

PLANNING COMMISSION OF MONTEREY PARK AGENDA

REGULAR PLANNING COMMISSION MEETING Monterey Park City Hall Council Chambers 320 West Newmark Avenue

**Tuesday
July 9, 2024
6:30 PM**

MISSION STATEMENT

The mission of the City of Monterey Park is to provide excellent services to enhance the quality of life for our entire community.

LAND ACKNOWLEDGMENT

We would like to acknowledge that the land we inhabit today was once known as Tovangaar, the home of the Gabrieleño-Tongva people. We show our respect to the Gabrieleño-Tongva people, as well as all Indigenous people, past, present, and future, and honor their labor as original caretakers of this land. We commit to uplift the Gabrieleño-Tongva people, invite you to acknowledge the history, and join us in caring for this land.

GENERAL INFORMATION

Documents related to an Agenda item are available to the public in the Community Development Department – Planning Division located at 320 West Newmark Avenue, Monterey Park, CA 91754, during normal business hours and the City's website at <http://www.montereypark.ca.gov/AgendaCenter>.

PUBLIC PARTICIPATION

You may speak up to 5 minutes on Agenda item. You may combine up to 2 minutes of time with another person's speaking. No person may speak more than a total of 10 minutes. The Chairperson and Planning Commission Members may change the amount of time allowed for speakers. Written Communication will be accepted up to 24 hours before the meeting via email to planningpermitcounter@montereypark.ca.gov

Per the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call City Hall at (626) 307-1359 for reasonable accommodation at least 24 hours before a meeting. Council Chambers are wheelchair accessible.

CALL TO ORDER FLAG SALUTE ROLL CALL

Chairperson Fung

Commissioner Wilson

Chairperson Peter Fung, Vice Chairperson Jack Chiang, Commissioner Tammy Sam, Commissioner Bethelwel Wilson, Commissioner Johnny Kwok

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

PUBLIC COMMUNICATIONS. While all comments are welcome, the Brown Act does not allow the Commission to take discuss, deliberate, or take action on any item not on the agenda. The Commission may briefly respond to comments after Public Communications is closed. Persons may, in addition to any other matter within the Commission's subject-matter jurisdiction, comment on agenda Items at this time. If you provide public comment on a specific agenda item at this time, however, you cannot later provide comments at the time the agenda Item is considered.

ORAL AND WRITTEN COMMUNICATIONS

[1.] **PRESENTATIONS – None.**

[2.] **CITY OF MONTEREY PARK – CONSENT CALENDAR – None.**

[3.] **PUBLIC HEARING – None.**

[4.] **OLD BUSINESS - None**

[5.] **NEW BUSINESS**

5-A. RECEIVE AND FILE – ADMINISTRATIVE USE PERMIT (AUP) NO. 24-01 AND DESIGN REVIEW (DRB) NO. 24-076 – A DIRECTOR'S DETERMINATION APPROVING AN APPLICATION TO CONSTRUCT AND OPERATE A DRIVE-THROUGH RESTAURANT (COFFEE SHOP) WITH AN OUTDOOR DINING/SEATING AREA LOCATED AT 1969 SOUTH ATLANTIC BOULEVARD

It is recommended that the Planning Commission consider:

- (1) Receiving and filing approval for AUP-24-01 and DRB-24-076; and
- (2) Taking such additional, related, action that may be desirable.

[6.] **COMMISSION COMMUNICATIONS**

[7.] **FUTURE AGENDA ITEMS**

ADJOURN

Next regular scheduled meeting is on July 23, 2024.



Planning Commission Staff Report

DATE: July 9, 2024

AGENDA ITEM NO: 5.A

TO: The Planning Commission
FROM: Jessica Serrano, Director of Community Development
SUBJECT: Receive and file Administrative Use Permit (AUP) No. 24-01 & Design Review (DRB) No. 24-076 – A Director's Determination approving an application to construct and operate a restaurant with an outdoor dining/seating area located at 1969 South Atlantic Boulevard

RECOMMENDATION:

It is recommended that the Planning Commission consider:

- (1) Receiving and filing AUP-24-01 & DRB-24-076; and
- (2) Taking such additional, related, action that may be desirable.

CEQA (California Environmental Quality Act)

The City reviewed the environmental impacts of the Project under the California Environmental Quality Act (Public Resources Code §§ 21000, et seq. "CEQA") and the regulations promulgated thereunder (14 Cal. Code of Regs. §§ 15000, et seq., the "CEQA Guidelines"). CEQA Guidelines § 15303 (Class 3 – New Construction) exempts new construction of restaurants not exceeding 2,500 square feet in floor area located in urbanized areas. This activity contemplates development of one restaurant with a floor area of approximately 2,400 square feet. A Notice of Categorical Exemption has been prepared.

EXECUTIVE SUMMARY:

On June 24, 2024, the City Planner received an application for an Administrative Use Permit ("AUP") and Design Review ("DRB") from Indira Ibrahimbegovic (the "Applicant") for a construction of a new approximately 2,400 square foot drive-through retail eating establishment (coffee shop), including 200 square feet of outdoor seating, new landscaping, and parking as further illustrated in the attached plans identified as Exhibit "A" included in the written determination.

On June 25, 2024 the City Planner deemed AUP-24-01 and DRB-24-076 complete and on July 2, 2024 the City Planner issued a written determination, including findings that AUP-24-01 and DRB-24-076 are consistent with the Monterey Park Municipal Code ("MPMC"), approving said applications.

BACKGROUND:

The City Planner's written determination is not final until it is received and filed, or acted upon by the Planning Commission. Any member of the Planning Commission may request that an item be discussed and a decision on the application be made by the Planning Commission instead of received and filed.

MPMC § 21.32.200(C) provides that the City Planner's written determination, approving an AUP for a drive-through restaurant, includes the following findings:

- (1) There is compatibility of the particular use on the particular site in relationship to other existing and potential uses within the general area in which the use is proposed to be located.
- (2) The proposed use is consistent and compatible with the purpose of the zone in which the site is located.
- (3) The proposed location and use and the conditions under which the use would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.
- (4) Potential impacts that could be generated by the proposed use, such as noise, smoke, dust, fumes, vibration, odors, traffic and hazards have been recognized and mitigated.

As proposed, AUP-24-01 and DRB-24-076 satisfies these findings, which are further described in the City Planner's written determination (Attachment 1).

LEGAL NOTIFICATION:

The legal notice of this action was mailed to interested parties requesting such notice, posted at City Hall, Langley Senior Center and Bruggermeyer Library, with affidavits of posting on file, and posted on the City's website, of the intention of the Planning Commission to receive and file the City Planner's written determination.

FISCAL IMPACT:

None.

Respectfully submitted and prepared by:



Jessica Serrano
Director of Community
Development



Kevin Tan
Assistant Planner

Reviewed by:



Justin A. Tamayo
Deputy City Attorney

ATTACHMENTS:

Attachment 1: City Planner Determination, including exhibits

Attachment 2: Notice of Exemption

ATTACHMENT 1
City Planner Determination, including exhibits

CITY OF MONTEREY PARK

320 West Newmark Avenue • Monterey Park • California 91754-2896
www.montereypark.ca.gov



City Council
Henry Lo
Jose Sanchez
Thomas Wong
Vinh T. Ngo
Yvonne Yiu

City Clerk
Maychelle Yee

City Treasurer
Amy Lee

July 2, 2024

Indira Ibrahimbegvic
4695 MacArthur Court #1450
Newport Beach, CA 92660
Via email: iibrahimbegovic@greenbergfarrow.com

**Re: Administrative Use Permit (AUP-24-01) & Design Review (DRB-24-076) –
Construct and Operate a Drive-Through Restaurant with an Outdoor
Dining/Seating Area at 1969 South Atlantic Boulevard, Monterey Park**

Dear Ms. Ibrahimbegovic:

On June 25, 2024, the City Planner received your request for Administrative Use Permit (“AUP-24-01”) and Design Review (“DRB-24-076”) for the property located at 1969 South Atlantic Boulevard (“Subject Property”) within the S-C (Shopping Center) zone and Commercial land use designation, pursuant to Monterey Park Municipal Code (“MPMC”) §§ 21.32.200(A)(2), 21.36.030.

AUP-24-01 and DRB-24-076 proposes to demolish a vacant bank building and construct a new approximately 2,400 square foot drive-through restaurant, including 200 square feet of outdoor seating, new landscaping, and parking (the “Project”) as further illustrated in the attached plans identified as Exhibit “A” and incorporated by reference.

AUP FINDINGS

In accordance with MPMC § 21.32.200(D), the City Planner finds:

1. There is compatibility of the particular use on the particular site in relationship to other existing and potential uses within the general area in which the use is proposed to be located.

The Subject Property is located on S. Atlantic Boulevard, a major arterial, which shares parking with the adjacent properties to the north and south. The east side of the Subject Property contains a slope resulting in an approximate 10-foot elevation difference with the real property

immediately to the west of the Subject Property. Restaurants, including coffee shops, are permitted primary uses in the S-C zone and drive-through businesses and outdoor seating/dining are permitted subject to the issuance of an administrative use permit, pursuant to MPMC §§ 21.10.030 (see Table 21.10(A)), 21.32.200(A)(2) and 21.32.200(A)(3)). The properties to the north, south, and east (across Atlantic Boulevard) of the Subject Property are located in the S-C zone and developed with commercial uses, including restaurants. The property to the west of the Subject Property is located in the R-1 zone, and developed with water tanks for a private water purveyor. Accordingly, the Project is compatible with its surrounding uses in the general area.

2. The proposed use is consistent and compatible with the purpose of the zone in which the site is located.

The purpose of the S-C zone is to provide “for the development of shopping and business centers that serve as a major retail attraction for the broader community,” pursuant to MPMC § 21.10.020(B)(1). The Project supports a retail establishment in the City consistent with the S-C zone’s purpose.

3. The proposed location and use and the conditions under which the use would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

The Project will not be detrimental to the public health, safety, or welfare, nor will it materially affect any of the surrounding properties or improvements. AUP-24-01 is consistent with the S-C zone, drive-through development standards, imposed by MPMC §§ 21.10, 21.10.040(I), and 21.10.040(Y) respectively. A development standards table that identifies the requirements and the proposed development is attached as Exhibit “B” and incorporated by reference. Along with the AUP application, a parking study and drive-through operations contingency plan, attached as Exhibit “C” and incorporated by reference, have been submitted and found acceptable by the City Engineer to address issues related to traffic and parking at the site.

4. Potential impacts that could be generated by the proposed use, such as noise, smoke, dust fumes, vibration, odors, traffic and hazards have been recognized and mitigated.

The City Planner evaluated the potential impacts that could be generated by the Project which are not anticipated to be any more intrusive than minor construction. As stated above, the Project is proposing a drive through and the City Planner required the preparation of a parking study and drive-through operations contingency plan (Exhibit “C”) to address circulation and parking impacts on the Subject Property, which the Applicant has agreed to implement. Additionally imposed as a condition of approval, a requirement that the Applicant implement the best practices identified in the parking study and drive-through operations contingency plan. Moreover, the Subject Property must comply with the MPMC.

DRB CONDITIONS OF APPROVAL AND ARCHITECTURAL DESIGN

In accordance with MPMC § 21.36.060, the City Planner finds:

1. The architecture and mass of new buildings and structures and modifications of existing buildings and structures are compatible and in keeping with the character of the neighborhood and not detrimental to the general welfare of the neighborhood in which they

are located.

2. The design and architecture reflect the values of the community; enhances the surrounding environment; and harmonizes with its surroundings.
3. The landscaping provides a visually pleasing setting for structures on the site.
4. The design, quality, and location of the signs are consistent with the character and scale of the structures to which they are attached and are visually harmonious with surrounding development.

The architectural design of the proposed project is inspired by nearby development in respect to mass and form. It is a 4-sided design utilizing contemporary architectural style and materials such as perforated metal screens and “hairpin” column details. The building orientation and outdoor seating provides a welcoming space that enhances the streetscape. Landscaping is thoughtfully placed to minimize impacts of the drive-through lane and compliment the building design. These features serve to enhance the area and its surroundings while maintaining compatibility with the existing character of the neighborhood.

DETERMINATION

Based on the foregoing, the City Planner approves AUP-24-01 and DRB-24-076, subject to the attached conditions of approval labeled Exhibit “D” and incorporated by reference.

Pursuant to MPMC 21.32.200(G), this Determination is not final until it is received and filed, or acted upon by the Planning Commission. The City Planner scheduled AUP-24-01 and DRB-24-076 to be received and filed with the Monterey Park Planning Commission on July 9, 2024.

If you have any questions, please contact Assistant Planner Kevin Tan at (626) 307-1315 or via email at planningpermitcounter@montereypark.ca.gov.

Sincerely,



Jessica Serrano,
City Planner

Enclosures: Exhibit A: AUP-24-01 & DRB-24-076 Plans
Exhibit B: Development Standards Table
Exhibit C: Parking Study & Traffic Contingency Plan
Exhibit D: Conditions of Approval

C: AUP-24-01 File
DRB-24-076 File

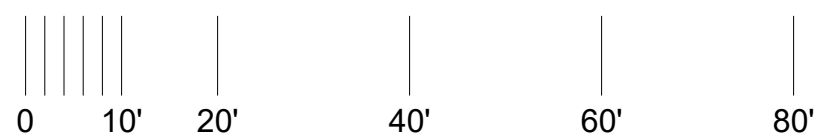
EXHIBIT A

AUP-24-01 & DRB-24-076 Plans



I.IBRAHIMBEGOVIC

06.18.2024





PROJECT INFORMATION

ASSESSOR'S PARCEL NUMBER (APN) 5253-010-025

ZONING CLASSIFICATION

JURISDICTION CITY OF MONTEREY PARK, CA
EXISTING ZONE SC (SHOPPING CENTER)
PROPOSING ZONE SC (SHOPPING CENTER)

SITE AREA

TOTAL SITE AREA: ±0.773 AC (± 33,690 SF)

BUILDING INFORMATION

STARBUCKS ±2,409 SF
OUTDOOR SEATING ± 200 SF
TOTAL AREA: ±2,609 SF

PARKING SUMMARY

	RATIO REQUIRED*	SPACES REQUIRED	SPACES PROVIDED
STARBUCKS			
OUTDOOR SEATING**			
STANDARD			29
ACCESSIBLE			2 + 2
TOTAL			33
STACKING:			17 CARS

*STATE LAW AB 2097 (EFFECTIVE JANUARY, 2023) PROHIBITS PUBLIC AGENCIES FROM IMPOSING MIN AUTOMOBILE PARKING REQUIREMENTS ON PROJECTS WITHIN HALF OF MILE RADIUS OF A MAJOR TRANSIT STOP. THIS PROJECT FALLS WITHIN HALF OF MILE FROM MAJOR TRANSIT STOP, THEREFORE, THERE ARE NO MIN PARKING REQUIREMENTS.
**OUTDOOR SEATING AREA OF ±200 SF TO BE PARKED AT SAME RATIO AS RESTAURANT BUILDING

EXISTING LANDSCAPE AREA: ± 774 SF
PROPOSED LANDSCAPE AREA: ±2,685 SF
TOTAL LANDSCAPE AREA : ±3,459 SF
LANDSCAPE COVERAGE (±3,459 SF/±0.773 2AC): 10.3%

PROJECT NOTES

- THIS CONCEPTUAL SITE PLAN IS FOR PLANNING SUBMITTAL PURPOSES ONLY.
- THIS SITE PLAN IS BASED ON A CAD FILE OF THE ALTA SURVEY PREPARED BY CLARK LAND SURVEYING, INC. DATED 06/15/2023, AND AN AERIAL.

DRAWING ISSUE/REVISION RECORD

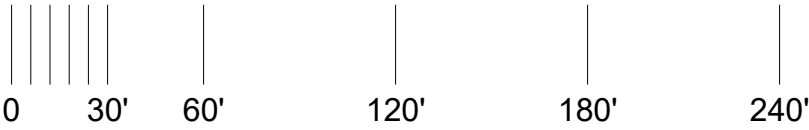
DATE	NARRATIVE	INITIALS
01.26.2023	PREP SP-1 & 2	II
02.08.2023	PREP SP-3	II
02.08.2023	PREP SP-4	II
02.23.2023	PREP SP-5	II
03.29.2023	PREP SP-6	II
05.23.2023	PREP SP-7 PER ALTA	CD
06.21.2023	PREP SP-8	CD
12.13.2023	PREP SP-9	JN
01.08.2024	REV SP-9	JN
01.16.2024	PREP SP-10	JN
01.30.2024	PREP SP-11	JN
04.12.2024	PREP SP-12	JN
05.02.2024	PREP SP-13	JN
05.23.204	REV SP-13	JN

GREENBERG FARROW CONTACTS

DEVELOPMENT MANAGER I.IBRAHIMBEGOVIC



SCALE: 1"=60'-0"



ASSESSOR PARCEL NUMBER (APN)	5253-010-025
------------------------------	--------------

SITE AREA

NET SITE AREA: ±0.773 AC (±33,690 SF)

CITY OF MONTEREY PARK LANDSCAPE REQUIREMENTS :

TOTAL PROPOSED PARKING SPACES: 22

EXISTING LANDSCAPE AREA = 374.65

ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM. ALL

PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL OF THE CITY.

WHERE TREES ARE WITHIN FIVE WALKWAYS AND / OR PAVING SURFACES, ROOT

ON-SITE AND PARKWAY LANDSCAPE SHALL BE MAINTAINED BY BUSINESS OWNERS

1. THIS CONCEPTUAL SITE PLAN IS FOR PLANNING SUBMITTAL PURPOSES ONLY.

- ### DRAWING ISSUE/REVISION RECORD

DATE	NARRATIVE	INITIALS
------	-----------	----------

01.18.2023	PREP SP-EX	II
01.06.2023	PREP SP-1 & SP-2	II

DEVELOPMENT MANAGER	I.IBRAHIMBEGOVIC
---------------------	------------------



A horizontal number line is shown with major tick marks at 0, 10, 20, 40, 60, and 80. Between each major tick mark, there are four minor tick marks, dividing each 10-unit interval into five 2-unit intervals.

