AGENDA

REGULAR MEETING OF THE BELL PLANNING COMMISSION

Wednesday, September 2, 2026, at 7:00 p.m.

Location: Bell Community Center, 6250 Pine Avenue, Bell CA 90201

MEETING WILL BE HELD IN-PERSON AT THE BELL COMMUNITY CENTER

PUBLIC COMMENT: If you wish to make a comment on items listed on the agenda and non-agenda items, you may attend the meeting in-person at the Bell Community Center. Please complete a Request to Speak Card available in the location and wait until the chair calls you to approach the podium. Please clearly state your name and address and proceed to make your comments.

You may also submit input electronically through a temporary public comment email established for City of Bell City Council meetings at cityclerk@cityofbell.org. Your written comment must be submitted by 4pm on Wednesday, September 2, 2026.

Any emails received after the time indicated will not be included in the record. Written Comments will be subject to the three minute time limitation (approximately 350 words).

The meeting will be recorded and live streamed on the City's website at https://www.cityofbell.gov/City-Hall/City-Clerk/Live-Web-Stream

1. **Call to Order:**

2. **Roll Call of the Planning Commission:**

   Commissioner Rihan Bedier
   Commissioner Rodrigo Rodarte
   Commissioner Ali Sleiman
   Commissioners Sandra Esparza
   Chair Luis Mesa

3. **Pledge of Allegiance**

4. **Communications from the Public:**

   This is the time for members of the public to address the Planning Commission on matters that are listed on the agenda and non-agenda items that are under the subject matter jurisdiction of the Planning Commission. (Each speaker is limited to 3 minutes)

5. **Presentation(s):**

   None

6. Public Hearings

a. Proposed +/- 1,025 square foot drive through restaurant at 7020 & 7030 Atlantic Avenue in the Heavy Commercial (C-3) zone and Mixed Use Overlay Zone (MUOZ) – Site Plan Review (SPR 2026-01), a Conditional Use Permit (CUP 2026-01), & Master Sign Program (MSP 2026-01).

Recommendation: *It is recommended that the Bell Planning Commission:*

1. *Find that the project is categorically exempt from the CEQA under Section 15332 (Class 32, In-Fill Development Projects), make the required findings and requirements set forth in the Bell Municipal Code; and*

2. *Read by title only, waive further reading, and adopt Resolution 2026-03PC titled:*

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING SITE PLAN REVIEW NO. SPR 2026-01, CONDITIONAL USE PERMIT NO. CUP 2026-01, AND MASTER SIGN PROGRAM NO. MSP 2026-01 TO ALLOW THE CONSTRUCTION OF A NEW +/- 1,025-SQUARE-FOOT, SINGLE-STORY COFFEE SHOP WITH A DRIVE THROUGH LANE, ASSOCIATED PARKING, AND LANDSCAPE IMPROVEMENTS AT 7020 & 7030 ATLANTIC AVENUE IN THE HEAVY COMMERCIAL (C-3) ZONE AND MIXED USE OVERLAY ZONE (MUOZ)

b. Request to reapprove a Conditional Use Permit (originally CUP 2023-01) to allow a public charter high school (grades 9-12) to operate within an existing commercial building (formerly Westbrook High School) and a request to permit the vacation of a publicly maintained 2,500 square foot, rectangular-shaped alley that runs through the middle and across the entire length of the subject property located at 4210 Gage Avenue. The project site is located in the C-3R (General Commercial & Residential) a R-3 (High-Density Multiple-family Residential) zones

Recommendation: *It is recommended that the Bell Planning Commission:*

1. *Approve The Conditional Use Permit to a public charter school to operate within an existing commercial building.*

2. *Read by title only, waive further reading, and adopt Resolution 2026-04PC titled:*

A RESOLUTION OF INTENT BY THE PLANNING COMMISSION OF THE CITY OF BELL TO APPROVE AN ALLEY VACATION (2024-03), THAT EXTENDS ACROSS THE ENTIRE PROPERTY AT 4210 E. GAGE AVENUE TO GRANT FULL DEVELOPMENT RIGHTS TO THE PROPERTY OWNER WHO WISHES TO DEVELOP A PREVIOUSLY APPROVED PUBLIC CHARTER HIGH SCHOOL (GRADES 9-12) WITHIN AN EXISTING COMMERCIAL BUILDING. THE PROPERTY IS LOCATED AT 4210 GAGE AVENUE, IN THE C-3R (GENERAL COMMERCIAL & RESIDENTIAL) AND R-3 (HIGH DENSITY MULTIPLE-FAMILY RESIDENTIAL) ZONES.

3. *Approve the proposed alley vacation by making the finding it conforms with the City's General Plan.*

4. *Read by title only, waive further reading, and adopt Resolution 2026-05PC titled:*

A RESOLUTION OF INTENT TO VACATE BY THE PLANNING COMMISSION OF THE CITY OF BELL TO APPROVE AN ALLEY VACATION (ENT-7), THAT EXTENDS ACROSS THE ENTIRE PROPERTY AT 4210 E. GAGE AVENUE TO GRANT FULL DEVELOPMENT RIGHTS TO THE PROPERTY OWNER WHO WISHES TO DEVELOP A PREVIOUSLY APPROVED PUBLIC CHARTER HIGH SCHOOL (GRADES 9-12) WITHIN AN EXISTING COMMERCIAL BUILDING. THE PROPERTY IS LOCATED AT 4210 EAST GAGE AVENUE, IN THE C-3R (GENERAL COMMERCIAL & RESIDENTIAL) AND R-3 (HIGH DENSITY MULTIPLE-FAMILY RESIDENTIAL) ZONES.

7. Regular Session:

None

8. Planning Commissioner Announcements; Request for Future Agenda Items; Conference/Meeting Reports:

9. Community Development Director's Comments:

10. City Attorney Comments:

11. Adjournment: *The Next Regular Scheduled Planning Commission Meeting is October 7, 2026.*

ADA Compliance Statement

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in this meeting, please contact the Community Development Department at (323) 588-6211, Ext. 2615, at least 48 hours prior to the scheduled meeting in order for the City to make reasonable arrangements to ensure accessibility to this meeting.

I, Marisa Craft, Planning Commission Secretary, certify that a true, accurate copy of the foregoing agenda was posted on August 28, 2026 at least seventy two (72) hours prior to the meeting as required by law.

Marisa Craft

Marisa Craft, Planning Commission Secretary

City of Bell
Planning Commission
Agenda Report

DATE: September 2, 2026

TO: Honorable Chair and Planning Commission Members

FROM: Javier Ochiqui, Community Development Director

PREPARED BY: Jonathan Kwan, CSG Consultants Inc., Contract Planner

SUBJECT: Proposed +/- 1,025 square foot drive through restaurant at 7020 & 7030 Atlantic Avenue in the Heavy Commercial (C-3) zone and Mixed Use Overlay Zone (MUOZ) – Site Plan Review (SPR 2026-01), a Conditional Use Permit (CUP 2026-01), & Master Sign Program (MSP 2026-01)

PROJECT PROPOSAL / REQUEST:

Request for Approval of Site Plan Review (SPR 2026-01), a Conditional Use Permit (CUP 2026-01), & Master Sign Program (MSP 2026-01) to allow the construction of a new +/- 1,025-square-foot, single-story coffee shop with a drive through lane, associated parking, and landscaping improvements at 7020 & 7030 Atlantic Avenue in the Heavy Commercial (C-3) zone and Mixed Use Overlay Zone (MUOZ).

BACKGROUND:

Project Overview

- General Plan Designation: Commercial
- Zoning: C-3 (Heavy Commercial) & MUOZ (Mixed-Use Overlay Zone)
- Project Location: 7020 & 7030 Atlantic Avenue
- Assessor's Parcel Numbers: 6326-035-901 & -902
- Site Characteristics: The project site is relatively flat and measures approximately 0.53 acres (23,633 square feet) and is comprised of two parcels (APNs 6326-035-901 and -902) located at 7020 and 7030 Atlantic Avenue, northeast of the intersection of Florence Avenue and Atlantic Avenue. Vehicular access to the project site is provided via three driveways along Atlantic Avenue and two alley entrances along the eastern site boundary. The project site is currently developed with Jack's Car Wash, which consists of a 2,756-square-foot car wash structure, a 485-square-foot detached office structure, three car wash lanes with overhead signage, five detailing stalls, and two surface parking spaces. Additional structures include a pole sign near the southwest corner of the site, and a small trash enclosure and car wash equipment near the northeast corner of the site.
- Surroundings: Surrounding land uses include restaurants to the north and south, a strip mall to the west, and single-family residential uses to the east.

- Project Description: The proposed project would demolish all structures on the site and construct a new +/- 1,025 square foot, single-story coffee shop with a 21-car drive through, associated parking and landscaping improvements.

- Applicant: Erik Nobel, Core States Group, on behalf of Dutch Bros

- Authorization:

  Site Plan Review (SPR): Pursuant to the City of Bell Municipal Code (BMC) Section 17.92.040(C)(1), Site Plan Review shall be reviewed by the Planning Commission in the following circumstances: (a) when exceeding the Community Development Director's review threshold; or (b) when an application is forwarded by the Director in his or her discretion.

  Conditional Use Permit (CUP): Pursuant to the BMC Section 17.96.120, CUP applications shall be reviewed and adopted by the Planning Commission.

  Master Sign Program: Pursuant to the BMC Section 17.84.070(C), the City of Bell Planning commission may grant master sign programs to accommodate unique commercial development needs to provide businesses the opportunity to showcase brand identity while maintaining safety and aesthetic standards.

- Required Findings for a Site Plan Review: Pursuant to BMC Section 17.92.040(C)(3), a Site Plan Review may be approved only if all of the following findings are made:

  a. That the site plan is consistent with the goals and policies embodied in the General Plan and other applicable plans and policies adopted by the council; and

  b. That the proposed development is in accordance with the purposes and objectives of this article and the zone in which the site is located; and

  c. That the proposed development's site plan and its design features, including, but not limited to, architecture and landscaping, will integrate harmoniously and enhance the character and design of the site, the immediate neighborhood, and the surrounding areas of the city; and

  d. That the proposed development will improve the community appearance by preventing extremes of dissimilarity or monotony in new construction or in alterations of facilities; and

  e. That the site plan and design considerations shall not be detrimental to the public health, safety, and general welfare.

- Required Findings for a Conditional Use Permit: Pursuant to BMC Section 17.96.040, a Conditional Use Permit may be granted if the Applicant shows:

  a. That the site for the proposed use is adequate in size, shape and topography to accommodate the proposed use; and

  b. The site has sufficient access to public streets and highways adequate in width and pavement type, to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated by the proposed use; and

c. That all buildings and structures proposed to be constructed or utilized in conjunction with the use will be architecturally compatible with existing and prospective uses of land located in the immediate vicinity of the site; and

d. That the location of the proposed use on the site will be compatible with existing and prospective uses of land located in the immediate vicinity of the site; and

e. That the conduct of the proposed use will be in compliance with the applicable provisions of any specific plan applicable to such site, and with the city's general plan.

- Required Findings for a Master Sign Program: Pursuant to BMC Section 17.84.070(D), a master sign program may be granted subject to the following findings:

  a. The proposed signs are well-designed and consistent with other signs located on the subject property, as well as compatible with community character and harmonious with surrounding properties and buildings; and

  b. The proposed sign program complies with all applicable chapters of this title and is consistent with the plans and policies of the general plan; and

  c. The proposed signs are displayed in a manner that does not harm the public health, safety, and welfare.

On July 24, 2026, the City Planning Division deemed the application complete, and did not apply any new standards and fee requirements. The project was noticed and included on the agenda for the August 5, 2026 Planning Commission hearing. The August 5, 2026 Planning Commission hearing was cancelled due to the lack of a quorum, and the item was rescheduled and re-noticed for the September 2, 2026 regular meeting.

ANALYSIS:

The proposed project is a new 1,025 square foot coffee shop with a drive through lane, associated parking, and landscaping improvements. The proposed project plans are attached as Attachment 2. Separate from the requested entitlements, a lot merger has been approved to merge the two properties within the project site.

While the project site is within the Mixed-Use Overlay Zone (MUOZ), the proposed use is not regulated by the MUOZ and is permitted in the Heavy Commercial zoning district (C-3) with the approval of a Conditional Use Permit. Therefore, the MUOZ development standards do not apply to the proposed project. A summary of the applicable development standards is provided in the table below.

Table 1: Site and Building Development Standards

Criteria	Requirement	Proposed	Compliance
Front yard setback	10 feet	35.5 feet	Yes
Side yard setback	0 feet	+48 feet from north property line +76 feet from south property line	Yes
Rear yard setback	10 feet	+75 feet	Yes
Height	70 feet	24 feet	Yes

The proposed project would comply with all required site development standards. The existing buildings on site are proposed to be demolished, and the proposed project is subject to all development impact fees. The proposed project plans have been reviewed by the Building Department, Public Works Department, and Fire District. The project has been conditioned to comply with all the requirements of the various departments.

Building and Site Design

The proposed Dutch Bros Coffee building is an approximately 1,025-square-foot, single-story structure with a contemporary design. The building features a two-toned, dark gray and light gray, stucco, complemented by fiber cement board siding in Dutch Bros' signature blue on the tower element. The base of the building is wrapped in stone veneer, providing visual interest. Large storefront windows and service windows are incorporated into the elevations to enhance transparency and visibility. Pre-fabricated metal awnings are proposed at the north, west and south elevations providing articulation and visual interest. A larger canopy with stone veneer columns is proposed on the east elevation above the walk-up service window. The building reaches a maximum parapet height of 24 feet on the tower element, with the primary parapet at approximately 20 feet, 10.5 inches that screens roof-mounted mechanical equipment from public view. An accessory 12-foot by 20-foot CMU trash enclosure with a metal gate painted to match the primary building is also proposed on site.

The proposed site improvements include removing two driveways from Atlantic Avenue and one along the alley, improving access to the site. The parking lot includes 10 parking spaces, including one ADA-accessible space and one van-accessible space, with provisions for future EV-capable stalls. A proposed drive through with 440 feet of stacking, capacity for 21 vehicles, wraps around the proposed building. Landscaping covers approximately 4,576 square feet and consists of a 10-foot landscape buffer along Atlantic Avenue, a 5-foot landscape buffer along the alley to the east, and an open area with groundcover at the center of the property. 11 trees are proposed on the project site, and the plant palette includes various trees, drought-tolerant shrubs, and ornamental grasses. The plans also include a sub slab vapor barrier beneath the proposed building and a soil management plan for the site.

Signage

The proposed project includes a master sign program that will regulate all signage on-site, including the wall signs, directional signage and the existing pole sign. A master sign program is required to accommodate the number of proposed signs on-site and the pole sign, a sign that does not conform to standard regulations. The sign plans are included in the Project Plans as Attachment 3. A separate building permit is required for the construction of the proposed signage.

The proposed project includes tenant identification signage reading "Dutch Bros Coffee" on three 28.33-square-foot illuminated channel letter wall signs on the east, south, and west elevations. Three 18.39-square-foot illuminated windmill logo signs are proposed on the north, south, and west elevations. The existing pole sign is proposed to be retained in its existing location and refaced with new Dutch Bros Coffee signage. Additional signage includes wall-mounted and freestanding menu boards within the drive through queue area, two non-illuminated directional signs at the drive through entrance and exit, promotional signage, and building address numerals.

With residential uses located to the east of the project site, a condition of approval has been added to minimize the illumination of the signs on the eastern frontage prior to building permit submittal.

Compatibility

The proposed Dutch Bros coffee shop is consistent with the surrounding commercial land uses and the vehicle-oriented character of the nearby vicinity. The project site is located within an established commercial area with three additional drive through restaurants located within 200 feet of the project site. Residential uses are located to the east, separated by a 20-foot-wide alley. However, the proposed use is anticipated to generate less noise than the previous carwash that included vacuum equipment.

The proposed building design and use are consistent with the goals and policies of the General Plan, including but not limited to, Land Use and Sustainability Element Policy 1, 3 and 5. The proposed building and landscaping improvements will enhance the overall appearance of the project site and immediate vicinity. Conditions of approval have been included to require ongoing landscape maintenance and to screen utilities from the public right-of-way to the extent feasible, including a condition requiring utility boxes to be vinyl-wrapped with a design that mimics landscaping to minimize their visual impact.

The construction of the proposed building and site improvements may impact surrounding uses. BMC Section 8.28.040 prohibits the production of sound that disturbs the peace and quiet of a residential neighborhood between the hours of 10pm and 7am. Therefore, construction noise shall not be permitted after 10pm or before 7am. If construction hours are further limited by other City standards, the more restrictive hours shall be in effect. Additionally, the abutting property to the south includes a commercial building within 5 feet of the property line. To limit impacts to surrounding properties, equipment such as vibratory rollers and large bulldozers will maintain a 17 foot and 10 foot buffer from the southern property line. A noise study submitted with the project application analyzed noise impacts and concluded that while the proposed project would generate some noise, it would result in no impact or less than significant impact with regard to construction noise, stationary source noise, and mobile source noise.

Parking

As proposed, the project would provide 10 parking spaces, which includes an accessible (ADA) parking space, a van accessible electric vehicle charging station (EVCS) space, an EVCS space, 2 EV Capable spaces, four standard spaces, and one ‘Order Ahead’ space.

Pursuant to the BMC Section 17.76.020(18), off-street parking and loading space requirements for any use that require a conditional use permit are set by the granting body. Since the proposed drive-through requires a Conditional Use Permit, the Planning Commission sets the parking requirement for the project. The proposed Dutch Bros operates on a drive-through-oriented model with no interior or exterior customer seating and is staffed by a maximum of six employees per shift. The project also provides two bicycle parking spaces and is served by nearby public transit. Based on these operational characteristics, the 10 proposed on-site parking spaces are anticipated to be adequate to serve the use. Moreover, providing additional parking would reduce the length of the on-site drive-through queue, adversely affecting on-site circulation.

Per the BMC Section17.76.100.B, a loading space is not required for a business under 3,000 square feet. As a condition of approval, deliveries and pickups made by waste haulers and delivery trucks shall be limited to off hours to ensure that business operations and onsite circulation are not interrupted.

Queuing and Circulation

The proposed project includes the removal of two driveways along Atlantic Avenue and one driveway along the alley, consolidating access to one driveway along Atlantic Avenue and one along the alley. The remaining Atlantic Avenue driveway provides right-turn only ingress and egress, and the alley driveway provides right-turn only ingress and left-turn and right-turn egress as a secondary access point. On-site circulation allows traffic to flow through the parking lot and into a drive through that wraps around the proposed building with capacity to accommodate approximately 21 vehicles. The drive through includes a passing lane with capacity to queue 4 additional vehicles.

The drive through will be actively managed by Dutch Bros staff through a runner system where employees take orders from vehicles in line to ensure that vehicle queuing does not extend onto Atlantic Avenue or the alley. A passing lane is also provided to allow vehicles to bypass others to keep a continuous flow through the drive through. If needed, the bypass lane can accommodate four additional vehicles. An analysis prepared by Ganddini Group, Inc. (Attachment 4) estimates potential drive through queue lengths based on surveys of four operating Dutch Bros and nine Starbucks locations in Southern California. Average peak queue lengths across all surveyed Dutch Bros locations were 17 vehicles on weekdays and 21 vehicles on weekends, both within the 21-vehicle on-site storage capacity. The analysis notes a relationship between drive through queue lengths and the proximity to the next nearest Dutch Bros location. The Eastvale Dutch Bros location, which recorded the highest observed queues of 24 vehicles on weekdays and 28 vehicles on weekends, is located approximately 16 miles from the nearest Dutch Bros location. By contrast, the proposed Bell location is situated 6.3 miles from the nearest Dutch Bros location, and anticipated queue lengths are estimated in the range of 15 to 20 vehicles. In the event that vehicle queuing regularly extends off-site, a condition of approval requires the applicant to collaborate with City staff to identify and implement appropriate operational measures.

Business Operations

Dutch Bros Coffee is proposed to operate from 5:00 a.m. to 11:00 p.m., seven days per week. Each shift would be staffed with a maximum of six employees depending on customer volume. A total of 24 to 32 part-time and full-time employees would be hired at the location depending on staffing needs. Dutch Bros maintains clean and well-kept sites as a standard operational practice, and a condition of approval has been included to require ongoing maintenance of landscaping and screening on-site. Dutch Bros will utilize a runner-based ordering system in which employees greet customers in the queue using handheld devices to take orders and accept payments. The system reduces idle time in the drive through and an average of a 45 second wait time at the service window.

During the grand opening of the business, it is anticipated that the excitement around the proposed business will draw an increased number of patrons and therefore increase the amount of traffic and associated impacts to the surroundings. As a condition of approval, the applicant will be required to prepare a Grand Opening Traffic Management Plan that will identify points of ingress/egress, locations temporary directional sign placement, a main point of contact to coordinate with the City and require a minimum of two onsite and two offsite traffic controllers to minimize traffic and queuing impacts, subject to the approval of the Community Development Director and Director of Public Works. An additional monitoring requirement to evaluate the plan will be required to adjust as necessary.

No Net Loss

Government Code Section 65863 (No Net Loss Law) ensures development opportunities remain available throughout a housing cycle to accommodate a jurisdiction's regional housing need allocation (RHNA). The City of Bell Housing Element identifies that the City's RHNA for the current housing cycle is 229 units. The City identified a number of sites within the City that have the capacity to accommodate the RHNA. In the case that a development is proposed on a housing site with a lower density than what was assumed in the Housing Element sites inventory, a jurisdiction must make written findings or identify additional site capacity. The City of Bell Housing Element Sites Inventory identifies that the project site has the capacity for 16 units on the property (4 lower-income units, 3 moderate-income units and 9 above moderate-income units). The proposed project is a coffee shop with no residential units, resulting in a deficit of 4 lower-income units, 3 moderate-income units, and 9 above moderate-income units.

In May 2026, the City of Bell conducted a review of all new housing units for which building permits have been issued since the beginning of the housing cycle on October 15, 2021. As of May 19, 2026, the City has issued building permits for 127 housing units and anticipates issuing building permits for an additional 61 units associated with the previously entitled City Ventures Townhomes project, for a total of 188 units. The table below summarizes the building permits issued and anticipated for housing units in this housing cycle and the remaining RHNA to date:

Remaining RHNA				
	Lower-income	Moderate-Income	Above Moderate-Income	Total
RHNA	67	29	133	229
Year	2021-2025 Building Permits Issued			
2021	3	0	2	5
2022	21	8	3	32
2023	8	4	2	14
2024	13	0	19	32
2025	9	12	7	28
2026 Progress*				
Building Permits Issued	7	5	4	16
Anticipated Projects	21	0	40	61
	Proposed Project RHNA			
Current Progress	**82**	**29**	**77**	**188**
Remaining RHNA	**0**	**0**	**56**	**56**

*As of June, 2026, HCD has not released 2026 income limits. Therefore, the building permits issued for the units during 2026 are based on HCD 2025 Income limits.

The table below summarizes the remaining capacity in the Sites Inventory without the proposed project site and the projected ADUs:

Remaining Capacity				
	Lower	**Moderate**	**Above Moderate**	**Total**
4738 Florence Avenue	8	4	18	30
4375 Gage Avenue/ 6303-6317 Pine Avenue	9	0	27	36

6200/6216/6230 Atlantic Avenue	0	6	19	25
6240 Atlantic Avenue	0	2	7	9
4570 Gage Avenue	44	0	0	44
Remaining Capacity	**61**	**12**	**71**	**144**

As shown in the tables above, the City has issued enough building permits to meet the RHNA for lower and moderate-income units. The remaining capacity in the city's sites inventory provides enough capacity to meet the remaining above moderate-income units in the RHNA. Additionally, the Housing Element Sites Inventory assumed that 17 lower income and seven (7) above moderate income ADUs would be developed during the 6th Housing Cycle which is much less than the reality of the development that has occurred in the City. The City is anticipating that ADUs will continue to develop at a similar rate based on the number of applications received and building permits issued for ADUs in 2026.

Site Plan Review Analysis

The proposed project requests for Site Plan review for a proposed +/- 1,025 square foot, single-story coffee shop with a 21-car drive through, associated parking and landscaping improvements. Pursuant to BMC Section 17.92.040(C)(3), the Planning Commission shall approve a Site Plan Review if all of the following findings are made:

A. **The site plan is consistent with the goals and policies embodied in the general plan and other applicable plans and policies adopted by the council.** *The General Plan Land Use designation of the subject site is Commercial. Permitted uses in this designation include a wide range of neighborhood and general retail and service establishments, such as restaurants and coffee shops, to accommodate the surrounding community. The proposed coffee shop will be consistent with the established goals and objectives of the Land Use and Sustainability Element.*

   Land Use and Sustainability Element Policy 1 is to "…promote development and land uses that are consistent with the General Plan that will address the current and future need of all of the residential and business sectors…" The proposed project is consistent with Land Use and Sustainability Element Policy 1 because it will redevelop a carwash with a new coffee shop, site improvements and landscaping, enhance the overall aesthetics, and offer services to the local community.

B. **The proposed development is in accordance with the purposes and objectives of this article and the zone in which the site is located.** *The proposed coffee shop is a permitted use in the C-3 zoning district. The proposed project, including site design, building design, and use comply with all Heavy Commercial (C-3) Zone standards of Section 17.28 and 17.32 of the BMC.*

C. **The proposed development's site plan and its design features, including, but not limited to, architecture and landscaping, will integrate harmoniously and enhance the character and design of the site, the immediate neighborhood, and the surrounding areas of the city.** *As conditioned, the project will consist of a new drive through coffee shop that is designed to be cohesive with the surrounding areas. The proposed project includes a new parking lot, landscaping, and trash enclosure which will also enhance the exterior appearance of the property. The proposed improvements will be compatible with surrounding uses, therefore, will not adversely impact the subject site or surrounding area.*

D. **The proposed development will improve the community appearance by preventing extremes of dissimilarity or monotony in new construction or in alterations of facilities.** *With the recommended conditions, the project will redevelop an aging carwash to a new coffee shop with drive through. The proposed would redevelop the site with an attractive building, new landscaping, and vibrant signage. The proposed improvements will be compatible with existing surrounding uses, therefore, will not adversely impact the subject site or surrounding area.*

E. **The site plan and design considerations shall not be detrimental to the public health, safety, and general welfare.** *The project site is located on Atlantic Avenue, which serves as one of the commercial land use corridors of the City. The site is suitable for commercial uses given that the majority of surrounding uses include retail and restaurants, and there are three additional drive throughs in the nearby vicinity. The proposed project design would enhance the appearance of the neighboring area and provide necessary services for the local and neighboring communities. The proposed business relies heavily on consistently moving their patrons through the drive through and traffic related to the business would be actively managed by staff. Therefore, it is expected that the proposed development will not be detrimental to the public health, safety, or welfare of the City.*

Conditional Use Permit Analysis

The proposed project requests a Conditional Use Permit for a drive through restaurant. Pursuant to BMC Section 17.96.040, the Planning Commission may grant a Conditional Use Permit if all of the following findings are made:

A. **The site for the proposed use is adequate in size, shape and topography to accommodate the proposed use.** The proposed project is a 1,025 square foot restaurant with 10 parking stalls and a drive through with the capacity for 21 vehicles to stack. The proposed business primarily services customers through the drive through and will actively manage traffic flow on site to prevent vehicles from spilling out of the property. As proposed and conditioned, the site plan is well designed and meets all applicable development standards and is adequate for the proposed use.

B. **The site has sufficient access to public streets and highways adequate in width and pavement type, to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated by the proposed use.** The project site fronts on Atlantic Avenue and a public alley. Atlantic Avenue is considered a major roadway in the City's General Plan Mobility Element. Existing sidewalks provide adequate pedestrian access from Atlantic Avenue and Metro Line 111 and 260/261 stops at the intersection of Florence Avenue and Atlantic Avenue, providing an option for alternative transportation. The proposed project also includes bike racks for short-term bike parking by the walk up service counter to accommodate multiple modes of transportation.

C. **All buildings and structures proposed to be constructed or utilized in conjunction with the use will be architecturally compatible with existing and prospective uses of land located in the immediate vicinity of the site.** The proposed project includes the main coffee shop building, a trash enclosure and associated business signage, including an existing pole sign. All proposed structures are designed to be consistent with the Dutch Bros brand, matching in design, colors, and materials. As discussed above, the proposed project is architecturally compatible with the surrounding uses.

D. **The location of the proposed use on the site will be compatible with existing and prospective uses of land located in the immediate vicinity of the site.** The majority of surrounding uses are commercial including three drive through restaurants with single family residential uses located to the east of the project site. The proposed drive through coffee shop is consistent and compatible with the existing uses in the area.

E. **The conduct of the proposed use will be in compliance with the applicable provisions of any specific plan applicable to such site, and with the city's general plan.** A specific plan has not been approved for the project site. The City's General Plan Land Use Element designates the subject property for commercial uses. The commercial use of the site will be consistent with the General Plan and does not conflict with the established goals and objectives of the Land Use Element. The proposed use will be promoting economic stability through the provision of an additional service to patrons which will result in the diversification of the commercial base along Atlantic Avenue.

Master Sign Program Analysis

Pursuant to BMC Section 17.84.070, the Planning Commission may grant a master sign program to accommodate multiple signs per business, exceeding the normal limit of two signs, signs that are larger than the standard size allowed by the sign regulations, and signs that have a unique and creative design that does not conform to the standard regulations. In granting approval of a Master Sign Program, the Planning Commission must make findings in connection with the Master Sign Program, as set forth in the BMC. A Master Sign Program may be approved only if all of the following findings are made:

A. **The proposed signs are well-designed and consistent with other signs located on the subject property, as well as compatible with community character and harmonious with surrounding properties and buildings.** The existing pole sign is proposed to be retained and refaced with new Dutch Bros Coffee signage; no changes are proposed to the height, location or sign area. Three 28.33-square-foot illuminated channel letter wall signs are proposed on the east, south, and west elevations, and three 18.39-square-foot illuminated windmill logo signs are proposed on the north, south, and west elevations. Additional signage includes two non-illuminated directional signs at the drive through entrance and exit, wall-mounted and freestanding menu boards within the drive through queue area, promotional signage, and building address numerals on the west elevation. All signage is proposed to be consistent with Dutch Bros branding. Drive through restaurants along Atlantic Avenue have signage on two to three building frontages and a pole sign similar to the proposed project. As conditioned, the signage is compatible with the community character and harmonious with surrounding properties and buildings.

B. The proposed sign program complies with all applicable chapters of this title and is consistent with the plans and policies of the general plan. A master sign program allows for flexibility within the BMC. The proposed sign program provides adequate signage that is consistent with surrounding businesses and permits the continued use of an existing pole sign on the site. Individual signs will be consistent with the standards in the sign program and the sign program will ensure consistency amongst all proposed signs on the property.

C. **The proposed signs are displayed in a manner that does not harm the public health, safety, and welfare.** The proposed master sign program will be in the best interest of public health, safety, and general welfare because it is consistent with all City regulations and will ensure consistency in sign design throughout the site. The sign program would permit signs that exceed what is permitted by the sign ordinance but is consistent with nearby businesses. Moreover, the sign program will provide guidelines that will enhance the overall sign design

of the site, by allowing flexibility and restraint in signing, graphics, and color, thus enhancing the pedestrian and customer experience. In addition, as conditioned, the illumination of signage will not impact residential properties.

Housing Shortfall

Pursuant to subdivision (b)(2) of Government Code Section 65863, if the City allows development of any parcel with fewer units by income category than identified in the Housing Element Sites Inventory for that parcel, the City is required to make a written finding supported by substantial evidence as to whether remaining sites identified in the Housing Element are adequate to meet the requirements of Government Code Section 65863.2 and to accommodate the City's regional housing need allocation (RHNA) at each income level.

The project site is identified in the City's Housing Element as a site with the estimated capacity to accommodate 16 housing units on the property (4 lower-income units, 3 moderate-income units and 9 above moderate-income units). The proposed project is a coffee shop with no residential units, resulting in a deficit of 4 lower-income units, 3 moderate-income units, and 9 above moderate-income units.

The City's RHNA for the 2021-2029 Housing Cycle is 229 units for all income levels, consisting of 67 lower-income units, 29 moderate-income units, and 133 above moderate-income units. As of May 19, 2026, the City has issued building permits and anticipates issuing building permits for 188 units, including 82 lower income units, 29 moderate income units, and 77 above moderate income units. The majority of new housing units are ADUs and the affordability level was determined based on HCD's Affordability Calculator. The City's remaining unmet RHNA is 56 units, all of which are above moderate income units.

The Housing Element identifies sites to meet the City's 2021-2029 RHNA. The remaining capacity of the sites consists of 144 units, including 61 lower income units, 12 moderate income units, and 71 above moderate income units. Therefore, with the development of the project site, the City will have the capacity to accommodate the RHNA for the 2021-2029 Housing Cycle.

