORNIA

# Here's what the 'once in a lifetime' federal housing bill means for California



New housing construction in Elk Grove, Calif., in July 2022. (Rahul Lal / CalMatters)

By Ben Christopher  
CalMatters

July 12, 2026 3 AM PT

- The federal housing bill does a lot of little things. Supporters hope it will put a dent in both California's and the nation's housing shortage.

The largest single piece of federal housing legislation to come out of Congress in at least a generation is now law.

It happened in the middle of the night early Saturday, without fanfare — or even President Trump's signature — and it might be a while before many Californians notice its effects.

That's because [the bill](#), though politically monumental — both chambers approved it overwhelmingly — doesn't do one big thing. Instead, it does a lot of little things. Individually, none of the bill's 56 regulatory tweaks, pilot programs and low-cost

loans and grants are likely to move the needle on the nation's housing affordability woes, nor on California's specifically.

Supporters hope that collectively, they just might.

Even the law's path to enactment had an under-the-radar quality to it. The White House [abruptly canceled](#) a planned signing ceremony late last month, with Trump vowing not to sign the bill until Congress first passed his restrictive [national voter ID proposal](#). That bill has [stalled out](#) in the Senate.

Still, Trump did not veto the housing package, so it automatically became law Saturday just after midnight, as per [the Constitution](#).

But supporters say this is a big deal: a major, bipartisan piece of legislation aimed at boosting housing construction from a hyperpartisan legislative body that doesn't typically touch the topic.

"We don't often gather to celebrate federal housing legislation," Stephen Russell, president of the San Diego Housing Federation, said at a [news conference](#) Thursday. "I think the last time Congress passed anything of this magnitude, many of you were [not even alive](#). ... It is almost a once-in-a-lifetime event."

That's thanks in part to a [growing caucus of lawmakers](#) aligned with the "Yes In My Backyard" movement that helped push the bill into law. Many hail from California, a state that has had more experience than most contending with wildly unaffordable housing. But the cause of making housing more affordable, and attributing high housing costs to a lack of sufficient supply, has become a national and bipartisan concern. Case in point: The bill originated as a joint proposal by Sens. Tim Scott (R-S.C.), an ardent conservative, and Elizabeth Warren (D-Mass.), among the most liberal members of the Senate.

While the constituent parts of the bill are relatively narrow and none is specifically focused on California, experts highlight a few provisions that could leave a notable imprint on the state.

## Build now (or else)

For high-cost cities that don't build much housing, as in much of urban California, the federal bill includes a novel carrot and stick.

This portion of the bill would change the Community Development Block Grant, one of the [largest sources](#) of federal funding for affordable housing and local economic development. Pricey cities — defined through a variety of data benchmarks such as median prices and vacancy rates — with a track record of under-building that continue to see below-average housing construction will have their grant funds cut by 10%. The savings will go to their municipal counterparts that build at a faster clip.

That’s likely to have “real implications for cities like Los Angeles and San Francisco that have traditionally lagged behind” in adding housing supply, said David Garcia, the deputy director of policy at UC Berkeley’s Turner Center for Housing Innovation.

The city of Los Angeles received \$48.4 million in its last award from the block grant program in 2024, according to [U.S. Department of Housing and Urban Development](#) data. San Francisco received \$18.9 million.

Those numbers aren’t enough to make or break the budget of either city.

“I think this will be a small nudge,” said Laura Foote, executive director of YIMBY Action, in an email. “Which taken across the country could still have a good impact! Little nudges add up.”

More dramatic than the number of dollars involved may be the precedent the policy sets. Even in California, where the state government has aggressively incentivized cities to plan for more housing development and [penalized](#) those that don’t, lawmakers have never punished municipalities for failing to actually grow — an outcome that may not always be under a city government’s control.

Such an idea would have been “inconceivable in previous congresses,” Garcia said.

Despite that, the provision hasn’t engendered much public opposition from local government groups yet. In an online summary, Michael Wallace, a lobbyist with the National League of Cities, [applauded the overall housing bill](#) as an example of the federal government “choosing partnership with local governments over preemptions.” He singled out other provisions of the bill that provide expanded flexibility for Community Development Block Grant spending, new incentive programs for adding supply, and new supports for local urban planning.

## Chassis change

Manufactured housing units are often colloquially referred to as mobile homes, but they don’t tend to move around much. Built on assembly lines and shipped to where they’re needed, these naturally affordable houses — the likes of which lawmakers across California and the United States claim we need in droves — are often placed upon permanent foundations where fewer than [1 in 10](#) ever move again.

Even so, the federal building code applied to manufactured housing includes a costly, vestigial reference to its mobile origins: a permanent chassis.