ATLANTIC BLVD. & BRIGHTWOOD ST.
MONTEREY PARK, CA

LCP-1

05.22.2024

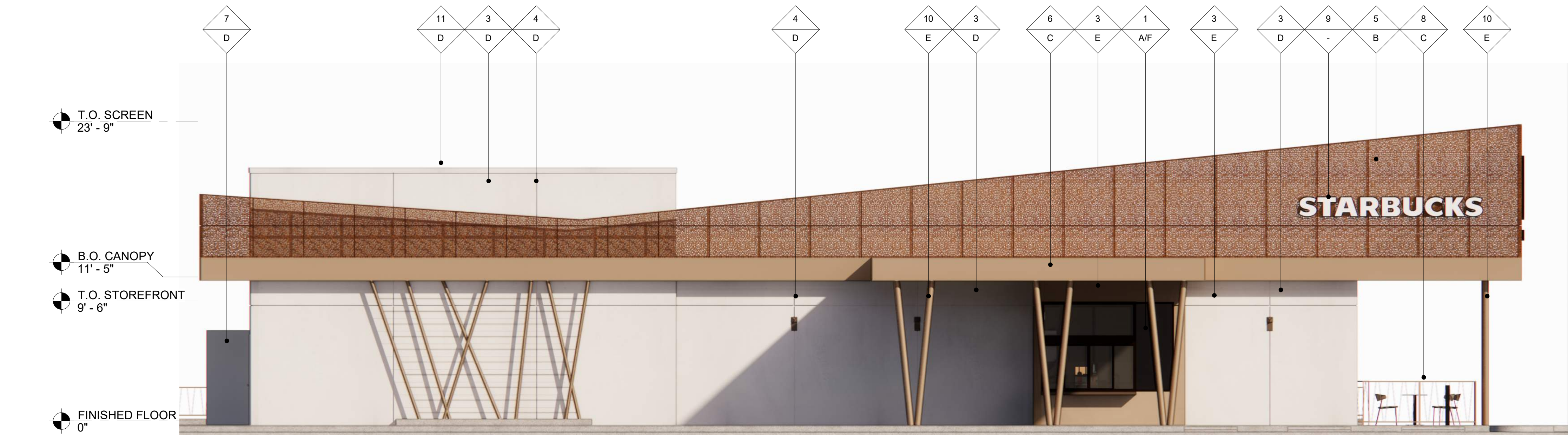


1 COLORED NORTH ELEVATION
Scale: 3/16" = 1'-0"



2 COLORED EAST ELEVATION
Scale: 3/16" = 1'-0"

FINISH SCHEDULE	
FINISH MATERIAL	
1	ALUMINUM STOREFRONT DOORS / WINDOWS SYSTEMS
2	HOLLOW METAL DOOR AND FRAME
3	SMOOTH STUCCO FINISH: WITH INTEGRAL COLOR & TEXTURE
4	STUCCO REVEAL
5	METAL PERFORATED SCREEN
6	METAL CANOPY
7	ELECTRICAL SWITCHGEAR
8	METAL RAILING
9	SIGNAGE (UNDER SEPARATE PERMIT)
10	WOOD COLUMN
11	METAL COPING AT TOP OF PARAPET
FINISH COLOR	
A	DARK BRONZE
B	PARASOLEIL PERFORATED PANEL, COLOR: BRASS KNUCKLES OR SIMILAR
C	TO MATCH SW9108 DOUBLE LATTE
D	PAINT TO MATCH SW9542 NATURAL WHITE
E	PAINT TO MATCH SW9108 DOUBLE LATTE
F	CLEAR INSULATED GLASS
G	SPANDREL GLASS



2 COLORED SOUTH ELEVATION

Scale: 3/16" = 1'-0"



1 COLORED WEST ELEVATION

Scale: 3/16" = 1'-0"

FINISH SCHEDULE

FINISH MATERIAL

1	ALUMINUM STOREFRONT DOORS / WINDOWS SYSTEMS
2	HOLLOW METAL DOOR AND FRAME
3	SMOOTH STUCCO FINISH: WITH INTEGRAL COLOR & TEXTURE
4	STUCCO REVEAL
5	METAL PERFORATED SCREEN
6	METAL CANOPY
7	ELECTRICAL SWITCHGEAR
8	METAL RAILING
9	SIGNAGE (UNDER SEPARATE PERMIT)
10	WOOD COLUMN
11	METAL COPING AT TOP OF PARAPET

FINISH COLOR

A	DARK BRONZE
B	PARASOLEIL PERFORATED PANEL, COLOR: BRASS KNUCKLES OR SIMILAR
C	TO MATCH SW9108 DOUBLE LATTE
D	PAINT TO MATCH SW9542 NATURAL WHITE
E	PAINT TO MATCH SW9108 DOUBLE LATTE
F	CLEAR INSULATED GLASS
G	SPANDREL GLASS



30 Executive Park, Suite 100
Irvine, CA 92614
949-296-0450



STARBUCKS

Atlantic & Brightwood
Atlantic Blvd & Brightwood St.
Monterey Park, CA

20221306.0

PROPOSED EXTERIOR COLOR ELEVATIONS
AD212

2024-06-21



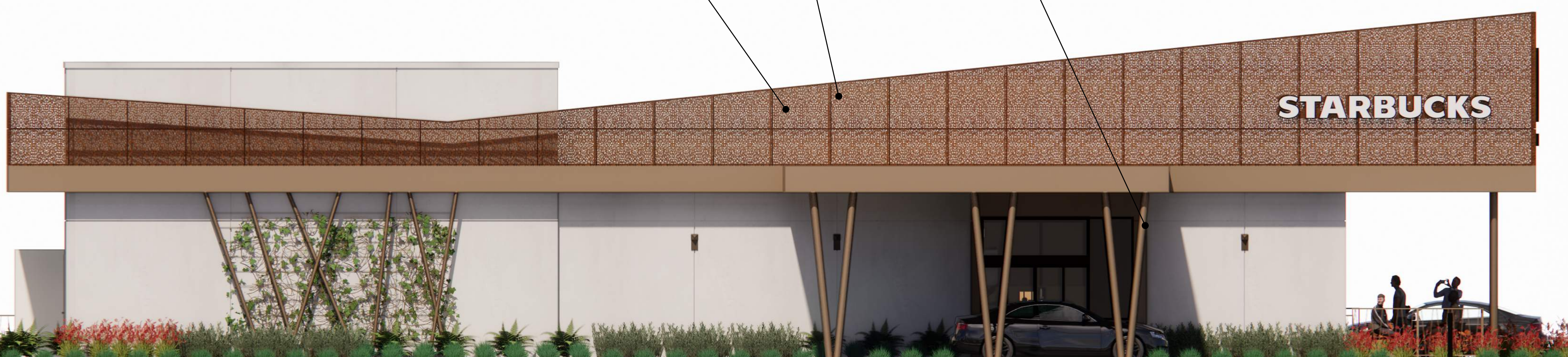
NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



NORTHWEST PERSPECTIVE



NORTHEAST PERSPECTIVE



SOUTHEAST PERSPECTIVE



EXISTING PYLON SIGN

EXHIBIT B

Development Standards Table

Exhibit "B"

1969 South Atlantic Boulevard
AUP-24-01 and DRB 24-076 Drive

Construction and Operation of a Drive-Through Restaurant (Starbucks) with Outdoor Dining/Seating Area

DEVELOPMENT STANDARD	MPMC REQUIREMENT	PROPOSED
Front Setback	Minimum 0'	65.5'
Side Setback (South)	Minimum 0'	60.4'
Side Setback (North)	Minimum 0'	31'
Rear Setback	Minimum 15'	115.1'
Height	Maximum 40'	23'-9"
Floor Area Ratio	0.8 (33,690 sq. ft.)	0.07 (2,609 sq. ft. – including outdoor seating/dining area)
Required Parking	10 spaces per 1,000 sq. ft. (26 Spaces)	33 Spaces
Drive-through Aisles Minimum Widths	12' on curves 11' on straight sections	12' on curves 11' on straight sections
Drive-through Aisles Minimum Stacking Area behind Menu Board	6 Cars	10 Cars
Landscape	10% of parking area (594 sq. ft.)	3,459 sq. ft.

EXHIBIT C

Parking Study and Traffic Contingency Plan

FOCUSED TRAFFIC STUDY

1969 S. ATLANTIC BOULEVARD STARBUCKS COFFEE SHOP WITH DRIVE-THROUGH WINDOW PROJECT CITY OF MONTEREY PARK

MAY 28, 2024

Prepared For:

GreenbergFarrow
4695 MacArthur Court, Suite 1450
Newport Beach, CA 92660

KAJC38149

TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	PROJECT DESCRIPTION	3
3.	PROJECT TRIPS	5
4.	DRIVE-THROUGH WINDOW QUEUING STUDY	16
5.	DRIVE-THROUGH LANE BACK-UP OR CONTINGENCY PLAN	17
6.	SITE ACCESS & INTERNAL CIRCULATION	18
7.	ON-SITE PARKING ANALYSIS	19
8.	CONCLUSIONS	22

APPENDICES

APPENDIX A: TRAFFIC MEMO SCOPING DOCUMENT DATED DECEMBER 28, 2023
APPENDIX B: STARBUCKS DRIVE-THROUGH LANE VEHICLE SURVEYS
APPENDIX C: PROJECT DRIVE-THROUGH LANE TRAFFIC MANAGEMENT PLAN
APPENDIX D: DELIVERY TRUCK CIRCULATION AND LOADING PLAN
APPENDIX E: TRASH TRUCK CIRCULATION PLAN
APPENDIX F: EXISTING SITE PARKING SUPPLY
APPENDIX G: PARKING UTILIZATION DATA AND ANALYSIS

FIGURES

FIGURE 1: PROJECT SITE VICINITY AND PROJECT DRIVEWAYS	2
FIGURE 2: CONCEPTUAL PROJECT SITE PLAN	4
FIGURE 3: PROJECT TRIP DISTRIBUTION PERCENTAGES (NON-PASS-BY)	8
FIGURE 4(A): PROJECT TRAFFIC VOLUMES (NON-PASS-BY), WEEKDAY AM PEAK HOUR	9
FIGURE 4(B): PROJECT TRAFFIC VOLUMES (NON-PASS-BY), WEEKDAY PM PEAK HOUR	10
FIGURE 5: PROJECT TRIP DISTRIBUTION PERCENTAGES (PASS-BY)	11
FIGURE 6(A): PROJECT TRAFFIC VOLUMES (PASS-BY), WEEKDAY AM PEAK HOUR	12
FIGURE 6(B): PROJECT TRAFFIC VOLUMES (PASS-BY), WEEKDAY PM PEAK HOUR	13
FIGURE 7(A): TOTAL PROJECT TRAFFIC VOLUMES, WEEKDAY AM PEAK HOUR	14
FIGURE 7(B): TOTAL PROJECT TRAFFIC VOLUMES, WEEKDAY PM PEAK HOUR	15

TABLES

TABLE 1: PROJECT WEEKDAY TRIP GENERATION SUMMARY ¹	6
TABLE 2: PROJECT DIRECTIONAL TRIP DISTRIBUTION PERCENTAGES	6

1. INTRODUCTION

KOA Corporation has prepared this Focused Traffic Study (FTS) to evaluate the potential transportation impacts of the Starbucks coffee shop with drive-through window project (the "Project") at 1969 S. Atlantic Boulevard, within an existing commercial plaza in the City of Monterey Park (the "City"). The coffee shop will have a gross floor area of approximately 2,409 square feet with 200 square feet of outdoor seating and will incorporate a drive-through window with dual entry lanes. The Project site sits on an approximately 0.773-acre lot that includes a former Bank of America building. The existing building will be removed to accommodate the Project.

The Project site is located along S. Atlantic Boulevard between W. Floral Drive and Brightwood Street within an existing commercial plaza. The site is bounded by S. Atlantic Boulevard to the east, Shakey's Pizza Parlor to the north, Monterey Park Dental to the south, and public utility and residential land uses to the west. Within the immediate Project vicinity, commercial land uses are located along S. Atlantic Boulevard north and south of the Project site, while residential uses are located beyond these commercial uses, east and west of S. Atlantic Boulevard. Project parking will be accommodated on site within a surface parking lot. Project vehicular ingress/egress will be provided via the four (4) existing commercial plaza driveways that intersect the east side of S. Atlantic Boulevard. The location of the Project site vicinity and site driveways are shown in **Figure 1**.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures based on coordination with the City Transportation Consultant (CTC) and the Review of the Site Plan memorandum provided by the CTC dated October 24, 2023. The scope of the analysis and basic assumptions contained in this report were determined by the City Transportation Consultant (CTC) in a Traffic Memo Scoping Document dated December 28, 2023 (the "Scoping Document"). The Scoping Document is included in **Appendix A** of this report.

The Scoping Document outlined the proposed detailed analysis of potential transportation impacts resulting from development of the Project. The approved scope of work includes an evaluation of vehicle trip generation and driveway volumes; on-site parking that accounts for the demands of adjacent commercial uses within the commercial plaza; as well as truck deliveries and trash receptacle placement.

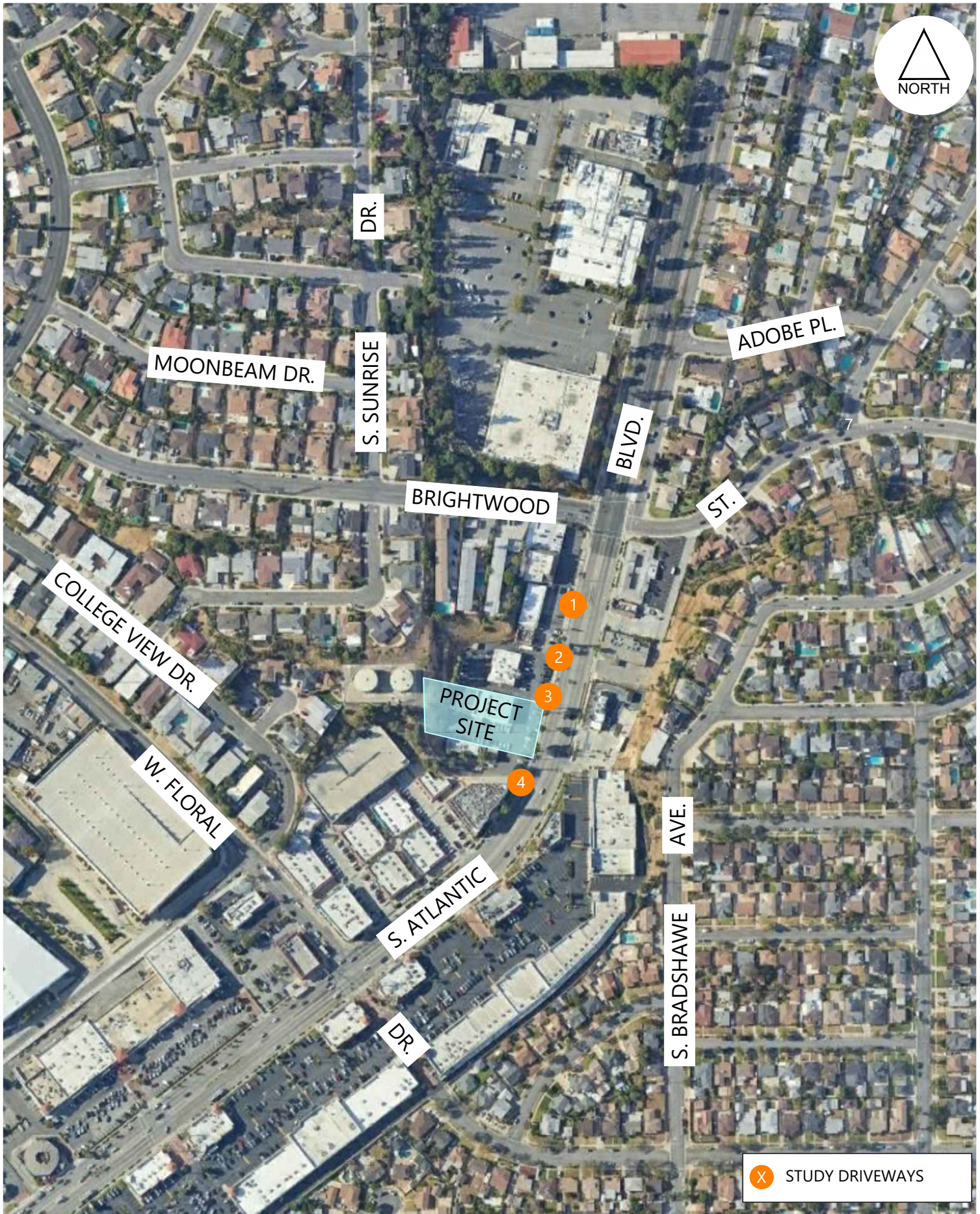


FIGURE 1

3/1/2024
 FN: J:\2023\UC38149 Monterey Park 1969 S Atlantic Blvd Starbucks TIA\Documents\Figs\STUDY-INTS

2. PROJECT DESCRIPTION

The Project site is located at 1969 S. Atlantic Boulevard within an existing commercial plaza that is bounded by S. Atlantic Boulevard to the east, Shakey's Pizza Parlor to the north, Monterey Park Dental to the south, and public utility and residential land uses to the west. In the Project vicinity, commercial land uses are located along S. Atlantic Boulevard north and south of the Project site, while residential uses are located beyond these commercial uses, east and west of S. Atlantic Boulevard.

The Project will consist of the construction of a new 2,409 square-foot Starbucks coffee shop with drive-through window and 200 square feet of outdoor seating. The former Bank of America building on site will be removed to accommodate Project construction. The Project is proposed to have a dual-entry drive-through lane. The drive-through lane entrance will be provided next to the northeast corner of the building, with entry-only directional signage and pavement markings. The drive-through lanes will circulate counterclockwise around the Project building eventually merging into one drive-through window near the southeast corner of the building. The drive-through lane exit will include exit-only signage and pavement markings. The drive-through lane will have the capacity to store up to 17 vehicles between the pick-up window and entrance. Project automobile parking will be provided within the existing commercial plaza parking lot and include reconfigured spaces surrounding the Project building to provide 33 automobile parking spaces, including four (4) Americans with Disabilities Act (ADA) accessible parking spaces. Three (3) parking spaces located on the northeast corner of the site directly north of two (2) ADA parking spaces will be reserved for Mobile Order & Pay (MOP) pick-up orders with an additional seven (7) parking spaces reserved for Starbucks customers. As described later in the Parking Analysis section of this report, the automobile parking supply is sufficient as the Project has no minimum automobile parking requirement per Assembly Bill 2097 (AB 2097). Vehicular ingress/egress will be provided via the four (4) existing commercial plaza driveways on S. Atlantic Boulevard. The Project Site Plan is provided in **Figure 2**.

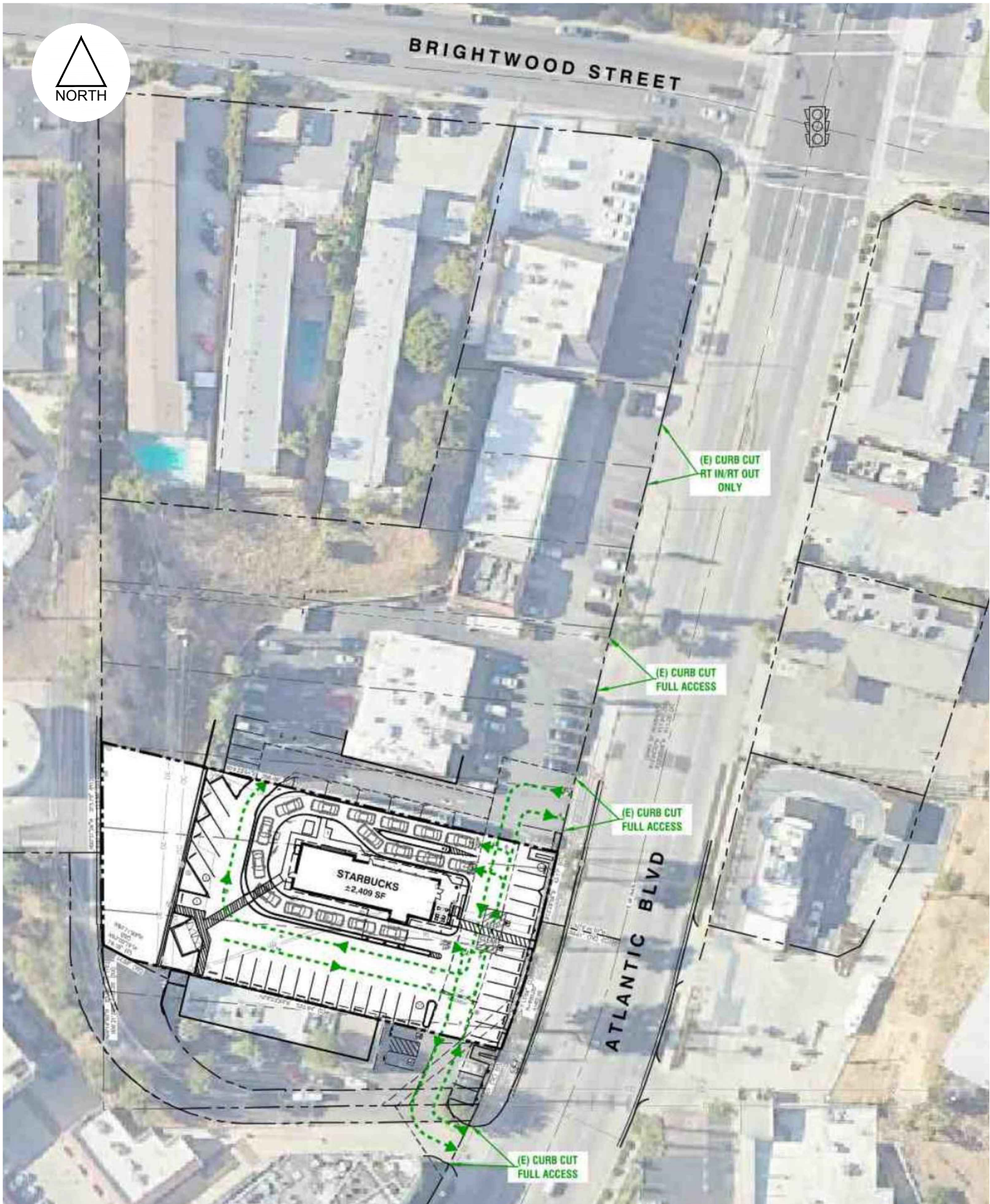


FIGURE 2

5/23/2024
 FN: JC38149 Monterey Park 1969 S Atlantic Blvd Starbucks TIA/Documents/Figs/SITE PLAN

3. PROJECT TRIPS

The following section describes the methodology used to determine the trip generation, distribution, and assignment of the Project's vehicular traffic.