Conclusion

Based on the above analysis, the staff has determined that with the recommended conditions of approval, the proposed project complies with the BMC, and all the required findings in support of a Site Plan Review, Conditional Use Permit, and Master Sign Program can be made.

ENVIRONMENTAL ANALYSIS:

Staff has reviewed the Class 32 CEQA Exemption memorandum prepared by CSG Consultants Inc. (Attachment 5) and determined that, in accordance with the California Environmental Quality Act (CEQA), this project is exempt from CEQA pursuant to CEQA Guidelines Section 15332 (Class 32, In-fill Development Projects). As documented in the exemption memorandum, the City has determined that the project qualifies for this categorical exemption as it meets the following criteria: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value, as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services. Staff has further reviewed the

exceptions to the use of categorical exemptions set forth in CEQA Guidelines Section 15300.2 and, consistent with the exemption memorandum, determined that none applies to the project. Therefore, based on the analysis contained in the CSG Consultants Inc. exemption memorandum, a Class 32 exemption is appropriate for the proposed project.

COMMENTS FROM OTHER DEPARTMENTS

Staff routed the project for comments to several City Departments including the Public Works, Engineering, Code Enforcement, as well as the Building & Safety Division. The departments provided comments that will be incorporated as conditions of approval if the project is approved.

PUBLIC COMMENT

The public hearing notice for the September 2, 2026 Planning Commission meeting, was published in Press Telegram on August 21, 2026, and the Community Development Department mailed a notice of public hearing to property owners within 300 feet of the project site, inclusive of the project itself.

RECOMMENDATION

Based on the evidence presented, Staff recommends that the Planning Commission find that the project is exempt from the CEQA under Section 15332 (Class 32, In-fill Development Projects), make the required findings and requirements set forth in the BMC, and **approve the application for Site Plan Review (SPR 2026-01), a Conditional Use Permit (CUP 2026-01), & Master Sign Program (MSP 2026-01)** subject to the following proposed conditions of approval and/or other conditions that the Planning Commission may wish to impose.

CONDITIONS OF APPROVAL:

Planning Division

1. The Applicant shall agree to defend, indemnify and hold harmless the City of Bell, its agents, officers, and employees from any claim, action, or proceeding against the City of Bell or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of Bell, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of Bell will promptly notify the Applicant of any such claim, action, or proceeding against the City of Bell and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of Bell fails to promptly notify the Applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnify or hold harmless the City of Bell. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

3. All architectural detailing, including building materials, lighting, colors, façade improvements, finishes, and other details, shall be consistent with the submitted plans as approved by the Planning Commission.

4. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

5. The Applicant and property owner shall submit plans to the Los Angeles County Fire Department for review for compliance with Fire regulations prior to the issuance of Building Permits. Proof of Fire Department approval (including sprinkler plan approval) is required. If revisions are made to the project plans (i.e. setbacks, building height, building design, driveway width, driveway configuration, landscaping, etc.) as a result of Fire Department requirements, changes to the plans may require Planning Commission review and approval as determined by the Community Development Director.

6. The project shall comply with the waste hauler's requirements to ensure the necessary services are provided to the subject site. Plans shall be submitted for review and approval of the City's waste-hauling services provider (Republic Services). Republic Services may be contacted at 12949 Telegraph Rd., Santa Fe Springs, CA 90670, or via phone at (800) 299-4898.

7. Deliveries and pickups made by waste haulers and delivery trucks shall be limited to off hours to ensure that business operations and on-site circulation are not interrupted.

8. The proposed use shall be conducted, and the property be maintained in a clean, neat, quiet, and orderly manner at all times and comply with the property maintenance standards as set forth in Chapter 8.36 (Property Maintenance and Nuisance Abatement) of the BMC.

9. The applicant shall obtain all applicable grading and building permits, including but not limited to, a building permit for the proposed signage on site.

10. This approval shall expire if building permits are not issued within one (1) year from the date of approval, unless an extension has been granted by the Planning Commission. The Applicant must file for an extension with the Planning Department at least 45 days prior to permit expiration.

11. All existing and/or proposed mechanical equipment and appurtenances, including electrical conduits, rain gutters, downspouts, vents, etc., whether located on the rooftop, ground level, or anywhere on the property, shall be adequately shielded/enclosed so as not to be visible from any public street and/or adjacent properties. Such shielding/enclosure of facilities shall be of compatible design related to the building structure for which such facilities are intended to serve and shall be installed prior to issuance of the Certificate of Occupancy.

12. An anti-graffiti finish, as approved by the Planning Division, shall be applied to all exterior building surfaces that are visible to the public and likely to attract graffiti prior to the issuance of the Certificate of Occupancy.

13. Any graffiti placed on any building or structure located on the property shall be removed promptly after its placement. Failure on the Applicant's behalf to remove such graffiti upon twenty-four (24) hours written notice shall empower the City to enter upon the property and cause such removal, or painting over, of said graffiti, at the expense of the Applicant. The Applicant shall promptly pay, upon receipt of an invoice from the City, all the City's reasonable costs of such work.

14. No outside storage shall be permitted.

15. The proposed coffee shop shall operate no earlier than 5:00 a.m. and no later than 11:00 p.m., seven days per week. Any modification to the approved hours of operation shall require prior approval from the Community Development Director.

16. The trash enclosure shall be kept closed and maintained in a clean and orderly condition at all times. Trash enclosure doors shall remain closed except during active use by employees.

17. All required on-site parking spaces shall comply with the minimum dimensions as set forth within the BMC prior to issuance of the Certificate of Occupancy.

18. A minimum of 10 parking stalls shall be maintained on site at all times.

19. The proposed bicycle parking shall be installed prior to final inspection.

20. A landscape plan design stamped by a licensed landscape architect shall be provided for the entire property, showing the planter design, schedule of plant material, planter location and method of automatic permanent irrigation. The plan shall be consistent with Bell Municipal Code Section 8.26.120, the City's adopted Model Water Efficient Landscaping Ordinance requirements, and submitted to and approved by the Planning Division. Such landscaping shall be installed and planted according to such approved plan, prior to being issued the Certificate of Occupancy and shall thereafter be continuously and permanently maintained.

21. Landscaped areas shall have 6" curbing and provide permanent irrigation.

22. The Community Development Director is authorized to approve minor modifications to the approved plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

23. Prior to building permit submittal, the Applicant shall submit a sign lighting plan demonstrating that proposed illumination levels do not impact the surrounding neighborhood. If the proposed illumination impacts surrounding uses in operation, the business operator shall coordinate with the City of Bell to further reduce the illumination, to the satisfaction of the Community Development Director.

24. All proposed exterior lighting shall point downwards and away from other properties to the extent it is feasible to minimize light pollution to surrounding properties.

25. All utility boxes, transformers, and similar equipment that are visible from the public right-of-way shall be sufficiently screened to the satisfaction of the Community Development Director prior to Certificate of Occupancy.

26. Utility boxes, transformers and similar equipment that cannot be feasibly screened by landscaping shall be vinyl-wrapped with a design that mimics landscaping or is otherwise compatible with the surrounding landscape, to the satisfaction of the Community Development Director, prior to issuance of a Certificate of Occupancy.

27. All signage on the property shall conform to the approved plans. The existing pole sign shall be limited to reface only, with no increase in height, sign area, or change in location. Minor modifications to signage may be approved by the Community Development Director.

28. The applicant shall submit a Grand Opening Traffic Management Plan (TMP) for review and approval by the Community Development Director and Director of Public Works prior to issuance of a Certificate of Occupancy. The TMP shall remain in effect for a minimum of six (6) months from the grand opening date and may be extended by the Community Development Director upon a determination that queuing, spillover, or circulation impacts persist. The TMP shall include, but is not limited to, the following:

    a. Point of Contact. The TMP shall identify an on-site manager with decision-making authority and establish a communication process for coordinating with City personnel should operational issues arise.

    b. Ingress/Egress. Designated points of ingress and egress, with all customer vehicle access directed to the driveway on Atlantic Avenue. Use of the alley for customer ingress shall be prohibited. Vehicles queuing or staging in the alley shall be redirected to the Atlantic Avenue entrance via the public street network. The applicant shall take measures to prevent customer vehicles from circulating through, or using as a cut-through, the parking lots or drive aisles of adjacent private properties. The TMP shall include a route exhibit depicting the designated redirect path from the alley to the Atlantic Avenue entrance, which shall utilize only legal turning movements and shall be subject to review and approval by the Community Development Director and Director of Public Works.

    c. Contingency Planning. The TMP shall provide additional information on queuing if it exceeds the anticipated capacity onsite. Identify how queuing would be directed to prevent impacts to nearby intersections as well as operational changes that would be implemented to reduce the queue.

    d. Emergency Access. Emergency vehicle access will be maintained if traffic volumes exist.

    e. On-Site Traffic Control Personnel. A minimum of two (2) traffic controllers shall be stationed on the project site during the hours and days established in the approved TMP. On-site controllers shall (i) manage vehicle entry at the Atlantic Avenue driveway and (ii) manage on-site queuing and egress movements.

    f. Off-Site Traffic Control Personnel. A minimum of two (2) traffic controllers shall be stationed off-site during the hours and days established in the approved TMP. Off-site controllers shall (i) monitor and redirect vehicles at the alley to the Atlantic Avenue entrance via the public street network, and (ii) provide control on Atlantic Avenue at a location upstream of the site sufficient to prevent queuing into the public right-of-way and blockage of adjacent driveways and intersections. The applicant shall obtain any encroachment permit or other authorization required for personnel or equipment placed within the public right-of-way prior to the grand opening date.

    g. Staffing Adjustments. Staffing levels, locations, and hours established in the approved TMP may be adjusted only upon prior written approval of the Community Development Director. The applicant may request a reduction in staffing levels or hours upon submitting documentation demonstrating that queuing and circulation impacts have subsided. No adjustment shall take effect without the Director's prior written approval.

    h. Signage. Placement of temporary directional and wayfinding signage, including but not limited to, "no entry" or "exit only" signage at the alley and way finding signage directing traffic to use Atlantic Avenue to access Dutch Bros, subject to approval by the Public Works Director for any signage within the public right-of-way.

i. Parking for Additional Staff. Identification of parking for all supplemental grand opening staff. If off-site parking is proposed, the applicant shall provide a written joint-use/shared parking agreement executed by all affected property owners, in a form acceptable to the City Attorney, prior to the grand opening date.

j. Monitoring. The applicant shall monitor queuing and circulation and provide a written report to the Community Development Director thirty (30) days following the grand opening. If the Director determines the TMP is not effectively mitigating impacts, the applicant shall implement corrective measures within ten (10) business days.

29. If operation of this use results in conflicts pertaining to noise, traffic, vehicular overflow or other impacts, the Applicant shall meet with City staff upon request to identify and implement appropriate operational measures to address the impact, including but not limited to, permanent traffic controllers to manage vehicle overflow. At the discretion of the Community Development Director, this conditional use permit may be referred to the Planning Commission for subsequent review at a public hearing. If necessary, the Commission may modify or add conditions of approval to mitigate such impacts.

30. The Applicant and property owner shall agree in writing to the conditions of approval.

Building & Safety

31. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

32. Plans prepared in compliance with the current Building Code shall be submitted to Building Division for review prior to permit issuance.

33. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the building permit.

34. The building shall be addressed as 7030 Atlantic Ave., and an application to assign unit numbers shall be filed with the City prior to plan check submittal.

35. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

36. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

37. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
    a. Observation of cleared areas and benches prepared to receive fill;
    b. Observation of the removal of all unsuitable soils and other materials;
    c. The approval of soils to be used as fill material;
    d. Inspection of compaction and placement of fill;
    e. The testing of compacted fills; and
    f. The inspection of review of drainage devices.

38. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by other soils and/or

geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the City, a new Preliminary Soils and/or Geotechnical Investigation.

39. All State of California disability access regulations for accessibility shall be complied with.

40. Approval is required from the Los Angeles County Health Department for restaurants.

41. The property shall be surveyed, and the boundaries marked by a land surveyor licensed by the State of California.

42. Foundation inspection will not be made until the excavation has been surveyed and the setbacks determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

43. Separate application and plan review is required for Electrical plans.

44. Separate application and plan review is required for Mechanical plans.

45. Separate application and plan review is required for Plumbing plans.

46. Plumbing fixtures shall be provided as required by the Chapter 4 of the California Plumbing Code. Additional fixtures may be required if not in compliance.

47. Project shall comply with the CalGreen Non-Residential mandatory requirements.

48. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner.

49. Demolition permit is required for any existing buildings which are to be demolished.

50. Prior to the issuance of building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).

51. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan which indicates this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.

52. Separate permit is required for Fire Sprinklers.

Engineering Division

53. In accordance with the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit issued under the National Pollutant Discharge Elimination System (NPDES) Program, this project will require the preparation of an Erosion Control Plan for construction and a post-construction Low Impact Development (LID) Plan.

54. The developer shall repair or replace any off grade, broken, cracked, chipped or discolored curb, gutter, and sidewalk to the satisfaction of the City Engineer.

55. Close the two existing northerly driveways on Atlantic Avenue with new curb, gutter, and full-width sidewalk.

56. A complete drainage and grading plan shall be prepared for the project by a registered civil engineer and subject to approval by the City Engineer. The property drainage must be designed so that the property drains to an approved device and subsequently to the street as appropriate or in a manner otherwise acceptable to the City Engineer. A hydrology and hydraulic study of the site may be required for submittal to the City Engineer for review and approval.

57. The developer shall submit a soil and/or geology report providing technical specifications for grading the site. The grading and drainage plan must incorporate all pertinent site development recommendations from the approved soil/geology report.

58. Prior to issuance of a grading permit, the developer shall record with LA County Recorder's Office the Master Drainage Covenant and Agreement.

59. The developer/owner is responsible for ascertaining and paying all City development fees such as, but not limited to, grading/LID plan review and grading permit fees, sewer connection fees, excavation permit fees, and development impact fees as required by Bell Municipal Code.

60. The developer shall submit a composite Utility Plan for the City Engineer's approval.

61. As part of the water improvements, the developer must substantiate adequate water service for domestic flow and fire flow.

62. All public works improvements must comply with the standards and specifications of the City and to the satisfaction of the City Engineer.

63. All existing overhead utility services must be installed fully underground from the public right of way to the site. Satisfactory provisions for all other utilities and service connections, including water, sewer and gas, must be made to City and public utility standards.

ATTACHMENTS:

1. Resolution No 2026-03PC
2. Architectural and Landscape Plans
3. Sign Plans
4. Queuing and Circulation Analysis prepared by Ganddini Group, Inc., dated June 19, 2026
5. Class 32 CEQA Exemption Memorandum prepared by CSG Consultants, Inc., dated July 20, 2026

RESOLUTION NO. 2026-03PC

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELL APPROVING SITE PLAN REVIEW NO. SPR 2026-01, CONDITIONAL USE PERMIT NO. CUP 2026-01, AND MASTER SIGN PROGRAM NO. MSP 2026-01 TO ALLOW THE CONSTRUCTION OF A NEW +/- 1,025-SQUARE-FOOT, SINGLE-STORY COFFEE SHOP WITH A DRIVE THROUGH LANE, ASSOCIATED PARKING, AND LANDSCAPE IMPROVEMENTS AT 7020 & 7030 ATLANTIC AVENUE IN THE HEAVY COMMERCIAL (C-3) ZONE AND MIXED USE OVERLAY ZONE (MUOZ).

WHEREAS, Erik Nobel, Core States Group, on behalf of Dutch Bros (the "Applicant"), filed a complete application requesting the approval of a Site Plan Review (SPR 2026-01), Conditional Use Permit (CUP 2026-01), and Master Sign Program (MSP 2026-01) request described herein (collectively, the "Application"); and

WHEREAS, the Application pertains to two parcels totaling approximately 23,633 square feet with Los Angeles County Assessor's Parcel Numbers 6326-035-901 and -902, more commonly known as 7020 & 7030 Atlantic Avenue, Bell, California (collectively, the "Property"); and

WHEREAS, the Applicant requests approval of a Site Plan Review (SPR) to allow the construction of the +/- 1,025-square-foot, single-story coffee shop with a drive through lane, associated parking, and landscape improvements. Pursuant to Bell Municipal Code, Section 17.92.040(C)(1), a Site Plan Review shall be reviewed by the Planning Commission in the following circumstances: (a) when exceeding the Community Development Director's review threshold; or (b) when an application is forwarded by the Director in his or her discretion; and

WHEREAS, the Applicant requests approval of a Conditional Use Permit (CUP) to allow the operation of a drive-through on a property within the C-3 (Heavy Commercial) and MUOZ (Mixed Use Overlay) zones. The purpose of the conditional use permit is to ensure that the proposed use will be rendered compatible with other existing and permitted uses located in the general area of the proposed use. Pursuant to Bell Municipal Code Section 17.96.100, every application for a zone variance or conditional use permit shall be set for a public hearing before the commission by the Director; and

WHEREAS, the Applicant requests approval of a Master Sign Program (MSP) to allow flexibility in the sign regulations for multiple signs exceeding the normal limit of two signs and the proposed on-site pole sign. Pursuant to the BMC Section 17.84.070(C), the City of Bell Planning commission may grant master sign programs to accommodate unique commercial development needs to provide businesses the opportunity to showcase brand identity while maintaining safety and aesthetic standards; and

WHEREAS, City staff reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines"). Based on the Class 32 CEQA Exemption Memorandum prepared by CSG Consultants, Inc., staff has determined the project to be exempt from CEQA pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines (Title 14, Chapter 3 of

the California Code of Regulations). The City has determined that the project qualifies for this categorical exemption as it meets the following criteria: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services. None of the exceptions to the use of categorical exemptions set forth in CEQA Guidelines Section 15300.2 applies to the project. Therefore, the Class 32 exemption is appropriate for the proposed project; and

WHEREAS, notice of the August 5, 2026 Planning Commission public hearing was published in compliance with State law in a local newspaper of general circulation, and a public notice was mailed at least 10 days in advance of the hearing to each property owner within a 300-foot radius of the project site, indicating the date and time of the public hearing for SPR 2026-01, CUP 2026-01, and MSP 2026-01, in accordance with California Government Code Section 65091; and

WHEREAS, on August 5, 2026 the Planning Commission hearing was cancelled due to the lack of quorum; and

WHEREAS, notice of the September 2, 2026 Planning Commission public hearing was published in compliance with State law in a local newspaper of general circulation, and a public notice was mailed at least 10 days in advance of the hearing to each property owner within a 300-foot radius of the project site, indicating the date and time of the public hearing for SPR 2026-01, CUP 2026-01, and MSP 2026-01, in accordance with California Government Code Section 65091; and

WHEREAS, this Resolution and its findings are made based upon evidence presented to the Commission at its public hearing including, without limitation, the staff report submitted by the Community Development Department; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have been met**.**

NOW, THEREFORE, THE PLANNING COMMISSION DOES HEREBY FIND, DETERMINE AND DECLARE AS FOLLOWS:

SECTION 1. All of the facts set forth in the recitals are true and correct and are incorporated herein by reference.

SECTION 2. Based upon substantial evidence presented to this Planning Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony, site plans, and Conditions of Approval ("Conditions") attached hereto as Exhibit "A," the Planning Commission hereby specifically finds as follows:

Site Plan Review

A. **The site plan is consistent with the goals and policies embodied in the general plan and other applicable plans and policies adopted by the council.** The General Plan Land

Use designation of the subject site is Commercial. Permitted uses in this designation include a wide range of neighborhood and general retail and service establishments, such as restaurants and coffee shops, to accommodate the surrounding community. The proposed coffee shop will be consistent with the established goals and objectives of the Land Use and Sustainability Element.

Land Use and Sustainability Element Policy 1 is to "…promote development and land uses that are consistent with the General Plan that will address the current and future need of all of the residential and business sectors…" The proposed project is consistent with Land Use and Sustainability Element Policy 1 because it will redevelop a carwash with a new coffee shop, site improvements and landscaping, enhance the overall aesthetics, and offer services to the local community.

B. The proposed development is in accordance with the purposes and objectives of this article and the zone in which the site is located. The proposed coffee shop is a permitted use in the C-3 zoning district. The proposed project, including site design, building design, and use comply with all Heavy Commercial (C-3) Zone standards of Section 17.28 and 17.32 of the BMC.

C. The proposed development's site plan and its design features, including, but not limited to, architecture and landscaping, will integrate harmoniously and enhance the character and design of the site, the immediate neighborhood, and the surrounding areas of the city. As conditioned, the project will consist of a new drive through coffee shop that is designed to be cohesive with the surrounding areas. The proposed project includes a new parking lot, landscaping, and trash enclosure which will also enhance the exterior appearance of the property. The proposed improvements will be compatible with surrounding uses, therefore, will not adversely impact the subject site or surrounding area.

D. The proposed development will improve the community appearance by preventing extremes of dissimilarity or monotony in new construction or in alterations of facilities. With the recommended conditions, the project will redevelop an aging carwash to a new coffee shop with drive through. The proposed would redevelop the site with an attractive building, new landscaping, and vibrant signage. The proposed improvements will be compatible with existing surrounding uses, therefore, will not adversely impact the subject site or surrounding area.

E. The site plan and design considerations shall not be detrimental to the public health, safety, and general welfare. The project site is located on Atlantic Avenue, which serves as one of the commercial land use corridors of the City. The site is suitable for commercial uses given that the majority of surrounding uses include retail and restaurants, and there are three additional drive throughs in the nearby vicinity. The proposed project design would enhance the appearance of the neighboring area and provide necessary services for the local and neighboring communities. The proposed business relies heavily on consistently moving their patrons through the drive through and traffic related to the business would be actively managed by staff. Therefore, it is expected that the proposed development will not be detrimental to the public health, safety, or welfare of the City.

Conditional Use Permit

A. **The site for the proposed use is adequate in size, shape and topography to accommodate the proposed use.** The proposed project is a 1,025 square foot restaurant with 10 parking stalls and a drive through with the capacity for 21 vehicles to stack. The proposed business primarily services customers through the drive through and will actively manage traffic flow on site to prevent vehicles from spilling out of the property. As proposed and conditioned, the site plan is well designed and meets all applicable development standards and is adequate for the proposed use.

B. **The site has sufficient access to public streets and highways adequate in width and pavement type, to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated by the proposed use.** The project site fronts on Atlantic Avenue and a public alley. Atlantic Avenue is considered a major roadway in the City's General Plan Mobility Element. Existing sidewalks provide adequate pedestrian access from Atlantic Avenue and Metro Line 111 and 260/261 stops at the intersection of Florence Avenue and Atlantic Avenue, providing an option for alternative transportation. The proposed project also includes bike racks for short-term bike parking by the walk up service counter to accommodate multiple modes of transportation.

C. **All buildings and structures proposed to be constructed or utilized in conjunction with the use will be architecturally compatible with existing and prospective uses of land located in the immediate vicinity of the site.** The proposed project includes the main coffee shop building, a trash enclosure and associated business signage, including an existing pole sign. All proposed structures are designed to be consistent with the Dutch Bros brand, matching in design, colors, and materials. As discussed above, the proposed project is architecturally compatible with the surrounding uses.

D. **The location of the proposed use on the site will be compatible with existing and prospective uses of land located in the immediate vicinity of the site.** The majority of surrounding uses are commercial including three drive through restaurants with single family residential uses located to the east of the project site. The proposed drive through coffee shop is consistent and compatible with the existing uses in the area.

E. **The conduct of the proposed use will be in compliance with the applicable provisions of any specific plan applicable to such site, and with the city's general plan.** A specific plan has not been approved for the project site. The City's General Plan Land Use Element designates the subject property for commercial uses. The commercial use of the site will be consistent with the General Plan and does not conflict with the established goals and objectives of the Land Use Element. The proposed use will be promoting economic stability through the provision of an additional service to patrons which will result in the diversification of the commercial base along Atlantic Avenue.

Master Sign Program

A. **The proposed signs are well-designed and consistent with other signs located on the subject property, as well as compatible with community character and harmonious with surrounding properties and buildings.** The existing pole sign is proposed to be retained and refaced with new Dutch Bros Coffee signage; no changes are proposed to the height, location or sign area. Three 28.33-square-foot illuminated channel letter wall signs are proposed on the east, south, and west elevations, and three 18.39-square-foot illuminated windmill logo signs are proposed on the north, south, and west elevations. Additional signage

includes two non-illuminated directional signs at the drive through entrance and exit, wall-mounted and freestanding menu boards within the drive through queue area, promotional signage, and building address numerals on the west elevation. All signage is proposed to be consistent with Dutch Bros branding. Drive through restaurants along Atlantic Avenue have signage on two to three building frontages and a pole sign similar to the proposed project. As conditioned, the signage is compatible with the community character and harmonious with surrounding properties and buildings.

B. **The proposed sign program complies with all applicable chapters of this title and is consistent with the plans and policies of the general plan.** A master sign program allows for flexibility within the BMC. The proposed sign program provides adequate signage that is consistent with surrounding businesses and permits the continued use of an existing pole sign on the site. Individual signs will be consistent with the standards in the sign program and the sign program will ensure consistency amongst all proposed signs on the property.

C. **The proposed signs are displayed in a manner that does not harm the public health, safety, and welfare.** The proposed master sign program will be in the best interest of public health, safety, and general welfare because it is consistent with all City regulations and will ensure consistency in sign design throughout the site. The sign program would permit signs that exceed what is permitted by the sign ordinance but is consistent with nearby businesses. Moreover, the sign program will provide guidelines that will enhance the overall sign design of the site, by allowing flexibility and restraint in signing, graphics, and color, thus enhancing the pedestrian and customer experience. In addition, as conditioned, the illumination of signage will not impact residential properties.

Housing Shortfall

Pursuant to subdivision (b)(2) of Government Code Section 65863, if the City allows development of any parcel with fewer units by income category than identified in the Housing Element Sites Inventory for that parcel, the City is required to make a written finding supported by substantial evidence as to whether remaining sites identified in the Housing Element are adequate to meet the requirements of Government Code Section 65863.2 and to accommodate the City's regional housing need allocation (RHNA) at each income level. The project site is identified in the City's Housing Element as a site with the estimated capacity to accommodate 16 housing units on the property (4 lower-income units, 3 moderate-income units and 9 above moderate-income units). The proposed project is a coffee shop with no residential units, resulting in a deficit of 4 lower-income units, 3 moderate-income units, and 9 above moderate-income units.

The City's RHNA for the 2021-2029 Housing Cycle is 229 units for all income levels, consisting of 67 lower-income units, 29 moderate-income units, and 133 above moderate-income units. As of May 19, 2026, the City has issued building permits and anticipates issuing building permits for 188 units, including 82 lower income units, 29 moderate income units, and 77 above moderate income units. The majority of these new housing units are accessory dwelling units, and the affordability level of each unit was determined using the California Department of Housing and

Community Development's Affordability Calculator. The City's remaining unmet RHNA is 56 units, all of which are above-moderate income units.

The Housing Element identifies sites to meet the City's 2021-2029 RHNA. The remaining capacity of the sites consists of 144 units, including 61 lower income units, 12 moderate income units, and 71 above moderate income units. Therefore, with the development of the project site as proposed, the City will have the capacity to accommodate the RHNA for the 2021-2029 Housing Cycle.

SECTION 3. The Planning Commission reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines") and finds the project to be exempt pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations); and

SECTION 4. The Planning Commission hereby approves SPR 2026-01, CUP 2026-01, and MSP 2026-01, subject to the execution and fulfillment of Conditions of Approval set forth in Exhibit "A" attached to this Resolution.

SECTION 5. That the Planning Commission Secretary shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED, APPROVED, AND ADOPTED this 2nd day of September 2026

_____
Luis Mesa, Chair

APPROVED AS TO FORM:

_____
Matthew Cohen, Assistant City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, Marisa Craft, Planning Commission Secretary of the City of Bell, do hereby certify that the foregoing **Resolution 2026-03PC** was adopted at a regular meeting of the Planning Commission of the City of Bell held on the 2nd day of September 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Marisa Craft,
Planning Commission Secretary

Exhibit "A"
CONDITIONS OF APPROVAL SPR 2026-01, CUP 2026-01, and MSP 2026-01

Planning Division

1. The Applicant shall agree to defend, indemnify and hold harmless the City of Bell, its agents, officers, and employees from any claim, action, or proceeding against the City of Bell or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of Bell, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of Bell will promptly notify the Applicant of any such claim, action, or proceeding against the City of Bell and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of Bell fails to promptly notify the Applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnify or hold harmless the City of Bell. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

3. All architectural detailing, including building materials, lighting, colors, façade improvements, finishes, and other details, shall be consistent with the submitted plans as approved by the Planning Commission.

4. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

5. The Applicant and property owner shall submit plans to the Los Angeles County Fire Department for review for compliance with Fire regulations prior to the issuance of Building Permits. Proof of Fire Department approval (including sprinkler plan approval) is required. If revisions are made to the project plans (i.e. setbacks, building height, building design, driveway width, driveway configuration, landscaping, etc.) as a result of Fire Department requirements, changes to the plans may require Planning Commission review and approval as determined by the Community Development Director.

6. The project shall comply with the waste hauler's requirements to ensure the necessary services are provided to the subject site. Plans shall be submitted for review and approval of the City's waste-hauling services provider (Republic Services). Republic Services may be contacted at 12949 Telegraph Rd., Santa Fe Springs, CA 90670, or via phone at (800) 299-4898.

7. Deliveries and pickups made by waste haulers and delivery trucks shall be limited to off hours to ensure that business operations and on-site circulation are not interrupted.

8. The proposed use shall be conducted, and the property be maintained in a clean, neat, quiet, and orderly manner at all times and comply with the property maintenance standards as set forth in Chapter 8.36 (Property Maintenance and Nuisance Abatement) of the BMC.

9. The applicant shall obtain all applicable grading and building permits, including but not limited to, a building permit for the proposed signage on site.

10. This approval shall expire if building permits are not issued within one (1) year from the date of approval, unless an extension has been granted by the Planning Commission. The Applicant must file for an extension with the Planning Department at least 45 days prior to permit expiration.

11. All existing and/or proposed mechanical equipment and appurtenances, including electrical conduits, rain gutters, downspouts, vents, etc., whether located on the rooftop, ground level, or anywhere on the property, shall be adequately shielded/enclosed so as not to be visible from any public street and/or adjacent properties. Such shielding/enclosure of facilities shall be of compatible design related to the building structure for which such facilities are intended to serve and shall be installed prior to issuance of the Certificate of Occupancy.

12. An anti-graffiti finish, as approved by the Planning Division, shall be applied to all exterior building surfaces that are visible to the public and likely to attract graffiti prior to the issuance of the Certificate of Occupancy.

13. Any graffiti placed on any building or structure located on the property shall be removed promptly after its placement. Failure on the Applicant's behalf to remove such graffiti upon twenty-four (24) hours written notice shall empower the City to enter upon the property and cause such removal, or painting over, of said graffiti, at the expense of the Applicant. The Applicant shall promptly pay, upon receipt of an invoice from the City, all the City's reasonable costs of such work.

14. No outside storage shall be permitted.

15. The proposed coffee shop shall operate no earlier than 5:00 a.m. and no later than 11:00 p.m., seven days per week. Any modification to the approved hours of operation shall require prior approval from the Community Development Director.

16. The trash enclosure shall be kept closed and maintained in a clean and orderly condition at all times. Trash enclosure doors shall remain closed except during active use by employees.

17. All required on-site parking spaces shall comply with the minimum dimensions as set forth within the BMC prior to issuance of the Certificate of Occupancy.

18. A minimum of 10 parking stalls shall be maintained on site at all times.

19. The proposed bicycle parking shall be installed prior to final inspection.

20. A landscape plan design stamped by a licensed landscape architect shall be provided for the entire property, showing the planter design, schedule of plant material, planter location and method of automatic permanent irrigation. The plan shall be consistent with Bell Municipal Code Section 8.26.120, the City's adopted Model Water Efficient Landscaping Ordinance requirements, and submitted to and approved by the Planning Division. Such landscaping shall be installed and planted according to such approved plan, prior to being issued the Certificate of Occupancy and shall thereafter be continuously and permanently maintained.

21. Landscaped areas shall have 6" curbing and provide permanent irrigation.

22. The Community Development Director is authorized to approve minor modifications to the approved plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

23. Prior to building permit submittal, the Applicant shall submit a sign lighting plan demonstrating that proposed illumination levels do not impact the surrounding neighborhood. If the proposed illumination impacts surrounding uses in operation, the business operator shall coordinate with the City of Bell to further reduce the illumination, to the satisfaction of the Community Development Director.

24. All proposed exterior lighting shall point downwards and away from other properties to the extent it is feasible to minimize light pollution to surrounding properties.

25. All utility boxes, transformers, and similar equipment that are visible from the public right-of-way shall be sufficiently screened to the satisfaction of the Community Development Director prior to Certificate of Occupancy.

26. Utility boxes, transformers and similar equipment that cannot be feasibly screened by landscaping shall be vinyl-wrapped with a design that mimics landscaping or is otherwise compatible with the surrounding landscape, to the satisfaction of the Community Development Director, prior to issuance of a Certificate of Occupancy.