A giant steel frame with removable axles and wheels, the chassis ostensibly exists to make it easier to pick up and move a manufactured house by truck. In practice, it serves as a 10- to 12-inch-thick floor beneath the floor. Because it cannot be removed upon delivery, it just serves as “dead space and wasted money,” said Jess Maxcy, president of the California Manufactured Housing Institute, the industry’s trade group. Aside from adding [thousands of dollars](#) in added costs per unit, it also makes

it harder for manufactured units to be stacked into double story homes or multifamily apartment buildings.

The federal housing bill removes the permanent chassis requirement, something that manufacturers and some housing policy experts have been [pushing for since the mid-1980s](#).

“That relatively minor change will expand access to one of the most affordable forms of home ownership available,” Rep. Scott Peters (D-San Diego) said at the Thursday news conference.

Maxcy said he doesn’t expect the end of the chassis requirement to trigger an overnight building boom in the manufactured home industry. But especially in California, where, due to the high price of land, new single-family homes are more likely to be built stacked on small lots, the regulatory change “provides more opportunities and helps us reduce the price.”

## Recovering after disaster

In the months after a natural disaster, long after emergency federal dollars have come and gone, Congress has provided communities with long-term rebuilding grants through the Community Development Block Grant—Disaster Recovery program.

Over the last three decades, the program has spent more than \$100 billion on the [long-term work](#) of recovery, like home construction, infrastructure repair and rental and relocation assistance. That money tends to be reserved for low-income people and communities “who are not going to bounce back without the funds,” said Marion McFadden, who used to run the program under the Biden administration and now works at the disaster preparation and recovery consulting company IEM.

Unfortunately for California, the program only kind of exists. Since the mid-1990s, it’s been stood up and funded on an ad hoc basis, one appropriation bill at a time. That presents a challenge for communities planning in the middle of post-disaster planning.

It also means the rules that govern the program — when the money goes out, to whom, under what conditions and for what purposes — are redrafted with each political administration. That’s had the effect of slowing things down considerably. No program funding has gone to Los Angeles in the wake of the 2025 firestorms, according to the [Carnegie Endowment for International Peace](#). Congress has yet to appropriate any.

The new housing bill will officially write the program into law for at least three years.

“It creates the ability for HUD to have money on hand before a disaster and then make a decision within 15 days about whether they’re going to provide funding,” McFadden said.

What the housing bill doesn't do: provide fresh funding. Disaster-prone communities will need to wait for Congress to take that up later.

## A 'bottleneck' removed

For the last two decades, public housing authorities in Los Angeles and the Bay Area have been turning to the federal Rental Assistance Demonstration program to help repair and upgrade their aging stock of increasingly dilapidated public housing. The program works by switching up funding sources in a way that gives locals [more flexibility](#) to borrow money and attract private investment dollars.

Until the new law took effect this weekend, the federal government was only authorized to permit 455,000 of these conversions. The law raises the cap by an additional 100,000.

"This has been a bottleneck in California for years and that bottleneck just got removed," said Russell with the San Diego Housing Federation.

Not all affordable housing advocates are cheering the development. The National Low Income Housing Coalition has consistently [opposed expansion](#) of the program on the grounds that the change in funding source could weaken existing tenant protections. It's unclear whether and to what extent that might be true. A [study](#) from last year found no evidence that conversions under the program lead to more evictions.

## Wall Street out of suburbia

If you've heard only one thing about this housing bill, it's that it bans "large institutional investors" from buying up more single-family homes.

Caveats apply in the final version of the law. The bill defines "large" as any of a number of business structures with control over more than 350 single-family homes. It doesn't apply retrospectively, so current investors with portfolios brimming with houses need not divest. Exemptions exist for new construction, renovations and senior housing. In California specifically, where corporations and other major investors [do not play a significant role](#) in the housing market, the effect is likely to be muted.

The measure "takes a hyper-salient issue for lots of people across the country and does a pretty modest intervention to address it," said Chad Maisel, a fellow at the liberal-leaning Center for American Progress and a former housing policy advisor to President Biden.

Even so, the provision has plenty of bipartisan appeal. Earlier this year, Trump called for an even stricter crackdown on so-called corporate landlords. Gov. Gavin Newsom followed suit the [same week](#).

The anti-investor language was considerably watered down from earlier this year, when a related provision threatened to undermine "build-to-rent" projects — well-

financed subdevelopments of single-family homes reserved for renters. That prompted a [revolt](#) by many developers and YIMBY activists who had otherwise enthusiastically supported the bill, who argued that such communities are one of the fastest-growing sources of the U.S. housing stock and [provide some of the few opportunities](#) for renters to live in suburban-style, family-size housing.

After the build-to-rent provision was left on the cutting room floor of Congress, state [Sen. Aisha Wahab](#), a Fremont Democrat who is now [running for Congress](#), introduced a bill that picked it back up again. [SB 880](#) would have banned the bundled sale of multiple single-family homes, striking at the heart of the build-to-rent business model. That bill died in the Assembly Judiciary committee in late June.

*Christopher writes for CalMatters.*

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