3.1 TRIP GENERATION

Trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) were utilized to estimate the vehicle trips that would be associated with the Project's proposed use. The trip generation equations, rates, and directional distributions in the ITE manual are nationally recognized and are used as the basis for most transportation-related studies conducted in the City and the surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 937 – Coffee/Donut Shop with Drive-Through Window. Rates from this source were applied to develop the Project's vehicle trip generation estimates. **Table 1** presents the weekday daily and peak-hour trip generation rates and summary for the Project.

For this analysis, the trip generation rates provided in **Table 1** were used to determine the weekday daily, AM peak-hour, and PM peak-hour vehicle trips anticipated for the Project. As these rates do not account for such trip-reducing factors as significant transit usage or pass-by trips, the baseline vehicle trip estimates reflect a conservative condition. These trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a development project and, therefore, adjustments were made to the baseline trip generation estimates to develop the Project's vehicle trip estimates.

The use of public transportation is an important consideration in the evaluation of a project's trip-generating potential. The Project is well served by multiple bus lines, including those with frequencies of 15 minutes or shorter during the weekday AM and PM peak periods. These local and regional routes are readily accessible to Project patrons and employees. Significant transit use is not accounted for in the ITE *Trip Generation Manual* General Urban/Suburban setting trip rates and equations. Because the trip rates for the General Urban/Suburban setting do not consider significant transit connectivity, adjustments should be made to the Project trip generation to account for transit usage associated with the proposed land use. However, although some Project patron and employee trips will be made by local bus, the Project vehicle trip generation estimates conservatively include no transit/walk-in adjustments.

However, trip adjustment factors for the Project do account for the presence of "pass-by" trips. As motorists pass by the Project, the specific convenient facilities provided by the Project (or other factors) may produce a stop at the site. Such activity is considered to be an interim stop along a trip that existed irrespective of the development of the Project, and therefore vehicles making these stops are not considered newly generated Project-related traffic. The ITE *Trip Generation Manual* (11th Edition, 2021) provides a series of recommended pass-by trip reduction percentages for various development types and sizes. Per Note 3 of **Table 1**, in the absence of pass-by trip data for LUC 937, a conservative blend of the pass-by trip rates observed for LUC 938 (Coffee/Donut shop with Drive-Through Window and No Indoor Seating) and LUC 934 (Fast-Food Restaurant with Drive-Through Window) was used to develop pass-by trip adjustments for the Project.

The trip generation rates and aforementioned adjustment factors were used to derive Project vehicle trip projections. **Table 1** summarizes the trip generation estimates for the Project. Once completed and occupied, the Project is anticipated to generate a total of 386 daily vehicle trips, including 62 vehicle trips during the AM peak hour (32 inbound, 30 outbound) and 28 vehicle trips during the PM peak hour (14

inbound, 14 outbound). Including pass-by trips, the Project is expected to generate 1,285 daily vehicle trips, with 207 AM peak-hour and 94 PM peak-hour vehicle trips at the Project driveways.

Table 1: Project Weekday Trip Generation Summary¹

Land Use	ITE Code	Intensity ²	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Coffee/Donut Shop with Drive-Through Window	937	1 ksf	533.57	51%	49%	85.88	50%	50%	38.99
Trip Generation Summary									
Description		Size	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
Coffee Shop with Drive-Through Window		2,409 ksf	1,285	106	101	207	47	47	94
Pass-By Adjustment ³			-899	-74	-71	-145	-33	-33	-66
Proposed Project Vehicle Trips			386	32	30	62	14	14	28
Notes:									
¹ ITE <i>Trip Generation Manual</i> (11th Edition, 2021) trip generation rates were applied for Land Use Codes 937 (Coffee/Donut Shop with Drive-Through Window) to develop baseline vehicle trip estimates for the proposed land use. The General Urban/Suburban setting was conservatively selected for the proposed location, which represents areas with little to no pedestrian, bicycling, and transit facilities.									
² ksf = 1,000 Square Feet of Gross Floor Area.									
³ The ITE <i>Trip Generation Manual</i> contains pass-by trip data on a variety of land uses; however, it does not contain pass-by trip data for Land Use Code 937. In order to conservatively estimate pass-by trip percentages for the proposed use, pass-by trip data were evaluated for similar land uses. Land Use Code 938 (Coffee/Donut Shop with Drive-Through Window and No Indoor Seating) was observed to have pass-by trip percentages of 90% and 98% during the weekday AM and PM peak hours, respectively. Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window) had pass-by trip percentages of 50% and 55% during the same peak hours. As the proposed land use is closer to Land Use Code 938 in terms of land use and service, a pass-by trip percentage of 70 percent was conservatively applied to the proposed project vehicle trips during weekday daily and peak-hour conditions.									

3.1.1. TRIP DISTRIBUTION AND ASSIGNMENT

Estimation of the directional distribution of Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Project use; existing traffic patterns; characteristics of the surrounding roadway system; geographic location of the Project site and its proximity to freeways, major travel routes, and other Starbucks coffee shops; residential areas from which employees would likely be drawn; and the various regions generating patrons.

Table 2: Project Directional Trip Distribution Percentages

Direction	Percentage
North	20%
South	30%
East	35%
West	15%
<i>Total</i>	<i>100%</i>

The trip distribution percentages shown in **Table 2** were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used for Project ingress/egress. The Project's trip distribution percentages (non-pass-by) are presented graphically in **Figure 3**. Applying these inbound and outbound percentages to the non-pass-by Project trip generation estimates previously calculated in **Table 1**, the non-pass-by Project traffic volumes at the Project driveways were determined for the weekday AM and PM peak hours and are shown in **Figures 4(a) and 4(b)**, respectively.

The Project's trip distribution percentages (pass-by) for the weekday AM and PM peak hours are illustrated in **Figures 5** Project driveways. Applying these inbound and outbound percentages to the pass-by Project trip generation estimates previously calculated in **Table 1**, non-pass-by Project traffic volumes at the Project

driveways were determined for the weekday AM and PM peak hours and are shown in **Figures 6(a) and 6(b)**, respectively.

Summing the Project's non-pass-by and pass-by vehicle trips, the total Project vehicle trips were determined for the study area. The total Project weekday AM and PM peak-hour traffic volumes at the study intersections and Project driveways and are depicted in **Figures 7(a) and 7(b)**, respectively.



FIGURE 3

5/23/2024
 FN:JC38149 Monterey Park 1969 S Atlantic Blvd Starbucks TIA\Documents\Figs\TRIP DIST (NPB)

PROJECT TRIP DISTRIBUTION PERCENTAGES
 (NON-PASS-BY)



300 Corporate Pointe, Suite 470
 Culver City, California 90230
 Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

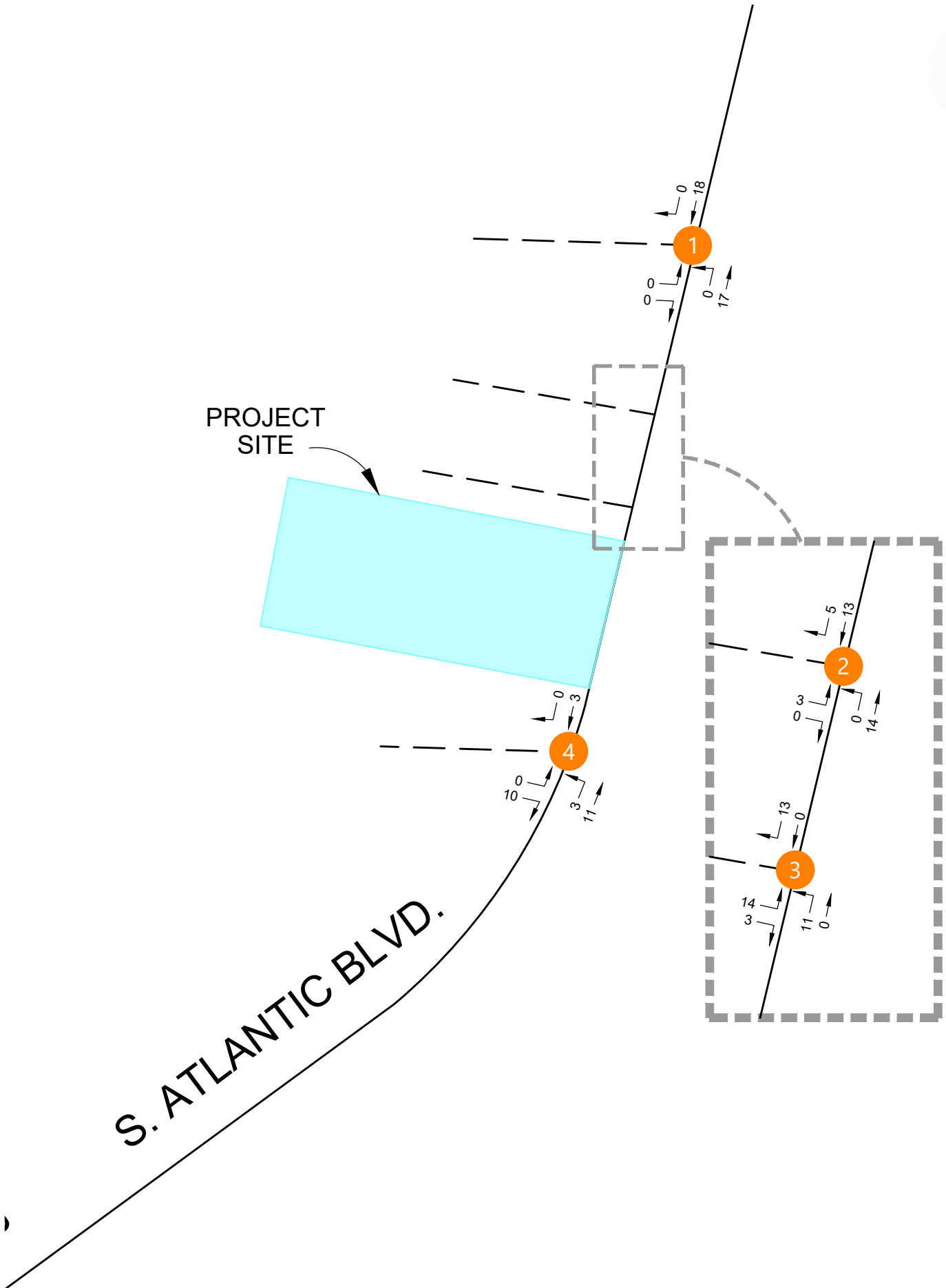


FIGURE 4(A)

PROJECT TRAFFIC VOLUMES (NON-PASS-BY)
WEEKDAY AM PEAK HOUR

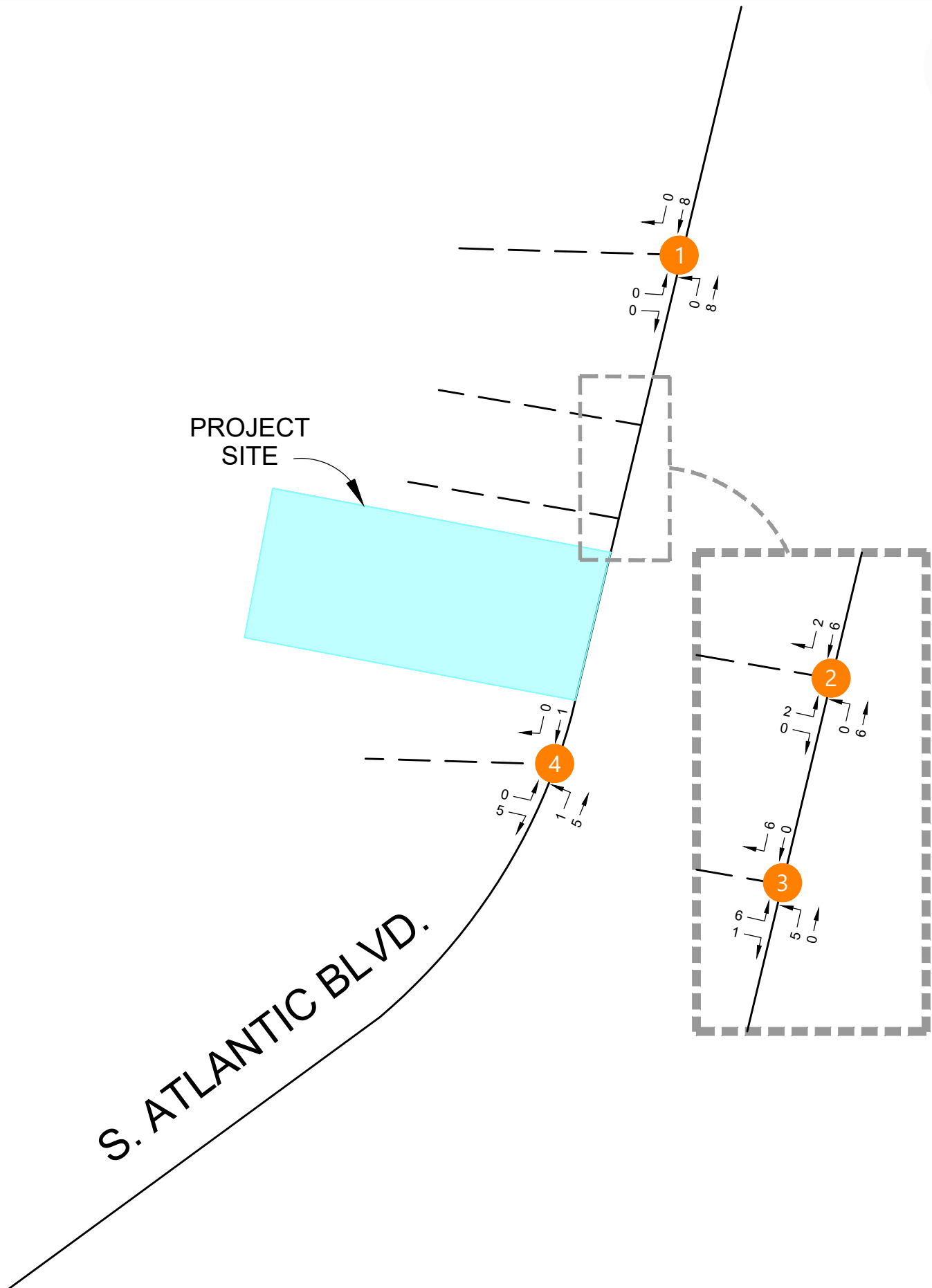


FIGURE 4(B)



FIGURE 5

5/23/2024
 FN: JC38149 Monterey Park 1969 S Atlantic Blvd Starbucks TIA\Documents\Figs\TRIP DIST (PB)

PROJECT TRIP DISTRIBUTION PERCENTAGES
 (PASS-BY)



300 Corporate Pointe, Suite 470
 Culver City, California 90230
 Ph (310) 473 6508 F (310) 444 9771
 WWW.KOACORP.COM

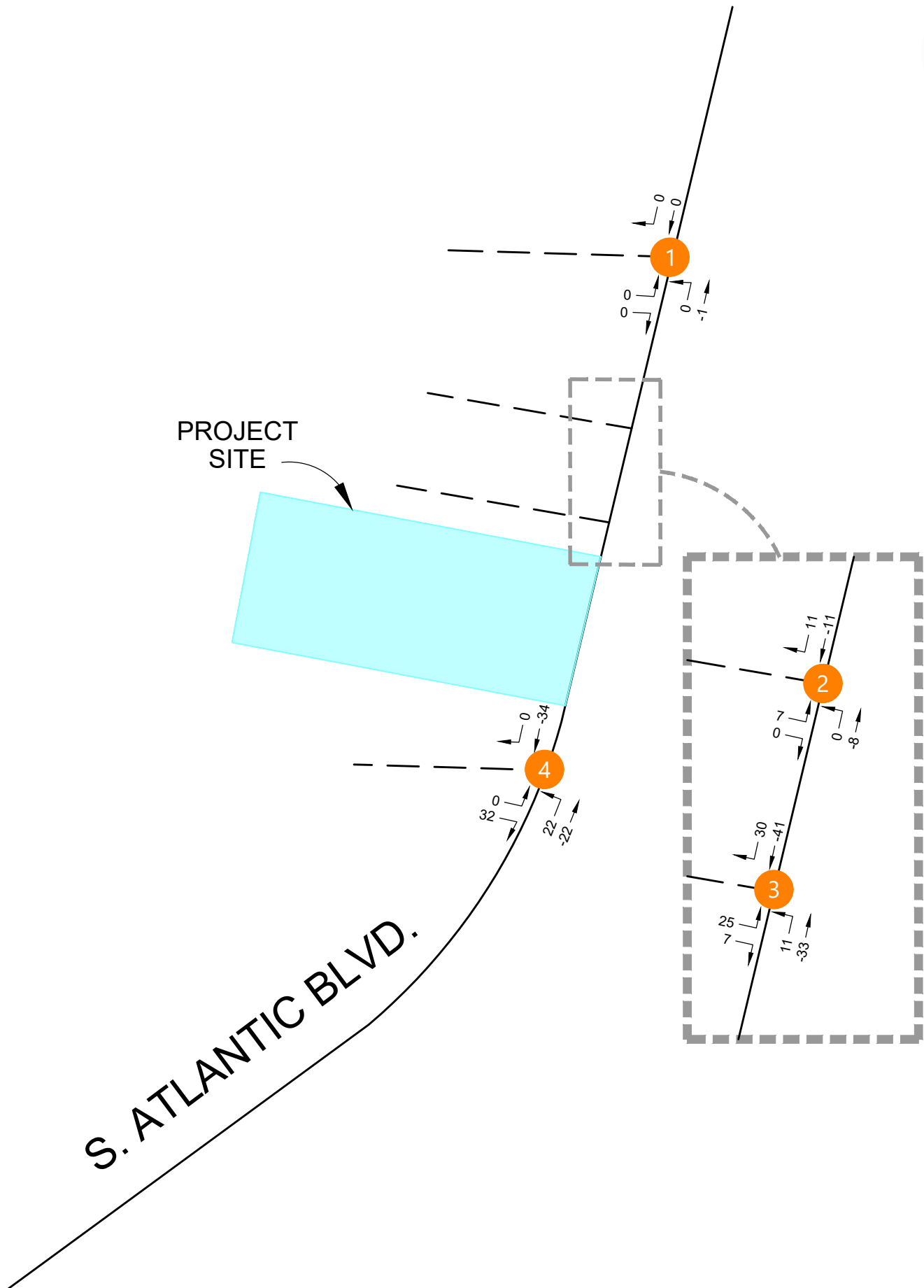


FIGURE 6(A)