27. All signage on the property shall conform to the approved plans. The existing pole sign shall be limited to reface only, with no increase in height, sign area, or change in location. Minor modifications to signage may be approved by the Community Development Director.

28. The applicant shall submit a Grand Opening Traffic Management Plan (TMP) for review and approval by the Community Development Director and Director of Public Works prior to issuance of a Certificate of Occupancy. The TMP shall remain in effect for a minimum of six (6) months from the grand opening date and may be extended by the Community Development Director upon a determination that queuing, spillover, or circulation impacts persist. The TMP shall include, but is not limited to, the following:

    a. Point of Contact. The TMP shall identify an on-site manager with decision-making authority and establish a communication process for coordinating with City personnel should operational issues arise.

    b. Ingress/Egress. Designated points of ingress and egress, with all customer vehicle access directed to the driveway on Atlantic Avenue. Use of the alley for customer ingress shall be prohibited. Vehicles queuing or staging in the alley shall be redirected to the Atlantic Avenue entrance via the public street network. The applicant shall take measures to prevent customer vehicles from circulating through, or using as a cut-through, the parking lots or drive aisles of adjacent private properties. The TMP shall include a route exhibit depicting the designated redirect path from the alley to the Atlantic Avenue entrance, which shall utilize only legal turning movements and shall be subject to review and approval by the Community Development Director and Director of Public Works.

    c. Contingency Planning. The TMP shall provide additional information on queuing if it exceeds the anticipated capacity onsite. Identify how queuing would be directed to prevent impacts to nearby intersections as well as operational changes that would be implemented to reduce the queue.

    d. Emergency Access. Emergency vehicle access will be maintained if traffic volumes exist.

    e. On-Site Traffic Control Personnel. A minimum of two (2) traffic controllers shall be stationed on the project site during the hours and days established in the approved TMP. On-site controllers shall (i) manage vehicle entry at the Atlantic Avenue driveway and (ii) manage on-site queuing and egress movements.

    f. Off-Site Traffic Control Personnel. A minimum of two (2) traffic controllers shall be stationed off-site during the hours and days established in the approved TMP. Off-site controllers shall (i) monitor and redirect vehicles at the alley to the Atlantic Avenue entrance via the public street network, and (ii) provide control on Atlantic Avenue at a location upstream of the site sufficient to prevent queuing into the public right-of-way and blockage of adjacent driveways and intersections. The applicant shall obtain any encroachment permit or other authorization required for personnel or equipment placed within the public right-of-way prior to the grand opening date.

g. Staffing Adjustments. Staffing levels, locations, and hours established in the approved TMP may be adjusted only upon prior written approval of the Community Development Director. The applicant may request a reduction in staffing levels or hours upon submitting documentation demonstrating that queuing and circulation impacts have subsided. No adjustment shall take effect without the Director's prior written approval.

h. Signage. Placement of temporary directional and wayfinding signage, including but not limited to, "no entry" or "exit only" signage at the alley and way finding signage directing traffic to use Atlantic Avenue to access Dutch Bros, subject to approval by the Public Works Director for any signage within the public right-of-way.

i. Parking for Additional Staff. Identification of parking for all supplemental grand opening staff. If off-site parking is proposed, the applicant shall provide a written joint-use/shared parking agreement executed by all affected property owners, in a form acceptable to the City Attorney, prior to the grand opening date.

j. Monitoring. The applicant shall monitor queuing and circulation and provide a written report to the Community Development Director thirty (30) days following the grand opening. If the Director determines the TMP is not effectively mitigating impacts, the applicant shall implement corrective measures within ten (10) business days.

29. If operation of this use results in conflicts pertaining to noise, traffic, vehicular overflow or other impacts, the Applicant shall meet with City staff upon request to identify and implement appropriate operational measures to address the impact, including but not limited to, permanent traffic controllers to manage vehicle overflow. At the discretion of the Community Development Director, this conditional use permit may be referred to the Planning Commission for subsequent review at a public hearing. If necessary, the Commission may modify or add conditions of approval to mitigate such impacts.

30. The Applicant and property owner shall agree in writing to the conditions of approval.

Building & Safety

31. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

32. Plans prepared in compliance with the current Building Code shall be submitted to Building Division for review prior to permit issuance.

33. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the building permit.

34. The building shall be addressed as 7030 Atlantic Ave., and an application to assign unit numbers shall be filed with the City prior to plan check submittal.

35. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

36. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

37. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
    a. Observation of cleared areas and benches prepared to receive fill;
    b. Observation of the removal of all unsuitable soils and other materials;
    c. The approval of soils to be used as fill material;
    d. Inspection of compaction and placement of fill;
    e. The testing of compacted fills; and
    f. The inspection of review of drainage devices.

38. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by other soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the City, a new Preliminary Soils and/or Geotechnical Investigation.

39. All State of California disability access regulations for accessibility shall be complied with.

40. Approval is required from the Los Angeles County Health Department for restaurants.

41. The property shall be surveyed, and the boundaries marked by a land surveyor licensed by the State of California.

42. Foundation inspection will not be made until the excavation has been surveyed and the setbacks determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

43. Separate application and plan review is required for Electrical plans.

44. Separate application and plan review is required for Mechanical plans.

45. Separate application and plan review is required for Plumbing plans.

46. Plumbing fixtures shall be provided as required by the Chapter 4 of the California Plumbing Code. Additional fixtures may be required if not in compliance.

47. Project shall comply with the CalGreen Non-Residential mandatory requirements.

48. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner.

49. Demolition permit is required for any existing buildings which are to be demolished.

50. Prior to the issuance of building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).

51. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan which indicates this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.

52. Separate permit is required for Fire Sprinklers.

Engineering Division

53. In accordance with the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit issued under the National Pollutant Discharge Elimination System (NPDES) Program, this project will require the preparation of an Erosion Control Plan for construction and a post-construction Low Impact Development (LID) Plan.

54. The developer shall repair or replace any off grade, broken, cracked, chipped or discolored curb, gutter, and sidewalk to the satisfaction of the City Engineer.

55. Close the two existing northerly driveways on Atlantic Avenue with new curb, gutter, and full-width sidewalk.

56. A complete drainage and grading plan shall be prepared for the project by a registered civil engineer and subject to approval by the City Engineer. The property drainage must be designed so that the property drains to an approved device and subsequently to the street as appropriate or in a manner otherwise acceptable to the City Engineer. A hydrology and hydraulic study of the site may be required for submittal to the City Engineer for review and approval.

57. The developer shall submit a soil and/or geology report providing technical specifications for grading the site. The grading and drainage plan must incorporate all pertinent site development recommendations from the approved soil/geology report.

58. Prior to issuance of a grading permit, the developer shall record with LA County Recorder's Office the Master Drainage Covenant and Agreement.

59. The developer/owner is responsible for ascertaining and paying all City development fees such as, but not limited to, grading/LID plan review and grading permit fees, sewer connection fees, excavation permit fees, and development impact fees as required by Bell Municipal Code.

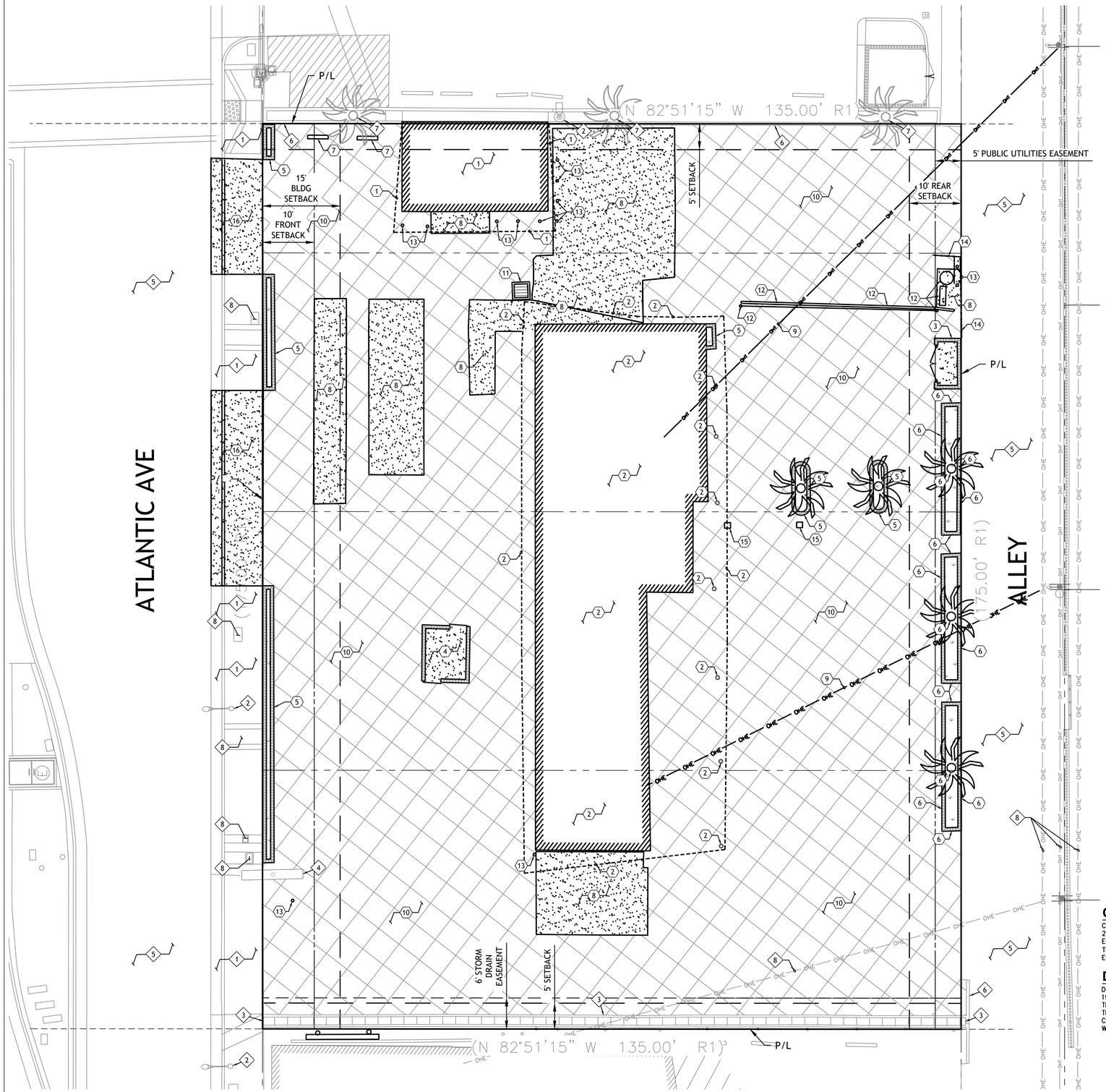
60. The developer shall submit a composite Utility Plan for the City Engineer's approval.

61. As part of the water improvements, the developer must substantiate adequate water service for domestic flow and fire flow.

62. All public works improvements must comply with the standards and specifications of the City and to the satisfaction of the City Engineer.

63. All existing overhead utility services must be installed fully underground from the public right of way to the site. Satisfactory provisions for all other utilities and service connections, including water, sewer and gas, must be made to City and public utility standards.

EXISTING/DEMOLITION PLAN
DUTCH BROS COFFEE - CA8107 - BELL, CA

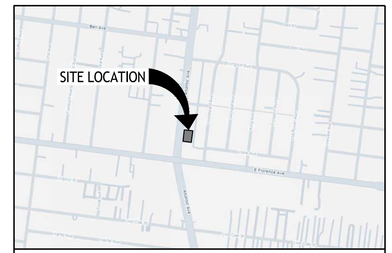


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CSG

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SCALE: 1"=10'



GENERAL PROTECTION NOTES:

1. SCHEDULE AND LIMIT REMOVAL OF EXISTING VEGETATION AND GROUND COVER TO THE MAXIMUM EXTENT FEASIBLE WITHIN ACTIVE WORK AREA.
2. ALL TOPSOIL (WHEN ENCOUNTERED) SHALL REMAIN ON-SITE AND BE UTILIZED FOR SITE RESTORATION FOLLOWING COMPLETION OF GRADING ACTIVITIES.
3. GEOTECHNICAL ENGINEER SHALL BE ON-SITE DURING ALL STRIPPING AND GRUBBING OPERATIONS TO VERIFY CONDITION OF SUBGRADE AND REMOVAL OF ALL ORGANIC MATERIAL, STUMPS, UNCONTROLLED FILL, ETC.
4. GEOTECHNICAL ENGINEER SHALL OBSERVE AND TEST FILL MATERIAL AS REQUIRED TO CERTIFY THE COMPLETED FILLS.
5. ITEMS FOR DEMOLITION ARE DEPICTED PER DESIGN DRAWINGS. CONTRACTOR TO VERIFY AND LOCATE ALL ITEMS FOR DEMOLITION PRIOR TO START OF CONSTRUCTION AND NOTIFY CORE STATES, INC. IMMEDIATELY OF ANY DISCREPANCIES.
6. CONTRACTOR TO REVIEW AS-BUILT DRAWINGS IN PROJECT AREA AND REMOVE AND/OR RELOCATE ANY SITE APPURTENANCES IN PROJECT AREA THAT IMPACT THE PROJECT.
7. CONCRETE SIDEWALK REPLACEMENT, CONTRACTOR SHALL REMOVE AND REPLACE TO THE NEAREST JOINT.
8. ALL EXISTING UTILITY BOXES, VAULTS, MANHOLES AND PEDESTALS LOCATED WITHIN THE CONSTRUCTION SITE LIMITS SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION, TYPICAL.
9. ALL EXISTING CURBING NOT SHOWN FOR DEMOLITION, LOCATED WITHIN THE CONSTRUCTION SITE LIMITS SHALL BE PROTECTED IN PLACE DURING ALL PHASES OF CONSTRUCTION, TYPICAL.
10. ALL EXISTING POWER POLE(S), LIGHT POLE(S) AND SIGNAL POLE(S) LOCATED WITHIN THE CONSTRUCTION SITE LIMITS SHALL BE PROTECTED, IN-PLACE DURING ALL PHASES OF CONSTRUCTION, TYPICAL.
11. ALL EXISTING TREE(S) TO REMAIN THAT ARE LOCATED WITHIN THE CONSTRUCTION SITE LIMITS SHALL BE PROTECTED, TYPICAL.

(#) DEMOLITION CONTROL NOTES:

1. DEMOLISH AND REMOVE EXISTING BUILDING.
2. DEMOLISH AND REMOVE EXISTING CARWASH TUNNEL FACILITY.
3. DEMOLISH AND REMOVE EXISTING TRASH ENCLOSURE.
4. DEMOLISH AND REMOVE EXISTING CONCRETE STRUCTURE.
5. DEMOLISH AND REMOVE EXISTING RAISED CONCRETE PLANTER BED AND ASSOCIATED LANDSCAPING, TYPICAL.
6. DEMOLISH AND REMOVE EXISTING CURB AND ASSOCIATED LANDSCAPING, TYPICAL.
7. DEMOLISH AND REMOVE EXISTING WHEEL STOP, TYPICAL.
8. DEMOLISH AND REMOVE EXISTING CONCRETE PAVEMENT, TYPICAL.
9. DISCONNECT AND REMOVE EXISTING OVERHEAD POWER UTILITY CONNECTION.
10. DEMOLISH AND REMOVE EXISTING ASPHALT PAVEMENT, TYPICAL.
11. DEMOLISH AND REMOVE EXISTING INLET.
12. DEMOLISH AND REMOVE EXISTING OVERHEAD VACUUM STALL STRUCTURES AND ASSOCIATED VACUUM SYSTEM.
13. DEMOLISH AND REMOVE EXISTING BOLLARD, TYPICAL.
14. DEMOLISH AND REMOVE EXISTING METAL FENCE.
15. DEMOLISH AND REMOVE EXISTING CLEARANCE BAR STRUCTURE AND SIGNAGE.
16. DEMOLISH EXISTING DRIVEWAY, CURB AND GUTTER.

* ALL DEMOLITION/REMOVAL ITEMS MENTIONED ABOVE TO BE DISPOSED OF OFFSITE. CONTRACTOR TO ENSURE DISPOSAL COMPLIES WITH CITY STANDARDS AND REGULATIONS FOR OFFSITE DISPOSAL/RECYCLING.

(#) SPECIAL PROTECTION NOTES:

1. PROTECT EXISTING SIDEWALK AND/OR CURB AND GUTTER FROM DAMAGE DURING CONSTRUCTION, TYPICAL.
2. PROTECT EXISTING LIGHT POLE FROM DAMAGE DURING CONSTRUCTION.
3. PROTECT EXISTING DRAIN STRUCTURE FROM DAMAGE DURING CONSTRUCTION, TYPICAL.
4. PROTECT EXISTING PYLON SIGN FROM DAMAGE DURING CONSTRUCTION.
5. PROTECT EXISTING PAVEMENT FROM DAMAGE DURING CONSTRUCTION.
6. PROTECT EXISTING CURB FROM DAMAGE DURING CONSTRUCTION.
7. PROTECT EXISTING TREE FROM DAMAGE DURING CONSTRUCTION.
8. PROTECT EXISTING UTILITY BOXES, MANHOLES, CLEANOUTS, PEDESTALS, HYDRANTS, OVERHEAD UTILITIES, AND ASSOCIATED UNDERGROUND UTILITY LINES FROM DAMAGE DURING CONSTRUCTION. TYPICAL CONTRACTOR TO CONFIRM EXACT LOCATION OF UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.

ADDITIONAL NOTES:

1. CONSTRUCTION NOISE SHALL BE LIMITED TO THE TYPICAL PERMITTED HOURS OF CONSTRUCTION; 7:00 A.M. TO 7:00 P.M., MONDAY THROUGH FRIDAY, AND 7:00 A.M. TO 6:00 P.M. ON SATURDAY. NO CONSTRUCTION ACTIVITIES SHALL OCCUR ON SUNDAYS.
2. DUE TO THE PROXIMITY OF EXISTING STRUCTURES SOUTH OF THE PROJECT SITE, VIBRATORY ROLLERS SHALL NOT BE USED WITHIN 17 FEET OF THE SOUTHERN PROPERTY LINE, AND LARGE BULLDOZERS SHALL NOT BE USED WITHIN 10 FEET OF THE SOUTHERN PROPERTY LINE.

DEMO PLAN LEGEND:

- BUILDING LINE
- EXISTING CURB TO REMAIN
- EXISTING LANDSCAPING
- EXISTING CONCRETE
- ASPHALT REMOVAL

OWNER
CHRIS BERGREN
219 CALIFORNIA STREET
EL SEGUNDO, CA 90245
TEL: (310) 480-0128
EMAIL: CBERGREN@EVGRE.COM

DEVELOPER
DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767
CONTACT: GURINDER KEHR
WEBSITE: HTTPS://WWW.DUTCHBROS.COM

ENGINEER
CORESTATES, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251-6222
CONTACT: ANTHONY E. MERLINO, P.E.
EMAIL: AMERLINO@CORE-STATES.COM

BUILDING ARCHITECT
GNICH ARCHITECTURE STUDIO
1001 SE SANDY BOULEVARD, SUITE 100
PORTLAND, OR 97214
TEL: (503) 552-9079
CONTACT: DUSTIN HENION

SURVEYOR
PRECISION ENGINEERING SURVEYORS.
7231 BOULDER AVENUE, #531
HIGHLAND, CA 92346
TEL: (909) 862-6326

CORE STATES GROUP

18215 72nd Avenue South
Kent, WA 98032
855.CSG.1999

www.core-states.com

CoreStates, Inc.

California, Engineering
CERTIFICATE OF AUTHORIZATION
NO. 100524452

PROGRESS PRINT
NOT FOR CONSTRUCTION
7/24/2026 11:39 AM

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

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON DESIGN DRAWINGS, RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. CORESTATES, INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES.

Project:
DUTCH BROS COFFEE - CA8107
7030 ATLANTIC AVE
BELL, CA 90201

Client:
DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767

DUTCH BROS Coffee

Revision/Issue:

REV	DATE	COMMENT	BY

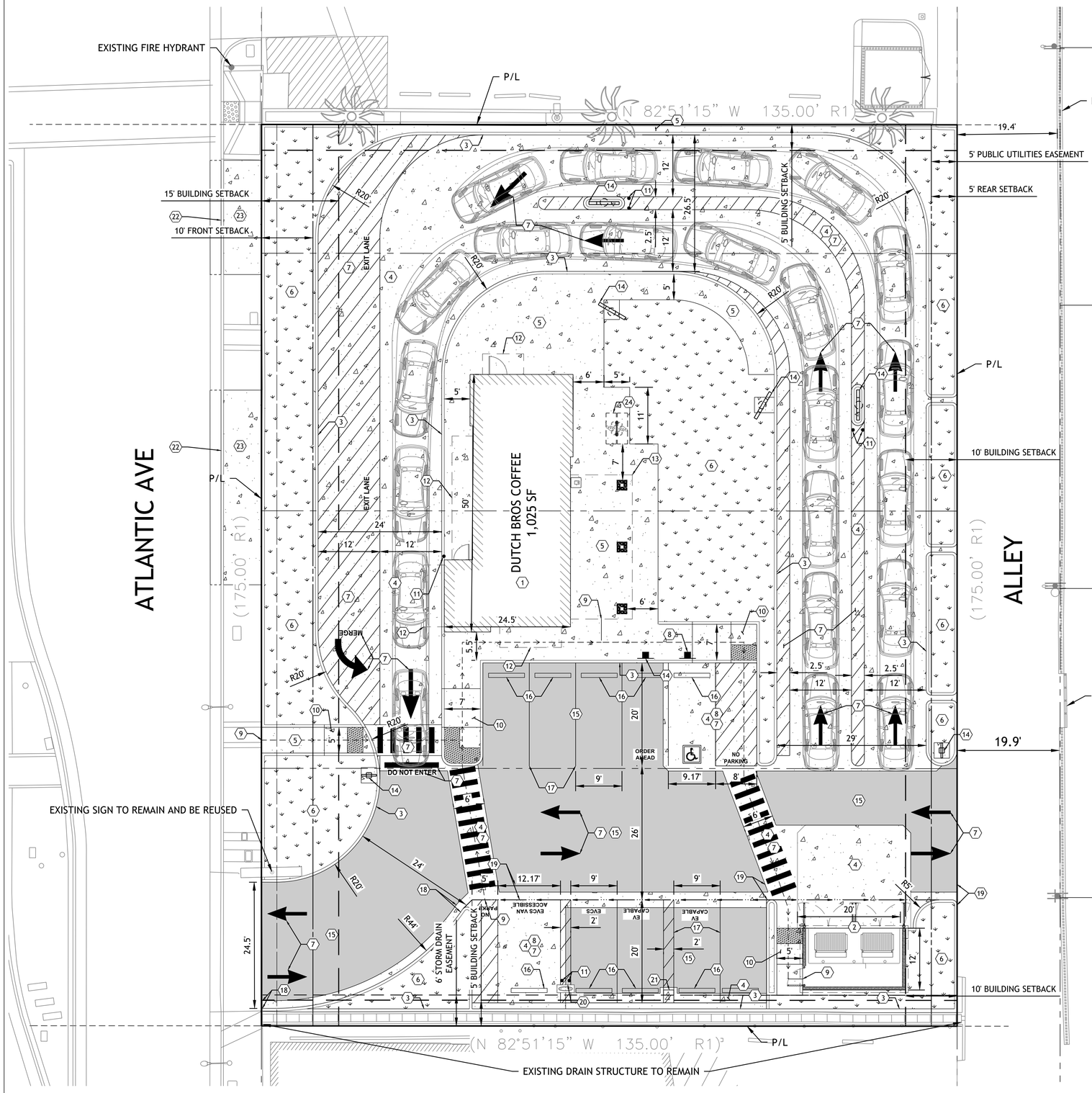
Drawn:	SLM
Reviewed:	AEM
Sheet Date:	7/24/2026
Proj. Number:	25.41907

Sheet Title:
EXISTING/DEMOLITION PLAN

Sheet Number:
C1.0

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PRELIMINARY SITE PLAN
DUTCH BROS COFFEE - CA8107 - BELL, CA



NOTE:

THE PROJECT WILL CONSIDER INSTALLING A VAPOR BARRIER AND IMPLEMENTING A SOIL MANAGEMENT PLAN AS PART OF THE PROJECT DESIGN

ADDITIONAL NOTES:

1. CONSTRUCTION NOISE SHALL BE LIMITED TO THE TYPICAL PERMITTED HOURS OF CONSTRUCTION; 7:00 A.M. TO 7:00 P.M., MONDAY THROUGH FRIDAY, AND 7:00 A.M. TO 6:00 P.M. ON SATURDAY. NO CONSTRUCTION ACTIVITIES SHALL OCCUR ON SUNDAYS.
2. DUE TO THE PROXIMITY OF EXISTING STRUCTURES SOUTH OF THE PROJECT SITE, VIBRATORY ROLLERS SHALL NOT BE USED WITHIN 17 FEET OF THE SOUTHERN PROPERTY LINE, AND LARGE BULLDOZERS SHALL NOT BE USED WITHIN 10 FEET OF THE SOUTHERN PROPERTY LINE.



PROJECT DATA

NAME:	DUTCH BROS COFFEE – CA8017 – BELL, CA
LOCATION:	7030 ATLANTIC AVE, BELL, CA 90201
APN #:	6326-035-901, 902
PARCEL AREA(S):	23,633 SF (0.54 AC)
PROJECT AREA:	23,633 SF (0.54 AC)
SETBACKS:	
– FRONT: 10'	
– SIDE: 5'	
– REAR: 5'	

PROPOSED PARKING SPACES:	
– REGULAR PARKING	= 5
– ADA PARKING	= 1
– FUTURE EV VAN ACCESSIBLE PARKING	= 1
– FUTURE EV CAPABLE PARKING	= 3
TOTAL PARKING	= 10
PROPOSED BIKE SPACES:	=2
VEHICLE QUEUING	= 21
TRASH ENCLOSURE	= 12' X 20'

PROPOSED GROUND COVER SUMMARY:		
BUILDINGS (INCL. TRASH ENCL.):	1,265 SF	(5.4%)
WALKWAYS:	2,682 SF	(11.2%)
LANDSCAPE:	4,521 SF	(19.2%)
PARKING AND MANEUVERING:	15,165 SF	(64.2%)
TOTAL:	23,633 SF	(100.0%)

CONSTRUCTION NOTES:

1. PROPOSED DUTCH BROS COFFEE BUILDING, REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR DETAILS.
2. PROPOSED TRASH ENCLOSURE, REFER TO ARCHITECTURAL PLANS AND STRUCTURAL FOR ENCLOSURE AND PAVEMENT SECTION DETAILS.
3. PROPOSED CONCRETE BARRIER CURB, TYPICAL.
4. PROPOSED CONCRETE PAVEMENT.
5. PROPOSED ON-SITE CONCRETE SIDEWALK (WIDTH VARIES), TYPICAL.
6. PROPOSED LANDSCAPE PER LOCAL REQUIREMENTS.
7. PROPOSED PAVEMENT MARKING.
8. PROPOSED ACCESSIBLE PARKING STALL W/ REQUIRED SIGNAGE.
9. PROPOSED ACCESSIBLE PATH, TYPICAL.
10. PROPOSED ADA ACCESSIBLE RAMP.
11. PROPOSED BOLLARD.
12. PROPOSED AWNING. REFER TO ARCHITECTURAL PLANS FOR DETAILS.
13. PROPOSED BUILDING CANOPY. REFER TO ARCHITECTURAL PLANS FOR DETAILS.
14. PROPOSED SIGN.
15. PROPOSED ASPHALT PAVEMENT.
16. PROPOSED WHEEL STOP.
17. PROPOSED PARKING STALL, TYP.
18. PROPOSED CURB AND GUTTER.
19. PROPOSED 3' VALLEY GUTTER.
20. PROPOSED EV CHARGING STATION
21. PROPOSED CHRISTY BOX
22. PROPOSED CURB AND GUTTER PER CITY OF BELL/LOS ANGELES COUNTY STANDARDS AND SPECIFICATIONS
23. PROPOSED SIDEWALK PER CITY OF OF BELL./LOS ANGELES COUNTY STANDARDS AND SPECIFICATIONS.
24. PROPOSED BIKE SPACES.

OWNER
CHRIS BERGREN
219 CALIFORNIA STREET
EL SEGUNDO, CA 90245
TEL: (310) 480-0128
EMAIL: CBERGREN@EVGRE.COM

DEVELOPER
DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767
CONTACT: GURINDER KEHR
WEBSITE: HTTPS://WWW.DUTCHBROS.COM

ENGINEER
CORESTATES, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251-6222
CONTACT: ANTHONY E. MERLINO, P.E.
EMAIL: AMERLINO@CORE-STATES.COM

BUILDING ARCHITECT
GNICH ARCHITECTURE STUDIO
1001 SE SANDY BOULEVARD, SUITE 100
PORTLAND, OR 97214
TEL: (503) 552-9079
CONTACT: DUSTIN HENION

SURVEYOR
PRECISION ENGINEERING SURVEYORS.
7231 BOULDER AVENUE, #531
HIGHLAND, CA 92346
TEL: (909) 862-6326



SITE PLAN LEGEND:

- BUILDING LINE
- EXISTING CURB TO REMAIN
- PROPOSED CURB
- PROPOSED LANDSCAPING
- PROPOSED ASPHALT
- PROPOSED CONCRETE

CORE STATES GROUP

18215 72nd Avenue South
Kent, WA 98032
855.CSG.1999

www.core-states.com

CoreStates, Inc.

California, Engineering
CERTIFICATE OF AUTHORIZATION
NO. 100524452

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Project:
DUTCH BROS COFFEE - CA8107
7030 ATLANTIC AVE
BELL, CA 90201

Client:
DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767

Revision/Issue:

REV	DATE	COMMENT	BY

Drawn: SLM
Reviewed: AEM
Sheet Date: 7/24/2026
Proj. Number: 25.41907

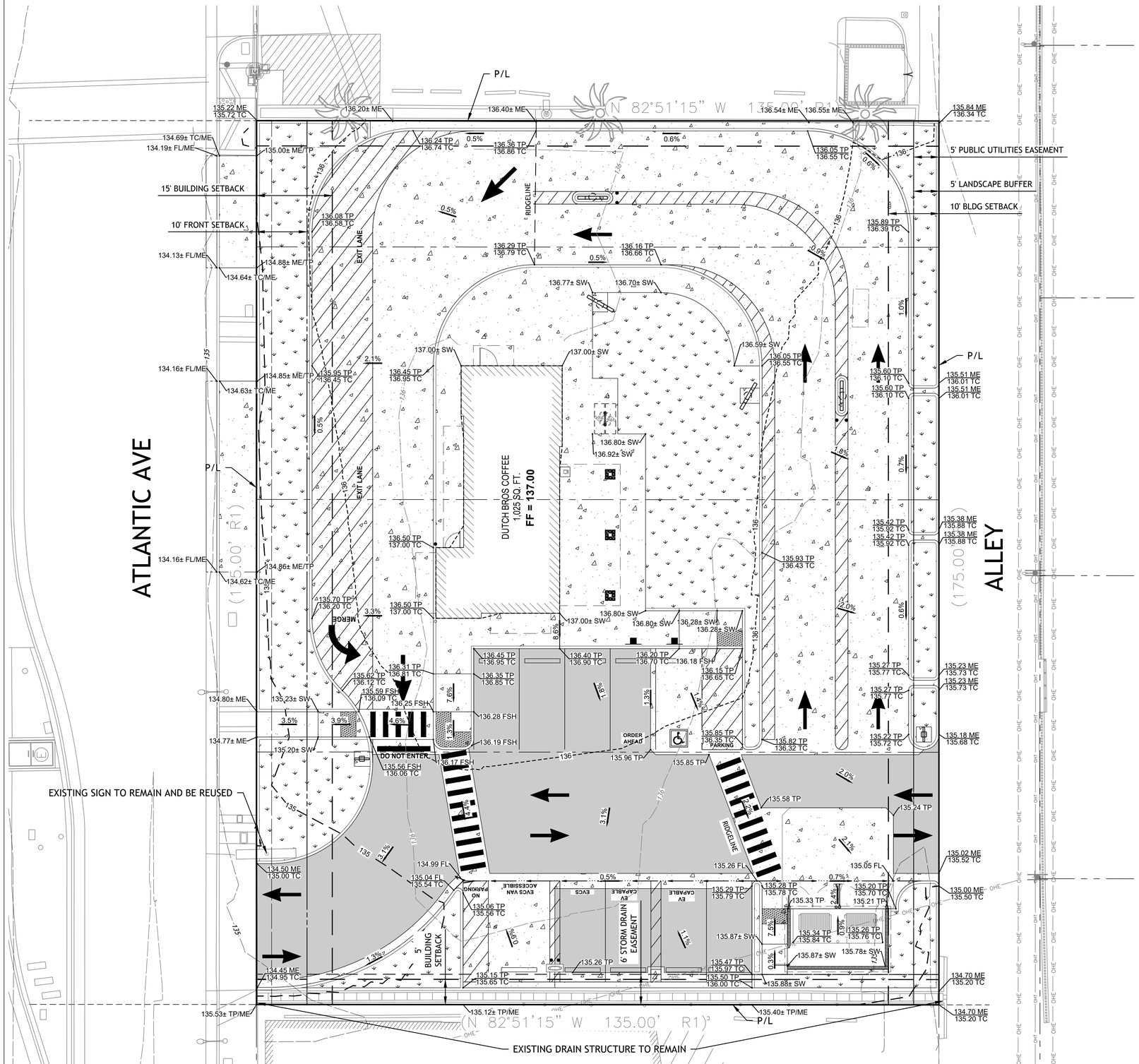
Sheet Title:
PRELIMINARY SITE PLAN

Sheet Number:
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PRELIMINARY GRADING PLAN
DUTCH BROS COFFEE - CA8107 - BELL, CA





GRADING PLAN LEGEND:

FF - FINISHED FLOOR
ME - MATCH EXISTING
TP - TOP OF PAVEMENT
TC - TOP OF CURB
FSH - FLUSH
SW - SIDEWALK
FL - FLOWLINE

PROPOSED CONTOURS
EXISTING CONTOURS
RIDGELINE

NOTE:

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N

CSG

0 5' 10' 20'
SCALE: 1"=10'

SITE PLAN LEGEND:

BUILDING LINE
EXISTING CURB TO REMAIN
PROPOSED CURB
PROPOSED LANDSCAPING
PROPOSED ASPHALT
PROPOSED CONCRETE

CORE STATES GROUP

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DUTCH BROS COFFEE

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PRELIMINARY GRADING PLAN

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C3.0

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DUTCH BROS COFFEE - CA8107 - BELL, CA

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

CDS COMMERCIAL DUE DILIGENCE SERVICES

1 TITLE DESCRIPTION

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

THE SOUTH HALF OF LOT 21 AND ALL OF LOTS 22, 23, AND 24 INCLUSIVE, OF TRACT NO. 11629, IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 210, PAGES 8 TO 10, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 6326-035-901 & 6326-035-902

The land shown in this survey is the same as that described in Fidelity National Title Insurance Company Commitment No. FCHI2501203NT (FBDO-2510338) with an effective date of October 21, 2025 at 07:30 AM.

2 TITLE INFORMATION

The Title Description and Schedule B items hereon are from Fidelity National Title Insurance Company Commitment No. FCHI2501203NT (FBDO-2510338) with an effective date of October 21, 2025.

3 SCHEDULE 'B' ITEMS

NOTES CORRESPONDING TO SCHEDULE "B" PART II:

- A public utility easement recorded September 10, 1938 as **Book 16022, at Page 192**, of Official Records. **DOES AFFECT - AS SHOWN.**
- A storm drain easement recorded March 18, 1974 as **Document No. 3444**, of Official Records. **DOES AFFECT - AS SHOWN.**

4 SURVEYOR CERTIFICATION

To:
BB Holdings CA, LLC, an Oregon limited liability company;
DB Franchising USA, LLC, an Oregon limited liability company;
Dutch Bros., LLC, an Oregon limited liability company;
Dutch Mafia, LLC, a Delaware limited liability company;
Boersma Bros. LLC, an Oregon limited liability company;
Dutch Bros Inc., a Delaware Corporation;
Fidelity National Title Insurance Company;
FA Commercial Due Diligence Services Company;

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

Date of Plat or Map: December 8, 2025

PRELIMINARY

Surveyor's signature
Brian L. Sousa, PLS #7917
brian@sousasurveys.com

REGISTERED LAND SURVEYOR — BRIAN L. SOUSA — No. L 7917 — STATE OF CALIFORNIA

Approved CDS Surveyor

Surveyors Name: Brian L. Sousa
Address: 180 East Monte Vista, Vacaville, CA 95688
Telephone Number: (707) 425-4300
email: brian@sousasurveys.com

6 CEMETERY

There is no visible evidence of cemeteries on the subject property at the time of survey.

8 ZONING INFORMATION

SITE RESTRICTION
ZONE - C-3, Heavy Commercial Zone
The requirements listed in this report are per the C-3, Heavy Commercial Zone requirements as noted in the zoning code. Additional research was not conducted for any variances, conditions, or site plan approval for the subject property which may or may not affect the requirements as noted in this report.

SETBACKS
FRONT - 10', except 20' where permitted driveways enter the front wall of a building
SIDE - 10' abutting any lot located in any of the R zones; 20' where a permitted driveway enters the side wall of a building (No residential adjacency)
REAR - 10' abutting any lot located in any of the R zones

HEIGHT - 70 Ft. provided that where a lot in the C-3 zone has one or more common lot lines with a lot zoned R-1, no building or structure on such C-3 zoned lot located within 50 Ft. of such common lot line shall exceed the maximum height permitted for buildings or structures in the R-1 zone

MIN. LOT AREA: 5,000 sq.ft.
MIN. LOT WIDTH: 50'
MIN. LOT DEPTH: 100'
MAX. FLOOR AREA: No Requirement Noted
MAX. COVERAGE: No Requirement Noted
MIN. PARKING: Coffee shops: 1 parking space for each 100 sq.ft. of gross floor area devoted to the use up to 4,000 sq.ft., and 1 parking space for each additional 50 sq.ft. of gross floor area devoted to the use over 4,000 sq.ft.; or 1 parking space for each 4 fixed seats, whichever is greater; or for such uses utilizing not more than 1,500 sq.ft. of gross floor area and occupying less than 25 percent of total gross floor area of the building, shall provide 1 space for every 200 sq.ft. of gross floor area devoted to such use.

Zoning information obtained from:

FA Commercial Due Diligence Services, Co.
3550 W. Robinson Street, Third Floor
Norman, OK 73072
(405) 253-2444

Job # 25-10-0359
Dated: November 13, 2025

9 LEGEND

AC	Asphaltic Concrete	M	Maps
APN	Assessor Parcel Number	NA	No Access
B.H.L.	Building Height Location	OR	Official Records
BLDG HT	Building Height	POR	Portion
B.S.	Building Setback	P.U.E.	Public Utility Easement
BW	Bottom of Wall	(RD)	Roof Drain
CONC	Concrete	REDEV	Redevelopment
CP#	Control Point Number	R/W	Right of Way
CVL	Communications Vault	S.D.E.	Storm Drain Easement
ENCL	Enclosure	SDVL	Storm Drain Vault
EVL	Electric Vault	SW	Sidewalk
FG	Finished Grade	TC	Top of Curb
FL	Flow Line	T.W.W.	Traveled Way Width
FOD	Full of Debris	TYP	Typical
FOW	Full of Water	W.EQUIP	Water Equipment
GB	Grade Break	WH	Weep Hole
LG	Lip of Gutter	WVL	Water Vault
		(_)	Record Dimension

Existing monument line
Existing property boundary
Existing parcel lines of adjacent properties
Existing building setback line
Existing easement line
Existing grade break line
Underground electric line
Underground gas line
Underground sanitary sewer line
Underground storm drain line
Underground unknown utility line
Underground water line
Overhead utility line
Existing building line at ground level
Existing building overhang
Existing fence line, as noted
Existing paint line
Existing ADA truncated domes
Existing wall, as noted
Existing minor contour
Existing major contour
Bollard
Electric manhole
Fire hydrant
Survey control point, as noted
Gas meter
Guy wire
Irrigation control valve
Sanitary sewer manhole
Sign
Street light
Street light vault
Street light w/mast
Traffic signal mast pole
Traffic signal vault
Utility pole
Water meter
Water valve
Contour elevation
Spot elevation
Palm tree
Parking spaces per area
Approximate depth of utility line

10 BASIS OF BEARINGS

The bearings herein are NAD 83, California State Plane Coordinate System, Zone 5 (0405) based upon the found monuments as shown in Book 210 of Maps, at Page 8, Los Angeles County Records. Bearing taken as N7°16'19"E. To match those bearings shown on said map, rotate bearings herein 0°09'44" counter-clockwise.

11 SURVEYOR'S NOTES

1. All statements within the certification, and other references located elsewhere hereon, related to: utilities, improvements, structures, buildings, party walls, parking, easements, servitudes, and encroachments; are based solely on above ground, visible evidence, unless another source of information is specifically referenced hereon.
2. The property line and easement information shown hereon is based upon record information contained in the Commitment cited in the Title Description hereon. Sousa Land Surveys assumes no liability for the accuracy or completeness of said report.
3. Elevations are based on the North American Vertical Datum of 1988 (NAVD88).
   NGS Benchmark PID DY2034
   Elevation: 150.26' (NAVD88)

   Site Benchmark: Set PK nail, as shown. Elevation: 136.42' (CP1) (NAVD88)
4. Any underground utilities and approximate utility depths shown hereon are based upon a utility investigation prepared by BLVD, dated November 14, 2025, Project No. CA_BELL_DB CA8107.
5. (Table A: Item 8) Substantial features observed in the process of conducting the fieldwork, shown hereon.
6. (Table A: Item 13) Ownership names, address information and assessor parcel numbers were taken from property tax information contained on the ParcelQuest online property data.
7. (Table A: Item 14) Subject property's southwest corner lies 232'± northeasterly from the intersection of Atlantic Avenue & East Florence Avenue.
8. (Table A: Item 16) No observable evidence of earth moving work or building construction were visible on the site.
9. (Table A: Item 17) No evidence of recent street or sidewalk construction or repairs observed in the process of conducting the fieldwork.
10. (Table A: Item 18) Plottable appurtenant easements disclosed in documents provided to or obtained by the surveyor, shown hereon.
11. (Table A: Item 19) Professional liability insurance policy obtained by the surveyor in the minimum amount of $1,000,000 to be in effect throughout the contract term.

12 PARKING INFORMATION

2 Standard Spaces
0 Handicap Spaces
2 Total Parking Spaces (designated)

13 LAND AREA

23,625± square feet or 0.542± Acres

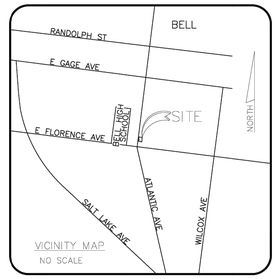
14 BUILDING AREA

Building #1: 485± square feet
Building #2: 2,755± square feet

15 BUILDING HEIGHT

Building #1 Height: 12.0± feet or 1-Story
Building #2 Height: 11.7± feet or 1-Story

16 VICINITY MAP



5 FLOOD INFORMATION

Per the federal emergency management agency rate map numbers 06037C1805F & 06037C1810F, both with an effective date of September 26, 2008, indicates this parcel of land is located in Zone X (Area determined to be outside the 0.2% annual chance floodplain).

Warning: if this site is not within an identified special flood hazard area, this flood statement does not imply that the property and/or the structures thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This flood statement shall not create liability on the part of the surveyor.

Key to CDS ALTA Survey

1 TITLE DESCRIPTION
2 TITLE INFORMATION
3 SCHEDULE 'B' ITEMS
4 SURVEYOR CERTIFICATION
5 FLOOD INFORMATION
6 CEMETERY
7 POSSIBLE ENCROACHMENTS
8 ZONING INFORMATION
9 LEGEND
10 BASIS OF BEARING
11 SURVEYOR'S NOTES
12 PARKING INFORMATION
13 LAND AREA
14 BUILDING AREA
15 BUILDING HEIGHT
16 VICINITY MAP
17 NORTH ARROW / SCALE
18 CLIENT INFORMATION BOX
19 SURVEY DRAWING
20 PROJECT ADDRESS

18 ALTA/NSPS Land Title Survey

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

This Work Coordinated By:
FA Commercial Due Diligence Services Co.
CDS COMMERCIAL DUE DILIGENCE SERVICES
3550 W. Robinson Street, Third Floor
Norman, Oklahoma 73072
Office: 405-253-2444
website: www.firstamcds.com
Toll Free: 888.322.7371

Drwn By:	SMC/CMH
Surveyor Ref.No:	25861
Aprvd By:	BLS
Field Date:	December 2, 2025
Scale:	1"=20'

Date: / Revision:
Date: / Revision:
Date: / Revision:
Date: / Revision:

Prepared For:

Client Ref. No:

20 PROJECT ADDRESS

7030 Atlantic Avenue
Bell, CA

Project Name:
DB CA8107 - Bell CA
CDS Project Number:
25-10-0359

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Sheet 1 of 3

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

CORE STATES GROUP
18215 72nd Avenue South
Kent, WA 98032
855.CSG.1999

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DUTCH BROS

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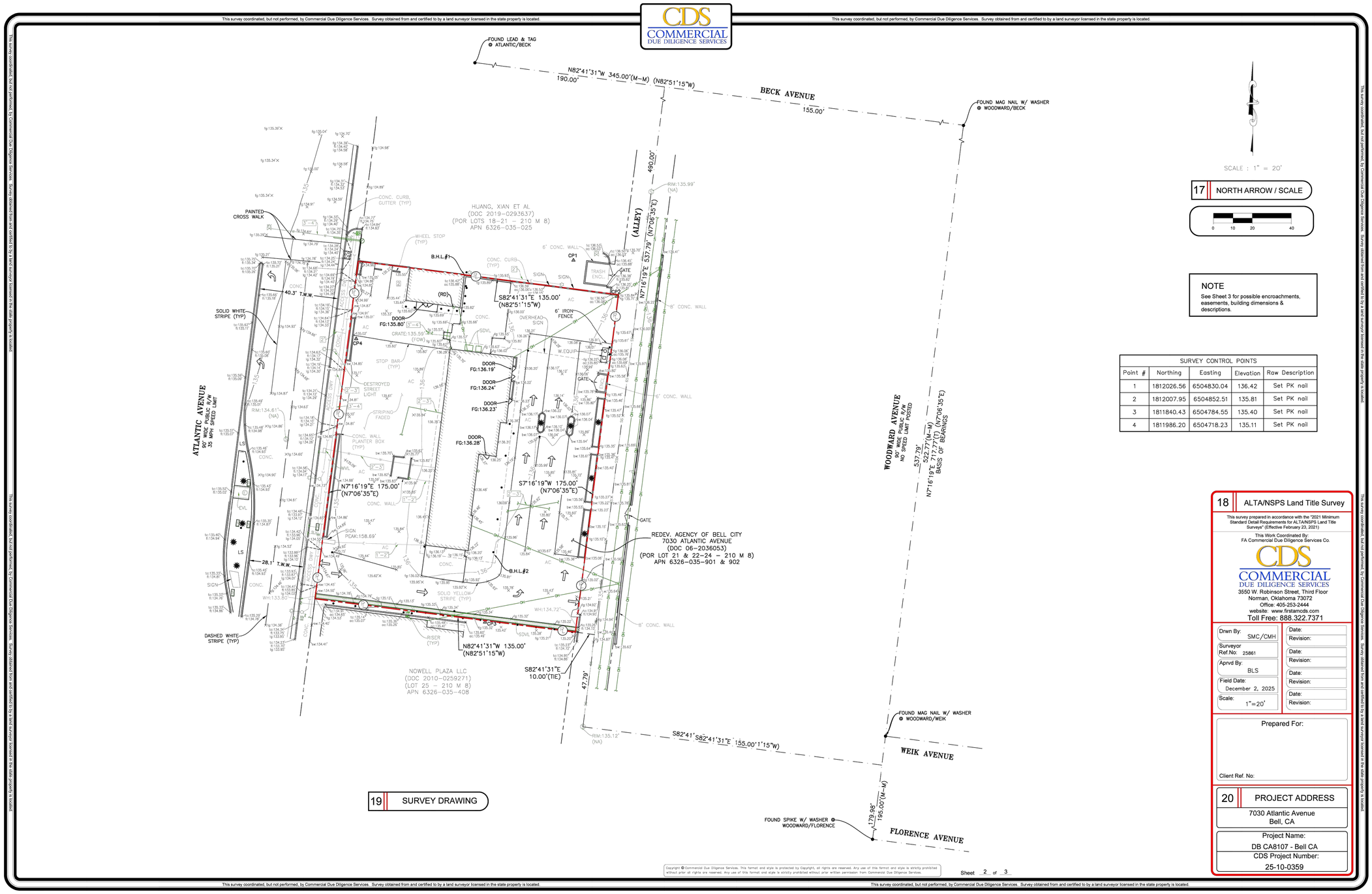
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Reviewed: AEM
Sheet Date: 7/24/2026
Proj. Number: 25.41907

Sheet Title:
ALTA SURVEY

Sheet Number:
1 OF 3

FOR REFERENCE ONLY

DUTCH BROS COFFEE - CA8107 - BELL, CA



SURVEY CONTROL POINTS				
Point #	Northing	Easting	Elevation	Raw Description
1	1812026.56	6504830.04	136.42	Set PK nail
2	1812007.95	6504852.51	135.81	Set PK nail
3	1811840.43	6504784.55	135.40	Set PK nail
4	1811986.20	6504718.23	135.11	Set PK nail

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Project:
DUTCH BROS COFFEE - CA8107
7030 ATLANTIC AVE
BELL, CA 90201

Client:
DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767

DUTCH BROS Coffee

Revision/Issue:

REV	DATE	COMMENT	BY

Drawn: SLM
Reviewed: AEM
Sheet Date: 7/24/2026
Proj. Number: 25.41907

Sheet Title:
ALTA SURVEY

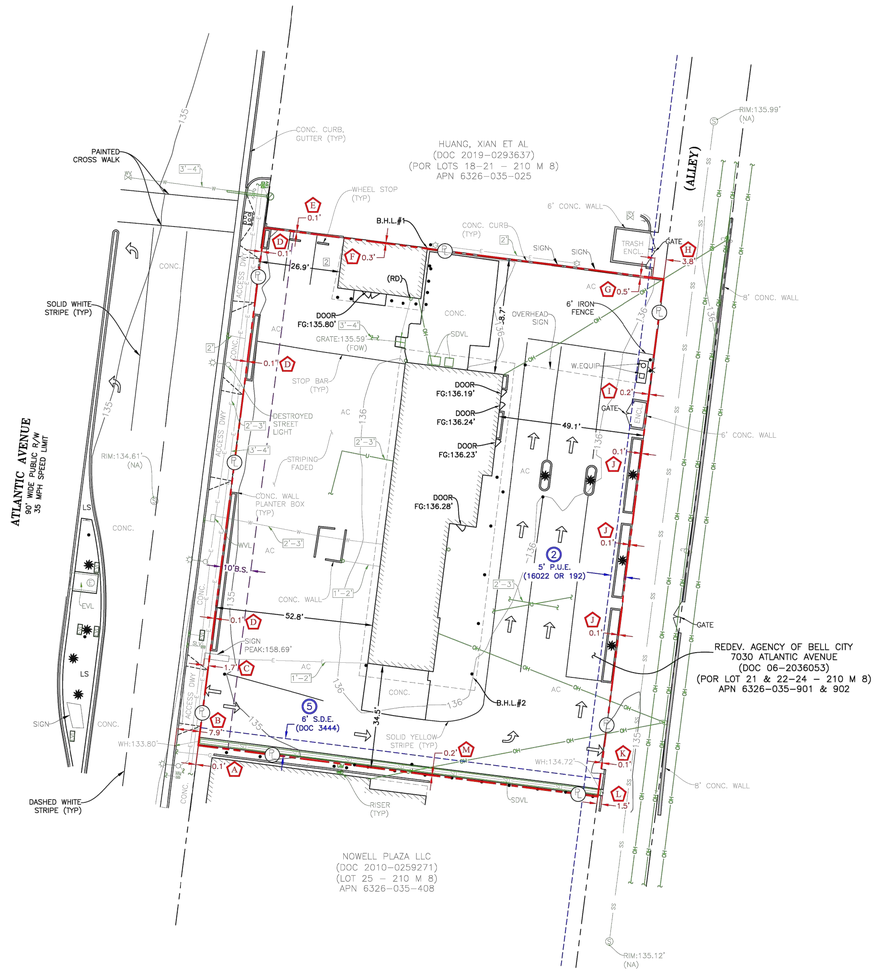
Sheet Number:
2 OF 3

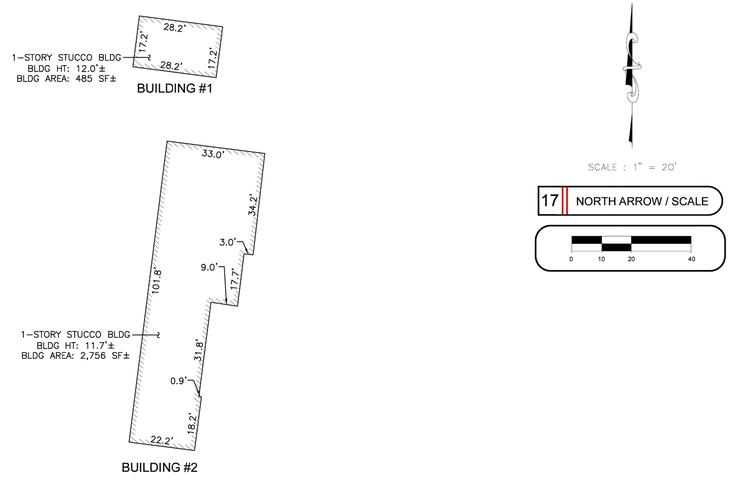
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DUTCH BROS COFFEE - CA8107 - BELL, CA

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

CDS COMMERCIAL DUE DILIGENCE SERVICES





7 POSSIBLE ENCROACHMENTS

- A — Sidewalk crosses south and west parcel lines & lies up to 0.1' inside west parcel line.
- B — Underground storm drain line crosses west parcel line & lies up to 7.9' outside west parcel line.
- C — Pedestal sign crosses west parcel line & lies up to 1.7' outside west parcel line.
- D — Concrete planter crosses west parcel line & lies up to 0.1' outside west parcel line.
- E — Concrete curb crosses north parcel line & lies up to 0.1' inside north parcel line.
- F — Building footprint crosses north parcel line & lies up to 0.3' outside north parcel line.
- G — Concrete curb crosses north parcel line & lies up to 0.5' inside north parcel line.
- H — Sidewalk crosses east and north parcel line & lies up to 3.8' inside east parcel line.
- I — Iron fence and trash enclosure wall cross east parcel line & lie up to 0.2' outside east parcel line.
- J — Concrete planter crosses east parcel line & lies up to 0.1' outside east parcel line.
- K — Concrete crosses east parcel line & lies up to 0.1' inside east parcel line.
- L — Underground storm drain line & metal covering cross east parcel line & lie up to 1.5' outside east parcel line.
- M — Bollards along south parcel line lie up to 0.2' outside south parcel line.

18 ALTA/NSPS Land Title Survey

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

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

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

Drwn By: SMC/CMH	Date: / Revision:
Surveyor Ref.No: 25861	Date: / Revision:
Aprvd By: BLS	Date: / Revision:
Field Date: December 2, 2025	Date: / Revision:
Scale: 1"=20'	

Prepared For:

Client Ref. No:

20 PROJECT ADDRESS

7030 Atlantic Avenue
Bell, CA

Project Name:
DB CA8107 - Bell CA

CDS Project Number:
25-10-0359

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Sheet 3 of 3

FOR REFERENCE ONLY

CORE STATES GROUP

18215 72nd Avenue South
Kent, WA 98032
855.CSG.1999

www.core-states.com

CoreStates, Inc.

California, Engineering
CERTIFICATE OF AUTHORIZATION
NO. 100524452

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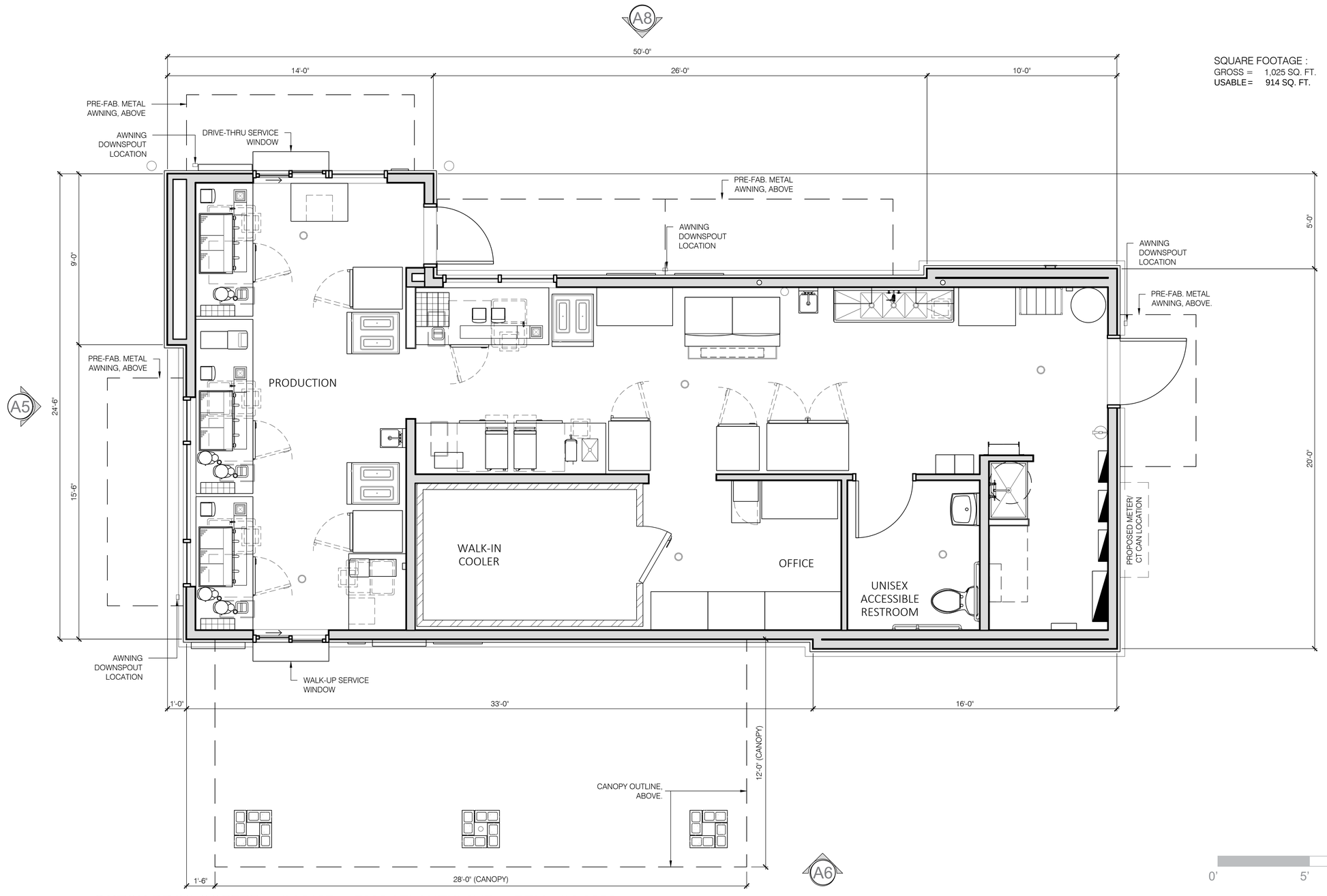
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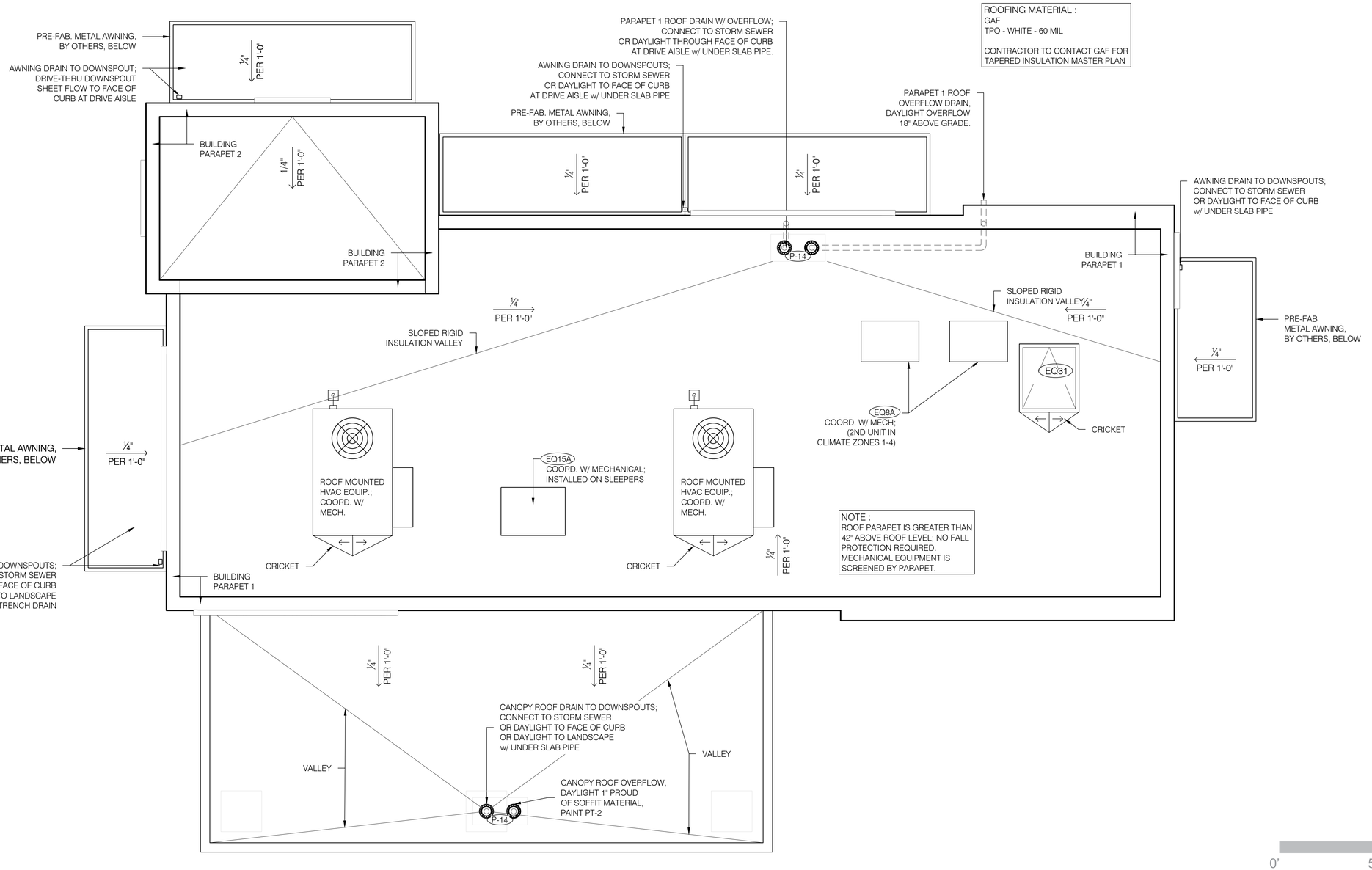
SQUARE FOOTAGE :
GROSS = 1,025 SQ. FT.
USABLE= 914 SQ. FT.