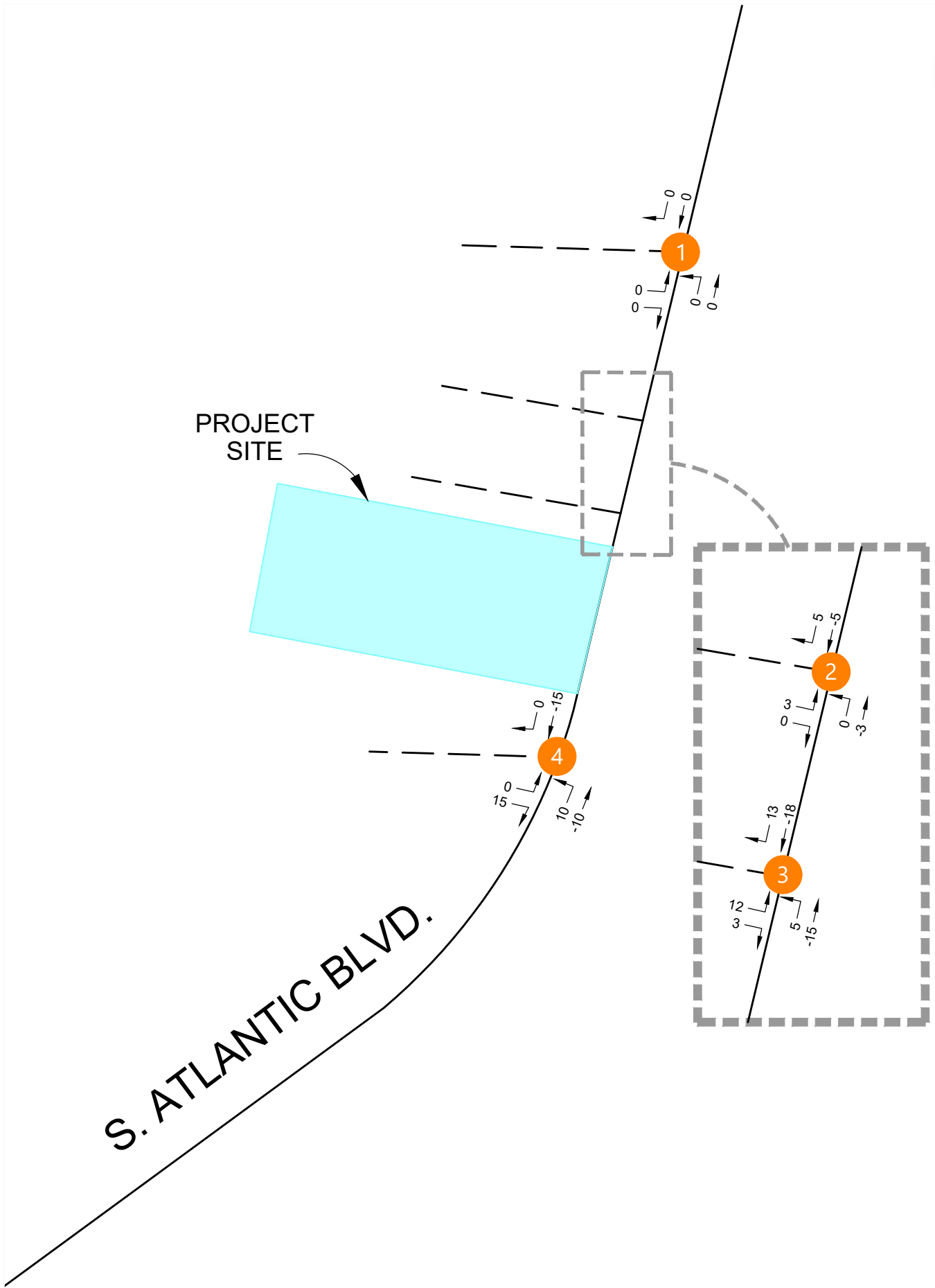


FIGURE 6(B)

5/23/2024
FN: JC38149 Monterey Park 1969 S Atlantic Blvd Starbucks TIA\Analysis\Icap7\PB_PM

PROJECT TRAFFIC VOLUMES (PASS-BY)
WEEKDAY PM PEAK HOUR



300 Corporate Pointe, Suite 470
Culver City, California 90230
Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

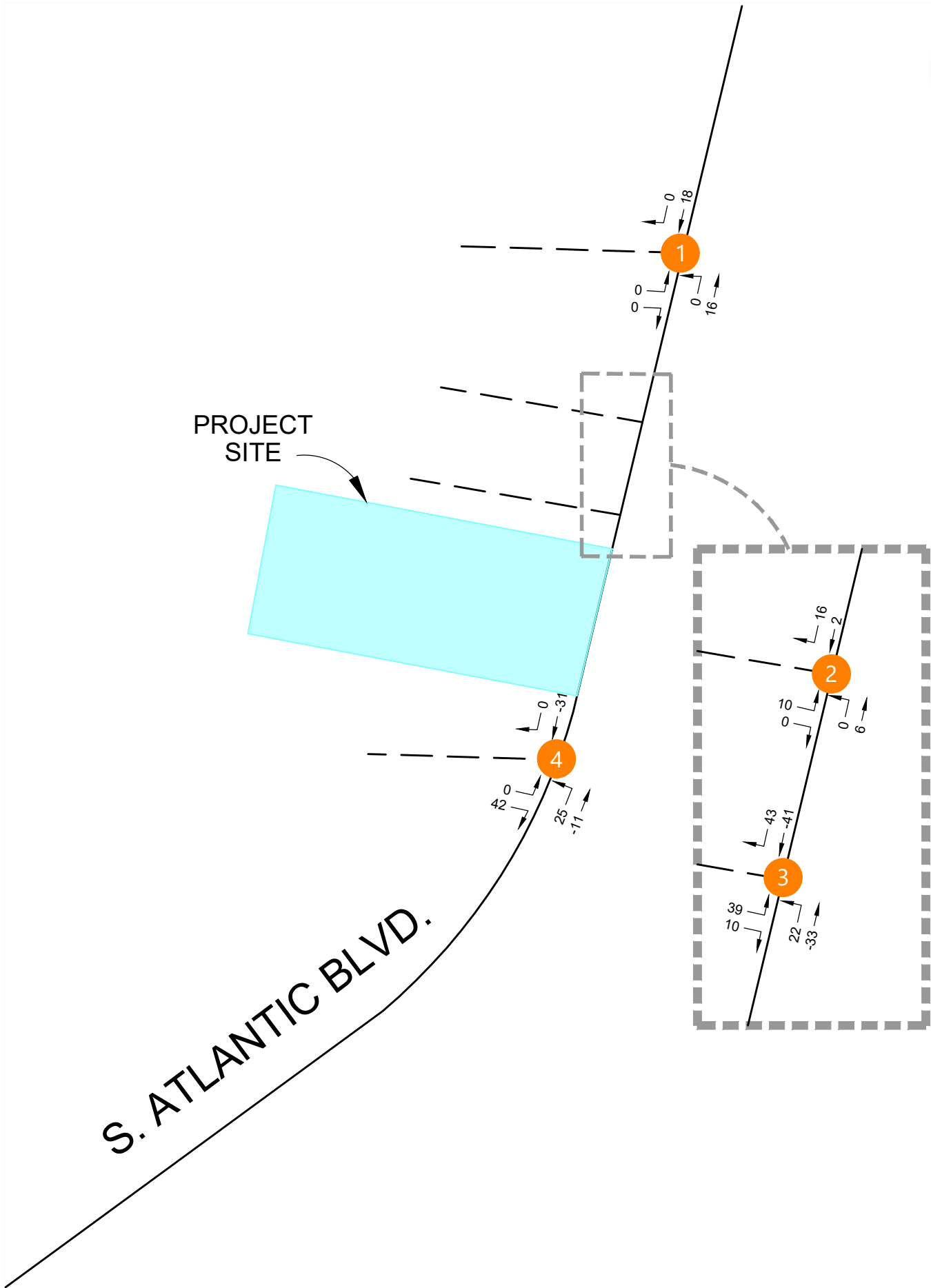


FIGURE 7(A)

5/23/2024
FN: JC38149 Monterey Park 1969 S Atlantic Blvd Starbucks TIA\Analysis\cap7\Project_AM

TOTAL PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR



300 Corporate Pointe, Suite 470
Culver City, California 90230
Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

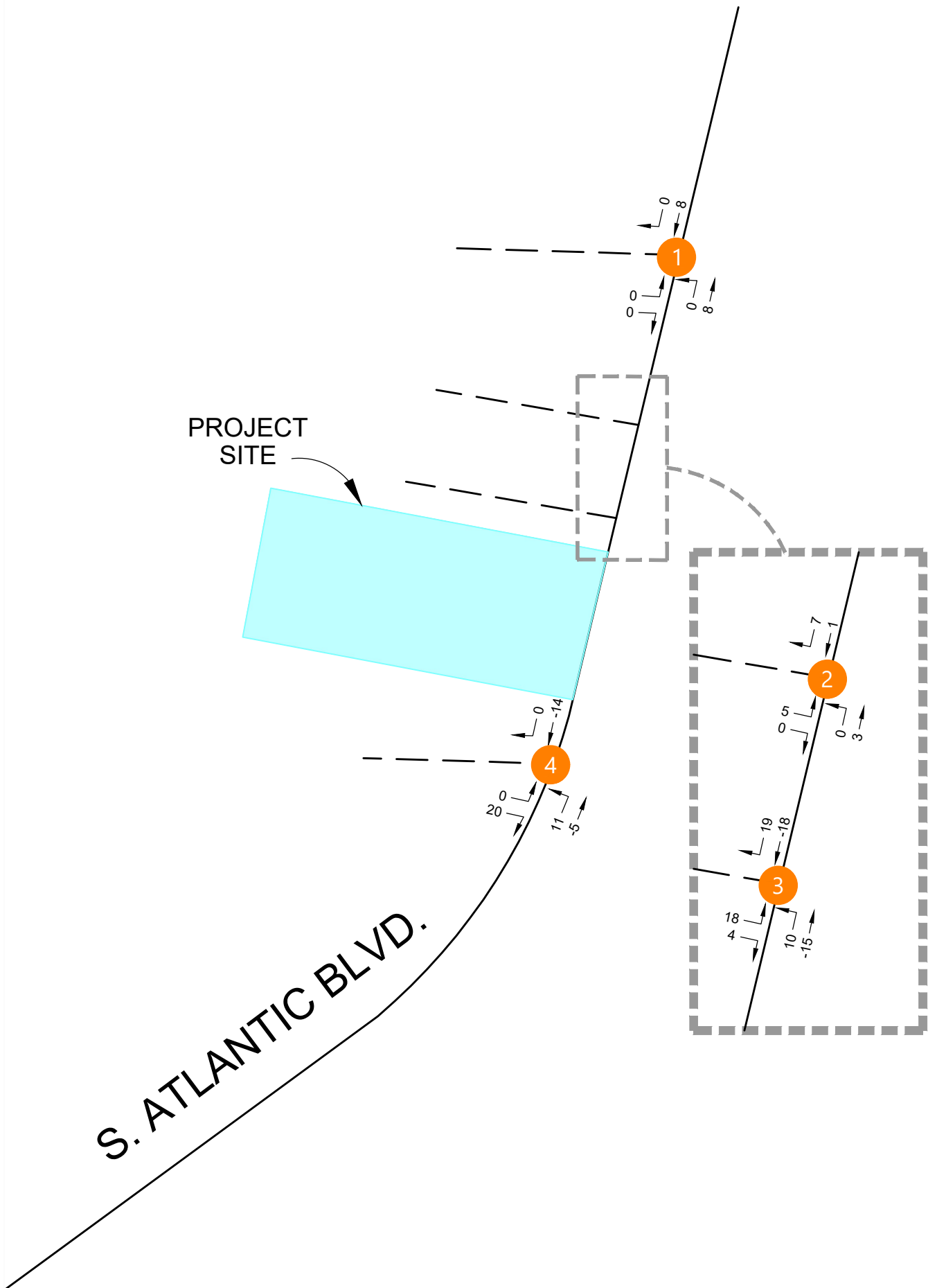


FIGURE 7(B)

5/23/2024
FN: JC38149 Monterey Park 1969 S Atlantic Blvd Starbucks TIA\Analysis\cap7\Project_PM

TOTAL PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR



300 Corporate Pointe, Suite 470
Culver City, California 90230
Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

4. DRIVE-THROUGH WINDOW QUEUING STUDY

As the proposed Project consists of a Starbucks coffee shop with a drive-through window, the CTC requested that a queuing study be conducted to evaluate the potential vehicle queues associated with the drive-through window operations. Since the proposed coffee shop is a Starbucks, queuing surveys were conducted at other nearby Starbucks locations with drive-through windows to model the potential queuing associated with the Project. As required in the Scoping Document dated December 28, 2023 (**Appendix A**), the Starbucks survey data must be collected at locations in the general geographic area that would be a good representation of the Project. To that end, queuing survey data was utilized from the following locations, which are expected to generate levels of drive-through window traffic similar to the Project:

- Starbucks: 10814 Fawcett Avenue, El Monte, CA 91733
- Starbucks: 9403 Valley Boulevard, Rosemead, CA 91770

At each of the above sites, drive-through lane queuing data was collected on a typical weekday on Wednesday, January 31, 2024, and one Saturday, February 3, 2024, from 7:00 AM to 11:00 AM in order to cover the hours of peak drive-through demand. The data collected included queuing lengths from the pick-up window to the order board, from the order board to the drive-through entrance, and beyond the drive-through entrance to the street.

The results of the queuing study are presented in **Appendix B**. At the El Monte location along Fawcett Avenue, the maximum queues observed were 16 vehicles in total length (from the pick-up-window to the street) and occurred at 10:40 to 10:45 AM on Saturday. At the Rosemead location on Valley Boulevard, the maximum queues occurred from 8:15 to 8:20 AM on Wednesday and were nine (9) vehicles in length. Therefore, the maximum drive-through vehicle queue observed across all surveyed locations and both survey days was 16 vehicles.

The Project's proposed Starbucks coffee shop is anticipated to generate a similar number of trips and serve customers at a similar rate as the surveyed Starbucks coffee shops. Therefore, the Project's queuing potential would be similar to the surveyed locations. As shown in **Figure 2** (Conceptual Project Site Plan), the Project will provide queuing capacity for up to 17 vehicle lengths within the drive-through lanes – between the drive-through window and entrance. Looking at the results for the individual surveyed coffee shops, the maximum queue length extended to 16 vehicles at the Starbucks El Monte location on one survey day. If the Project experienced the maximum vehicle queue of that length, the drive-through lane queue would not exceed the storage capacity of the Project's proposed drive-through facility. Queuing for the drive-through window is expected to occur only within the drive-through lanes and not extend beyond the lanes or onto S. Atlantic Boulevard. Consequently, the drive-through queues are not anticipated to interfere with adjacent street traffic areas under typical con

5. DRIVE-THROUGH LANE BACK-UP OR CONTINGENCY PLAN

In order to alleviate any potential impact to on-site vehicle circulation and adjacent street operations, various strategies will be available and utilized to manage temporal spikes in drive-through lane vehicle demand. The Project has prepared a traffic management plan (TMP), included in **Appendix C**, which will be implemented during periods of unusually high drive-through lane traffic demand. As shown, if the drive-through vehicle queue approaches the capacity of the drive-through facility, the Project will deploy a combination of traffic cones and directional signage to manage the overflow. Specifically, traffic cones will be placed to close off access from the northeast side of the site along with signage informing customers that access to the drive-through operations are temporarily unavailable via this driveway. Instead, they would have to access the Project using the driveway on the southeast side of the site. With the TMP, the Project will be able to increase the queuing capacity from 17 vehicles to 22 vehicles within the drive aisle in front of the building. If vehicles are queued in the drive aisle, parking spaces would temporarily be blocked by the queue. However, there is ample parking in the commercial plaza to accommodate customers that want to park when the peak vehicle queue of the drive-through is anticipated. Starbucks is also constantly evolving its interior bar/engine and equipment to optimize speed of service, which ultimately helps to manage the drive-through lane queue.

6. SITE ACCESS & INTERNAL CIRCULATION

The Project's driveways will be maintained along S. Atlantic Boulevard. As discussed with City staff, ingress/egress at these driveways will be in alignment with the existing driveway conditions. The northernmost driveway is restricted to right-turns in and out due to a median in S. Atlantic Street. The other three (3) driveways provide full left- and right-turn access along S. Atlantic Street.

Per the *Monterey Park General Plan Circulation Element*, S. Atlantic Boulevard is classified as a Principal Arterial through the City. Adjacent to the Project site, S. Atlantic Boulevard generally provides two travel lanes in each direction with a two-way left-turn lane in the center. The presence of the two-way left-turn lane should allow for easier Project access and egress via the three (3) southern driveways on S. Atlantic Boulevard. Parking is permitted on portions of the western side of S. Atlantic Boulevard and generally permitted on the eastern side with loading only from 2:00 AM to 9:00 AM, except on Sunday with a 30-minute limit. The driveway operations are not expected to adversely affect traffic flow on S. Atlantic Boulevard.

The Project's proposed drive-through facilities have also been reviewed to ensure their design can accommodate the standard passenger vehicles expected to utilize the drive-through window. The drive-through window will be located on the south side of the building, and the drive-through lane will wrap around the building counter-clockwise. As shown in **Figure 2**, vehicles that access the Project site may circulate around the Project site to access the drive-through lane. Vehicles may also exit the drive-through lane and circulate through the commercial plaza.

6.1 TRUCK DELIVERIES AND TRASH RECEPTACLE PLACEMENT

Truck deliveries will be limited to off-peak hours, between 9:30 and 10:30 PM, with an anticipated frequency of two (2) deliveries per week. Delivery vehicles will park to the west of the building and drive-through lane, within the one-way drive aisle. **Appendix D** illustrates the delivery truck circulation and loading area on the Project site.

The existing trash enclosure in southwest corner of the Project site will be demolished and replaced with a new trash enclosure in the same general location on the Project site. Sanitation trucks, therefore, will utilize the drive aisle to the south of the building and drive-through lane to collect trash. **Appendix E** presents the trash truck circulation.

7. ON-SITE PARKING ANALYSIS

The proposed land use is not required to provide a minimum number of automobile parking spaces, in accordance with Assembly Bill 2097 (AB 2097), which was effective January 1, 2023, and states that cities are prohibited from imposing minimum parking requirements on projects within a one-half mile radius of a major transit stop. According to PRC Section 21064.3, major transit stops include intersections of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The intersection of Atlantic Boulevard & Riggins Street is just under one-half mile away from the Project site. However, at the request of the CTC, the Project was evaluated to determine how its parking demands will affect parking operations on-site and within the larger commercial plaza in which the Project site is situated. Specifically, the parking demands of the adjacent commercial uses to the north and south – Shakey’s Pizza Parlor restaurant and the Monterey Park Dental office, respectively – of the Project site were assessed in combination with the Project’s parking demands.

Per standard parking requirements outlined in the City’s Municipal Code § 21.22.120, restaurant establishments shall provide 10 automobile parking spaces for every 1,000 square feet of gross floor area. The City’s Municipal Code does not provide specific parking requirements for coffee shops or restaurants with drive-through windows; therefore, the closest land use type was applied. A total of 2,409 square feet of coffee shop floor area along with 200 square feet of outdoor seating is proposed on the site as part of the Project. Based on the restaurant parking requirement, the Project would be required to provide a total of 26 parking spaces. Per AB 2097, the Project is required to provide zero (0) automobile parking spaces. The Project proposes to provide a total of 33 automobile parking spaces within the parking lot. Therefore, the Project parking supply will exceed that required by law as well as required by the City Municipal Code.

The current parking supply within the commercial plaza that encompasses Shakey’s Pizza, the Monterey Park Dental office, and the vacant Bank of America building is 96 parking spaces. The Project will remove 21 existing parking spaces leaving the commercial plaza with a total of 75 parking spaces. A total of 33 parking spaces are dedicated to the Project site, five (5) parking spaces are dedicated to the Dental office, and Shakey’s Pizza would maintain a total of 37 parking spaces.

7.1 PARKING DEMAND METHODOLOGY

Empirical parking demand data was collected at the two (2) Starbucks with drive-through window locations where queuing surveys were conducted since both locations have dedicated parking supplies, the Shakey’s Pizza Parlor, and Monterey Park Dental office. Each of these businesses maintains different weekday and Saturday operating hours. Therefore, survey hours for a typical weekday and Saturday between 7:00 AM and 10:00 PM were chosen as they covered the anticipated peak periods of all businesses. All parking demand surveys were collected with the number of parked automobiles reported every hour for the 15-hour duration. The locations and dates that the parking demand surveys were conducted are listed below:

1. Starbucks – 10814 Fawcett Avenue, South El Monte, CA 91733
Wednesday, January 31, 2024, and Saturday, March 9, 2024
2. Starbucks – 9403 Valley Boulevard, Rosemead, CA 91770
Wednesday, January 31, 2024, and Saturday, March 9, 2024
3. Shakey’s Pizza Parlor – 1955 S. Atlantic Boulevard, Monterey Park, CA 91754
Thursday, February 8, 2024, and Saturday, February 10, 2024

4. Monterey Park Dental – 1995 S. Atlantic Boulevard, Monterey Park, CA 91754
Thursday, February 8, 2024, and Saturday, February 10, 2024

Appendix F exhibits the existing site that includes the Shakey's Pizza Parlor and Monterey Park Dental office to illustrate the parking supply included for the respective businesses for the existing parking demand analysis.

Per the Urban Land Institute (ULI) *Shared Parking* (3rd Edition, 2020) manual, the observed parking demands for the weekday and weekend were factored upward to peak month conditions dependent on anticipated peak parking demand by land use. This provided a more conservative analysis as it accounts for seasonal variations that occur based on various land use types.