SCALE: 3/8" = 1'-0"
0' 5' 10' 20'

GNICH ARCHITECTURE STUDIO
AN OREGON LIMITED LIABILITY COMPANY

DUTCH BROS COFFEE | CA8107 | 7030 ATLANTIC AVE | BELL, CA 90201
1001 SE SANDY BLVD, SUITE 100 | PORTLAND, OR 97214 | www.GnichArch.com | v. 503.552.9079 | MARCH 25th 2026

FLOOR PLAN
PAGE A3



SCALE: 3/8" = 1'-0"

0' 5' 10' 20'

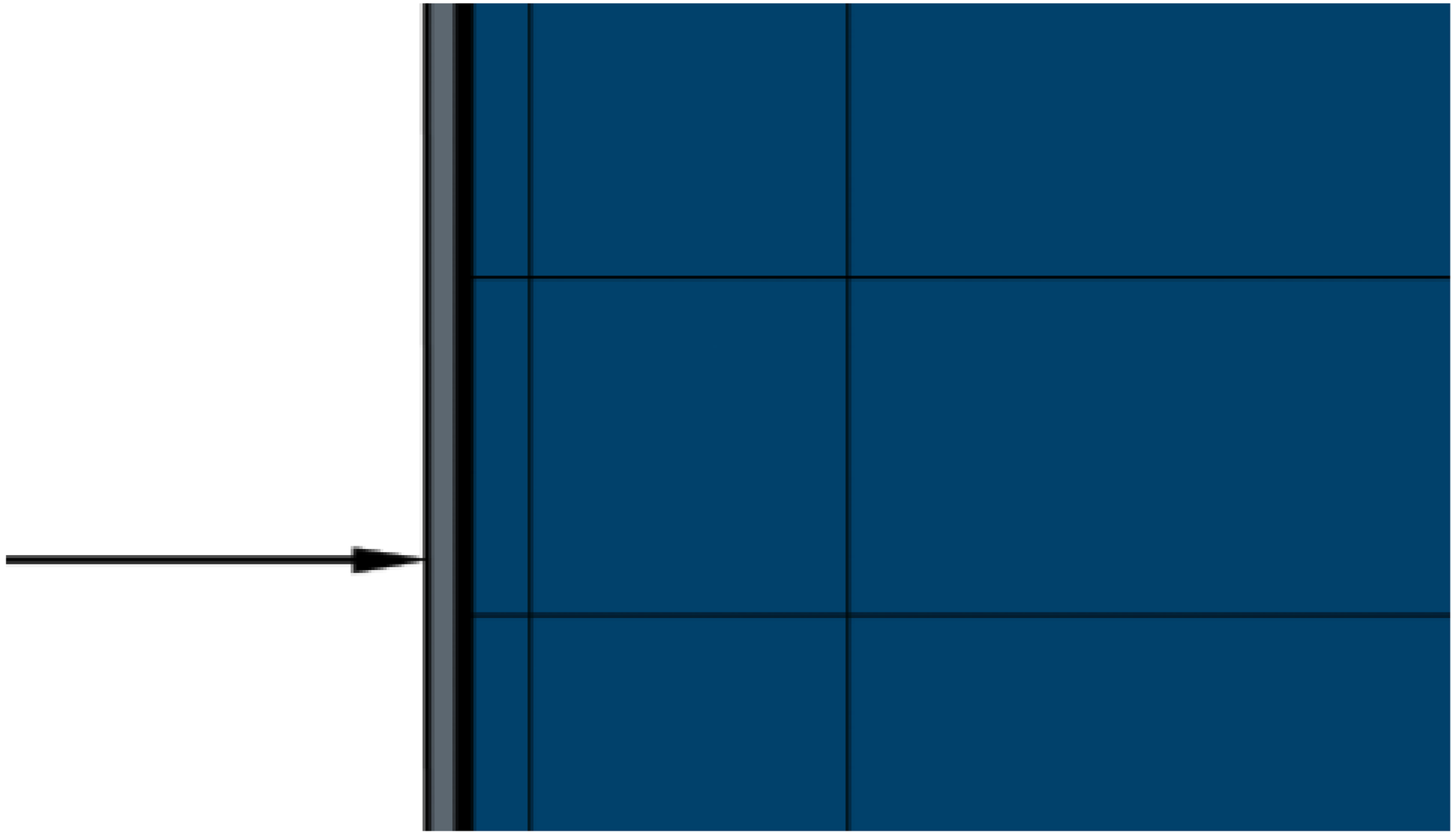
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ROOF PLAN

PAGE A4



SCALE: 1/2” = 1’-0”

0’ 5’ 10’ 20’

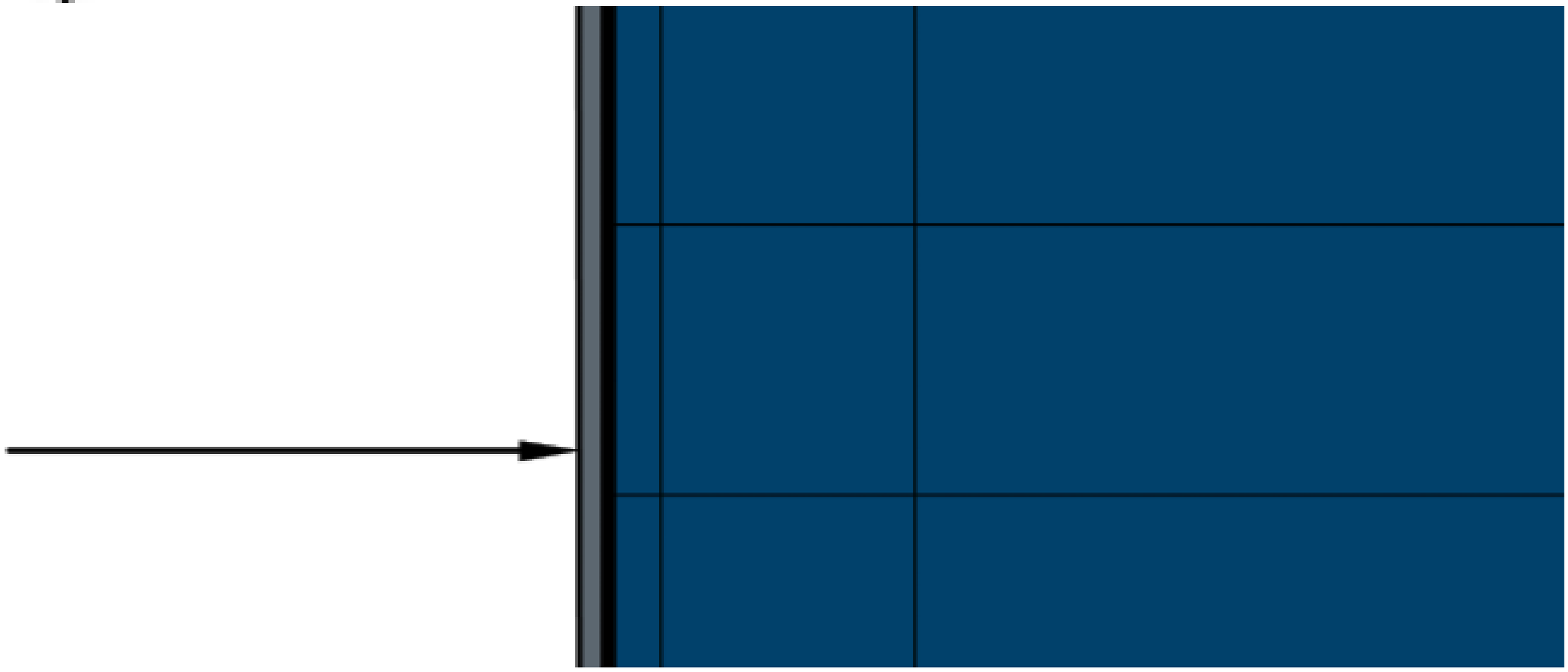
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SOUTH ELEVATION

PAGE A5



SCALE: 1/2” = 1’-0”

0’ 5’ 10’ 20’

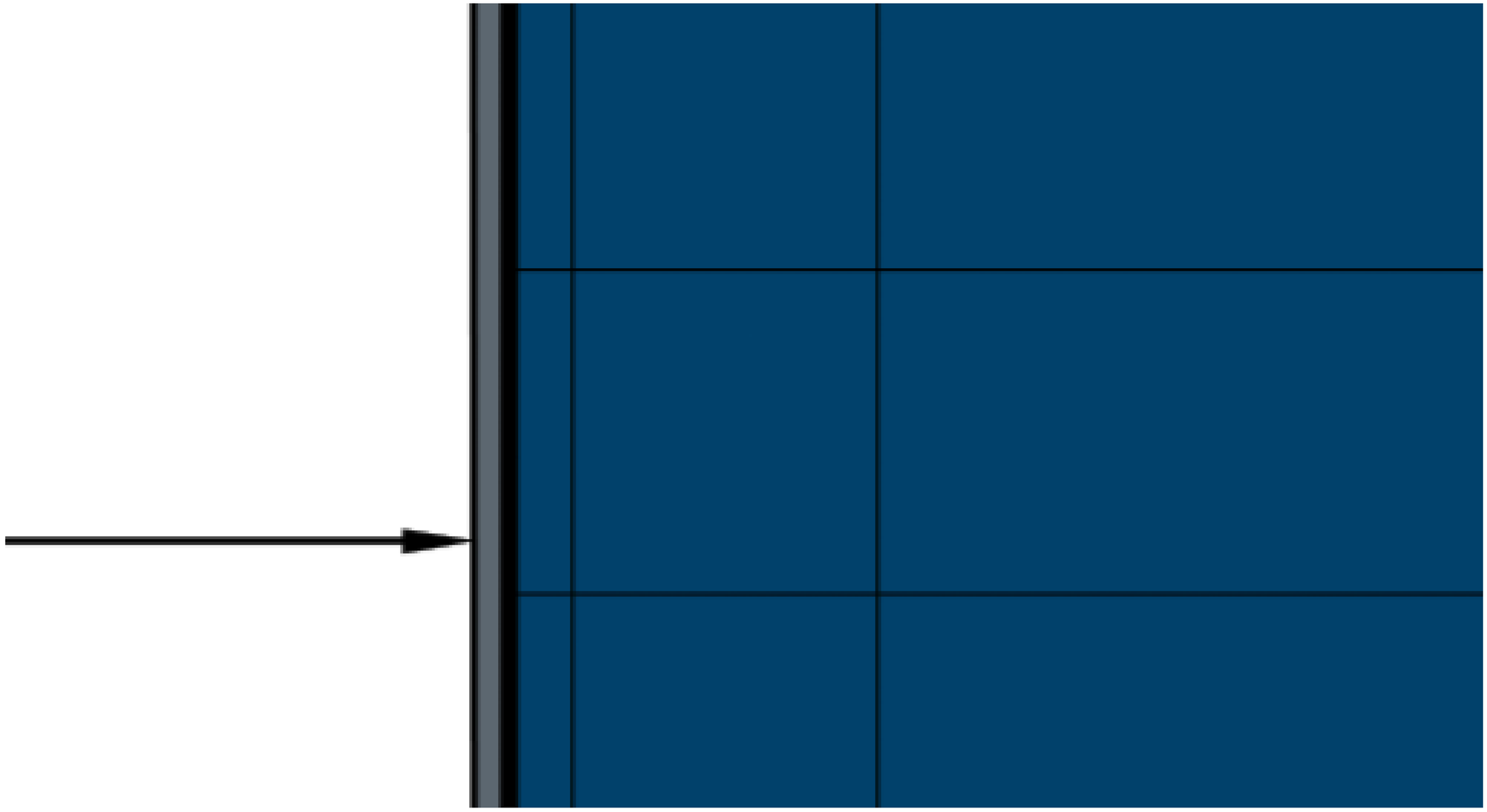
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EAST ELEVATION - WALK-UP WINDOW

PAGE A6



SCALE: 1/2” = 1’-0”

0’ 5’ 10’ 20’

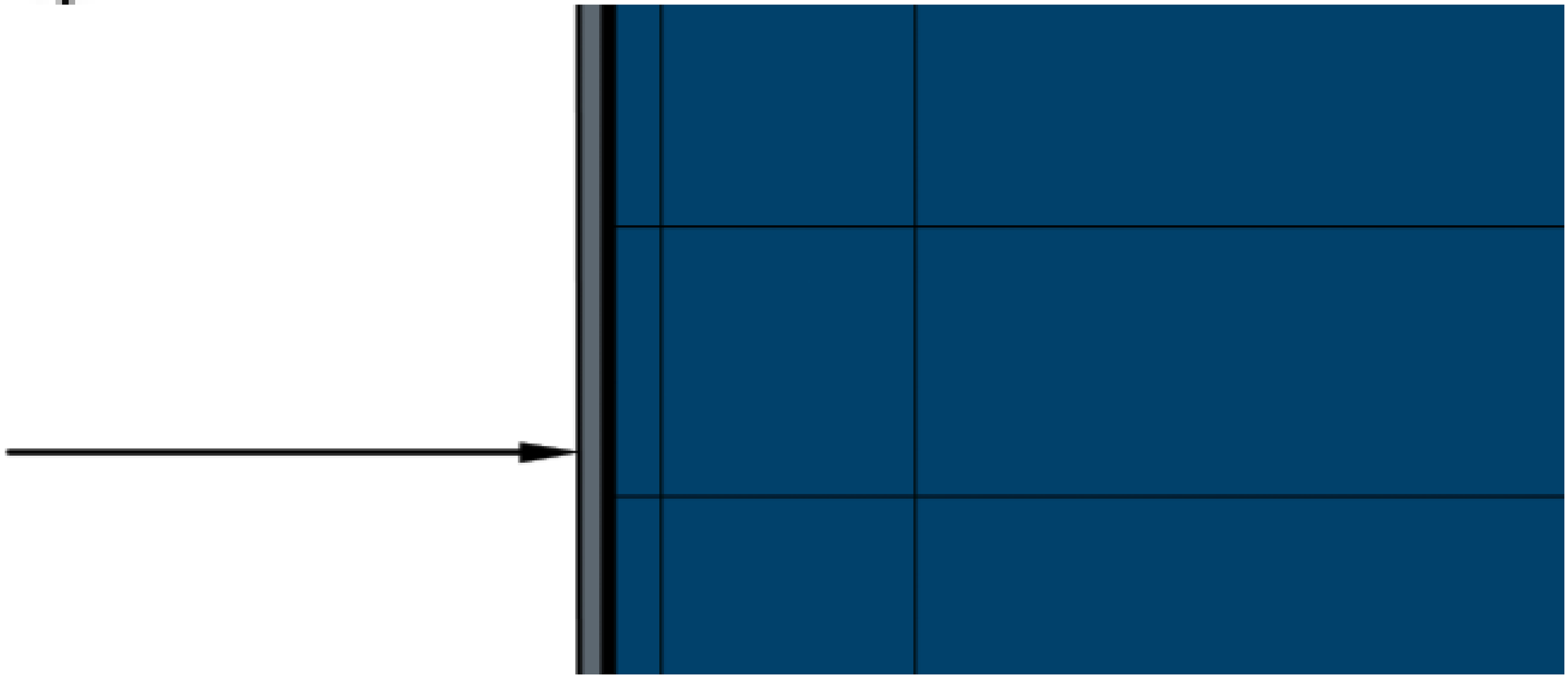
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NORTH ELEVATION

PAGE A7



SCALE: 1/2” = 1’-0”

0’ 5’ 10’ 20’

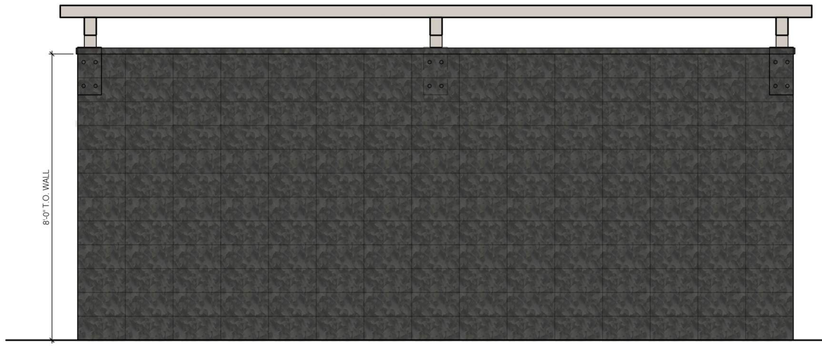
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WEST ELEVATION - DRIVE-THRU WINDOW

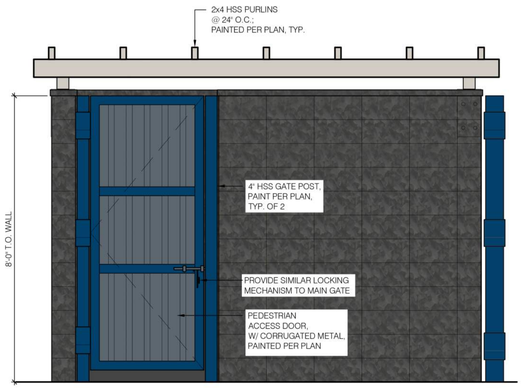
PAGE A8



5 TRASH ENCLOSURE SIDE ELEVATION

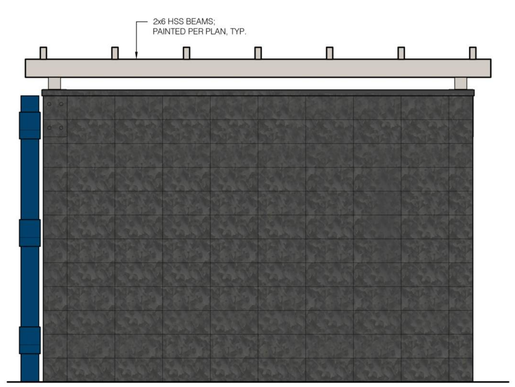
SCALE: 1/2" = 1'-0"

TRASH ENCLOSURE MATERIALS				
ID	MATERIAL	MANUFACTURER	COLOR	NOTES
3	CMU BLOCK	BASALITE	490	SPLIT FACE, 8x16x8; 8x8x8 AS NECESSARY
	CMU CAP	BASALITE	490	12x16x2
PT-2	PAINT	SHERWIN-WILLIAMS	8656-11295	BLDG DB DARK GRAY; GATES BODY
PT-3	PAINT	SHERWIN-WILLIAM	8656-12045	BLDG DB BLUE; GATE FRAMES, POSTS & ROOF



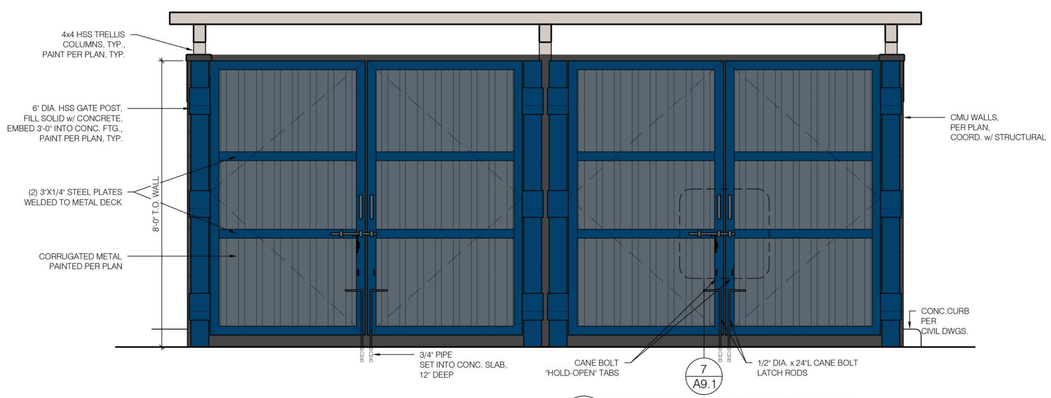
4 TRASH ENCLOSURE SIDE ELEVATION

SCALE: 1/2" = 1'-0"



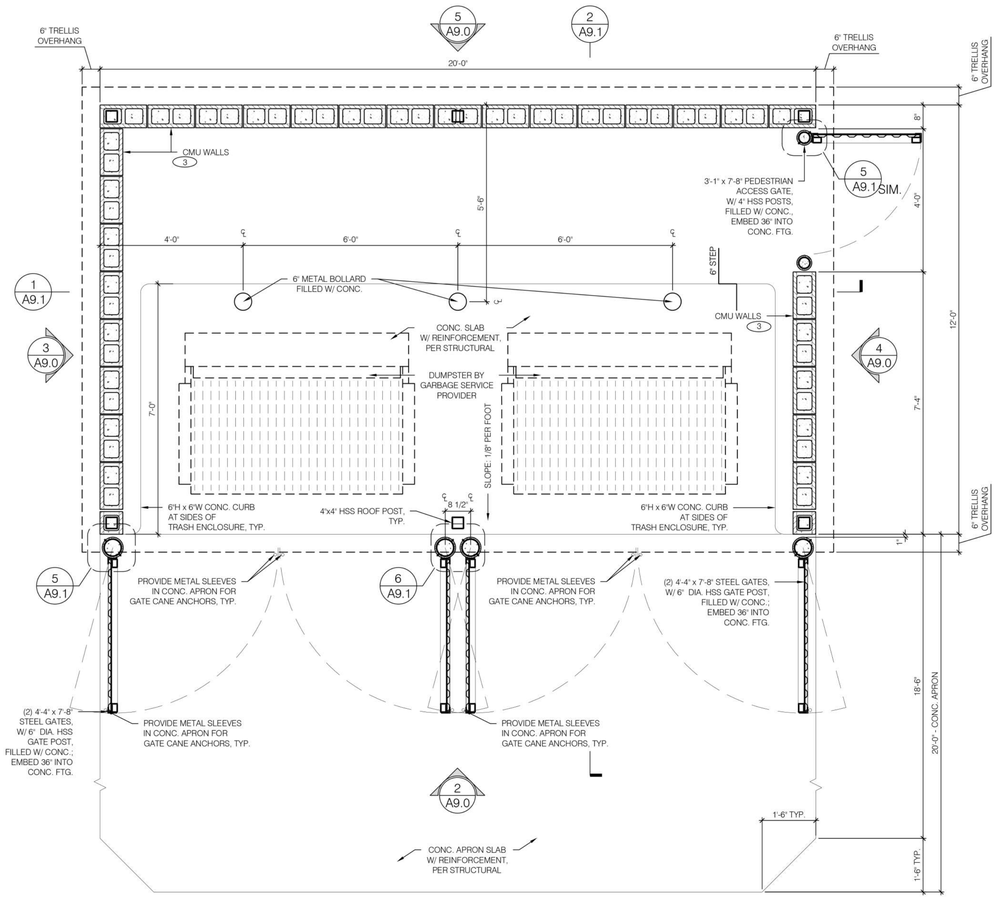
3 TRASH ENCLOSURE SIDE ELEVATION

SCALE: 1/2" = 1'-0"



2 TRASH ENCLOSURE FRONT ELEVATION

SCALE: 1/2" = 1'-0"

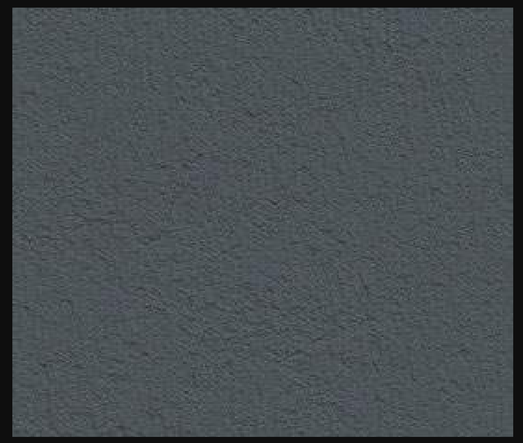


1 TRASH ENCLOSURE PLAN

SCALE: 1/2" = 1'-0"



FIBER CEMENT BOARD
MANUFACTURER: NICHIHA
PROFILE: ILLUMIINIATION
COLOR: BLDG DB BLUE



STUCCO SYSTEM
MANUFACTURER: DRYVIT
PROFILE: CCP-2 SYSTEM,
SANDPEBBLE FINE E FINISH
COLOR: PAINTED, BLDG DB GRAY DARK



STUCCO SYSTEM
MANUFACTURER: DRYVIT
PROFILE: CCP-2 SYTEM,
SANDPEBBLE FINE E FINISH
COLOR: PAINTED, BLDG DB GRAY LIGHT



CULTURED STONE
MANUFACTURER: ELDORADO STONE
PROFILE: CLIFFSTONE - BANFF SPRINGS
COLOR: PER MFR.



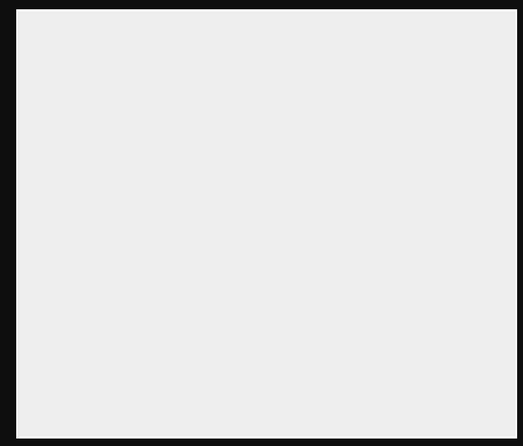
CANOPY SOFFIT
MANUFACTURER: HEWN
PROFILE: NW SPRUCE
NATURAL & SEALED
COLOR: PER MFR.



WINDOW SYSTEM
MANUFACTURER: KAWNEER OR SIMILAR
PROFILE: CLEAR ANODIZED ALUMINUM
FINISH: CLEAR NO 14 / 17



AWNINGS & DOORS - PAINT
MANUFACTURER: SHERWIN-WILLIAMS
COLOR: BLDG DB GRAY DARK

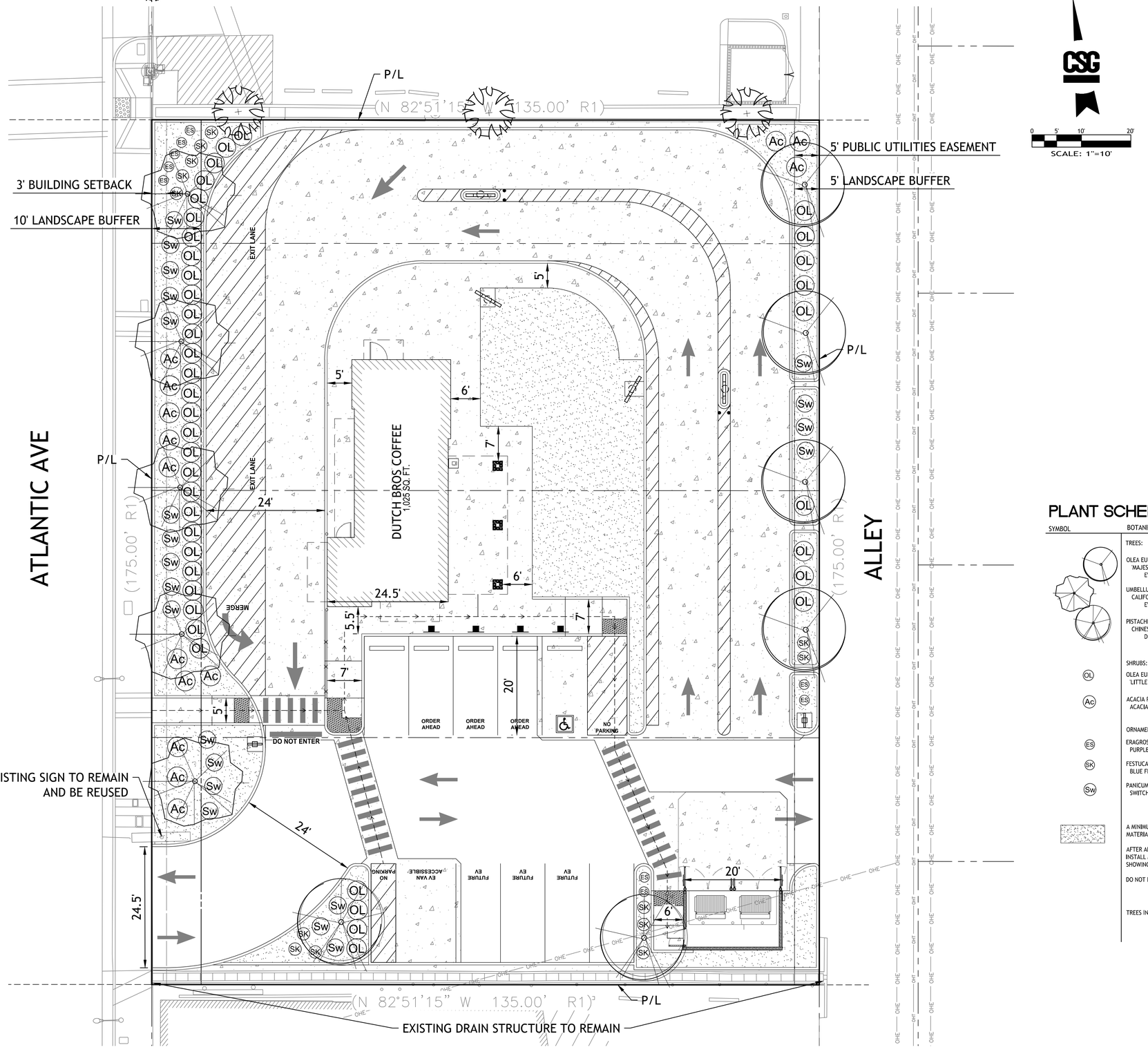


ROOFING MATERIAL
MANUFACTURER: DURO-LAST
DL-60 - 60 MIL
COLOR: WHITE

LANDSCAPE PLANTING PLAN
DUTCH BROS COFFEE - CA8107 - BELL, CA

LEGEND

EXISTING OFFSITE PALM TO BE RETAINED. PROTECT DURING CONSTRUCTION



N

CSG

0 5' 10' 20'

SCALE: 1"=10'



PROJECT DATA

NAME:	DUTCH BROS COFFEE – CA8017 – BELL, CA
LOCATION:	7030 ATLANTIC AVE, BELL, CA 90201
APN #:	6326–035–901, 902
PARCEL AREA(S):	23,633 SF (0.54 AC)
PROJECT AREA:	23,633 SF (0.54 AC)

SETBACKS:
- FRONT: 10'
- SIDE STREET: 10'
- SIDE INTERIOR: 0'
- REAR: 5'

PROPOSED PARKING SPACES:

– REGULAR PARKING	= 5
– ADA PARKING	= 1
– FUTURE EV VAN ACCESSIBLE PARKING	= 1
– FUTURE EV CAPABLE PARKING	= 3
TOTAL PARKING	= 10
VEHICLE QUEUING	= 21
TRASH ENCLOSURE	= 12' X 20'

PROPOSED GROUND COVER SUMMARY:

BUILDINGS (INCL. TRASH ENCL.):	1,265 SF	(5.4%)
WALKWAYS:	2,627 SF	(11.1%)
LANDSCAPE:	4,576 SF	(19.3%)
PARKING AND MANEUVERING:	15,165 SF	(64.2%)
TOTAL:	23,633 SF	(100.0%)

PLANT SCHEDULE

SYMBOL	BOTANICAL/COMMON NAMES	SIZE CONDITION	SPACING	QTY	WUCOLS IV REGION 3	REMARKS
	TREES:					
	OLEA EUROPAEA 'MONHER' / 'MAJESTIC BEAUTY' FRUITLESS OLIVE EVERGREEN	15 GAL.	AS SHOWN	4	LOW	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5'
	UMBELLULARIA CALIFORNICA / CALIFORNIA BAY LAUREL EVERGREEN	15 GAL.	AS SHOWN	5	MODERATE	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5'
	PISTACHE CHINENSIS 'KEITH DAVEY' / CHINESE PISTACHE DECIDUOUS	15 GAL.	AS SHOWN	2	LOW	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5'
	SHRUBS:					
OL	OLEA EUROPAEA 'MONTRA' / 'LITTLE OLLIE' OLIVE	1 GALLON	48" O.C.	41	VERY LOW	FULL & BUSHY
Ac	ACACIA REDOLENS 'LOW BOY' / ACACIA	1 GALLON	48" O.C.	14	LOW	FULL & BUSHY
	ORNAMENTAL GRASSES:					
ES	ERAGROSTIS SPECTABILIS / PURPLE LOVE GRASS	1 GALLON	24" O.C.	9	LOW	FULL & BUSHY
SK	FESTUCA 'SISKIYOU BLUE' / BLUE FESCUE	1 GALLON	30" O.C.	13	LOW	FULL & BUSHY
Sw	PANICUM VIRGATUM 'HEAVY METAL' / SWITCH GRASS	1 GALLON	42" O.C.	21	LOW	FULL & BUSHY

A MINIMUM OF 2 INCHES OF MULCH SHALL BE ADDED IN NON-TURF AREAS TO THE SOIL SURFACE AFTER PLANTING. NON-POROUS MATERIALS SHALL NOT BE PLACED UNDER THE MULCH.

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL A LAYER OF MEDIUM BARK MULCH OR CLEAN WOOD CHIP MULCH. INSTALL MULCH OVER WEED BARRIER FABRIC, IN ALL PLANTING AREAS. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER ROCK MULCH HAS BEEN INSTALLED.

DO NOT INSTALL TOPSOIL OR AMENDMENTS IN AREAS WHERE ONLY MULCH, AND NO PLANTS, IS TO BE INSTALLED.

TREES INSTALLED WITHIN 3-FEET OF PUBLIC SIDEWALK OR STREET SHALL HAVE ROOT BARRIER PANELS

CORE STATES GROUP

18215 72nd Avenue South
Kent, WA 98032
855.CSG.1999

www.core-states.com

CoreStates, Inc.

California, Engineering
CERTIFICATE OF AUTHORIZATION
NO. 100524452

LICENSED LANDSCAPE ARCHITECT
JEFFREY MARLEY VARLEY #6178
Signature
08-31-2027
Renewal Date
01-19-2026
Date
STATE OF CALIFORNIA

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DUTCH BROS

Revision/Issue:

REV	DATE	COMMENT	BY

Drawn: JMV
Reviewed: JMV
Sheet Date: 1/19/2026
Proj. Number: 25.41907

Sheet Title:
LANDSCAPE PLANTING PLAN

Sheet Number:
LP-1

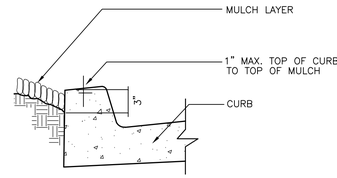
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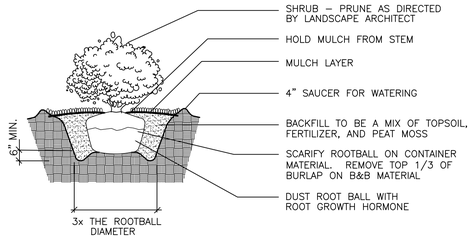
LANDSCAPE NOTES AND DETAILS
DUTCH BROS COFFEE - CA8107 - BELL, CA

GENERAL
A. QUALIFICATIONS OF LANDSCAPE CONTRACTOR
1. ALL LANDSCAPE WORK SHOWN ON THESE PLANS SHALL BE PERFORMED BY A SINGLE FIRM SPECIALIZING IN LANDSCAPE PLANTING.
2. A LIST OF SUCCESSFULLY COMPLETED PROJECTS OF THIS TYPE, SIZE AND NATURE MAY BE REQUESTED BY THE OWNER FOR FURTHER QUALIFICATION MEASURES.
B. SCOPE OF WORK
1. WORK COVERED BY THESE SECTIONS INCLUDES THE FURNISHING AND PAYMENT OF ALL MATERIALS, LABOR, SERVICES, EQUIPMENT, LICENSES, TAXES AND ANY OTHER ITEMS THAT ARE NECESSARY FOR THE EXECUTION, INSTALLATION AND COMPLETION OF ALL WORK, SPECIFIED HEREIN AND / OR SHOWN ON THE LANDSCAPE PLANS, NOTES, AND DETAILS.
2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE LAWS, CODES AND REGULATIONS REQUIRED BY AUTHORITIES HAVING JURISDICTION OVER SUCH WORK, INCLUDING ALL INSPECTIONS AND PERMITS REQUIRED BY FEDERAL, STATE AND LOCAL AUTHORITIES IN SUPPLY, TRANSPORTATION AND INSTALLATION OF MATERIALS.
3. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITY LINES (WATER, SEWER, ELECTRICAL, TELEPHONE, GAS, CABLE, TELEVISION, ETC.) PRIOR TO THE START OF ANY WORK.
PRODUCTS
A. ALL MANUFACTURED PRODUCTS SHALL BE NEW.
B. CONTAINER AND BALLED-AND-BURLAPPED PLANTS:
1. FURNISH NURSERY-GROWN PLANTS COMPLYING WITH ANSI Z60.1-2014. PROVIDE WELL-SHAPED, FULLY BRANCHED, HEALTHY, VIGOROUS STOCK FREE OF DISEASE, INSECTS, EGGS, LARVAE, AND DEFECTS SUCH AS KNOTS, SUN SCALD, INJURIES, ABRASIONS, AND DISFIGUREMENT. ALL PLANTS WITHIN A SPECIES SHALL HAVE SIMILAR SIZE, AND SHALL BE OF A FORM TYPICAL FOR THE SPECIES. ALL TREES SHALL BE OBTAINED FROM SOURCES WITHIN 200 MILES OF THE PROJECT SITE, AND WITH SIMILAR CLIMACTIC CONDITIONS.
2. ROOT SYSTEMS SHALL BE HEALTHY, DENSELY BRANCHED ROOT SYSTEMS, NON-POT-BOUND, FREE FROM ENCIRCLING AND/OR GIRDLING ROOTS, AND FREE FROM ANY OTHER ROOT DEFECTS (SUCH AS J-SHAPED ROOTS).
3. TREES MAY BE PLANTED FROM CONTAINERS OR BALLED-AND-BURLAPPED (B&B), UNLESS SPECIFIED ON THE PLANTING LEGEND. BARE-ROOT TREES ARE NOT ACCEPTABLE.
4. ANY PLANT DEEMED UNACCEPTABLE BY THE LANDSCAPE ARCHITECT OR OWNER SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND SHALL BE REPLACED WITH AN ACCEPTBLE PLANT OF LIKE TYPE AND SIZE AT THE CONTRACTOR'S OWN EXPENSE. ANY PLANTS APPEARING TO BE UNHEALTHY, EVEN IF DETERMINED TO STILL BE ALIVE, SHALL NOT BE ACCEPTED. THE LANDSCAPE ARCHITECT AND OWNER SHALL BE THE SOLE JUDGES AS TO THE ACCEPTABILITY OF PLANT MATERIAL.
5. ALL TREES SHALL BE STANDARD IN FORM, UNLESS OTHERWISE SPECIFIED. TREES WITH CENTRAL LEADERS WILL NOT BE ACCEPTED IF LEADER IS DAMAGED OR REMOVED. PRUNE ALL DAMAGED TWIGS AFTER PLANTING.
6. CALIPER MEASUREMENTS FOR STANDARD (SINGLE TRUNK) TREES SHALL BE AS FOLLOWS: SIX INCHES ABOVE THE ROOT FLARE FOR TREES UP TO AND INCLUDING FOUR INCHES IN CALIPER, AND TWELVE INCHES ABOVE THE ROOT FLARE FOR TREES EXCEEDING FOUR INCHES IN CALIPER.
7. MULTI-TRUNK TREES SHALL BE MEASURED BY THEIR OVERALL HEIGHT, MEASURED FROM THE TOP OF THE ROOT BALL. WHERE CALIPER MEASUREMENTS ARE USED, THE CALIPER SHALL BE CALCULATED FOR ONE-HALF OF THE THREE LARGEST TRUNKS.
8. ANY TREE OR SHRUB SHOWN TO HAVE EXCESS SOIL PLACED ON TOP OF THE ROOT BALL, SO THAT THE ROOT FLARE HAS BEEN COMPLETELY COVERED, SHALL BE REJECTED.
C. TOPSOIL: SANDY TO CLAY LOAM TOPSOIL, FREE OF STONES LARGER THAN ½ INCH, FOREIGN MATTER, PLANTS, ROOTS, AND SEEDS.
D. COMPOST: WELL-COMPOSTED, STABLE, AND WEED-FREE ORGANIC MATTER, pH RANGE OF 5.5 TO 8; MOISTURE CONTENT 35 TO 55 PERCENT BY WEIGHT; 100 PERCENT PASSING THROUGH 3/4-INCH SIEVE; SOLUBLE SALT CONTENT OF 5 TO 10 DECISIEMENS/M; NOT EXCEEDING 0.5 PERCENT INERT CONTAMINANTS AND FREE OF SUBSTANCES TOXIC TO PLANTINGS. NO MANURE OR ANIMAL-BASED PRODUCTS SHALL BE USED.
E. PLANTING MIX FOR POTS: AN EQUAL PART MIXTURE OF TOPSOIL, SAND AND COMPOST. INCORPORATE "GELSCAPE", AS MADE BY AMEREQ, INC., (800) 832-8788, AT THE RATE OF 3 LB. PER CUBIC YARD OF PLANTING MIX.
F. FERTILIZER: GRANULAR FERTILIZER CONSISTING OF NITROGEN, PHOSPHORUS, POTASSIUM, AND OTHER NUTRIENTS IN PROPORTIONS, AMOUNTS, AND RELEASE RATES RECOMMENDED IN A SOIL REPORT FROM A QUALIFIED SOIL-TESTING AGENCY (SEE BELOW).
G. MULCH: SIZE AND TYPE AS INDICATED ON PLANS, FREE FROM DELETERIOUS MATERIALS AND SUITABLE AS A TOP DRESSING OF TREES AND SHRUBS.
H. TREE STAKING AND GUYING
1. STAKES: 6' LONG GREEN METAL T-POSTS.
2. GUY AND TIE WIRE: ASTM A 641, CLASS 1, GALVANIZED-STEEL WIRE, 2-STRAND, TWISTED, 0.106 INCH DIAMETER.
3. STRAP CHAFING GUARD: REINFORCED NYLON OR CANVAS AT LEAST 1-1/2 INCH WIDE, WITH GROMMETS TO PROTECT TREE TRUNKS FROM DAMAGE.
L. STEEL EDGING: PROFESSIONAL STEEL EDGING, 14 GAUGE THICK X 4 INCHES WIDE, FACTORY PAINTED DARK GREEN. ACCEPTABLE MANUFACTURERS INCLUDE COL-MET OR APPROVED EQUAL.
M. PRE-EMERGENT HERBICIDES: ANY GRANULAR, NON-STAINING PRE-EMERGENT HERBICIDE THAT IS LABELED FOR THE SPECIFIC ORNAMENTALS OR TURF ON WHICH IT WILL BE UTILIZED. PRE-EMERGENT HERBICIDES SHALL BE APPLIED PER THE MANUFACTURER'S LABELED RATES.
METHODS
A. SOIL PREPARATION
1. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE GRADE OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY SHOULD ANY DISCREPANCIES EXIST.
2. SOIL TESTING:
a. AFTER FINISH GRADES HAVE BEEN ESTABLISHED, CONTRACTOR SHALL HAVE SOIL SAMPLES FROM THE PROJECT'S LANDSCAPE AREAS TESTED BY AN ESTABLISHED SOIL TESTING LABORATORY. EACH SAMPLE SUBMITTED TO THE LAB SHALL CONTAIN NO LESS THAN ONE QUART OF SOIL, TAKEN FROM BETWEEN THE SOIL SURFACE AND 6" DEPTH. IF NO SAMPLE LOCATIONS ARE INDICATED ON THE PLANS, THE CONTRACTOR SHALL TAKE A MINIMUM OF THREE SAMPLES FROM VARIOUS REPRESENTATIVE LOCATIONS FOR TESTING.
b. THE CONTRACTOR SHALL HAVE THE SOIL TESTING LABORATORY PROVIDE RESULTS FOR THE FOLLOWING: SOIL TEXTURAL CLASS, GENERAL SOIL FERTILITY, pH, ORGANIC MATTER CONTENT, SALT (CEC), LIME, SODIUM ADSORPTION RATIO (SAR) AND BORON CONTENT.
c. THE CONTRACTOR SHALL ALSO SUBMIT THE PROJECT'S PLANT LIST TO THE LABORATORY ALONG WITH THE SOIL SAMPLES.
d. THE SOIL REPORT PRODUCED BY THE LABORATORY SHALL CONTAIN RECOMMENDATIONS FOR THE FOLLOWING (AS APPROPRIATE): SEPARATE SOIL PREPARATION AND BACKFILL MIX RECOMMENDATIONS FOR GENERAL ORNAMENTAL PLANTS, XERIC PLANTS, TURF, AND NATIVE SEED, AS WELL AS PRE-PLANT FERTILIZER APPLICATIONS AND RECOMMENDATIONS FOR ANY OTHER SOIL RELATED ISSUES. THE REPORT SHALL ALSO PROVIDE A FERTILIZER PROGRAM FOR THE ESTABLISHMENT PERIOD AND FOR LONG-TERM MAINTENANCE.
3. THE CONTRACTOR SHALL INSTALL SOIL AMENDMENTS AND FERTILIZERS PER THE SOILS REPORT RECOMMENDATIONS. ANY CHANGE IN COST DUE TO THE SOIL REPORT RECOMMENDATIONS, EITHER INCREASE OR DECREASE, SHALL BE SUBMITTED TO THE OWNER WITH THE REPORT.
4. SEE PLANT SCHEDULE THIS SET FOR SOIL CONDITIONING NOTE.
5. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
c. THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (BASED ON A SOIL TEST, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
d. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 3" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
e. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
6. ONCE SOIL PREPARATION IS COMPLETE, THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT THERE ARE NO DEBRIS, TRASH, OR STONES LARGER THAN 1" REMAINING IN THE TOP 6" OF SOIL.

B. SUBMITTALS
1. THE CONTRACTOR SHALL PROVIDE SUBMITTALS AND SAMPLES, IF REQUIRED, TO THE LANDSCAPE ARCHITECT, AND RECEIVE APPROVAL IN WRITING FOR SUCH SUBMITTALS BEFORE WORK COMMENCES.
2. ~~SUBMITTALS SHALL INCLUDE PH~~PHOTOS OF PLANTS WITH A RULER OR MEASURING STICK FOR SCALE, PHOTOS OR SAMPLES OF ANY REQUIRED MULCHES, AND SOIL TEST RESULTS AND PREPARATION RECOMMENDATIONS FROM THE TESTING LAB (INCLUDING COMPOST AND FERTILIZER RATES AND TYPES, AND OTHER AMENDMENTS FOR TREE/SHRUB, TURF, AND SEED AREAS AS MAY BE APPROPRIATE).
3. SUBMITTALS SHALL ALSO INCLUDE MANUFACTURER CUT SHEETS FOR PLANTING ACCESSORIES SUCH AS TREE STAKES AND TIES, EDGING, AND LANDSCAPE FABRICS (IF ANY).
4. WHERE MULTIPLE ITEMS ARE SHOWN ON A PAGE, THE CONTRACTOR SHALL CLEARLY INDICATE THE ITEM BEING CONSIDERED.
C. GENERAL PLANTING
1. REMOVE ALL NURSERY TAGS AND STAKES FROM PLANTS.
2. EXCEPT IN AREAS TO BE PLANTED WITH ORNAMENTAL GRASSES, APPLY PRE-EMERGENT HERBICIDES AT THE MANUFACTURER'S RECOMMENDED RATE.
3. TRENCHING NEAR EXISTING TREES:
a. CONTRACTOR SHALL NOT DISTURB ROOTS 1-1/2" AND LARGER IN DIAMETER WITHIN THE CRITICAL ROOT ZONE (CRZ) OF EXISTING TREES, AND SHALL EXERCISE ALL POSSIBLE CARE AND PRECAUTIONS TO AVOID INJURY TO TREE ROOTS, TRUNKS, AND BRANCHES. THE CRZ IS DEFINED AS A CIRCULAR AREA EXTENDING OUTWARD FROM THE TREE TRUNK, WITH A RADIUS EQUAL TO 1' FOR EVERY 1" OF TRUNK DIAMETER-AT-BREAST-HEIGHT (4.5' ABOVE THE AVERAGE GRADE AT THE TRUNK).
b. ALL EXCAVATION WITHIN THE CRZ SHALL BE PERFORMED USING HAND TOOLS. NO MACHINE EXCAVATION OR TRENCHING OF ANY KIND SHALL BE ALLOWED WITHIN THE CRZ.
c. ALTER ALIGNMENT OF PIPE TO AVOID TREE ROOTS 1-1/2" AND LARGER IN DIAMETER. WHERE TREE ROOTS 1-1/2" AND LARGER IN DIAMETER ARE ENCOUNTERED IN THE FIELD, TUNNEL UNDER SUCH ROOTS. WRAP EXPOSED ROOTS WITH SEVERAL LAYERS OF BURLAP AND KEEP MOIST. CLOSE ALL TRENCHES WITHIN THE CANOPY DRIP LINES WITHIN 24 HOURS.
d. ALL SEVERED ROOTS SHALL BE HAND PRUNED WITH SHARP TOOLS AND ALLOWED TO AIR-DRY. DO NOT USE ANY SORT OF SEALERS OR WOUND PAINTS.
D. TREE PLANTING
1. TREE PLANTING HOLES SHALL BE EXCAVATED TO MINIMUM WIDTH OF TWO TIMES THE WIDTH OF THE ROOTBALL, AND TO A DEPTH EQUAL TO THE DEPTH OF THE ROOTBALL LESS TWO TO FOUR INCHES.
2. SCARIFY THE SIDES AND BOTTOM OF THE PLANTING HOLE PRIOR TO THE PLACEMENT OF THE TREE. REMOVE ANY GLAZING THAT MAY HAVE BEEN CAUSED DURING THE EXCAVATION OF THE HOLE.
3. FOR CONTAINER AND BOX TREES, TO REMOVE ANY POTENTIALLY GIRDLING ROOTS AND OTHER ROOT DEFECTS, THE CONTRACTOR SHALL SHAVE A 1" LAYER OFF OF THE SIDES AND BOTTOM OF THE ROOTBALL OF ALL TREES JUST BEFORE PLACING INTO THE PLANTING PIT. DO NOT "TEASE" ROOTS OUT FROM THE ROOTBALL.
4. INSTALL THE TREE ON UNDISTURBED SUBGRADE SO THAT THE TOP OF THE ROOTBALL IS TWO TO FOUR INCHES ABOVE THE SURROUNDING GRADE.
5. BACKFILL THE TREE HOLE UTILIZING THE EXISTING TOPSOIL FROM ON-SITE. ROCKS LARGER THAN 1" DIA. AND ALL OTHER DEBRIS SHALL BE REMOVED FROM THE SOIL PRIOR TO THE BACKFILL. SHOULD ADDITIONAL SOIL BE REQUIRED TO ACCOMPLISH THIS TASK, USE STORED TOPSOIL FROM ON-SITE OR IMPORT ADDITIONAL TOPSOIL FROM OFF-SITE AT NO ADDITIONAL COST TO THE OWNER. IMPORTED TOPSOIL SHALL BE OF SIMILAR TEXTURAL CLASS AND COMPOSITION IN THE ON-SITE SOIL.
6. TREES SHALL NOT BE STAKED UNLESS LOCAL CONDITIONS (SUCH AS HEAVY WINDS OR SLOPES) REQUIRE STAKES TO KEEP TREES UPRIGHT. SHOULD STAKING BE REQUIRED, THE TOTAL NUMBER OF TREE STAKES (BEYOND THE MINIMUMS LISTED BELOW) WILL BE LEFT TO THE LANDSCAPE CONTRACTOR'S DISCRETION. SHOULD ANY TREES FALL OR LEAN, THE LANDSCAPE CONTRACTOR SHALL STRAIGHTEN THE TREE, OR REPLACE IT SHOULD IT BECOME DAMAGED. TREE STAKING SHALL ADHERE TO THE FOLLOWING GUIDELINES:
a. #15 CONT. - 24" BOX TREES TWO STAKES PER TREE
b. 36"-48" BOX TREES THREE STAKES PER TREE
c. OVER 48" BOX TREES GUY AS NEEDED
d. MULTI-TRUNK TREES THREE STAKES PER TREE MINIMUM, QUANTITY AND POSITIONS AS NEEDED TO STABILIZE THE TREE
7. UPON COMPLETION OF PLANTING, CONSTRUCT AN EARTH WATERING BASIN AROUND THE TREE. COVER THE INTERIOR OF THE TREE RING WITH MULCH (TYPE AND DEPTH PER PLANS).
E. SHRUB, PERENNIAL, AND GROUNDCOVER PLANTING
1. DIG THE PLANTING HOLES TWICE AS WIDE AND 2" LESS DEEP THAN EACH PLANT'S ROOTBALL. INSTALL THE PLANT IN THE HOLE. BACKFILL AROUND THE PLANT WITH SOIL AMENDED PER SOIL TEST RECOMMENDATIONS.
2. WHEN PLANTING IS COMPLETE, INSTALL MULCH (TYPE AND DEPTH PER PLANS) OVER ALL PLANTING BEDS, COVERING THE ENTIRE PLANTING AREA.
H. MULCH
1. INSTALL MULCH TOPDRESSING, TYPE AND DEPTH PER MULCH NOTE, IN ALL PLANTING AREAS AND TREE RINGS.
2. DO NOT INSTALL MULCH WITHIN 6" OF TREE ROOT FLARE AND WITHIN 24" OF HABITABLE STRUCTURES, EXCEPT AS MAY BE NOTED ON THESE PLANS. MULCH COVER WITHIN 6" OF CONCRETE WALKS AND CURBS SHALL NOT PROTRUDE ABOVE THE FINISH SURFACE OF THE WALKS AND CURBS. MULCH COVER WITHIN 12" OF WALLS SHALL BE AT LEAST 3" LOWER THAN THE TOP OF WALL.
I. CLEAN UP
1. DURING LANDSCAPE PREPARATION AND PLANTING, KEEP ALL PAVEMENT CLEAN AND ALL WORK AREAS IN A NEAT, ORDERLY CONDITION.
2. DISPOSED LEGALLY OF ALL EXCAVATED MATERIALS OFF THE PROJECT SITE.
J. INSPECTION AND ACCEPTANCE
1. UPON COMPLETION OF THE WORK, THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE SITE CLEAN, FREE OF DEBRIS AND TRASH, AND SUITABLE FOR USE AS INTENDED. THE LANDSCAPE CONTRACTOR SHALL THEN REQUEST AN INSPECTION BY THE OWNER TO DETERMINE FINAL ACCEPTABILITY.
2. WHEN THE INSPECTED PLANTING WORK DOES NOT COMPLY WITH THE CONTRACT DOCUMENTS, THE LANDSCAPE CONTRACTOR SHALL REPLACE AND/OR REPAIR THE REJECTED WORK TO THE OWNER'S SATISFACTION WITHIN 24 HOURS.
3. THE LANDSCAPE MAINTENANCE PERIOD WILL NOT COMMENCE UNTIL THE LANDSCAPE WORK HAS BEEN RE-INSPECTED BY THE OWNER AND FOUND TO BE ACCEPTABLE. AT THAT TIME, A WRITTEN NOTICE OF FINAL ACCEPTANCE WILL BE ISSUED BY THE OWNER, AND THE MAINTENANCE AND GUARANTEE PERIODS WILL COMMENCE.
K. LANDSCAPE MAINTENANCE
1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL WORK SHOWN ON THESE PLANS FOR 90 DAYS BEYOND FINAL ACCEPTANCE OF ALL LANDSCAPE WORK BY THE OWNER. LANDSCAPE MAINTENANCE SHALL INCLUDE WEEKLY SITE VISITS FOR THE FOLLOWING ACTIONS (AS APPROPRIATE): PROPER PRUNING, RESTAKING OF TREES, RESETTING OF PLANTS THAT HAVE SETTLED, WEEDING, TREATING FOR INSECTS AND DISEASES,REPLACEMENT OF MULCH, REMOVAL OF LITTER, REPAIRS TO THE IRRIGATION SYSTEM DUE TO FAULTY PARTS AND/OR WORKMANSHIP, AND THE APPROPRIATE WATERING OF ALL PLANTINGS. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE IRRIGATION SYSTEM IN PROPER WORKING ORDER, WITH SCHEDULING ADJUSTMENTS BY SEASON TO MAXIMIZE WATER CONSERVATION.
2. TO ACHIEVE FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD, ALL OF THE FOLLOWING CONDITIONS MUST OCCUR:
a. THE LANDSCAPE SHALL SHOW ACTIVE, HEALTHY GROWTH (WITH EXCEPTIONS MADE FOR SEASONAL DORMANCY). ALL PLANTS NOT MEETING THIS CONDITION SHALL BE REJECTED AND REPLACED BY HEALTHY PLANT MATERIAL PRIOR TO FINAL ACCEPTANCE.
b. ALL HARDSCAPE SHALL BE CLEANED PRIOR TO FINAL ACCEPTANCE.
L. WARRANTY PERIOD, PLANT GUARANTEE AND REPLACEMENTS
1. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL TREES, SHRUBS, PERENNIALS, AND IRRIGATION SYSTEMS FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE OWNER'S FINAL ACCEPTANCE (90 DAYS FOR ANNUAL PLANTS). THE CONTRACTOR SHALL REPLACE, AT HIS OWN EXPENSE AND TO THE SATISFACTION OF THE OWNER, ANY PLANTS WHICH DIE IN THAT TIME, OR REPAIR ANY PORTIONS OF THE IRRIGATION SYSTEM WHICH OPERATE IMPROPERLY.
2. AFTER THE INITIAL MAINTENANCE PERIOD AND DURING THE GUARANTEE PERIOD, THE LANDSCAPE CONTRACTOR SHALL ONLY BE RESPONSIBLE FOR REPLACEMENT OF PLANTS WHEN PLANT DEATH CANNOT BE ATTRIBUTED DIRECTLY TO OVERWATERING OR OTHER DAMAGE BY HUMAN ACTIONS.
M. PROVIDE A MINIMUM OF (2) COPIES OF RECORD DRAWINGS TO THE OWNER UPON COMPLETION OF WORK. A RECORD DRAWING IS A RECORD OF ALL CHANGES THAT OCCURRED IN THE FIELD AND THAT ARE DOCUMENTED THROUGH CHANGE ORDERS, ADDENDA, OR CONTRACTOR/CONSULTANT DRAWING MARKUPS.

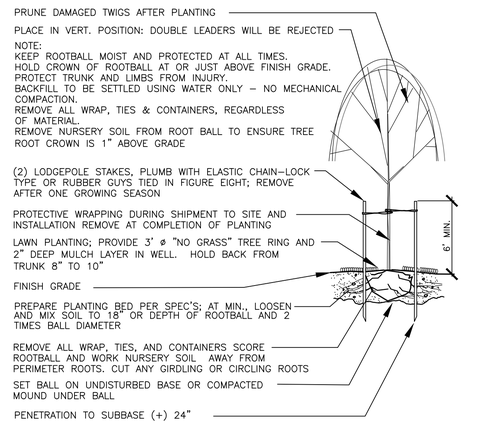


MULCH AT CURB DETAIL
NOT TO SCALE



NOTE:
APPLY ADDITIONAL 4 OZ. 8–32–16 FERTILIZER INTO TOP 2" OF PLANTING MIX.
PLANT SHRUB HIGH ENOUGH TO ALLOW POSITIVE DRAINAGE AWAY FROM ROOTBALL. ROUGHEN ALL SURFACES OF PIT.
CUT AND REMOVE BURLAP FROM ROOT BALL

SHRUB PLANTING DETAIL
NOT TO SCALE



DECIDUOUS TREE PLANTING/STAKING DETAIL
NOT TO SCALE

CORE STATES GROUP
18215 72nd Avenue South
Kent, WA 98032
855.CSG.1999
www.core-states.com
CoreStates, Inc.
California, Engineering
CERTIFICATE OF AUTHORIZATION
NO. 100524452

LICENSED LANDSCAPE ARCHITECT
JEFFREY MARK VARLEY #6178
Signature
08–31–2027
Renewal Date
01–19–2026
Date
STATE OF CALIFORNIA

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

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON DESIGN DRAWINGS, RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. CORESTATES, INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES.

Project:
DUTCH BROS COFFEE - CA8107
7030 ATLANTIC AVE
BELL, CA 90201

Client:
DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767

DUTCH BROS COFFEE

Revision/Issue:

REV	DATE	COMMENT	BY

Drawn:	JMV
Reviewed:	JMV
Sheet Date:	1/19/2026
Proj. Number:	25.41907

Sheet Title:
LANDSCAPE NOTES AND DETAILS

Sheet Number:
LP-2

SCHEDULE

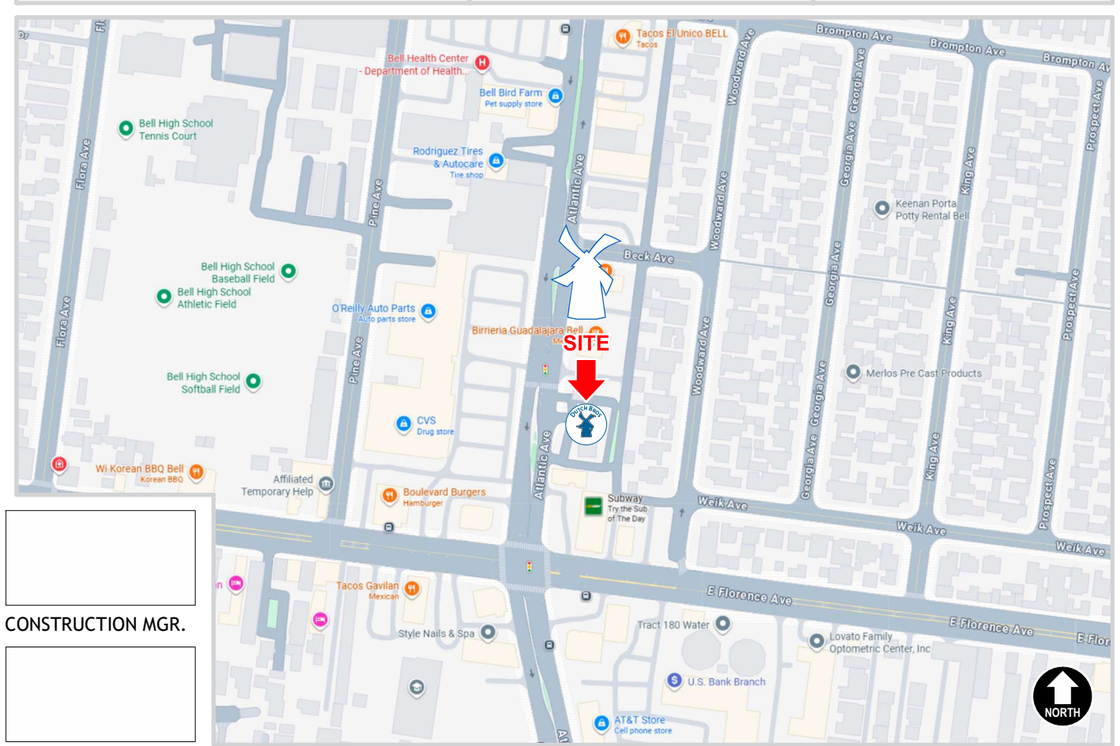
N1 - (1) SIGN TYPE DBCL10-REMOTE-RW: CHANNEL LETTERS WITH REMOTE RACEWAY
N2 - (1) SIGN TYPE DBCL10-REMOTE-RW: CHANNEL LETTERS WITH REMOTE RACEWAY
N3 - (1) SIGN TYPE DBCL10-REMOTE-RW: CHANNEL LETTERS WITH REMOTE RACEWAY
N4 - (1) SIGN TYPE DBW13: SELF CONTAINED LOGO
N5 - (1) SIGN TYPE DBW13: SELF CONTAINED LOGO
N6 - (1) SIGN TYPE DBW13: SELF CONTAINED LOGO
N7 - (1) ADDRESS NUMBERS
N8 - (2) SIGN TYPE DBMENU-WM-SF: WALL MOUNTED MENU BOARD
N9 - (4) SNAP FRAMES 31 ¾"X41 ¾"
N10 - (4) SNAP FRAMES 18 ¾"X12 ¾"
N11 - (4) SIGN TYPE DBMENU-PM-SF: FREE STANDING MENU BOARD
N12 - (1) SIGN TYPE DB-DIR-DT-DF: NON-ILLUMINATED D/F DIRECTIONAL
N13 - (1) SIGN TYPE DB-DIR-EO-DF: NON-ILLUMINATED D/F DIRECTIONAL
R1 - (4) EXISTING PYLON SIGN WITH NEW FACES

APPROVAL

X _____ Title _____ Date _____

CONSTRUCTION MGR.

DIRECTOR



VICINITY MAP NOT TO SCALE

Dutch Bros Coffee
CA8107
7030 Atlantic Ave
Bell, CA 90201

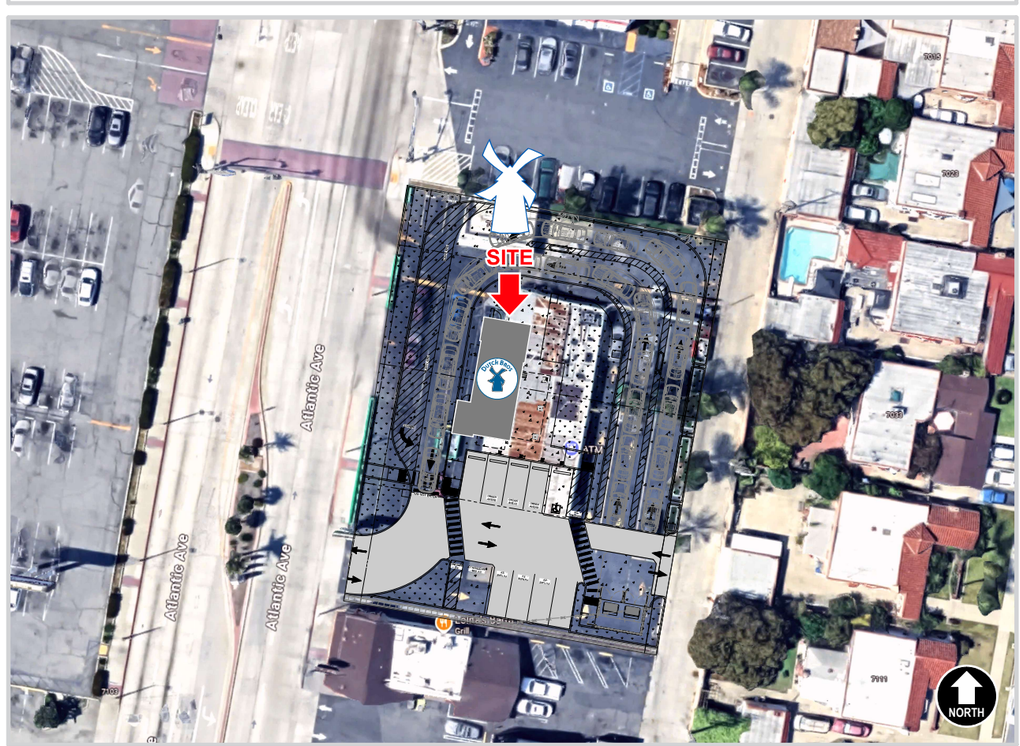
SIGN CODE

1.5 sq ft per lineal ft of building frontage, max 80 sq ft
Maximum Sign Width 70% of building wall

ALLOWABLE SQ. FT.	PROPOSED SQ. FT.