For Shakey's Pizza, February is not representative of the peak month parking demand for a family restaurant land use at 87% of peak parking demand and was factored upward to consider peak month utilization. For the Monterey Parking Dental office use, February is considered a peak month parking demand condition for medical/dental office uses. Therefore, no adjustments were applied. For the Project, ULI does not have a coffee shop or restaurant with drive-through window land use. The closest land use is a fast casual/fast food/food court/food hall. Both January and March are not considered peak month parking conditions at 85% and 97%, respectively. Similar to the other commercial plaza land uses, the Project's parking was factored up to account for the expected variation in demand.

To determine the Project's parking demands, the empirical data that was collected at both Starbucks sites was used to develop a parking demand ratio based on the gross floor area by hour for each location. Both locations were compared, and the peak hourly parking demand ratio was conservatively used to develop the future weekday and weekend parking demands of the Project.

7.2 EXISTING PARKING DEMAND

The empirical parking utilization data of the Shakey's Pizza and Monterey Park Dental office recorded a combined weekday peak parking demand of 51 parking spaces at 1:00 PM and a weekend peak parking demand of 54 parking spaces at 2:00 PM. The demand includes vehicles that parked south of the building in unmarked parking spaces associated with the Monterey Park Dental office along with parking demand from the Raising Cane's fast-food restaurant across the street. The parking supply does not include the unmarked parking spaces that were being utilized near the Monterey Park Dental office. Accounting for peak-month parking demand adjustments noted above, the weekday peak parking demand would be 57 parking spaces and the weekend peak parking demand would be 60 parking spaces.

A breakdown of each site demonstrates that Shakey's Pizza would experience a weekday peak parking demand of 47 vehicles at 1:00 PM. This exceeds the existing parking supply of 37 parking spaces by 10 spaces with an occupancy of 127%. During the weekend, Shakey's Pizza would experience a peak parking demand of 48 vehicles at 2:00 PM, exceeding the existing supply by 130%.

The Monterey Park Dental office would experience a weekday peak parking demand of 21 vehicles at 4:00 PM. This exceeds the existing parking supply of five (5) parking spaces by 16 spaces with an occupancy of 420%. During the weekend, the Monterey Park Dental office would experience a peak parking demand of 12 vehicles between 2:00 to 4:00 PM, exceeding the existing supply by 240%.

Appendix F includes the parking utilization data and parking demand analysis tables and charts.

7.3 PROJECT PARKING DEMAND

The Project parking demand was calculated based on the more conservative of the parking demand ratios between the two Starbucks locations for estimation of the peak-month weekday parking demands. The maximum weekday parking demand of the Project was determined to be approximately 22 occupied parking spaces that would be experienced at 4:00 PM. During the weekend, approximately 24 parking spaces would be occupied at 10:00 AM. This is well below the 33 parking spaces the Project would be providing.

Appendix G includes the parking utilization data and parking demand analysis tables and charts.

7.4 SHARED PARKING ANALYSIS

A shared parking analysis was conducted to evaluate the various parking demands in the commercial plaza. Specifically, the parking demands of the adjacent commercial uses to the north and south – Shakey’s Pizza and the Monterey Park Dental office in combination with the Project’s parking demands. The empirical parking data discussed earlier was utilized to determine the peak parking demand associated with Shakey’s Pizza, Monterey Park Dental office, and Project. These uses are conservatively forecasted to generate a combined peak automobile parking demand of 74 vehicles on the weekday and weekend. The commercial plaza’s combined parking supply of 75 automobile parking spaces will provide a sufficient parking supply to accommodate the expected peak parking demands of all uses and no spillover of parking is expected on surrounding roadways or parking facilities. In general, the parking demands of the various uses in the commercial plaza do not occur simultaneously and therefore can be accommodated within the parking supply provided.

Based upon the parking demand analysis above, which was conservatively evaluated, a shared parking supply of 75 parking spaces would provide sufficient parking to accommodate the anticipated parking demands of all the users of the commercial plaza. However, if each site is considered separate from one another, the only site that would provide an adequate parking supply for their maximum weekday and weekend parking demand would be the Project. To maximize and support the efficiency of parking utilized on site, the Project is planning to implement the following:

- Reserve three (3) parking spaces located on the northeast corner of the site for MOP pick-up orders. These parking spaces are allocated short-term parking for customers picking up their orders and will therefore experience quick turnover.
- Reserve seven (7) parking spaces located in front of the store fronting S. Atlantic Boulevard for Starbucks customers.
- Starbucks will require store management to have employees park furthest from the entrance parking in the least utilized parking spaces most likely behind the Project building.

With the implementation of these parking measures to manage the parking supply, parking demand is expected to be accommodated on site. It should be noted that there is available on-street parking along S. Atlantic Boulevard on the rare occasions when the site is experiencing higher than expected parking demand.

Appendix G includes the parking utilization data and parking demand analysis tables and charts.

8. CONCLUSIONS

As requested by City staff, this focused traffic study has been prepared for the Project. Per the results of a conservative trip generation analysis, the proposed Project is anticipated to generate a total of 386 daily vehicle trips, including 62 vehicle trips during the AM peak hour (32 inbound, 30 outbound) and 28 vehicle trips during the PM peak hour (14 inbound, 14 outbound). Including pass-by trips, the Project is expected to generate 1,285 daily vehicle trips, with 207 AM peak-hour and 94 PM peak-hour vehicle trips at the Project driveways. Based on the drive-through lane queuing analysis, the Project's drive-through lane vehicle queues are projected to have no impact to on-site vehicle circulation during peak business hours as well as no impact to the adjacent street system. The Project will employ strategies, including implementation of a TMP, to manage the drive-through lane queue if it extends toward the entrance of the drive-through lane. Adequate on-site circulation will be provided for vehicles accessing the drive-through lane and parking facilities. As for parking, based on the conservative parking demand analysis conducted for the commercial plaza and a shared parking supply of 75 parking spaces, it is expected that the site will provide sufficient parking to accommodate the anticipated parking demands of all the users of the commercial plaza. The Project site will provide an adequate number of parking spaces based on the projected maximum weekday and weekend parking demand and will be implementing parking measures to manage the available parking supply more effectively.

APPENDIX A
FOCUSED TRAFFIC SCOPING MEMORANDUM
DATED DECEMBER 28, 2023



A LOCHNER COMPANY

300 Corporate Pointe, Suite 470, Culver City, CA 90230

T: (310) 473-6508 | F: (310) 444-9771 | www.koacorp.com

MONTEREY PARK ORANGE ONTARIO SAN DIEGO CULVER CITY

Date: December 28, 2023

To: Jana Robbins, PTP, RSP – City of Monterey Park, City Transportation Consultant

From: Ryan Kelly, TE – KOA, Senior Engineer

Subject: 1969 S. Atlantic Boulevard Starbucks with Drive-Through Window – Focused Traffic Memo Scoping Document

A Starbucks coffee shop with drive-through window (the "Project") is proposed for development at 1969 S. Atlantic Boulevard, within an existing commercial plaza in the City of Monterey Park (the "City"). The City is requiring that a Focused Traffic Memo (FTM) be completed for the Project that evaluates potential drive-through lane queuing; Project vehicle trip generation and driveway volumes; on-site parking that accounts for the demands of adjacent commercial uses within the commercial plaza; as well as truck deliveries and trash receptacle placement. KOA Corporation (KOA) has been retained to assist the Project by preparing the FTM.

This document represents the scope of work, assumptions, methodologies, and data collection proposed for the Project FTM. These requirements are based on coordination with the City Transportation Consultant (CTC) and the Review of the Site Plan memorandum provided by the CTC dated October 24, 2023.

PROJECT DESCRIPTION

The Project site is located at 1969 S. Atlantic Boulevard within an existing commercial plaza. The Project will consist of the construction of a new 2,409 square-foot Starbucks coffee shop with drive-through window and 200 square feet of outdoor seating. The former Bank of America building on site will be removed to accommodate Project construction. The Project is proposed to have a dual-entry drive-through lane. The drive-through lane entrance will be provided next to the northeast corner of the building, with entry-only directional signage and pavement markings. The drive-through lane will circulate counterclockwise around the Project building to the drive-through window near the southeast corner of the building. The drive-through lane exit will include exit-only signage and pavement markings. The drive-through lane will have the capacity to store up to 17 vehicles between the pick-up window and entrance. Project automobile parking will be provided within the existing commercial plaza parking lot and include reconfigured spaces surrounding the Project building. The Project site's portion of the commercial plaza will be modified to provide 33 automobile parking spaces, including 3 Americans with Disabilities Act (ADA) accessible parking spaces. The existing driveways serving the commercial plaza will provide access to the Project site from Atlantic Boulevard.

Attachment A presents the Conceptual Project Site Plan.

FOCUSED TRAFFIC ANALYSIS

DRIVE-THROUGH LANE QUEUING ANALYSIS

The FTM will include an analysis of drive-through lane queuing, based on empirical drive-through lane queuing data obtained for similar Starbucks with drive-through window locations in the same general geographic area. The locations and planned times for queuing surveys are listed below:

1. Starbucks – 10814 Fawcett Avenue, South El Monte, CA 91733
Typical weekday and Saturday (7:00 AM to 11:00 AM)
2. Starbucks – 9403 Valley Boulevard, Rosemead, CA 91770
Typical weekday and Saturday (7:00 AM to 11:00 AM)

All surveys at the Starbucks locations will be continuous for these time periods, with maximum queues reported in five-minute increments. The surveys at each location will include one typical weekday (Tuesday, Wednesday, or Thursday) and one Saturday. The survey data to be collected will include the number of queued vehicles extending from the drive-through lane pick-up window to the order board, from the order board to the drive-through lane entrance, past the drive-through lane entrance, and the total drive-through lane queue length.

DRIVE-THROUGH LANE BACK-UP OR CONTINGENCY PLAN

A back-up or contingency plan will be developed to address potential overflow of vehicles from the drive-through lane, irrespective of the results of the drive-through lane queuing analysis. The contingency plan will address extraordinary queuing conditions to ensure that vehicles desiring to use the drive-through lane do not impede on-site circulation, block parked vehicles, hinder access to adjacent commercial properties within the plaza, or spill over to Atlantic Boulevard.

PROJECT VEHICLE TRIP GENERATION

Trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) were utilized to estimate the vehicle trips that would be associated with the Project's proposed use. The trip generation equations, rates, and directional distributions in the ITE manual are nationally recognized and are used as the basis for most transportation-related studies conducted in the City and the surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 937 – Coffee/Donut Shop with Drive-Through Window. Rates from this source were applied to develop the Project's vehicle trip generation estimates. Table 1 presents the weekday daily and peak-hour trip generation rates and summary for the Project.

For this analysis, the trip generation rates provided in Table 1 were used to determine the weekday daily, AM peak-hour, and PM peak-hour vehicle trips anticipated for the Project. As these rates do not account for such trip-reducing factors as significant transit usage or pass-by trips, the baseline vehicle trip estimates reflect a conservative condition. These trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a development project and, therefore, adjustments were made to the baseline trip generation estimates to develop the Project's vehicle trip estimates.

The use of public transportation is an important consideration in the evaluation of a project's trip-generating potential. The Project is well served by multiple bus lines, including those with frequencies of 15 minutes or shorter during the weekday AM and PM peak periods. These local and regional routes are readily accessible to Project patrons and employees. Significant transit use is not accounted for in the ITE *Trip Generation Manual* General Urban/Suburban setting trip rates and equations. Because the trip rates for the General Urban/Suburban setting do not consider significant transit connectivity, adjustments should be made to the Project trip generation to account for transit usage associated with the

proposed land use. However, although some Project patron and employee trips will be made by local bus, the Project vehicle trip generation estimates conservatively include no transit/walk-in adjustments.

Table 1: Project Weekday Trip Generation Summary¹

Land Use	ITE Code	Intensity ²	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Coffee/Donut Shop with Drive-Through Window	937	1 ksf	533.57	51%	49%	85.88	50%	50%	38.99
Trip Generation Summary									
Description	Size	Average Weekday	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Proposed Use									
Coffee Shop with Drive-Through Window	2,409 ksf	1,285	106	101	207	47	47	94	
Pass-By Adjustment ³		-899	-74	-71	-145	-33	-33	-66	
Proposed Project Vehicle Trips		386	32	30	62	14	14	28	
Notes: ¹ ITE <i>Trip Generation Manual</i> (11th Edition, 2021) trip generation rates were applied for Land Use Codes 937 (Coffee/Donut Shop with Drive-Through Window) to develop baseline vehicle trip estimates for the proposed land use. The General Urban/Suburban setting was conservatively selected for the proposed location, which represents areas with little to no pedestrian, bicycling, and transit facilities. ² ksf = 1,000 Square Feet of Gross Floor Area. ³ The ITE <i>Trip Generation Manual</i> contains pass-by trip data on a variety of land uses; however, it does not contain pass-by trip data for Land Use Code 937. In order to conservatively estimate pass-by trip percentages for the proposed use, pass-by trip data were evaluated for similar land uses. Land Use Code 938 (Coffee/Donut Shop with Drive-Through Window and No Indoor Seating) was observed to have pass-by trip percentages of 90% and 98% during the weekday AM and PM peak hours, respectively. Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window) had pass-by trip percentages of 50% and 55% during the same peak hours. As the proposed land use is closer to Land Use Code 938 in terms of land use and service, a pass-by trip percentage of 70 percent was conservatively applied to the proposed project vehicle trips during weekday daily and peak-hour conditions.									

However, trip adjustment factors for the Project do account for the presence of “pass-by” trips. As motorists pass by the Project, the specific convenient facilities provided by the Project (or other factors) may produce a stop at the site. Such activity is considered to be an interim stop along a trip that existed irrespective of the development of the Project, and therefore vehicles making these stops are not considered newly generated Project-related traffic. The ITE *Trip Generation Manual* (11th Edition, 2021) provides a series of recommended pass-by trip reduction percentages for various development types and sizes. Per Note 3 of Table 1, in the absence of pass-by trip data for LUC 937, a conservative blend of the pass-by trip rates observed for LUC 938 (Coffee/Donut shop with Drive-Through Window and No Indoor Seating) and LUC 934 (Fast-Food Restaurant with Drive-Through Window) was used to develop pass-by trip adjustments for the Project.

The trip generation rates and aforementioned adjustment factors were used to derive Project vehicle trip projections. Table 1 summarizes the trip generation estimates for the Project. As shown in Table 1, once completed and occupied, the Project is anticipated to generate a total of 386 daily vehicle trips, including 62 vehicle trips during the AM peak hour (32 inbound, 30 outbound) and 28 vehicle trips during the PM peak hour (14 inbound, 14 outbound). Including pass-by trips, the Project is expected to generate 1,285 daily vehicle trips, with 207 AM peak-hour and 94 PM peak-hour vehicle trips at the Project driveways. The Project driveway traffic volumes will be calculated and included in the FTM.

ON-SITE PARKING DISCUSSION

An on-site automobile parking discussion will be provided as part of the FTM. The proposed land use is not required to provide a minimum number of automobile parking spaces, in accordance with Assembly Bill 2097 (AB 2097). However, per CTC request, the Project will be evaluated to determine how its parking demands will affect parking operations on-site and within the larger commercial plaza in which the site is situated. Specifically, the parking demands of the adjacent commercial uses to the north and south – Shakey’s Pizza Parlor restaurant and the Monterey Park Dental office, respectively – will be assessed in combination with the Project’s parking demands.

In order to inform the on-site parking discussion, empirical parking demand data will be collected at the two abovementioned Starbucks with drive-through window locations (which have dedicated parking supplies), the Shakey's Pizza Parlor, and Monterey Park Dental office. Each of these businesses maintains different weekday and Saturday operating hours. Therefore, survey hours were chosen that covered the anticipated peak periods of all businesses. The locations and planned times for parking demand surveys are listed below:

1. Starbucks – 10814 Fawcett Avenue, South El Monte, CA 91733
Typical weekday and Saturday (7:00 AM to 10:00 PM)
2. Starbucks – 9403 Valley Boulevard, Rosemead, CA 91770
Typical weekday and Saturday (7:00 AM to 10:00 PM)
3. Shakey's Pizza Parlor – 1955 S. Atlantic Boulevard, Monterey Park, CA 91754
Typical weekday and Saturday (7:00 AM to 10:00 PM)
4. Monterey Park Dental – 1995 S. Atlantic Boulevard, Monterey Park, CA 91754
Typical weekday and Saturday (7:00 AM to 10:00 PM)

All parking demand surveys at the four locations will be continuous for these time periods, with the number of parked automobiles reported every hour for the 15-hour duration. The surveys at each location will include one typical weekday (Tuesday, Wednesday, or Thursday) and one Saturday.

The parking demand survey data will be analyzed to forecast the parking demands of the Project and determine how those demands will interact with the existing demands of the adjacent uses within the commercial plaza. Depending on the results of the analysis, reserved parking for the Monterey Park Dental office may be considered during certain days/hours. The on-site parking discussion will also review the changes in commercial plaza parking associated with the Project, hours of operation of the Project and adjacent uses, and how the differing peak parking demand periods of these businesses will be handled through the sharing of parking spaces.

TRUCK DELIVERIES AND TRASH RECEPTACLE

The FTM will also identify the location for truck deliveries on site and recommend hours for those deliveries. The memo will also discuss the trash receptacle placement and its accessibility by trash

SIGNATURES

The above scope of work is recommended to meet the FMT analysis requirements for the Project. Should you have any questions, please call (310) 473-6508.

Recommended by:



12/28/2023

Consultant's Representative

Date

Accepted by:

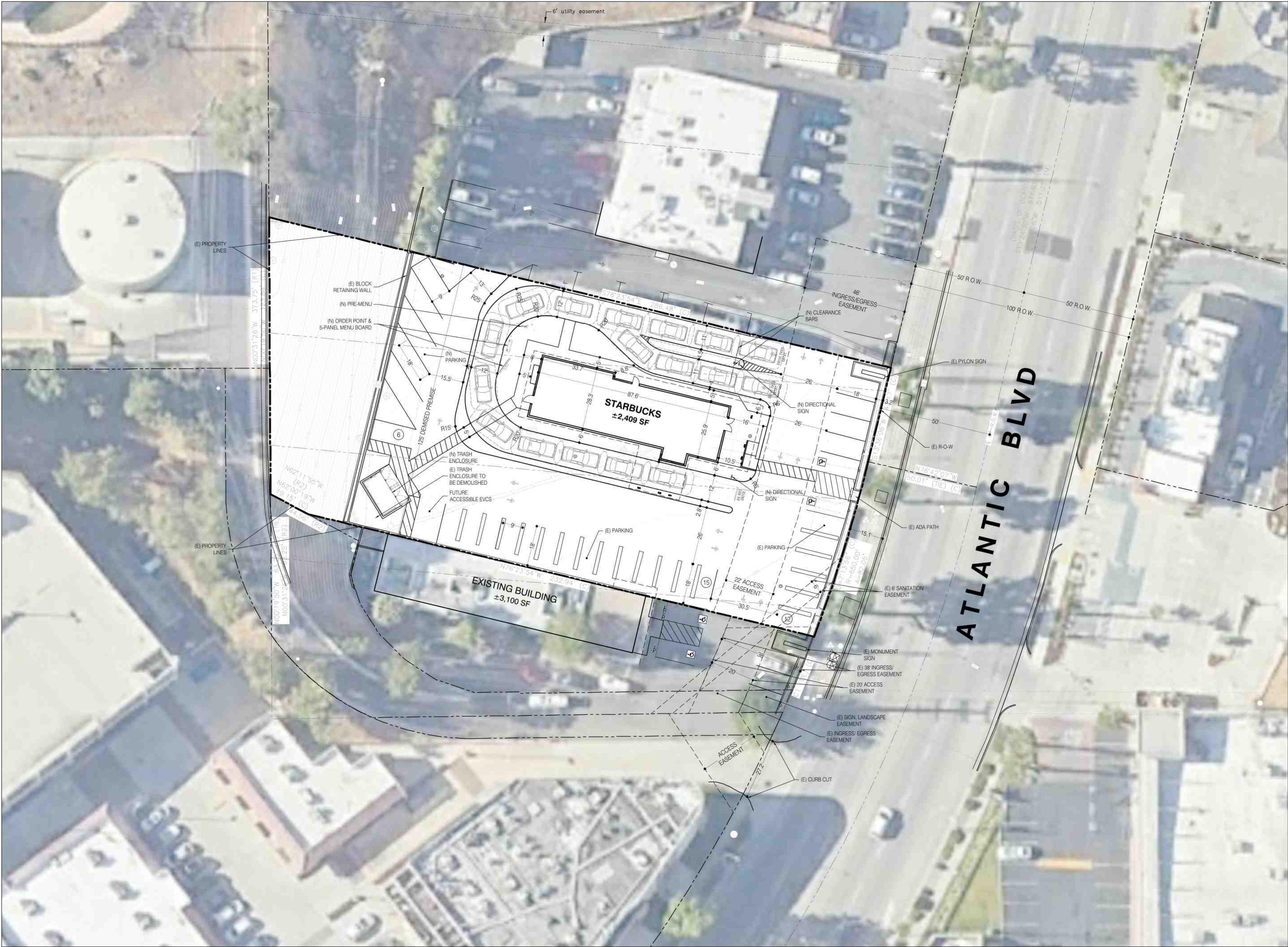
City of Monterey Park Representative

Date

ATTACHMENTS

ATTACHMENT A

CONCEPTUAL PROJECT SITE PLAN



PROJECT INFORMATION

ASSESSOR'S PARCEL NUMBER (APN) 5253-010-025

ZONING CLASSIFICATION

JURISDICTION CITY OF MONTEREY PARK, CA

EXISTING ZONE SC (SHOPPING CENTER)

PROPOSING ZONE SC (SHOPPING CENTER)

SITE AREA

TOTAL SITE AREA: ±0.773 AC (± 33,690 SF)

BUILDING INFORMATION

STARBUCKS ±2,409 SF
OUTDOOR SEATING ± 200 SF
TOTAL AREA: ±2,609 SF

PARKING SUMMARY

	RATIO REQUIRED*	SPACES REQUIRED	SPACES PROVIDED
STARBUCKS			
OUTDOOR SEATING**			
STANDARD			30
ACCESSIBLE			2 + 1
TOTAL			33
STACKING:			17 CARS

*STATE LAW AB 2097 (EFFECTIVE JANUARY, 2023) PROHIBITS PUBLIC AGENCIES FROM IMPOSING MIN AUTOMOBILE PARKING REQUIREMENTS ON PROJECTS WITHIN HALF OF MILE RADIUS OF A MAJOR TRANSIT STOP. THIS PROJECT FALL WITHIN HALF OF MILE FROM MAJOR TRANSIT STOP, THEREFORE, THERE ARE NO MIN PARKING REQUIREMENTS.

**OUTDOOR SEATING AREA OF ±200 SF TO BE PARKED AT SAME RATIO AS RESTAURANT BUILDING

PROJECT NOTES

- THIS CONCEPTUAL SITE PLAN IS FOR PLANING SUBMITTAL PURPOSES ONLY.
- THIS SITE PLAN IS BASED ON A CAD FILE OF THE ALTA SURVEY PREPARED BY CLARK LAND SURVEYING, INC. DATED 06/15/2023, AND AN AERIAL.

DRAWING ISSUE/REVISION RECORD

DATE	NARRATIVE	INITIALS
01.18.2023	PREP SP-EX	II
01.26.2023	PREP SP-1& 2	II
02.08.2023	PREP SP-3	II
02.08.2023	PREP SP-4	II
02.23.2023	PREP SP-5	II
03.29.2023	PREP SP-6	II
05.23.2023	PREP SP-7 PER ALTA	CD
06.21.2023	PREP SP-8	CD

GREENBERG FARROW CONTACTS

DEVELOPMENT MANAGER I.IBRAHIMBEGOVIC



SCALE: 1"=20'-0"



APPENDIX B

STARBUCKS DRIVE-THROUGH LANE VEHICLE QUEUING SURVEYS

DRIVE THRU SURVEY

LOCATION: Starbucks, 10814 Fawcett Ave
CITY: South El Monte

DAY: Wednesday
DATE: 1/31/2024

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
7:00	1	0	0	1
7:05	3	0	0	3
7:10	3	1	0	4
7:15	2	1	0	3
7:20	2	2	0	4
7:25	5	2	2	9
7:30	6	1	1	8
7:35	2	0	0	2
7:40	2	1	0	3
7:45	3	2	0	5
7:50	2	1	0	3
7:55	1	2	1	4
8:00	1	0	0	1
8:05	2	1	0	3
8:10	2	0	0	2
8:15	1	2	4	7
8:20	4	2	0	6
8:25	4	1	0	5
8:30	3	1	0	4
8:35	3	2	0	5
8:40	6	1	0	7
8:45	4	1	0	5
8:50	5	2	2	9
8:55	5	2	0	7
9:00	4	0	0	4
9:05	3	1	1	5
9:10	2	0	0	2
9:15	0	0	0	0
9:20	2	0	0	2
9:25	2	1	0	3
9:30	0	0	0	0
9:35	2	1	0	3
9:40	3	0	0	3
9:45	3	2	0	5
9:50	6	1	0	7
9:55	3	0	0	3
10:00	2	1	0	3
10:05	0	0	0	0
10:10	2	0	0	2
10:15	0	0	0	0
10:20	3	0	0	3
10:25	1	0	0	1
10:30	2	0	0	2
10:35	6	1	0	7
10:40	3	0	0	3
10:45	3	0	0	3
10:50	2	1	0	3
10:55	0	0	0	0
11:00	4	0	0	4

AVERAGE	3.6
95TH	7.6
MAX	9

DRIVE THRU SURVEY

LOCATION: Starbucks, 10814 Fawcett Ave
CITY: South El Monte

DAY: Saturday
DATE: 2/3/2024

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
7:00	1	1	0	2
7:05	0	0	0	0
7:10	1	0	0	1
7:15	0	0	0	0
7:20	0	0	0	0
7:25	1	2	2	5
7:30	6	2	0	8
7:35	5	0	0	5
7:40	4	1	0	5
7:45	5	2	1	8
7:50	5	3	3	11
7:55	6	1	3	10
8:00	7	2	0	9
8:05	1	0	0	1
8:10	2	2	0	4
8:15	0	0	0	0
8:20	1	1	0	2
8:25	3	2	1	6
8:30	6	3	0	9
8:35	5	2	0	7
8:40	6	4	0	10
8:45	2	3	2	7
8:50	3	1	0	4
8:55	2	1	0	3
9:00	5	1	0	6
9:05	2	3	0	5
9:10	7	2	0	9
9:15	8	2	2	12
9:20	7	2	1	10
9:25	5	2	0	7
9:30	5	3	2	10
9:35	5	2	0	7
9:40	5	1	0	6
9:45	3	3	0	6
9:50	6	2	0	8
9:55	5	2	0	7
10:00	5	0	0	5
10:05	5	3	3	11
10:10	6	4	0	10
10:15	6	3	0	9
10:20	4	1	0	5
10:25	6	3	0	9
10:30	6	3	2	11
10:35	7	4	4	15
10:40	7	4	5	16
10:45	6	4	3	13
10:50	7	3	2	12
10:55	2	1	0	3
11:00	4	0	0	4

AVERAGE	6.8
95TH	12.6
MAX	16

DRIVE THRU SURVEY

LOCATION: Starbucks, 9403 Valley Blvd
CITY: Rosemead

DAY: Wednesday
DATE: 1/31/2024

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
7:00	1	0	0	1
7:05	3	2	0	5
7:10	4	1	0	5
7:15	0	0	0	0
7:20	1	2	0	3
7:25	1	2	0	3
7:30	2	3	0	5
7:35	0	3	0	3
7:40	1	3	0	4
7:45	1	1	0	2
7:50	0	1	0	1
7:55	2	1	0	3
8:00	2	3	0	5
8:05	4	3	1	8
8:10	3	3	0	6
8:15	5	3	1	9
8:20	4	2	0	6
8:25	3	2	0	5
8:30	4	1	0	5
8:35	2	0	0	2
8:40	2	0	0	2
8:45	1	1	0	2
8:50	2	1	0	3
8:55	1	0	0	1
9:00	1	0	0	1
9:05	2	1	0	3
9:10	0	2	0	2
9:15	4	1	0	5
9:20	1	0	0	1
9:25	1	0	0	1
9:30	1	0	0	1
9:35	2	0	0	2
9:40	3	1	0	4
9:45	5	2	0	7
9:50	2	2	0	4
9:55	0	0	0	0
10:00	1	3	0	4
10:05	5	0	0	5
10:10	3	2	0	5
10:15	3	0	0	3
10:20	0	3	1	4
10:25	4	0	0	4
10:30	5	0	0	5
10:35	5	1	0	6
10:40	1	0	0	1
10:45	0	0	0	0
10:50	1	0	0	1
10:55	1	1	0	2
11:00	2	1	0	3

AVERAGE 3.3
95TH 6.6
MAX 9

DRIVE THRU SURVEY

LOCATION: Starbucks, 9403 Valley Blvd
CITY: Rosemead

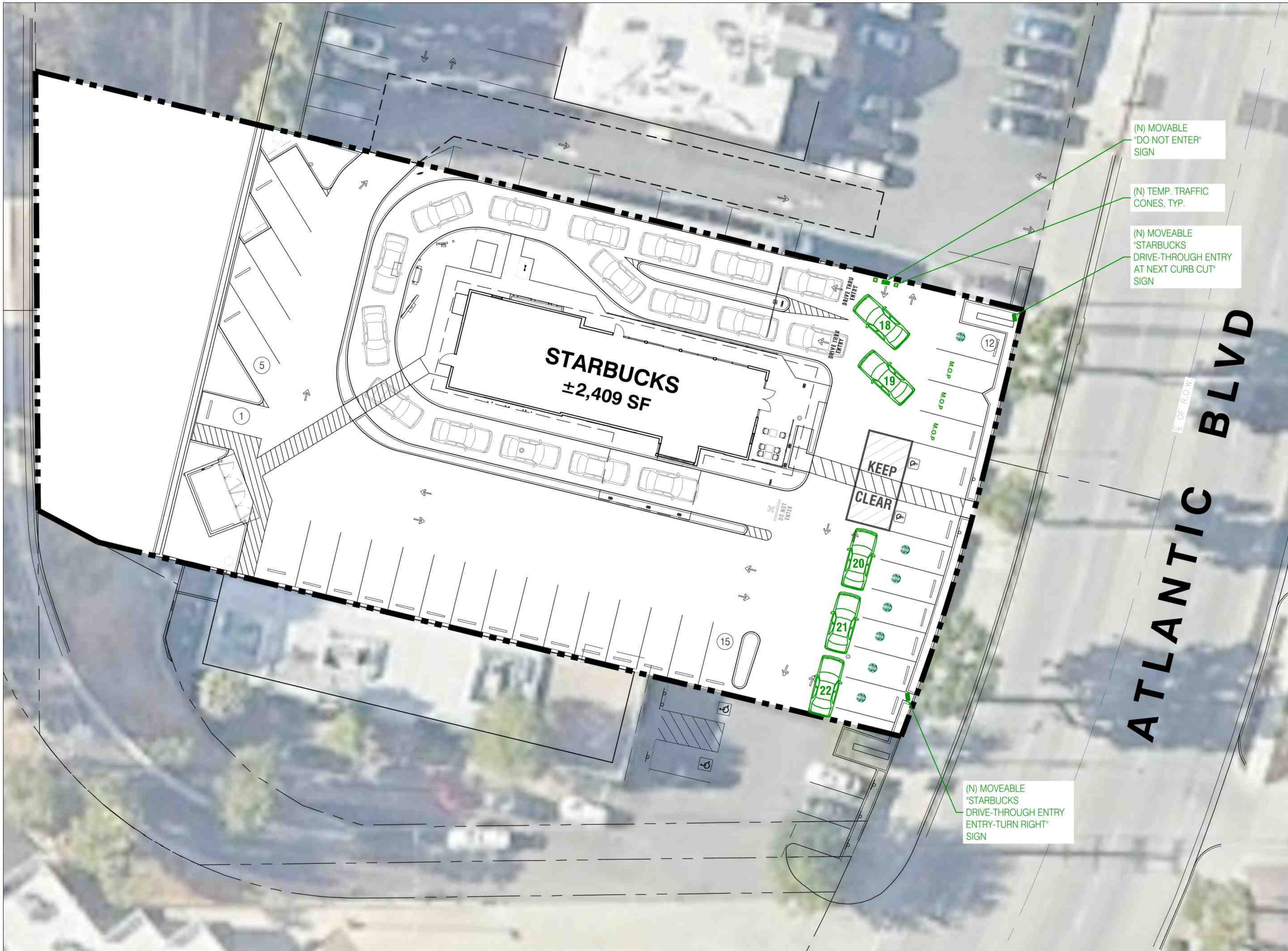
DAY: Saturday
DATE: 2/3/2024

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
7:00	0	0	0	0
7:05	0	0	0	0
7:10	0	1	0	1
7:15	1	0	0	1
7:20	3	2	0	5
7:25	1	0	0	1
7:30	2	0	0	2
7:35	3	0	0	3
7:40	3	0	0	3
7:45	1	1	0	2
7:50	3	1	0	4
7:55	1	2	0	3
8:00	3	3	1	7
8:05	5	0	0	5
8:10	0	0	0	0
8:15	1	0	0	1
8:20	3	0	0	3
8:25	2	2	0	4
8:30	1	3	0	4
8:35	0	1	0	1
8:40	1	0	0	1
8:45	1	0	0	1
8:50	0	1	0	1
8:55	2	2	0	4
9:00	3	1	0	4
9:05	3	0	0	3
9:10	0	2	0	2
9:15	2	1	0	3
9:20	2	0	0	2
9:25	1	2	0	3
9:30	4	3	0	7
9:35	5	2	0	7
9:40	3	1	0	4
9:45	3	2	0	5
9:50	1	1	0	2
9:55	0	0	0	0
10:00	0	2	0	2
10:05	5	0	0	5
10:10	2	0	0	2
10:15	1	0	0	1
10:20	1	2	0	3
10:25	3	0	0	3
10:30	3	0	0	3
10:35	1	1	0	2
10:40	3	0	0	3
10:45	2	1	0	3
10:50	4	2	0	6
10:55	2	1	0	3
11:00	1	1	0	2

AVERAGE	2.8
95TH	6.6
MAX	7

APPENDIX C

PROJECT DRIVE-THROUGH LANE TRAFFIC MANAGEMENT PLAN



STARBUCKS BUSINESS OPERATIONS AND OVERSTACK PLAN

STARBUCKS IS PROPOSING TO BUILD NEW $\pm$ 2,409 SF BUILDING WITH DRIVE-THROUGH FOR A COFFEE SHOP WITH DRIVE-THROUGH AT 1969 S ATLANTIC BLVD. THE PROPOSED HOURS OF DRIVE-THROUGH OPERATION IS 24 HOURS, 7 DAYS A WEEK.

BASED ON THE "FOCUSED TRAFFIC STUDY – 1969 S. ATLANTIC BOULEVARD STARBUCKS COFFEE SHOP WITH DRIVE-THROUGH WINDOW PROJECT, CITY OF MONTEREY PARK" PREPARED BY KOA AND DATED MAY 23, 2024, THE OBSERVED MAXIMUM NUMBER OF CARS AT COMPARABLE STORES AT PEAK HOURS DOES NOT EXCEED 16 CARS. ANTICIPATED PEAK HOURS ARE BETWEEN 7 AM-11 AM. PROPOSED PLAN PROVIDES 17 CAR DRIVE-THROUGH CAPACITY WHICH EXCEEDS ANTICIPATED PEAK QUEUING ON SITE DURING PEAK HOURS. IN THE EVENT THAT DRIVE-THROUGH LANES ARE AT MAXIMUM CAPACITY, STARBUCKS MAY DEPLOY TRAFFIC CONES AND DIRECTIONAL SIGNAGE, TO HELP DIRECT TRAFFIC. SPECIFICALLY, ACCESS ON THE NORTHEAST SIDE OF THE PROJECT FROM ATLANTIC BLVD MAY BE REDIRECTED TO ACCESS THE PROJECT FROM THE SOUTHEAST SIDE OF THE PROJECT FROM ATLANTIC BLVD.

PARKING: PARKING PROVIDED FOR STARBUCKS EXCEEDS JURISDICTIONAL REQUIREMENTS (STATE LAW AB 2097 (EFFECTIVE JANUARY, 2023) PROHIBITS PUBLIC AGENCIES FROM IMPOSING MINIMUM AUTOMOBILE PARKING REQUIREMENTS ON PROJECTS WITHIN HALF A MILE RADIUS OF A MAJOR TRANSIT STOP). PER COMMUNICATION FROM THE CITY, IT WAS ESTABLISHED THAT STATE LAW 2097 IS APPLICABLE TO THIS PROJECT THEREFORE, THERE ARE NO MINIMUM PARKING REQUIREMENTS). EMPLOYEES WILL PARK AS DIRECTED BY THE STORE MANAGER AT THE LEAST USED SPACES (MOST LIKELY BEHIND THE STORE AND CLOSE TO TRASH ENCLOSURE).