LEGEND

N1 NEW PROPOSED
R1 EXISTING SIGN TO BE REPLACED
X1 EXISTING SIGN TO BE REMOVED
S1 EXISTING SIGN TO REMAIN



AERIAL PHOTO / SITE PLAN NOT TO SCALE

FUSION Sign and Design "Quality, Passion, and Innovation"

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St. Lic.: 455415
Los Angeles, CA

DRAWING/REVISION NO.:
01-26-0029R1
Signs and Menus

PAGE NO.:
1 OF 25

CLIENT:
DUTCH BROS

ADDRESS
7030 Atlantic Ave
Bell, CA 90201

Approval Signature

DATE:
02/04/2026

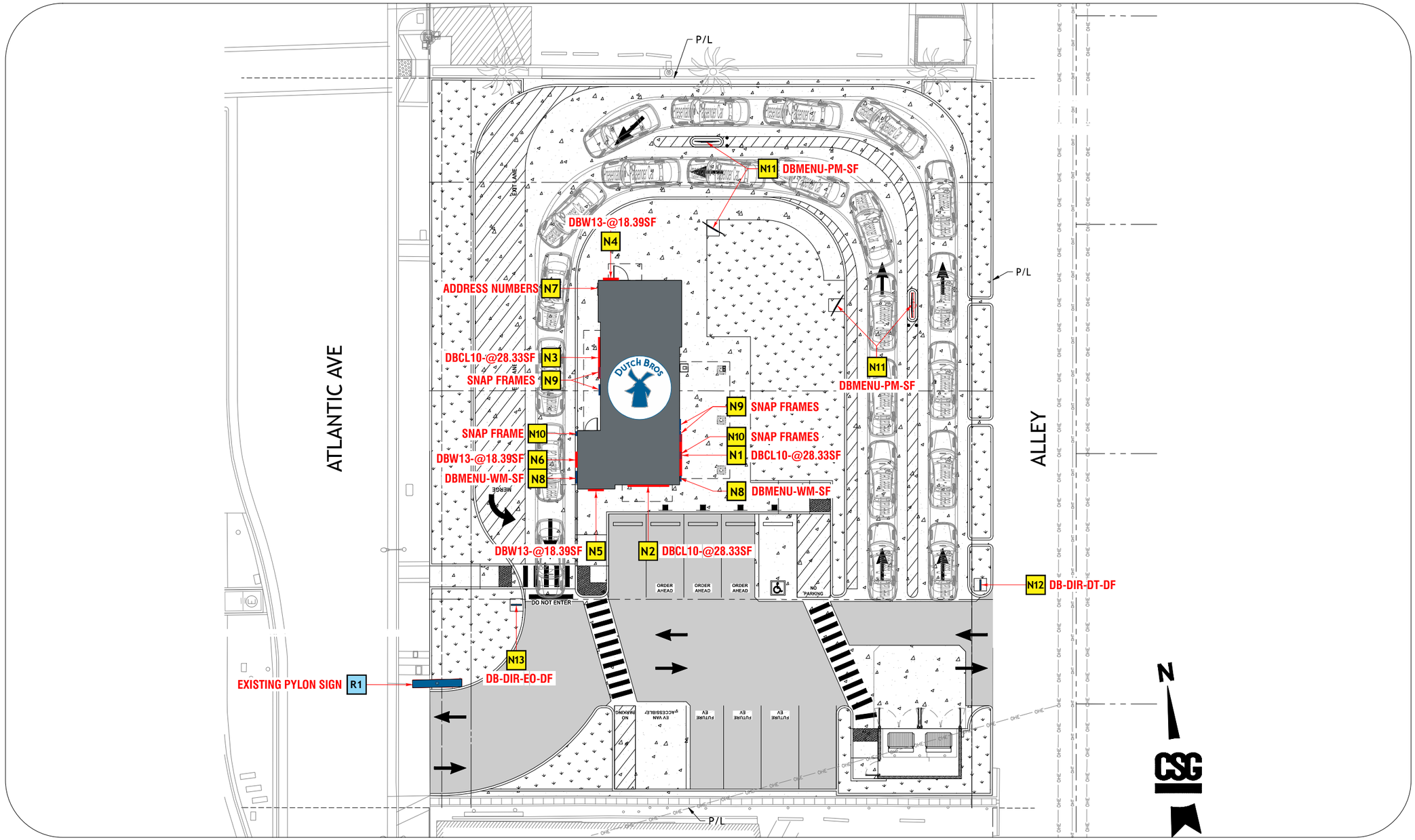
PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

REVISION BY:
RD

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CONSTRUCTION MGR.

DIRECTOR

SITE PLAN

Scale: NTS

FUSION Sign and Design
"Quality, Passion, and Innovation"

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2 OF 25

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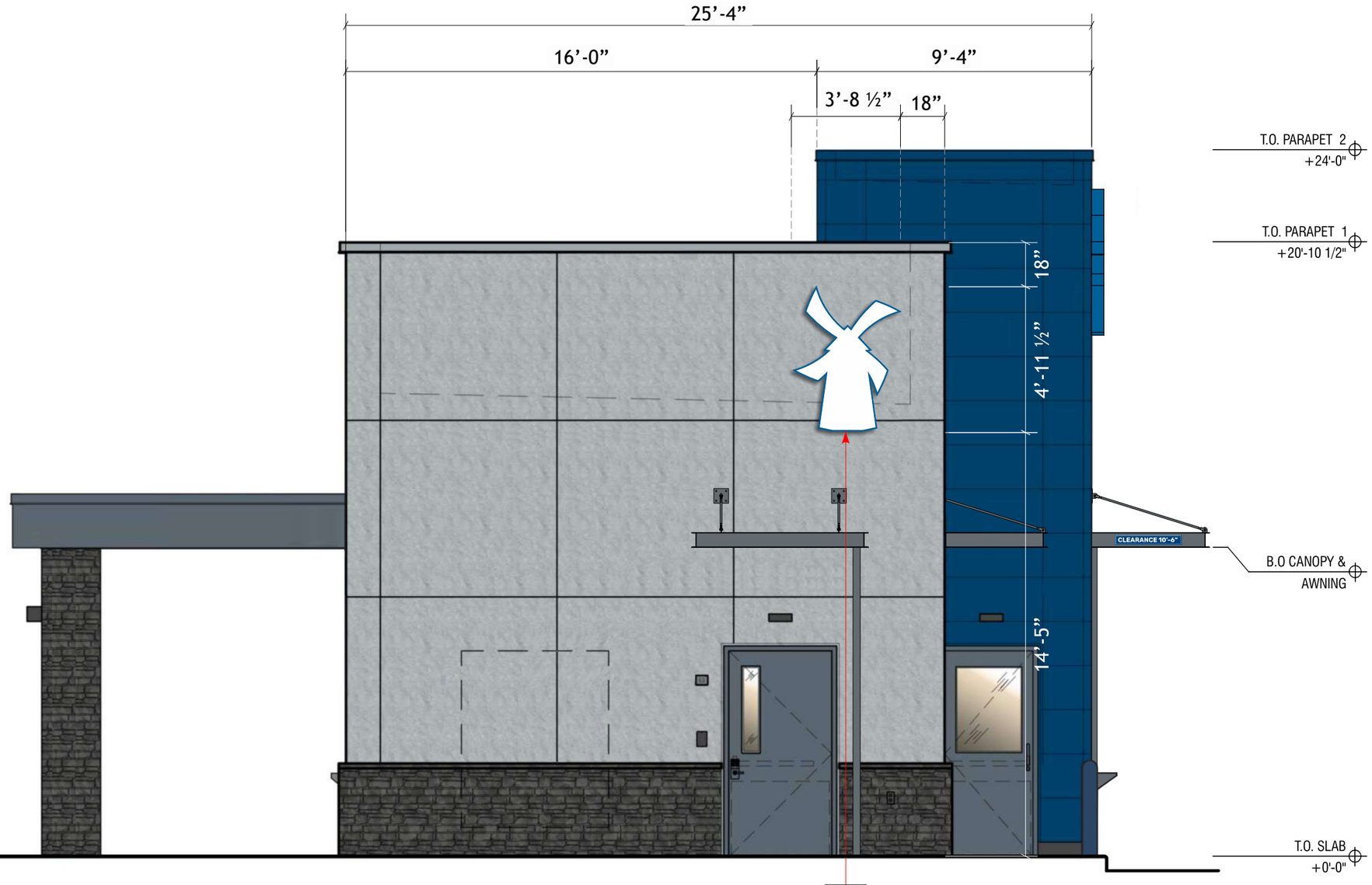
PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

REVISION BY:
RD

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CONSTRUCTION MGR.

DIRECTOR

NORTH ELEVATION

TOTAL SQ. FT.: 18.39

Scale: 1/4”=1’-0”

FUSION
Sign and Design
“Quality, Passion, and Innovation”

12226 Coast Drive
Whittier, CA 90601
Tel: (562) 946-7545
Fax: (562) 949-5707
St. Lic.: 455415
Los Angeles, CA

DRAWING/REVISION NO.:
01-26-0029R1
Signs and Menus

PAGE NO.:
3 OF 25

CLIENT:
DUTCH BROS

ADDRESS
7030 Atlantic Ave
Bell, CA 90201

Approval Signature

DATE:
02/04/2026

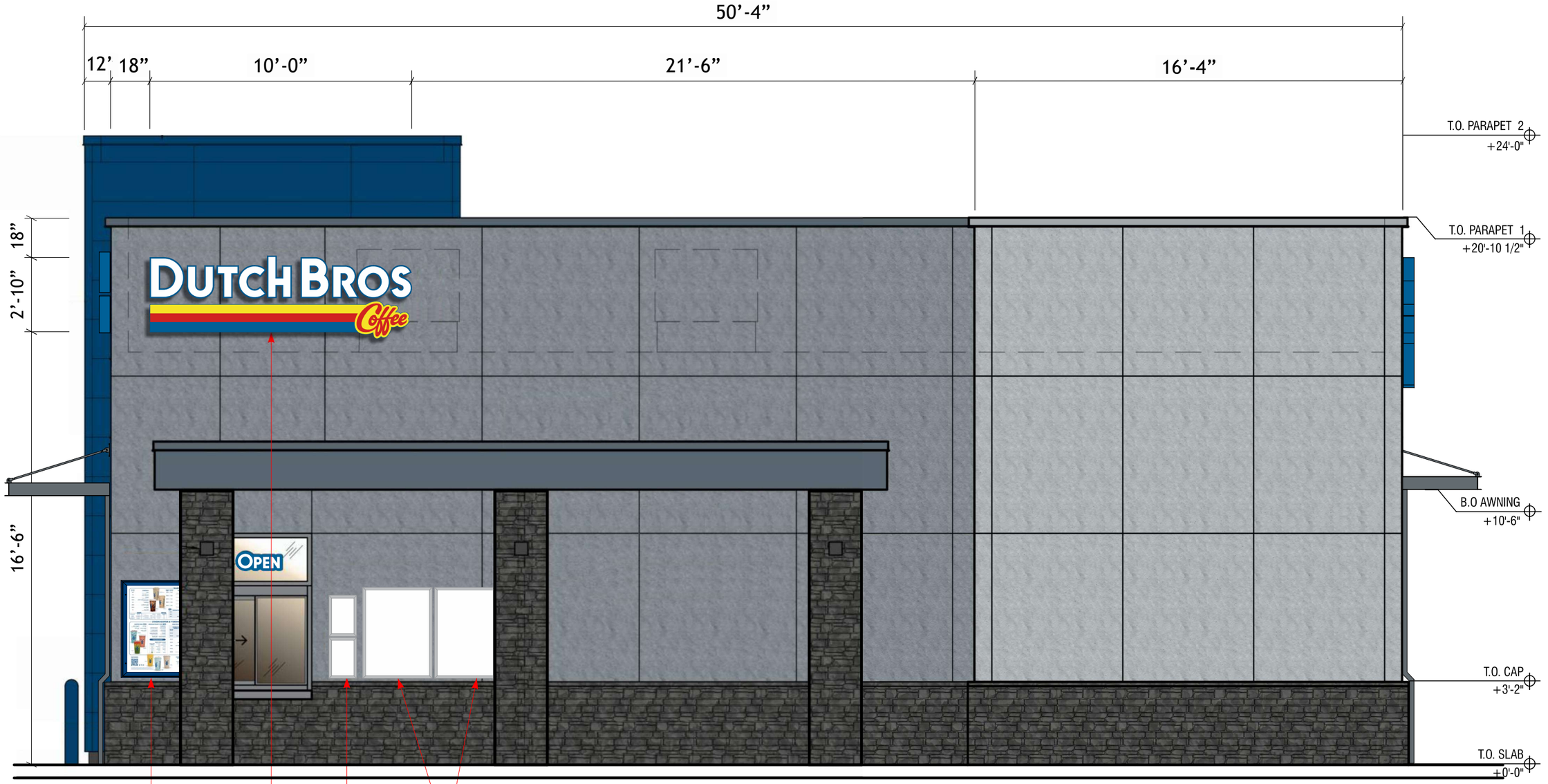
PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

REVISION BY:
RD

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CONSTRUCTION MGR.

DIRECTOR

EAST ELEVATION

TOTAL SQ. FT.: 28.33

Scale: 1/4”=1’-0”

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CLIENT:
DUTCH BROS

ADDRESS
7030 Atlantic Ave
Bell, CA 90201

Approval Signature

DATE:
02/04/2026

PROJECT MANAGER
Joanne P.

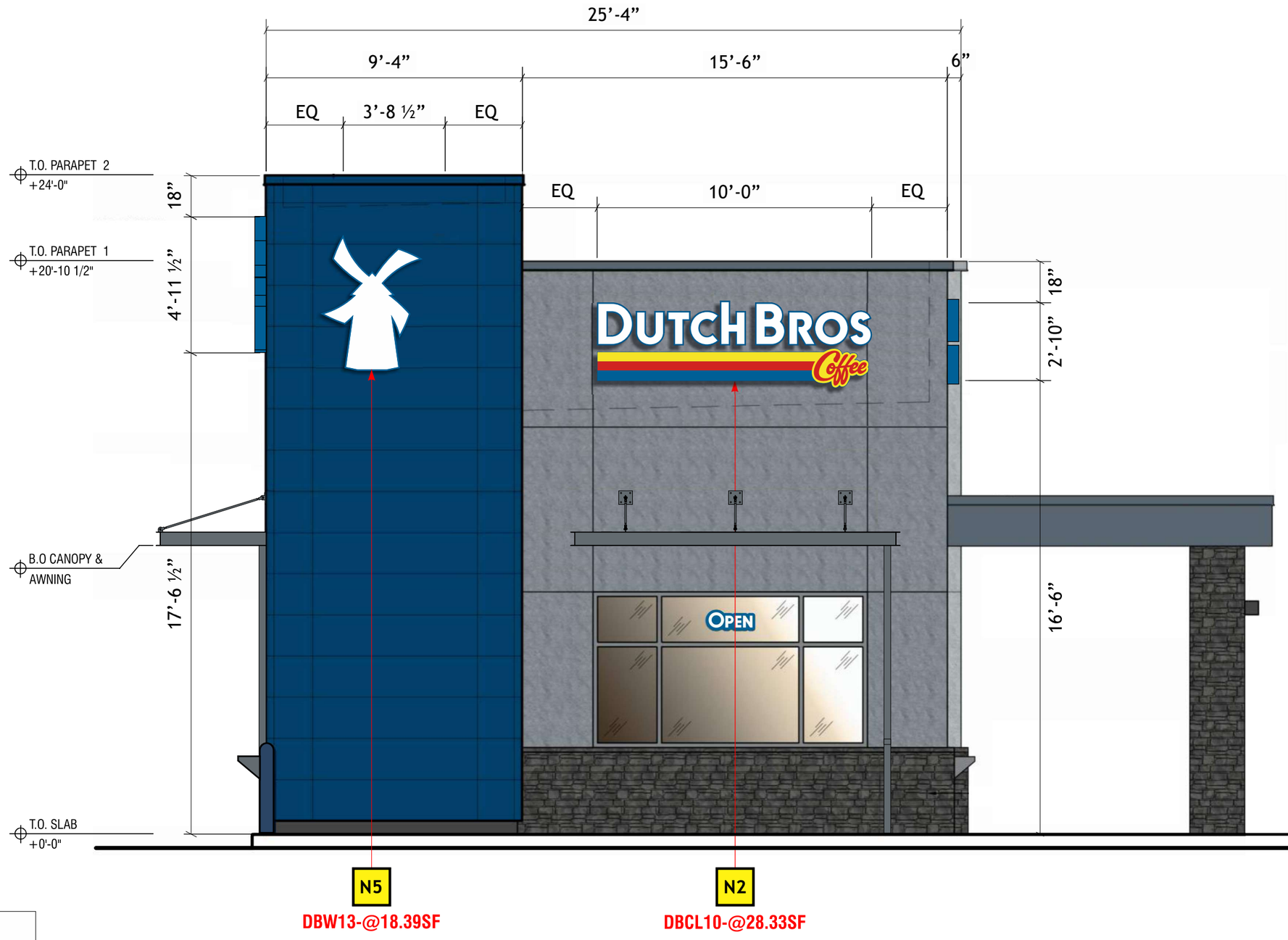
DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

REVISION BY:
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DUTCH BROS Coffee



CONSTRUCTION MGR.

DIRECTOR

SOUTH ELEVATION

TOTAL SQ. FT.: 46.72

Scale: 1/4”=1’-0”

DUTCH BROS Coffee

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CLIENT:
DUTCH BROS

ADDRESS
7030 Atlantic Ave
Bell, CA 90201

Approval Signature

DATE:
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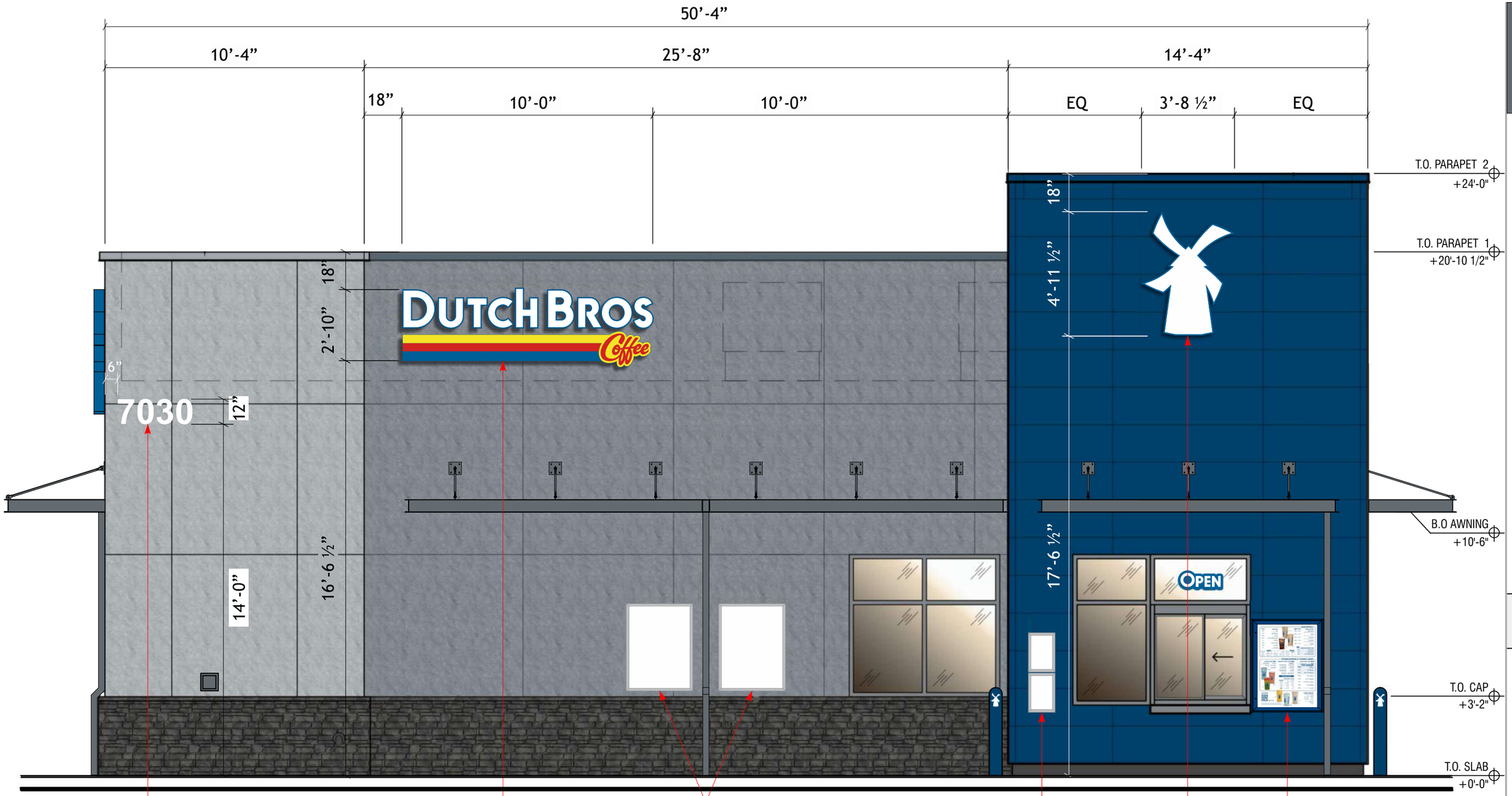
PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

REVISION BY:
RD

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CONSTRUCTION MGR.

DIRECTOR

WEST ELEVATION

TOTAL SQ. FT.: 46.72

Scale: 1/4”=1’-0”

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CLIENT:
DUTCH BROS

ADDRESS
7030 Atlantic Ave
Bell, CA 90201

Approval Signature

DATE:
02/04/2026

PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

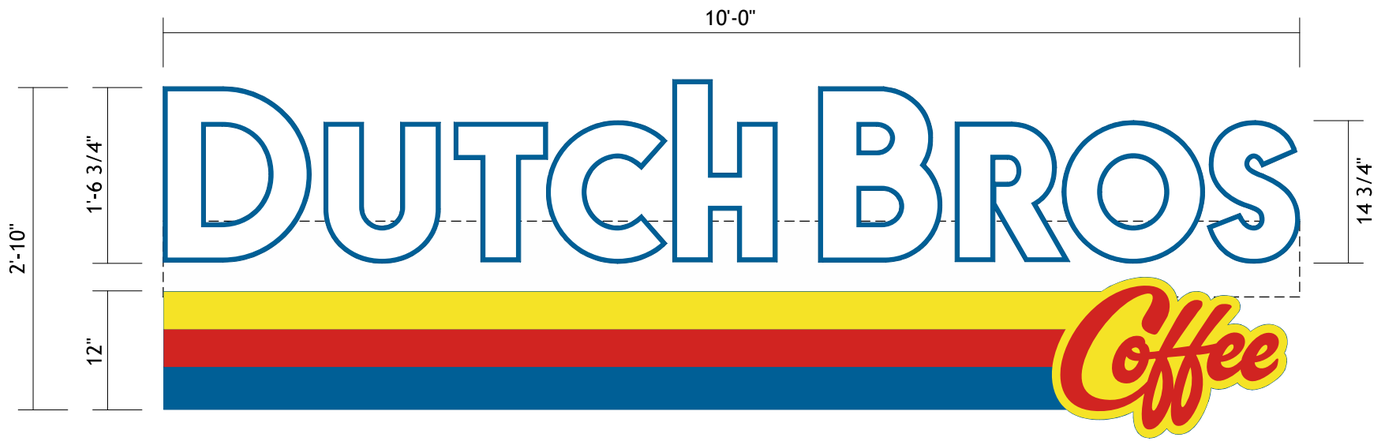
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DUTCH BROS Coffee

SCOPE OF WORK: MANUFACTURE & INSTALL (3) SETS OF ILLUMINATED CHANNEL LETTERS WITH REMOTE WIREWAY



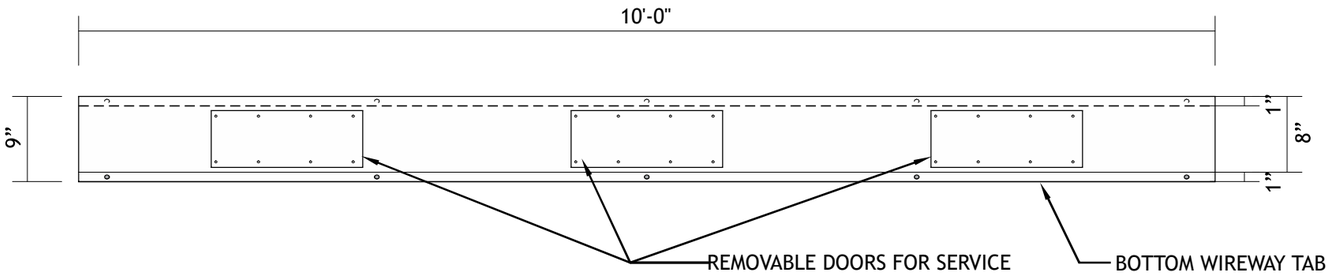
N1 N2 N3

SIGN TYPE DBCL10: SELF CONTAINED LOGO — **QTY. 3**

TOTAL SQ. FT.: 28.33

Scale: 3/4" = 1'-0"

FABRICATED REMOTE WIREWAY
.040 PRE-COAT WHITE ALUMINUM



INTERNALLY ILLUMINATED FACE-LIT FLUSH MOUNTED CHANNEL LETTERS
5" DEEP CHANNEL LETTERS.
5" RETURNS & 1"TRIM CAP PAINTED TO MATCH PANTONE 7691 C "INTENSE BLUE".
WHITE ACRYLIC FACES.
230-127 INTENSE BLUE PSV, 230-015 YELLOW PSV, 230-33 RED PSV.
LED ILLUMINATION.
FLUSH MOUNTED CHANNEL LETTERS WITH REMOTE MOUNTED WIREWAY.
WIREWAY SHALL HAVE A CAULKING APPLIED ALONG THE TOP AND SIDES.
ALL HOLE PENETRATIONS WILL BE SEALED WITH CAULKING. 1/4" WEEP HOLES.

COLOR SPECIFICATIONS:

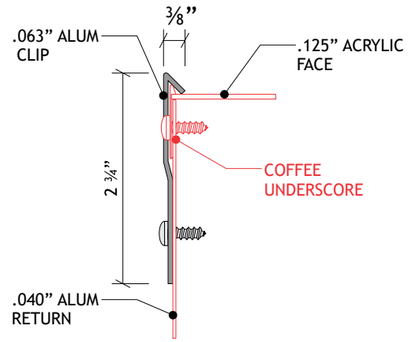
- 230-015 YELLOW PSV PMS 116C
- 230-33 RED PSV PMS 1797C
- 230-127 INTENSE BLUE PSV PMS 300C
- WHITE

CONSTRUCTION MGR.

DIRECTOR

SIDE VIEW

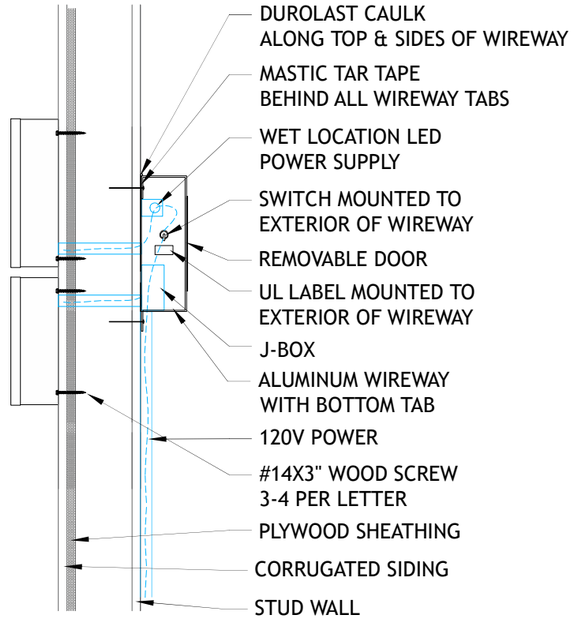




COFFEE UNDERSCORE FACE RETENTION CLIP

Scale: 6" = 1'-0"

ATTACHMENT DETAIL
CHANNEL LETTERS WITH REMOTE WIREWAY



DUTCH BROS Coffee

FUSION Sign and Design
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Approval Signature

DATE:
02/04/2026

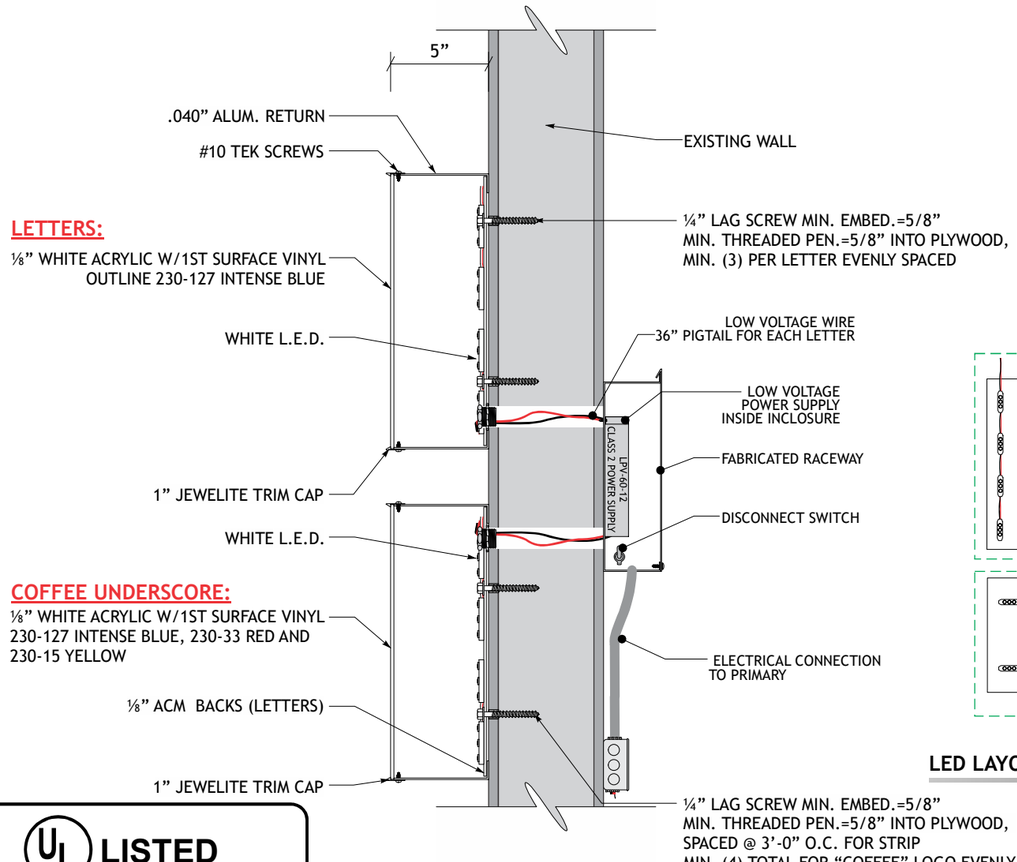
PROJECT MANAGER
Joanne P.

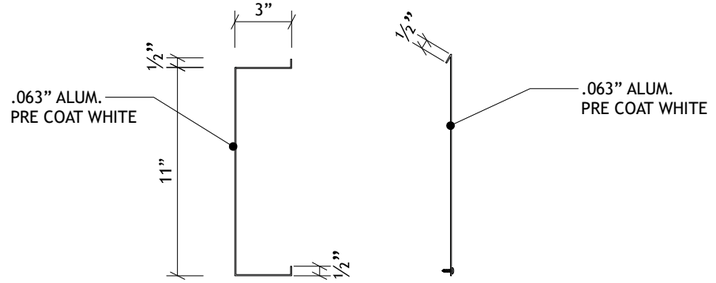
DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

REVISION BY:
RD

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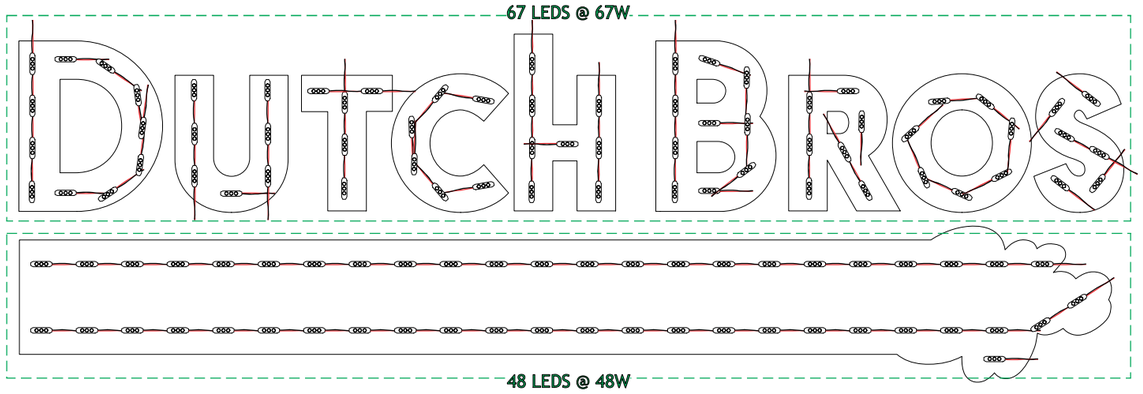




COVER

RACEWAY DETAIL

Scale: 1” = 1’-0”



LED LAYOUT

NTS

NOTES:

ELECTRICAL COMPONENTS TO BE UL LISTED AND INSTALLED
IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE (NEC)
ALL WIRING SHALL BE 12 GA
(1) 20 AMP-120V CIRCUIT TO BE BROUGHT
TO JOB SITE BY LICENCED ELECTRICIAN.
ALL SIGNAGE WILL BE UL2161 COMPLIANT AND CARRY UL LABELS.