-  STARBUCKS RESERVED PARKING
- M.O.P.** MOBILE ORDER PICK-UP SPACES - SHORT TERM PARKING

GREENBERG FARROW CONTACTS
DEVELOPMENT MANAGER I.IBRAHIMBEGOVIC



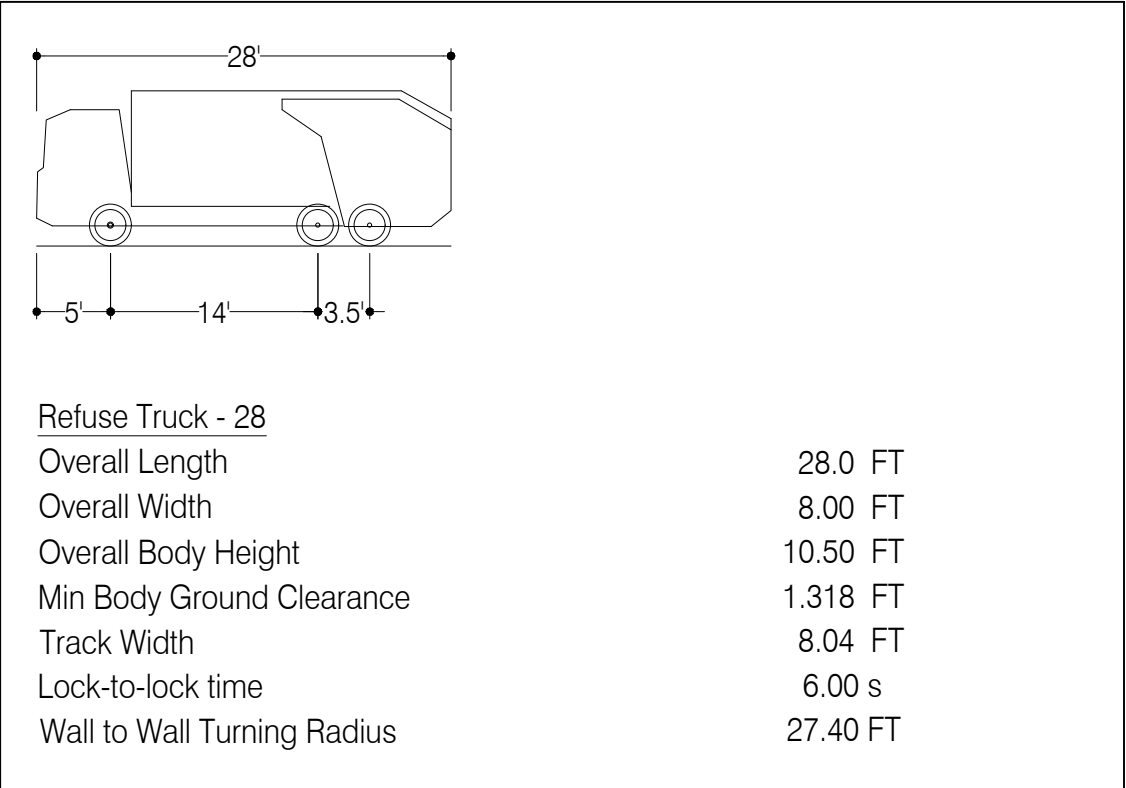
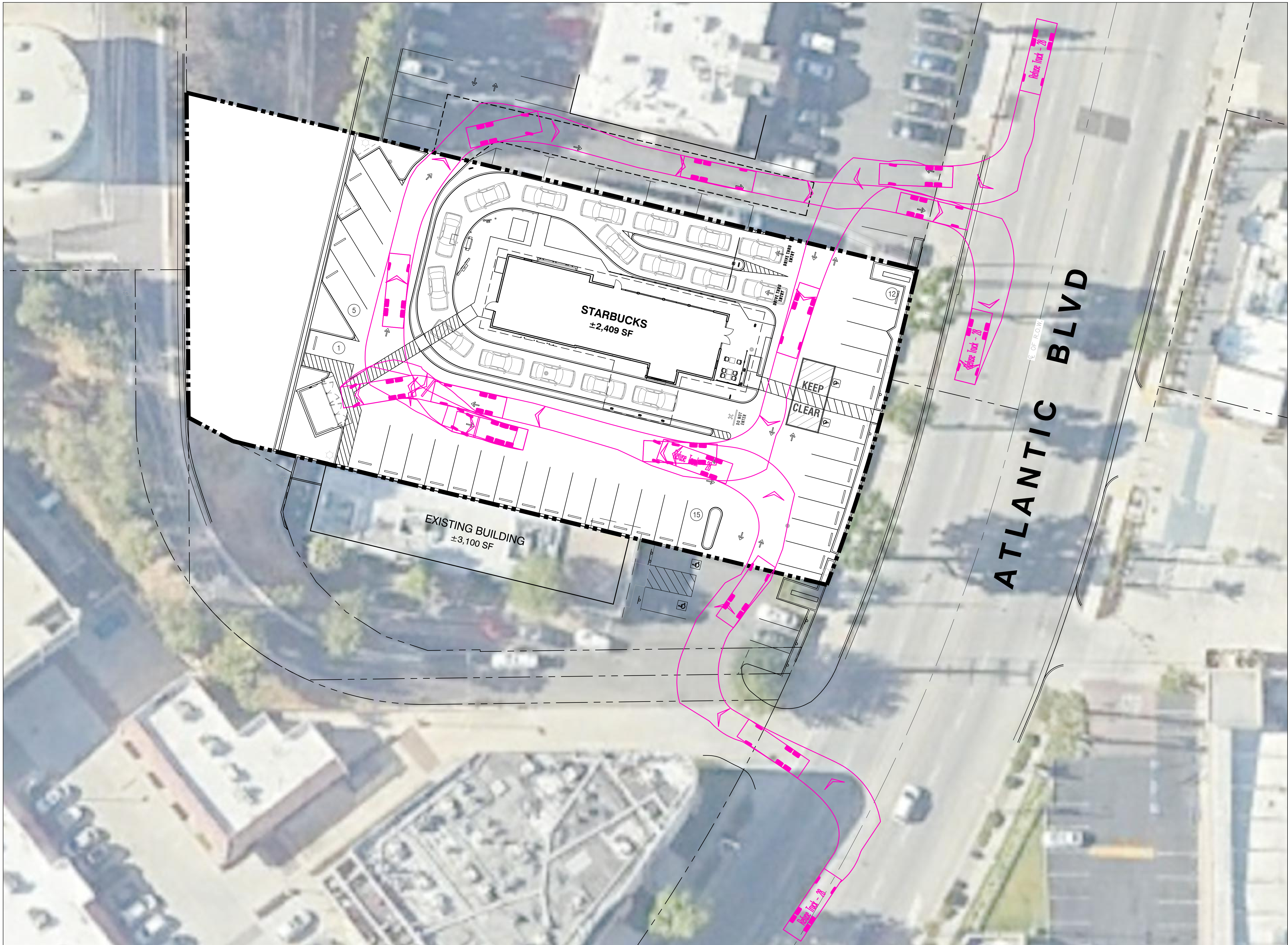
SCALE: N.T.S.

APPENDIX D

DELIVERY TRUCK CIRCULATION AND LOADING PLAN

APPENDIX E

TRASH TRUCK CIRCULATION PLAN



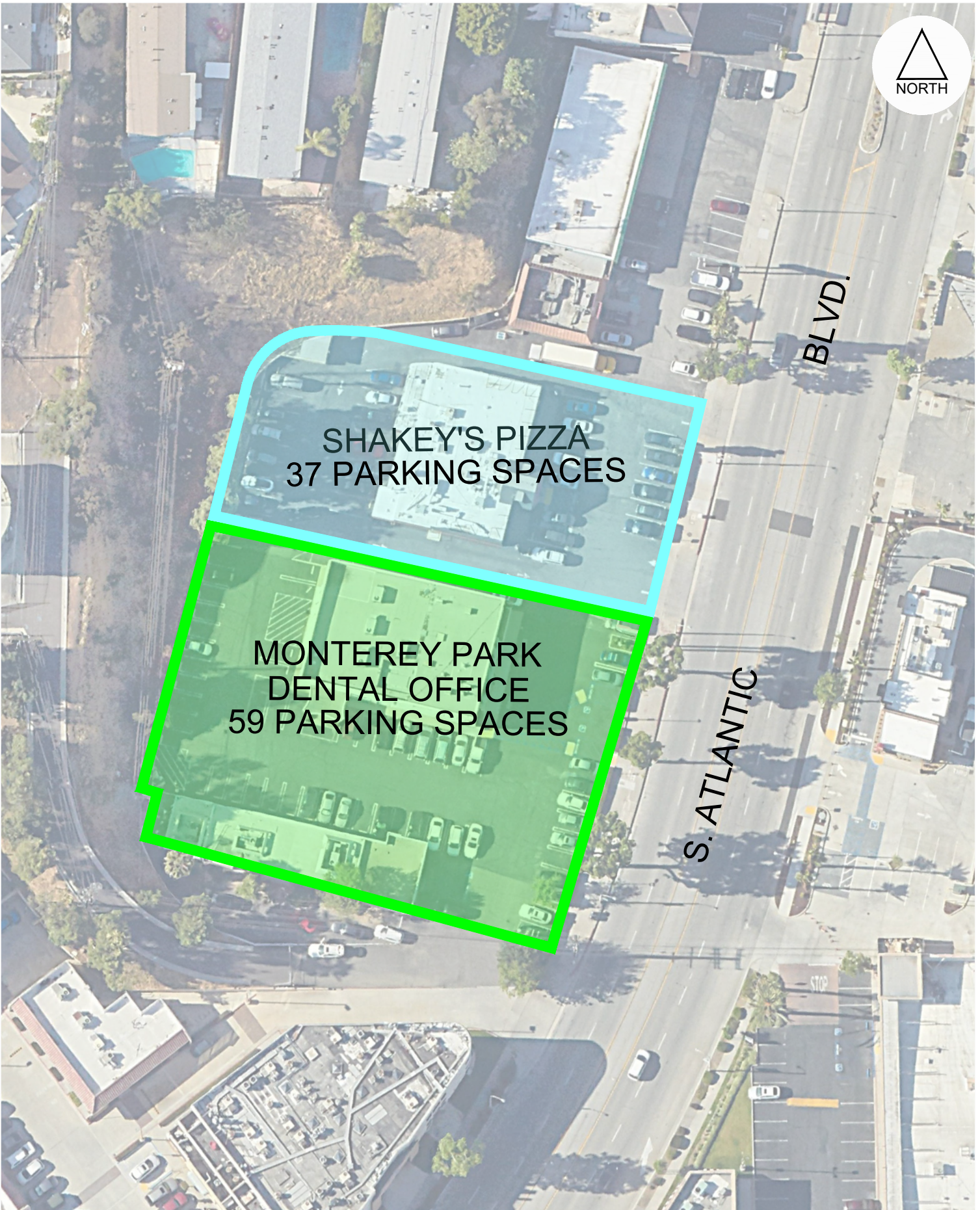
GREENBERG FARROW CONTACTS
DEVELOPMENT MANAGER I.IBRAHIMBEGOVIC



SCALE: N.T.S.

APPENDIX F

EXISTING SITE PARKING SUPPLY



APPENDIX F

5/23/2024
FN:JC38149 Monterey Park 1969 S Atlantic Blvd Starbucks TIA\Documents\Figs\EXIST-DRWY SUPPLY

ASSUMED EXISTING PARKING SUPPLY
FOR SHAKEY'S PIZZA AND MONTEREY PARK DENTAL OFFICE

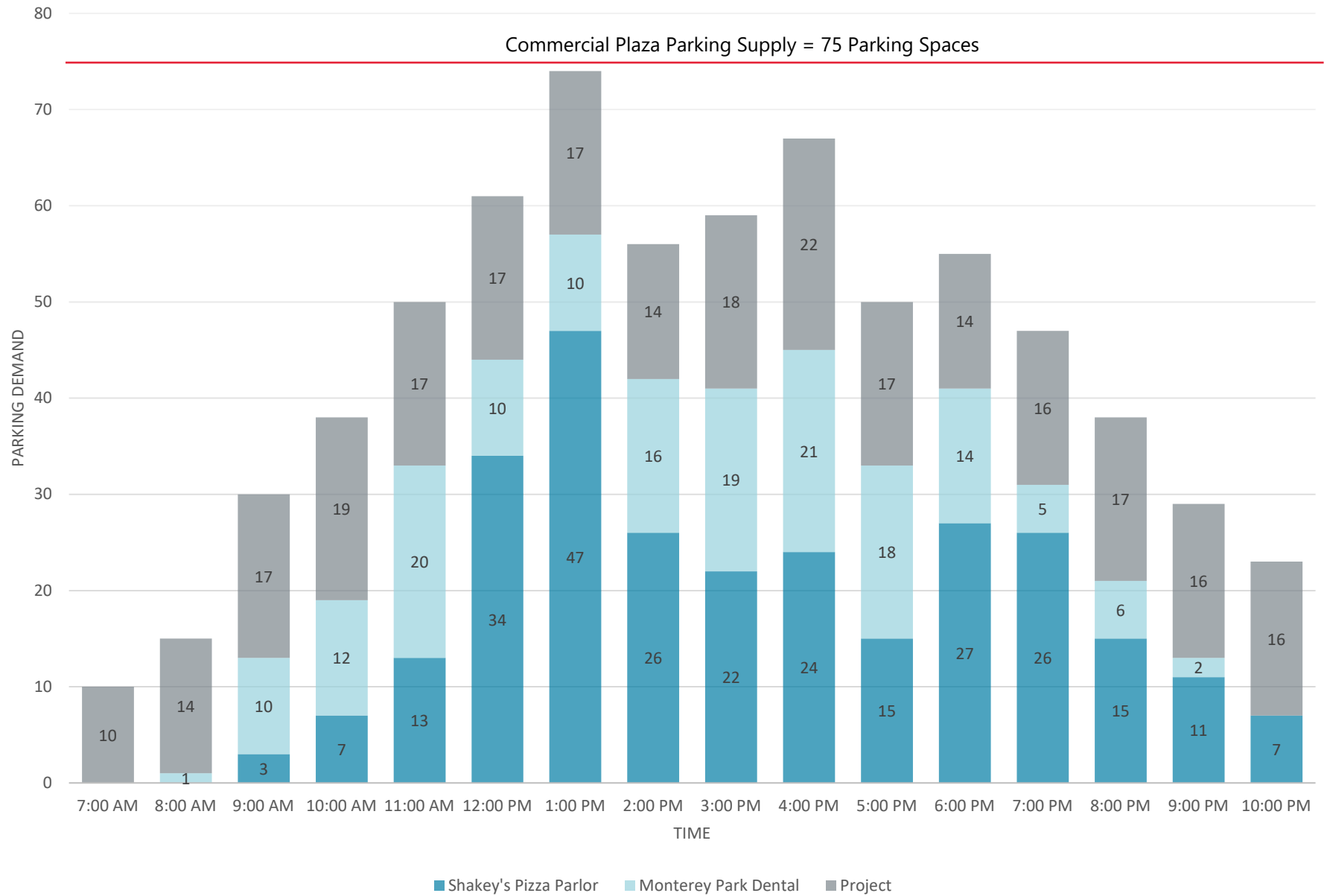


300 Corporate Pointe, Suite 470
Culver City, California 90230
Ph (310) 473 6508 F (310) 444 9771
WWW.KOACORP.COM

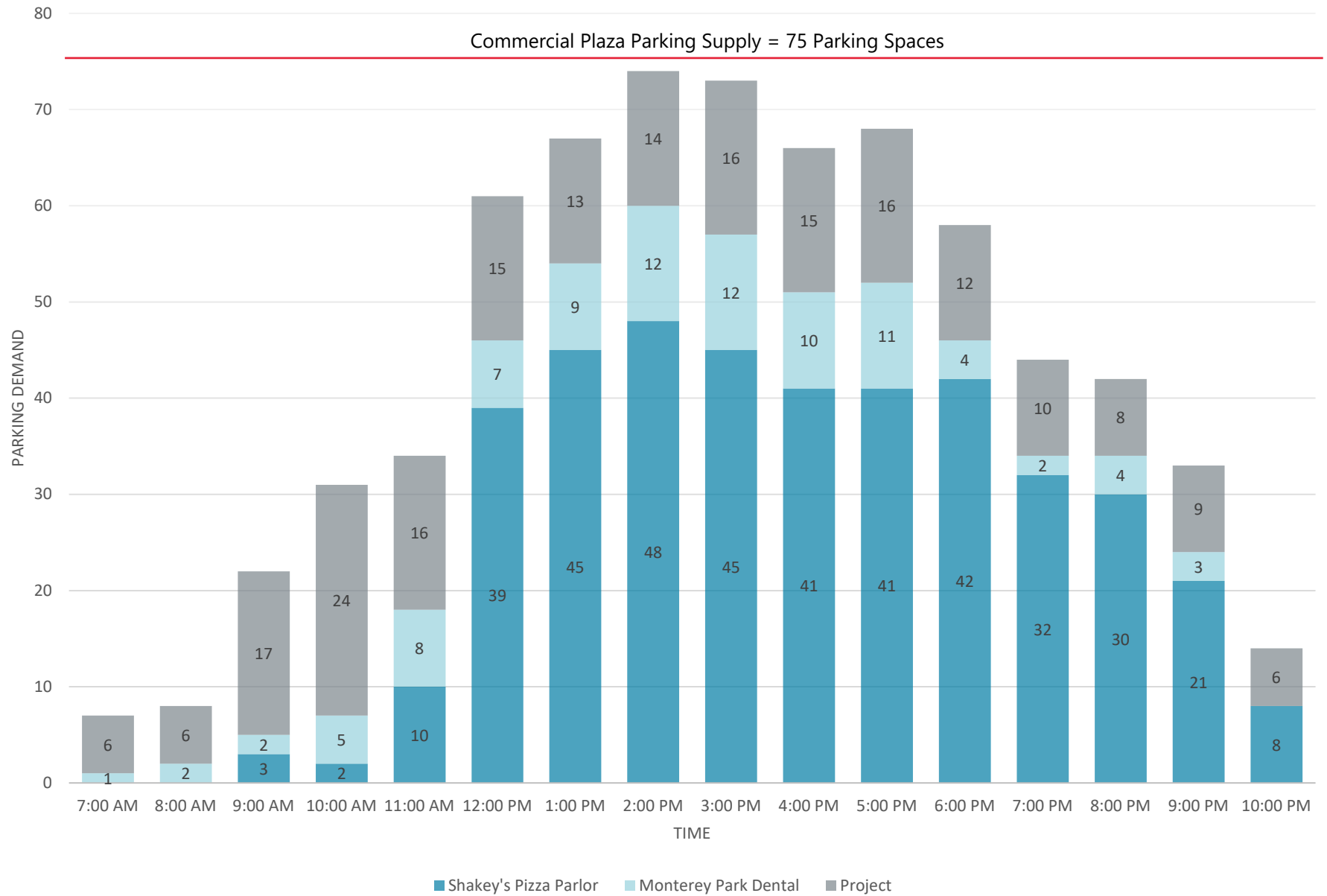
APPENDIX G

PARKING UTILIZATION DATA AND ANALYSIS

WEEKDAY PEAK PARKING DEMAND



WEEKEND PEAK PARKING DEMAND



1969 S. Atlantic Blvd Starbucks Project

WEEKDAY

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Shakey's Pizza Parlor	Regular	36	0	0	3	7	13	34	46	26	22	23	15	26	25	15	11	7
	Handicap	1	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	0
	Subtotal	37	0	0	3	7	13	34	47	26	22	24	15	27	26	15	11	7

Total Occupancy Total Percent	37	0	0	3	7	13	34	47	26	22	24	15	27	26	15	11	7
		0%	0%	8%	19%	35%	92%	127%	70%	59%	65%	41%	73%	70%	41%	30%	19%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Monterey Park Dental	Regular	54	0	1	10	11	19	9	8	12	16	19	16	13	5	6	2	0
	Handicap	5	0	0	0	1	1	1	2	4	3	2	2	1	0	0	0	0
	Subtotal	59	0	1	10	12	20	10	10	16	19	21	18	14	5	6	2	0

96 Total Occupancy Total Percent	59	0	1	10	12	20	10	10	16	19	21	18	14	5	6	2	0
		0%	2%	17%	20%	34%	17%	17%	27%	32%	36%	31%	24%	8%	10%	3%	0%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Vehicles Observed Parking and going to Raising Cane's	Shakey's Lot	-	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	Monterey Park Lot	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Shakey + Dental With Project Supply Reduction	Regular	69	0	1	13	18	32	43	54	38	38	42	31	39	31	22	14	8
	Handicap	6	0	0	0	1	1	1	3	4	3	3	2	2	1	0	0	0
	Subtotal	75	0	1	13	19	33	44	57	42	41	45	33	41	32	22	14	8

Total Occupancy Total Percent	75	0	1	13	19	33	44	57	42	41	45	33	41	32	22	14	8
		0%	1%	17%	25%	44%	59%	76%	56%	55%	60%	44%	55%	43%	29%	19%	11%

PROJECT DEMAND	Weekday	Regular	10	14	17	18	16	17	17	14	18	21	16	14	16	17	16	16
		Handicap	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0
		Total	10	14	17	19	17	17	17	14	18	22	17	14	16	17	16	16

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Project + Dental With Project Supply Reduction	Regular	33	10	15	27	29	35	26	25	26	34	40	32	27	21	23	18	16
	Handicap	5	0	0	0	2	2	1	2	4	3	3	3	1	0	0	0	0
	Subtotal	38	10	15	27	31	37	27	27	30	37	43	35	28	21	23	18	16

Total Occupancy Total Percent	38	10	15	27	31	37	27	27	30	37	43	35	28	21	23	18	16
		26%	39%	71%	82%	97%	71%	71%	79%	97%	113%	92%	74%	55%	61%	47%	42%

WEEKDAY

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Overall With Project	Regular	69	10	15	30	36	48	60	71	52	56	63	47	53	47	39	30	24
	Handicap	6	0	0	0	2	2	1	3	4	3	4	3	2	1	0	0	0
	Subtotal	75	10	15	30	38	50	61	74	56	59	67	50	55	48	39	30	24

Total Occupancy Total Percent	75	10	15	30	38	50	61	74	56	59	67	50	55	48	39	30	24
		13%	20%	40%	51%	67%	81%	99%	75%	79%	89%	67%	73%	64%	52%	40%	32%

WEEKEND

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Shakey's Pizza Parlor	Regular	36	0	0	3	2	10	38	44	47	44	40	40	41	30	28	20	8
	Handicap	1	0	0	0	0	0	1	1	1	1	1	1	1	2	2	1	0
	Subtotal	37	0	0	3	2	10	39	45	48	45	41	41	42	32	30	21	8

96 Total Occupancy Total Percent	37	0	0	3	2	10	39	45	48	45	41	41	42	32	30	21	8
		0%	0%	8%	5%	27%	105%	122%	130%	122%	111%	111%	114%	86%	81%	57%	22%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Monterey Park Dental	Regular	54	1	2	2	5	8	6	7	9	10	9	11	3	2	3	2	0
	Handicap	5	0	0	0	0	0	1	2	3	2	1	0	1	0	1	1	0
	Subtotal	59	1	2	2	5	8	7	9	12	12	10	11	4	2	4	3	0

Total Occupancy Total Percent	59	1	2	2	5	8	7	9	12	12	10	11	4	2	4	3	0
		2%	3%	3%	8%	14%	12%	15%	20%	20%	17%	19%	7%	3%	7%	5%	0%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Vehicles Observed Parking and going to Raising Cane's	Shakey's Lot	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	Monterey Park Lot	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Shakey + Dental With Project Supply Reduction	Regular	69	1	2	5	7	18	44	51	56	54	49	51	44	32	31	22	9
	Handicap	6	0	0	0	0	0	2	3	4	3	2	1	2	2	3	2	0
	Subtotal	75	1	2	5	7	18	46	54	60	57	51	52	46	34	34	24	9

Total Occupancy Total Percent	75	1	2	5	7	18	46	54	60	57	51	52	46	34	34	24	9
		1%	3%	7%	9%	24%	61%	72%	80%	76%	68%	69%	61%	45%	45%	32%	12%

PROJECT DEMAND	Weekend	Regular	6	6	16	23	15	14	12	14	16	15	15	11	9	7	9	6
		Handicap	0	0	1	1	1	1	1	0	0	0	1	1	1	1	0	0
		Total	6	6	17	24	16	15	13	14	16	15	16	12	10	8	9	6

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Project + Dental With Project Supply Reduction	Regular	33	7	8	18	28	23	20	19	23	26	24	26	14	11	10	11	6
	Handicap	5	0	0	1	1	1	2	3	3	2	1	1	2	1	2	1	0
	Subtotal	38	7	8	19	29	24	22	22	26	28	25	27	16	12	12	12	6

Total Occupancy Total Percent	38	7	8	19	29	24	22	22	26	28	25	27	16	12	12	12	6
		18%	21%	50%	76%	63%	58%	58%	68%	74%	66%	71%	42%	32%	32%	32%	16%

WEEKEND

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Overall With Project	Regular	69	7	8	21	30	33	58	63	70	70	64	66	55	41	38	31	15
	Handicap	6	0	0	1	1	1	3	4	4	3	2	2	3	3	4	2	0
	Subtotal	75	7	8	22	31	34	61	67	74	73	66	68	58	44	42	33	15

Total Occupancy Total Percent	75	7	8	22	31	34	61	67	74	73	66	68	58	44	42	33	15
		9%	11%	29%	41%	45%	81%	89%	99%	97%	88%	91%	77%	59%	56%	44%	20%

Starbucks
Empirical Weekday Parking Demand Data Analysis - Peak Month Conditions

10814 Fawcett Ave, South El Monte																		Montly Adj	
			7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	
1/31/2024	Weekday	Regular	15	12	26	26	25	26	26	22	28	32	25	21	24	26	24	25	85%
PARKING DEMAND RATIO ² (SPACES PER 1000 SF OF GFA)			4.052	3.241	7.023	7.023	6.753	7.023	7.023	5.943	7.563	8.644	6.753	5.673	6.483	7.023	6.483	6.753	
		Handicap	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	85%
PARKING DEMAND RATIO ² (SPACES PER 1000 SF OF GFA)			0.000	0.000	0.000	0.270	0.270	0.000	0.000	0.000	0.000	0.270	0.000	0.000	0.000	0.000	0.000	0.000	
TOTAL			15	12	26	27	26	26	26	22	28	33	25	21	24	26	24	25	
3/9/2024	Weekend	Regular	6	8	19	23	19	16	19	21	20	23	20	16	14	11	14	9	97%
PARKING DEMAND RATIO ² (SPACES PER 1000 SF OF GFA)			1.621	2.161	5.132	6.213	5.132	4.322	5.132	5.673	5.402	6.213	5.402	4.322	3.782	2.971	3.782	2.431	
		Handicap	0	0	2	2	1	1	0	0	0	0	1	1	1	1	0	0	97%
PARKING DEMAND RATIO ² (SPACES PER 1000 SF OF GFA)			0.000	0.000	0.540	0.540	0.270	0.270	0.000	0.000	0.000	0.000	0.270	0.270	0.270	0.270	0.000	0.000	
TOTAL			6	8	21	25	20	17	19	21	20	23	21	17	15	12	14	9	

9403 Valley Boulevard, Rosemead																			
			7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	
1/31/2024	Weekday	Regular	7	11	12	14	13	7	7	6	13	13	8	4	5	8	5	0	85%
PARKING DEMAND RATIO ² (SPACES PER 1000 SF OF GFA)			3.684	5.789	6.316	7.368	6.842	3.684	3.684	3.158	6.842	6.842	4.211	2.105	2.632	4.211	2.632	0.000	
		Handicap	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	85%
PARKING DEMAND RATIO ² (SPACES PER 1000 SF OF GFA)			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.526	0.000	0.000	0.000	0.000	0.000	
TOTAL			7	11	12	14	13	7	7	6	13	13	9	4	5	8	5	0	
3/9/2024	Weekend	Regular	5	5	13	18	12	11	8	9	13	6	12	9	6	3	6	1	97%
PARKING DEMAND RATIO ² (SPACES PER 1000 SF OF GFA)			2.632	2.632	6.842	9.474	6.316	5.789	4.211	4.737	6.842	3.158	6.316	4.737	3.158	1.579	3.158	0.526	
		Handicap	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	97%
PARKING DEMAND RATIO ² (SPACES PER 1000 SF OF GFA)			0.000	0.000	0.000	0.000	0.000	0.526	0.526	0.000	0.000	0.000	0.000	0.526	0.000	0.000	0.000	0.000	
TOTAL			5	5	13	18	12	12	9	9	13	6	12	10	6	3	6	1	

Notes:
SF = Square feet; GFA = Gross floor area.
¹ Parking demand rate based on gross floor area of the Starbucks building of 3709 SF.
² Parking demand rate based on gross floor area of the Starbucks building of 1900 SF.

Peak Demand	Weekday	Regular	4.052	5.789	7.023	7.368	6.842	7.023	7.023	5.943	7.563	8.644	6.753	5.673	6.483	7.023	6.483	6.753
		Handicap	0.000	0.000	0.000	0.270	0.270	0.000	0.000	0.000	0.000	0.270	0.526	0.000	0.000	0.000	0.000	0.000
	Weekend	Regular	2.632	2.632	6.842	9.474	6.316	5.789	5.132	5.673	6.842	6.213	6.316	4.737	3.782	2.971	3.782	2.431
		Handicap	0.000	0.000	0.540	0.540	0.270	0.526	0.526	0.000	0.000	0.000	0.270	0.526	0.270	0.270	0.000	0.000
Project Demand	Weekday	Regular	10	14	17	18	16	17	17	14	18	21	16	14	16	17	16	16
		Handicap	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0
		TOTAL	10	14	17	19	17	17	17	14	18	22	17	14	16	17	16	16
	Weekend	Regular	6	6	16	23	15	14	12	14	16	15	15	11	9	7	9	6
		Handicap	0	0	1	1	1	1	1	0	0	0	1	1	1	1	0	0
		TOTAL	6	6	17	24	16	15	13	14	16	15	16	12	10	8	9	6

South El Monte and Rosemead
Starbucks Parking

Wednesday , January 31st, 2024

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
10814 Fawcett Ave, South El Monte	Regular	50	13	10	22	22	21	22	22	19	24	27	21	18	20	22	20	21
	Handicap	4	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
	Subtotal	54	13	10	22	23	22	22	22	19	24	28	21	18	20	22	20	21
SIZE (SF) 3702																		
Total Occupancy		54	13	10	22	23	22	22	22	19	24	28	21	18	20	22	20	21
Total Percent			24%	19%	41%	43%	41%	41%	41%	35%	44%	52%	39%	33%	37%	41%	37%	39%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
9403 Valley Boulevard, Rosemead	Regular	19	6	9	10	12	11	6	6	5	11	11	7	3	4	7	4	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	Subtotal	20	6	9	10	12	11	6	6	5	11	11	8	3	4	7	4	0
SIZE (SF) 1900																		
Total Occupancy		20	6	9	10	12	11	6	6	5	11	11	8	3	4	7	4	0
Total Percent			30%	45%	50%	60%	55%	30%	30%	25%	55%	55%	40%	15%	20%	35%	20%	0%

South El Monte and Rosemead
Starbucks Parking

Saturday, March 9th, 2024

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
10814 Fawcett Ave, South El Monte	Regular	50	6	8	18	22	18	16	18	20	19	22	19	16	14	11	14	9
	Handicap	4	0	0	2	2	1	1	0	0	0	0	1	1	1	1	0	0
	Subtotal	54	6	8	20	24	19	17	18	20	19	22	20	17	15	12	14	9
SIZE (SF) 3702																		
Total Occupancy		54	6	8	20	24	19	17	18	20	19	22	20	17	15	12	14	9
Total Percent			11%	15%	37%	44%	35%	31%	33%	37%	35%	41%	37%	31%	28%	22%	26%	17%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
9403 Valley Boulevard, Rosemead	Regular	19	5	5	13	17	12	11	8	9	13	6	12	9	6	3	6	1
	Handicap	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0
	Subtotal	20	5	5	13	17	12	12	9	9	13	6	12	10	6	3	6	1
SIZE (SF) 1900																		
Total Occupancy		20	5	5	13	17	12	12	9	9	13	6	12	10	6	3	6	1
Total Percent			25%	25%	65%	85%	60%	60%	45%	45%	65%	30%	60%	50%	30%	15%	30%	5%

Monterey Park
 Shakey's Pizza Parlor and Monterey Park Dental
 1955 and 1995 S Atlantic Blvd, Monterey Park, CA 91754

Thursday, February 8, 2024

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Shakey's Pizza Parlor	Regular	36	0	0	3	6	11	30	40	23	19	20	13	23	22	13	10	6
	Handicap	1	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	0
	Subtotal	37	0	0	3	6	11	30	41	23	19	21	13	24	23	13	10	6
Total Occupancy		37	0	0	3	6	11	30	41	23	19	21	13	24	23	13	10	6
Total Percent			0%	0%	8%	16%	30%	81%	111%	62%	51%	57%	35%	65%	62%	35%	27%	16%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Monterey Park Dental	Regular	54	0	1	10	11	19	9	8	12	16	19	16	13	5	6	2	0
	Handicap	5	0	0	0	1	1	1	2	4	3	2	2	1	0	0	0	0
	Subtotal	59	0	1	10	12	20	10	10	16	19	21	18	14	5	6	2	0
Total Occupancy		59	0	1	10	12	20	10	10	16	19	21	18	14	5	6	2	0
Total Percent			0%	2%	17%	20%	34%	17%	17%	27%	32%	36%	31%	24%	8%	10%	3%	0%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Vehicles Observed Parking and going to Raising Cane's	Shakey's Lot	-	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	Monterey Park Lot	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1

Shakey's Pizza Parlor and Monterey Park Dental
1955 and 1995 S Atlantic Blvd, Monterey Park, CA 91754

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Shakey's Pizza Parlor	Regular	36	0	0	3	2	9	33	38	41	38	35	35	36	26	24	17	7
	Handicap	1	0	0	0	0	0	1	1	1	1	1	1	2	2	1	0	
	Subtotal	37	0	0	3	2	9	34	39	42	39	36	36	37	28	26	18	7
Total Occupancy		37	0	0	3	2	9	34	39	42	39	36	36	37	28	26	18	7
Total Percent		0%	0%	8%	5%	24%	92%	105%	114%	105%	97%	97%	100%	76%	70%	49%	19%	

[illegible]

EXHIBIT D

Conditions of Approval

Exhibit D

CONDITIONS OF APPROVAL

1969 SOUTH ATLANTIC BOULEVARD

In addition to all applicable provisions of the Monterey Park Municipal Code ("MPMC"), Indira Ibrahimbegovic (the "Permittee"), agrees to comply with the following conditions of approval ("Project Conditions") for Administrative Use Permit ("AUP-24-01") and Design Review ("DRB-24-076").

Unless the contrary is stated or clearly appears from the context, the construction of words and phrases used in the Project Conditions use the definitions set forth in the MPMC.

PLANNING:

1. The Permittee agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising from the City's approval of AUP-24-01 and DRB-24-076 except for such loss or damage arising from the City's sole negligence or willful misconduct. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the City approval of AUP-24-01 and DRB-24-076, the Permittee agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section "the City" includes the City of Monterey Park's elected officials, appointed officials, officers, and employees.
2. This approval is for the project as shown on the plans date-stamped June 25, 2024. Before the City issues a building permit, the Applicant must submit plans, showing that the project substantially complies with the plans and conditions of approval on file with the Planning and Building and Safety Division. Any subsequent modification must be referred to the City Planner for a determination regarding the need for Planning Commission review and approval of the proposed modification.
3. The Subject Property must be developed and/or used in the manner requested and must be in substantial conformity with the submitted plans date-stamped June 25, 2024, unless revisions and/or additional conditions are specifically required herein.
4. This approval runs with the land. All rights and obligations of this approval, including the responsibility to comply with the Project Conditions, are binding upon the property owners' successors in interest. The Project Conditions may be modified, terminated, or abandoned in accordance with applicable law including, without limitation, the MPMC.
5. Any proposed deviations from the Exhibits, Project Description or Project Conditions must be submitted to the City Planner for review and approval. Any unapproved deviations from the Project approval will constitute a violation of the permit approval.

6. When exhibits and/or written Project Conditions are in conflict, the written Project Conditions prevail.
7. The Permittee must comply with all requirements of the MPMC, policies and regulations of any State, Federal or local agency with jurisdiction over the Project, and any other applicable law.
8. Anything which is not shown on the application/plans, or which is not specifically approved, or which is not in compliance with this section, is not approved. Any application and/or plans which are defective as to, but not limited to, omission, dimensions, scale, use, colors, materials, encroachments, easements, etc., will render any entitlements granted by this approval null and void.
9. Permittee must reimburse the city for all attorneys' fees expended by the City that are directly related to the processing of AUP-24-01 and DRB-24-076. The City will not issue a Final Certificate of Occupancy or other final occupancy approval until all attorneys' fees are paid by the Applicant.
10. The Permittee's failure to comply with, or breach of, any condition can, in addition to any other civil or criminal action, result in modification or revocation of this permit. The City may, in accordance with applicable law, undertake action and incur costs that may be required to effect compliance. All such costs including, without limitation, attorney's fees, must be reimbursed by the Permittee or current property owners in accordance with applicable law.
11. All conditions of approval must be superimposed on the construction drawings submitted for plan check and on the construction drawings for which a building permit is issued.
12. The Subject Property must be kept in a clean and safe condition by, at a minimum, performing all of the following tasks:
 - a. Properly removing, storing, and disposing all trash, litter, rubbish and debris on the Subject Property.
 - b. Removing graffiti placed upon the Subject Property within forty-eight hours of its occurrence;
 - c. Keeping driveways, sidewalks, park strips, fire access roads and streets on or adjacent to the Subject Property clear and clean; and
 - d. Providing adequate lighting on the Subject Property.
13. The Permittee must sign and have notarized an affidavit acknowledging acceptance of the conditions of approval and return it to the Planning Division within 30 days of the effective dates of this approval, or before the issuance of a building permit.

14. A final certificate of occupancy will not be issued until all planting and irrigation systems are installed and operating.
15. Landscaping/irrigation must be maintained in good condition at all times as determined by the City Planner.
16. The Permittee must implement the contingency plan approved as part of AUP-24-01 and DRB-24-076.
17. A copy of the conditions of approval for AUP-24-01 must be kept on the Subject Property premise at all times and be promptly made available to any City official upon request.
18. The design, quality, materials and colors used for chairs, tables, lighting and other furniture of the outdoor seating/dining area must complement the architectural style and colors used in the construction of the building, as determined in the sole discretion of the City Planner, or designee.
19. Outdoor dining area furniture must be maintained in a good visual appearance and condition at all times.
20. Unaffixed outdoor dining furniture must be stored indoors after hours of operation of the business. The Permittee must obtain construction permits from the Building Official or designee for all permanent outdoor dining furniture.
21. The business and drive through operations are permitted 24 hours per day, 7 days a week.
22. No signs are approved as part of this application. The Permittee must submit to the City Planner a Master Sign Plan that identifies regulations for all signage on the Subject Property, before the issuance of a certificate of occupancy. The City Planner, or designee, in its sole discretion, will review and approve all Master Sign Plans. A certificate of occupancy will not be issued until the Permittee receives approval of a Master Sign Plan.

FIRE:

26. The Permittee must comply with all requirements of Fire Code, as adopted by the MPMC, to satisfaction of the Fire Marshal. A courtesy list of codes is included as "Exhibit D-1" entitled "Site Plan Review – 1969 W. Atlantic Blvd. – SPR - 24-03" and dated February 26, 2024.

ENGINEERING:

27. The project will require the preparation of the Low Impact Development (LID) plan. The LID plan must be reviewed and approved by City before issuance of any construction permits.

By signing this document, the Permittee, certifies having read and understood the Project Conditions, and agrees to comply with the Project Conditions.

Indira Ibrahimbegovic, Permittee

Monterey Park Fire Department

Fire Prevention Division

INTEROFFICE MEMO – PROJECT REVIEW



DATE: February 26, 2024

TO: PLANNING DIVISION

FROM: JESSICA ESTRELLA, FIRE MARSHAL

SUBJECT: SITE PLAN REVIEW – 1969 S ATLANTIC BLVD – SPR 24-03 –
Proposed Drive-Thru Starbucks with Outdoor Dining

THE FOLLOWING ARE A LIST OF FIRE DEPARTMENT REQUIREMENTS FOR THE REVIEW OF THE PRECISE PLAN/CONDITIONAL USE PERMIT BASED ON THIS PLAN SUBMITTAL. A COMPLETE REVIEW CANNOT BE ACCOMPLISHED WITHOUT A COMPLETE SET OF ARCHITECTURE PLANS.

FIRE DEPARTMENT REVIEW COMMENTS:

1. All conditions identified by the Fire Department shall be subject to review and approval by the Fire Chief for determination of applicability and extent to which any condition may be required.
2. Fire Flow
The minimum fire flow required shall be determined as specified by the current adopted edition of the California Fire Code Appendix B with adopted amendments.
Given the present plans and information, the required fire flow for the new structure is 1,000 gallons per minute at 20 psi for a minimum of a 2-hour duration.
The applicant shall verify that the water purveyor can provide the required volume and duration at the project prior to obtaining a building permit.
3. Fire Flow Verification
Prior to fire approval and/or map recordation, the applicant shall provide to the Fire Department, verification from the water purveyor that the water purveyor can provide the required fire flow of 1,000 gallons per minute at 20 psi for a minimum a 2-hour duration.
4. The structure shall be provided with an approved automatic fire sprinkler system and fire alarm as set forth by the California Fire Code 903 and 907.
5. An approved number or address shall be provided in such a position as to be plainly visible and legible from the street or road fronting the property. Numbers

- shall be a minimum of 6-inch high by ½-inch stroke and be a contrasting background. **CFC 505.1**
6. A knox box shall be provided adjacent to the main entry. A knox switch shall be provided for the vehicle gate. **CFC 506.1**
 7. Carbon dioxide systems used in beverage dispensing and exceeding more than 100 lbs of gas shall comply with CFC 5307.
 8. The owner or owner's authorized agent shall be responsible for the development, implementation and maintenance of an approved, written safety plan establishing a fire prevention program at the project site applicable throughout all phases of the construction work.
 9. If "As-built" plans are required, additional fees will be due for the review of the drawings.

ATTACHMENT 2

Notice of Exemption

Notice of Exemption

From: City of Monterey Park Planning
320 W. Newmark Avenue
Monterey Park, CA 91754

To:

☐

Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

☐

Los Angeles, County Clerk
Environmental Filings
12400 Imperial Highway #1201
Norwalk, CA 90650
Attn: Business Filings and Registration

Project Title: Administrative Use Permit (AUP-24-01) & Design Review (DRB-24-076)
Project Location - Specific: 1969 South Atlantic Boulevard
Project Location - City: Monterey Park
Project Location - County: Los Angeles

Description of Project:

Approval to construct and operate a drive-through business with an outdoor dining/seating area at 1969 South Atlantic Boulevard.

Name of Public Agency Approving Project: City of Monterey Park
Name of Person or Agency Carrying Out Project: City of Monterey Park

Exempt Status: (check one)

☐

Ministerial (Sec. 21080(b)(1); 15268);

☐

Declared Emergency (Sec. 21080(b)(3); 15269(a));

☐

Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

☒

Categorical Exemption. State type and section number: § 15303 (Class 3 – New Construction)

☐

Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The activity involves construction of a new approximately 2,400 square foot drive-through restaurant (coffee shop), including 200 square feet of outdoor seating, new landscaping, and new parking. Accordingly, this activity is not subject to further review.

Lead Agency Contact Person: _____ Kevin Tan _____ Telephone _____ (626) 307-1302 _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Date: _____ Title: _____ Assistant Planner _____

☐

Signed by Lead Agency Date received for filing at OPR:

☐

Signed by Applicant