UL LISTED

ELECTRIC SIGN SECTION

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES.

THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

INSTALLATION SPECIFICATIONS:

All hardware should be corrosion resistant.
Recommended mounting hardware:

Option 1: -Stucco or dryvit over plywood substrate: #10” X 3” long hex head lag bolts & washers.

Option 2: -Stucco or dryvit over hollow substrate: 1/4” X 4” toggle bolts & washers.

Option 3: -Concrete or masonry: screws size #10 Tapcon anchors

Option 4: -Sheet metal: 1/4” X 4” threaded rods & washers w/ 2x4 wood blocking or 1 1/2” aluminum angle or 1/4” thick X 2” flat bars.

ELECTRICAL SPECIFICATIONS

LETTERS & COFFEE UNDERSCORE:

(115) WHITE LED MODULES @ 1W EA= 115W TOTAL
(1) 12V 180W POWER SUPPLIES @ 1.2 AMPS EA.

(1) CUSTOMER PROVIDED 120V/20A/60HZ
DEDICATED CIRCUIT REQUIRED

TOTAL CIRCUIT LOAD:
2.4 AMPS @ 120 VAC

GENERAL NOTES:

1.) INSTALLATION OF THIS SIGN SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 600 OF NEC, UL48 AND/OR OTHER APPLICABLE LOCAL CODES.
2.) BRANCH CIRCUIT:
A.) ALL BRANCH CIRCUITS FOR SIGNS MUST BE TOTALLY DEDICATED TO SIGNS (INCLUDING DEDICATED GROUND AND DEDICATED NEUTRAL PER CIRCUIT).
B.) SIGN CIRCUITS MUST NOT BE SHARED WITH OTHER LOADS SUCH AS LIGHTING, AIR CONDITIONING AND OTHER EQUIPMENT.
C.) PROPERTY SIZED GROUND WIRE THAT CAN BE TRACKED TO THE BREAKER PANEL MUST BE PROVIDED.
3.) U.L. AND DATA LABELS REQUIRED
4.) SIGN SATISFIES ALL REQUIREMENTS OF TITLE 24.
5.) OUTDOOR SIGNAGE TO EMPLOY EITHER PHOTOCELL OR OUTDOOR ASTRONOMICAL TIMER

CONSTRUCTION MGR.

DIRECTOR

DUTCH BROS Coffee

FUSION Sign and Design
“Quality, Passion, and Innovation”
12226 Coast Drive
Whittier, CA 90601
Tel: (562) 946-7545
Fax: (562) 949-5707
St. Lic.: 455415
Los Angeles, CA

DRAWING/REVISION NO.:
01-26-0029R1
Signs and Menus

PAGE NO.:
8 OF 25

CLIENT:
DUTCH BROS

ADDRESS
7030 Atlantic Ave
Bell, CA 90201

Approval Signature

DATE:
02/04/2026

PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

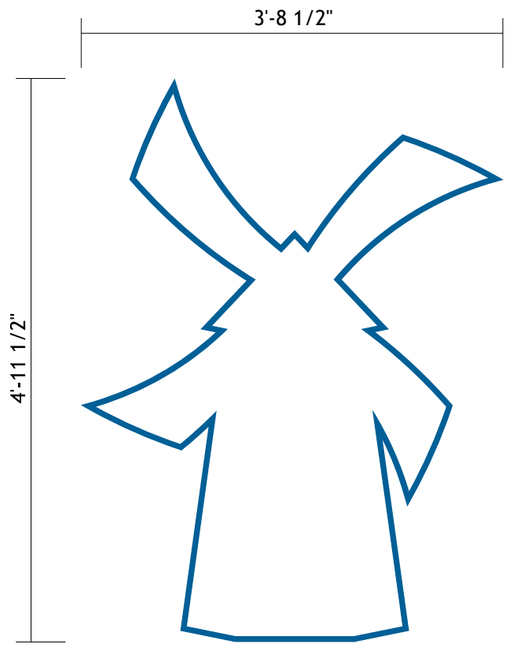
REVISION DATE:
05-11-2026

REVISION BY:
RD

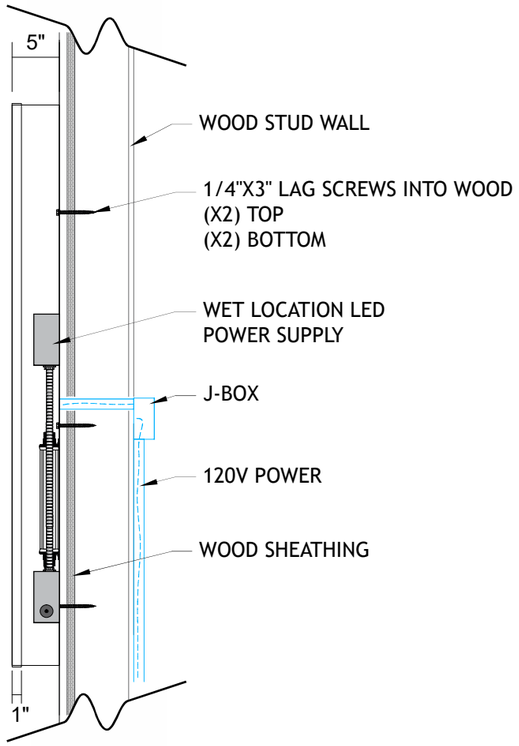
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SCOPE OF WORK: MANUFACTURE & INSTALL (3) ILLUMINATED WINDMILL LOGOS

DBW13
SCALE: 3/4"=1'-0"

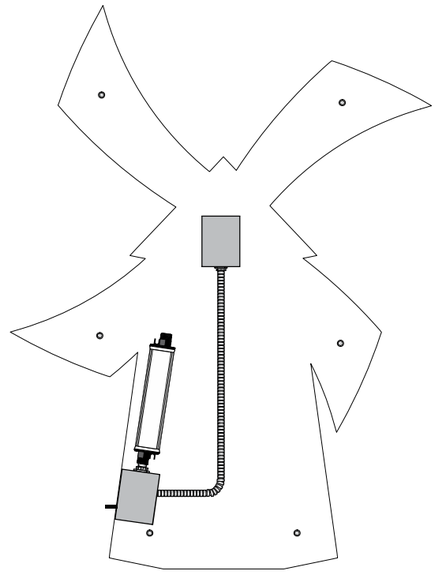


ATTACHMENT DETAIL
SELF CONTAINED CHANNEL LOGO



Side View

ATTACHMENT DETAIL
SELF CONTAINED CHANNEL LOGO

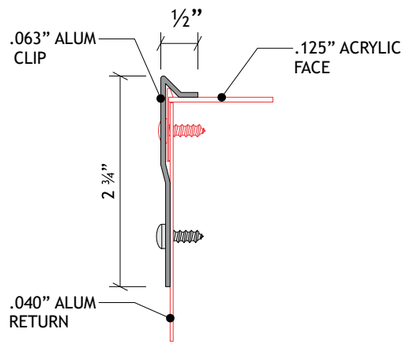


N4 N5 N6 **SIGN TYPE DBW13: SELF CONTAINED LOGO** **QTY. 3**

TOTAL SQ. FT.: 18.39 Scale: 3/4" = 1'-0"

INTERNALLY ILLUMINATED FACE-LIT FLUSH MOUNTED CHANNEL WRAP LOGO
5" DEEP CHANNEL WRAP.
5" RETURNS & 1" TRIM CAP PAINTED TO MATCH PANTONE 7691 C "INTENSE BLUE".
WHITE ACRYLIC FACE.
230-127 INTENSE BLUE PSV OUTLINE.
LED ILLUMINATION.
FLUSH MOUNTED SELF CONTAINED INSTALLATION.

COLOR CODE
- 230-127 INTENSE BLUE PSV
- WHITE



FACE RETENTION CLIP
Scale: 6" = 1'-0"

CONSTRUCTION MGR.

DIRECTOR

FUSION Sign and Design "Quality, Passion, and Innovation"
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Tel: (562) 946-7545
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St. Lic.: 455415
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9 OF 25

CLIENT:
DUTCH BROS

ADDRESS
7030 Atlantic Ave
Bell, CA 90201

Approval Signature

DATE:
02/04/2026

PROJECT MANAGER
Joanne P.

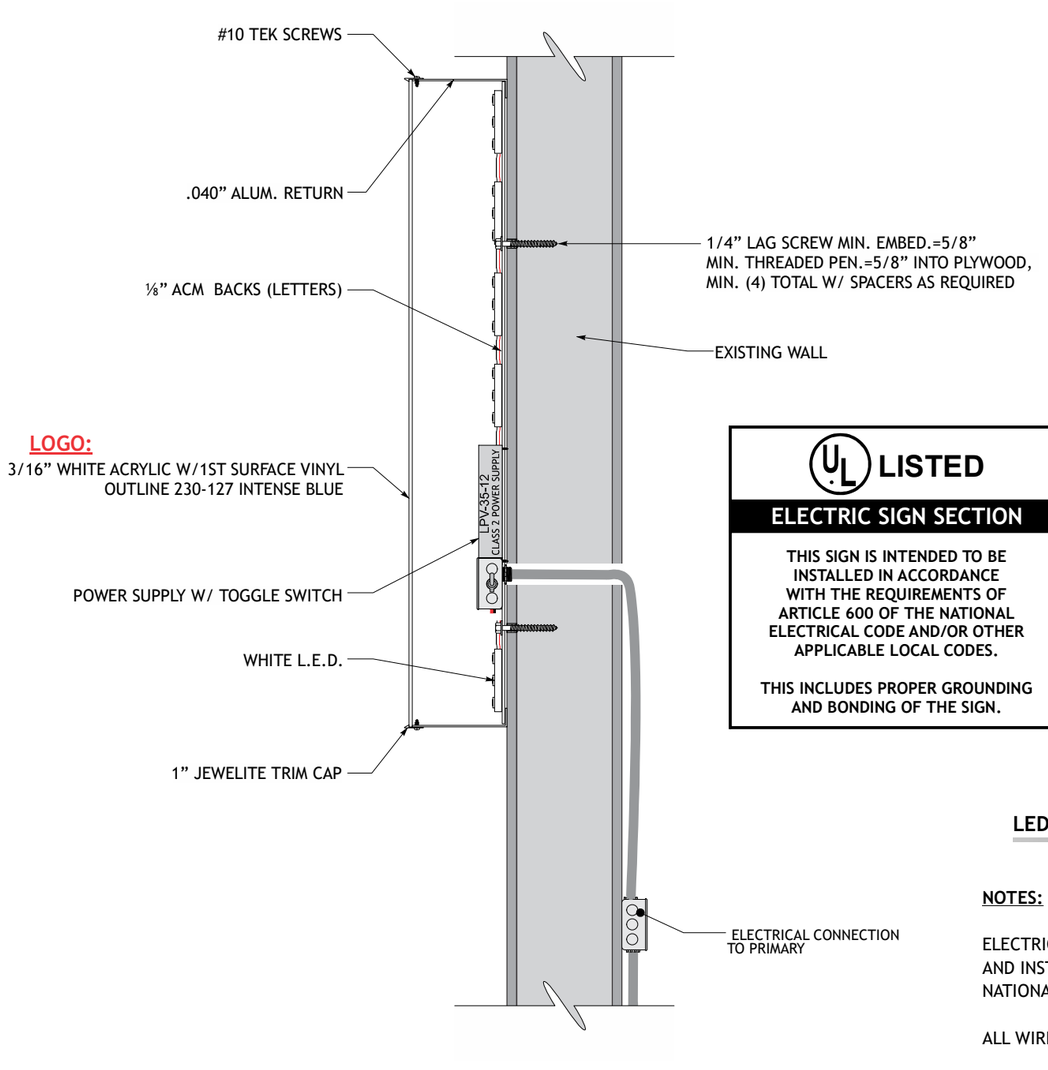
DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

REVISION BY:
RD

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DUTCH BROS Coffee

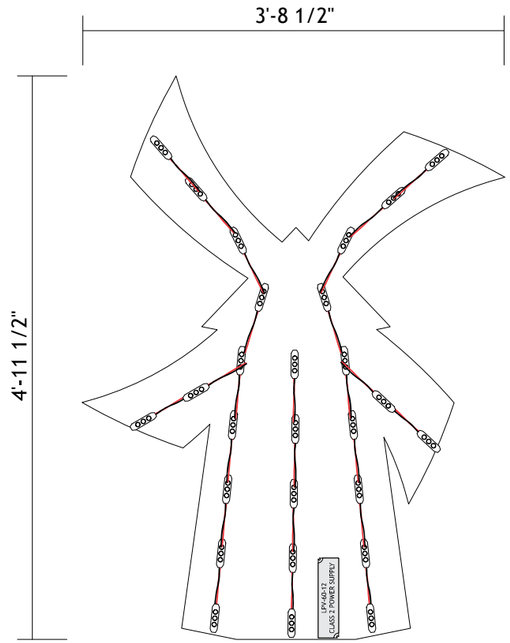


UL LISTED

ELECTRIC SIGN SECTION

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES.

THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.



LED LAYOUT

Scale: 3/4" = 1'-0"

NOTES:

ELECTRICAL COMPONENTS TO BE UL LISTED AND INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE (NEC)

ALL WIRING SHALL BE 12 GA

(1) 20 AMP-120V CIRCUIT TO BE BROUGHT TO JOB SITE BY LICENCED ELECTRICIAN.

ALL SIGNAGE WILL BE UL2161 COMPLIANT AND CARRY UL LABELS.

ELECTRICAL SPECIFICATIONS

LOGO:

(27) WHITE LED MODULES @ 27 EA= 27W TOTAL
(1) 12V 35W POWER SUPPLIES @ 1.1 AMPS EA.
(1) CUSTOMER PROVIDED 120V/20A/60HZ DEDICATED CIRCUIT REQUIRED

TOTAL CIRCUIT LOAD:
1.1 AMPS @ 120 VAC

INSTALLATION SPECIFICATIONS:

All hardware should be corrosion resistant. Recommended mounting hardware:

Option 1: -Stucco or dryvit over plywood substrate: #10" X 3" long hex head lag bolts & washers.

Option 2: -Stucco or dryvit over hollow substrate: 1/4" X 4" toggle bolts & washers.

Option 3: -Concrete or masonry: screws size #10 Tapcon anchors

Option 4: -Sheet metal: 1/4" X 4" threaded rods & washers w/ 2x4 wood blocking or 1 1/2" aluminum angle or 1/4" thick X 2" flat bars.

GENERAL NOTES:

1.) INSTALLATION OF THIS SIGN SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 600 OF NEC, UL48 AND/OR OTHER APPLICABLE LOCAL CODES.
2.) BRANCH CIRCUIT:
A.) ALL BRANCH CIRCUITS FOR SIGNS MUST BE TOTALLY DEDICATED TO SIGNS (INCLUDING DEDICATED GROUND AND DEDICATED NEUTRAL PER CIRCUIT).
B.) SIGN CIRCUITS MUST NOT BE SHARED WITH OTHER LOADS SUCH AS LIGHTING, AIR CONDITIONING AND OTHER EQUIPMENT.
C.) PROPERTY SIZED GROUND WIRE THAT CAN BE TRACKED TO THE BREAKER PANEL MUST BE PROVIDED.
3.) U.L. AND DATA LABELS REQUIRED
4.) SIGN SATISFIES ALL REQUIREMENTS OF TITLE 24.
5.) OUTDOOR SIGNAGE TO EMPLOY EITHER PHOTOCELL OR OUTDOOR ASTRONOMICAL TIMER

CONSTRUCTION MGR.

DIRECTOR

FUSION Sign and Design
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CLIENT:
DUTCH BROS

ADDRESS
7030 Atlantic Ave
Bell, CA 90201

Approval Signature

DATE:
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PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

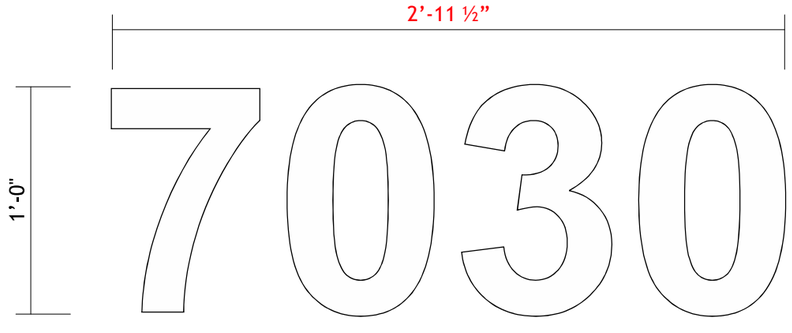
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DUTCH BROS Coffee

SCOPE OF WORK: BUILDING ADDRESS NUMBERS



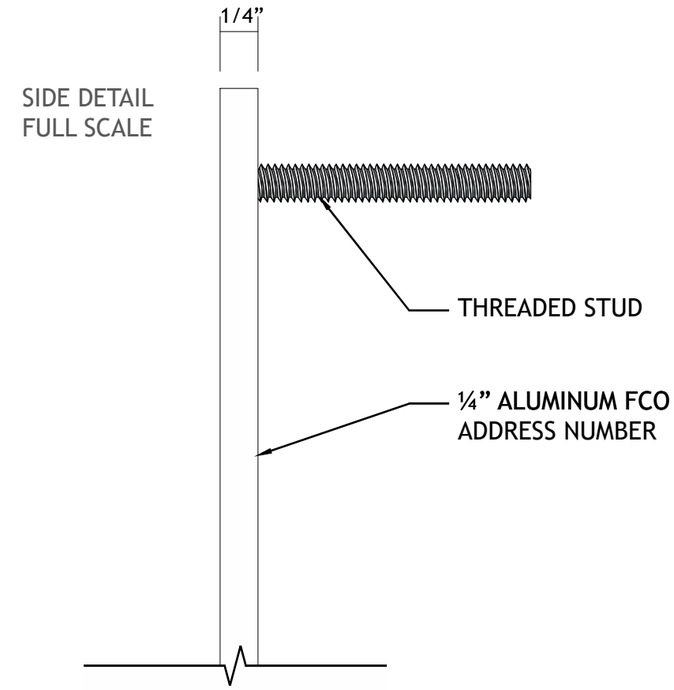
BUILDING ADDRESS
SCALE: 1 1/2"=1'-0"

COLOR CODE

PAINTED WHITE W/ REFLECTIVE WHITE VINYL OVERLAY

ADDRESS NUMBERS:

FONT: ARIAL BOLD
MATERIAL: ¼” THICK ALUMINUM
COLOR: REFLECTIVE WHITE VINYL
INSTALLATION: STUD MOUNTED FLUSH TO BUILDING



CONSTRUCTION MGR.

DIRECTOR

N7 **ADDRESS NUMBERS** **QTY. 1**

Scale: 1 ½ = 1’-0”

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PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

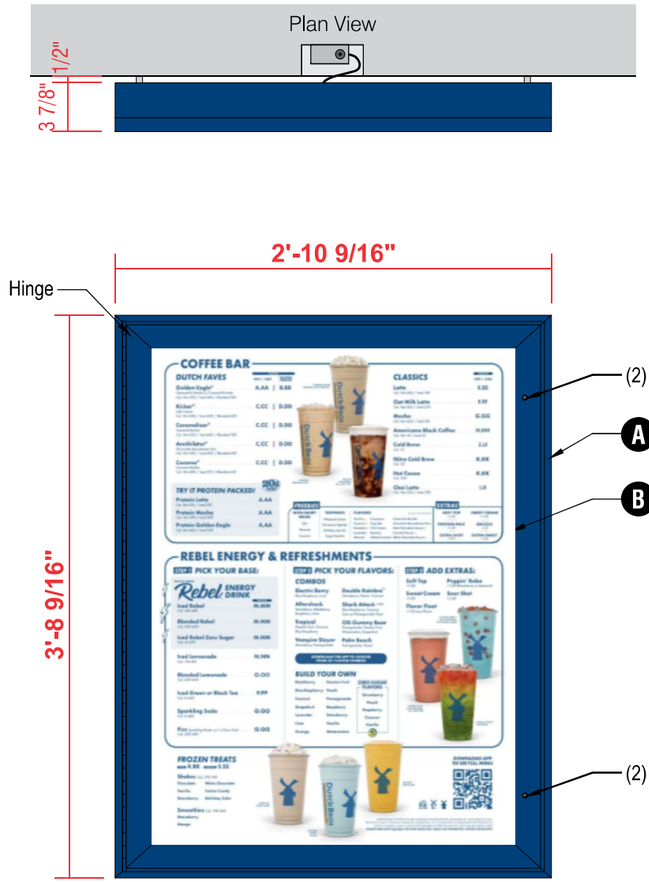
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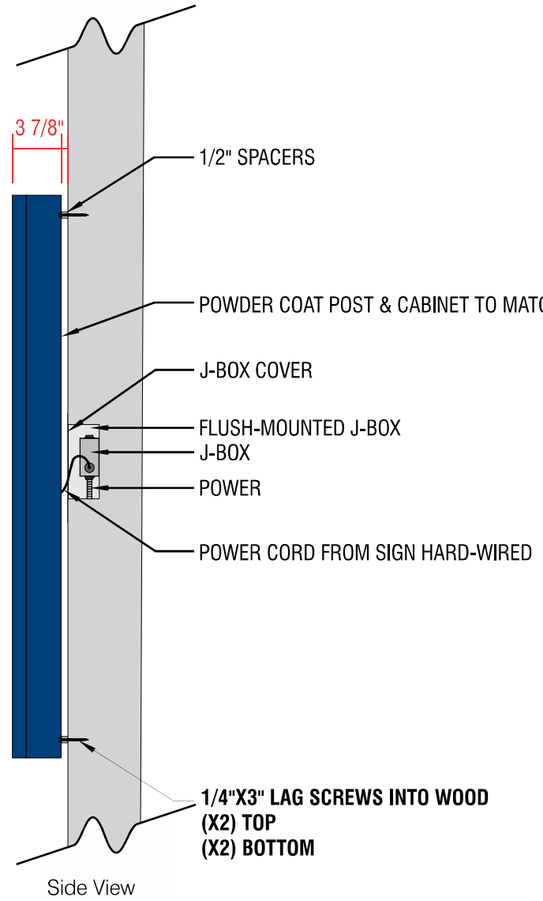
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DUTCH BROS Coffee

SCOPE OF WORK: MANUFACTURE & INSTALL (2) S/F WALL MOUNTED MENU SIGN





COLOR CODE

- DIGITAL PRINT
- SW-6804 DIGNITY BLUE

A WALL-MOUNTED, BACKLIT MENU SIGN
- PRINTED MENU PANEL NOT INCLUDED
- LED OUTDOOR LIGHT BOX
- LOCKABLE HINGED DOOR
- ALUMINUM CONSTRUCTION

B PRINTED LIGHT GUIDE PANEL
- AS SEPARATE ORDER

CONSTRUCTION MGR.

DIRECTOR

N8 SIGN TYPE DBMENU-WM-SF: WALL MOUNTED MENU BOARDS — QTY. 2

TOTAL SQ. FT.: 10.70

Scale: 1” = 1’-0”

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St. Lic.: 455415
Los Angeles, CA

DRAWING/REVISION NO.:
01-26-0029R1
Signs and Menus

PAGE NO.:
12 OF 25

CLIENT:
DUTCH BROS

ADDRESS
7030 Atlantic Ave
Bell, CA 90201

Approval Signature

DATE:
02/04/2026

PROJECT MANAGER
Joanne P.

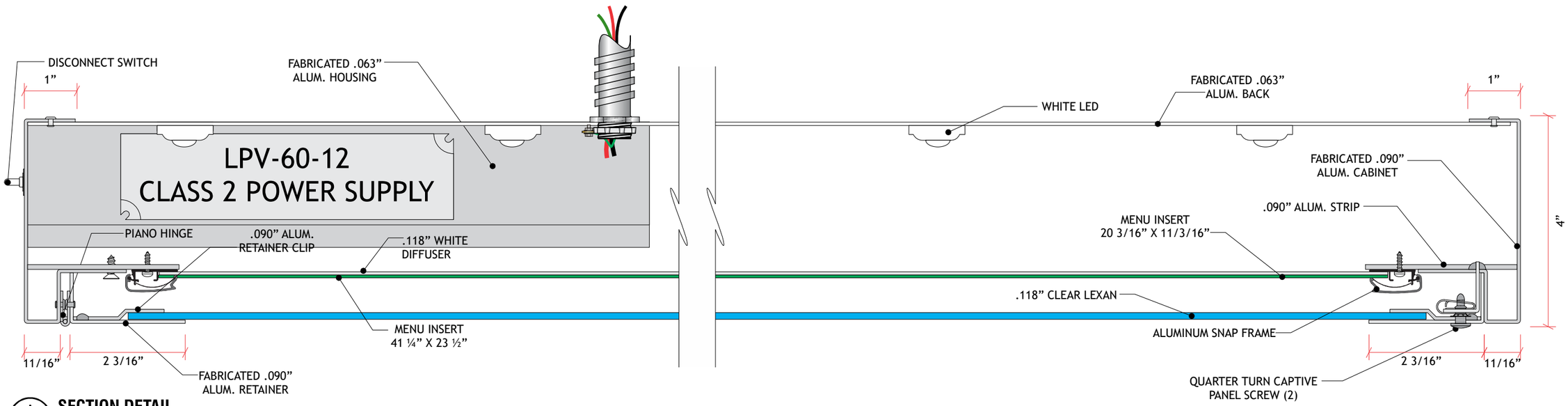
DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

REVISION BY:
RD

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DUTCH BROS Coffee



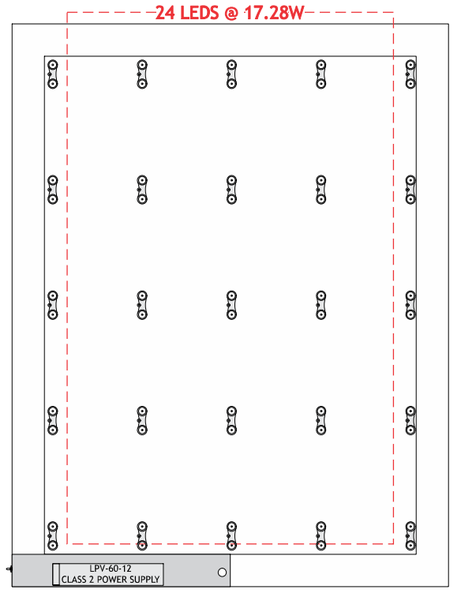
A - **SECTION DETAIL**

Scale: 6” = 1’-0”

ELECTRICAL SPECIFICATIONS:

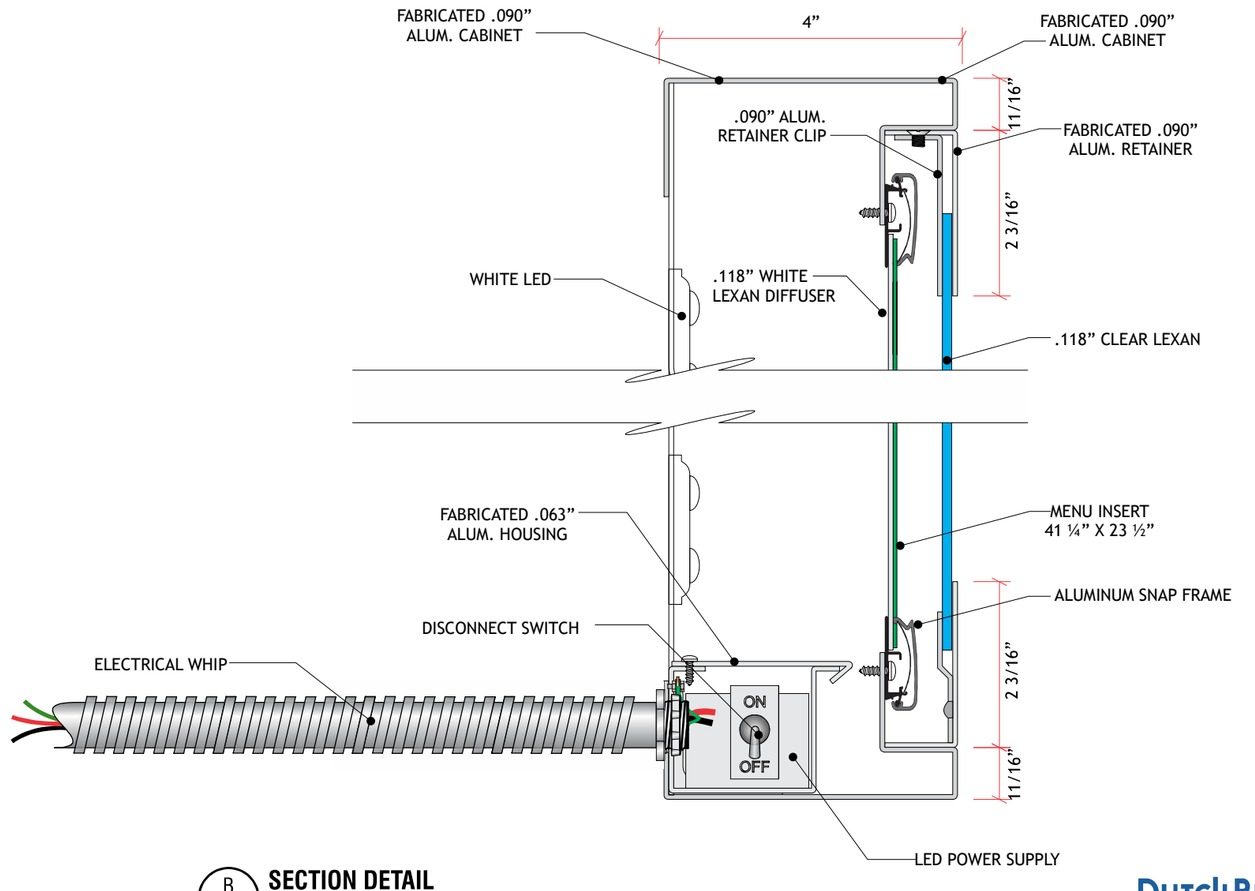
(24) WHITE LED MODULES @ 1.5W EA= 37.5 W TOTAL
(1) 12V 60W POWER SUPPLIES @ 1.2 AMPS EA.
(1) CUSTOMER PROVIDED 120V/20A/60HZ
DEDICATED CIRCUIT REQUIRED

TOTAL CIRCUIT LOAD:
1.2 AMPS @ 120 VAC



ELECTRICAL DETAIL

Scale: 1” = 1’-0”



B - **SECTION DETAIL**

Scale: 6” = 1’-0”

CONSTRUCTION MGR.

DIRECTOR

DUTCH BROS Coffee

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PROJECT MANAGER
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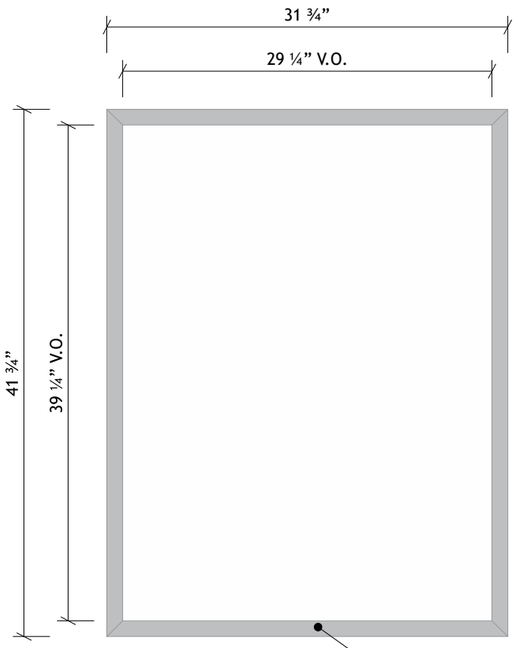
DESIGNER:
Trong T.

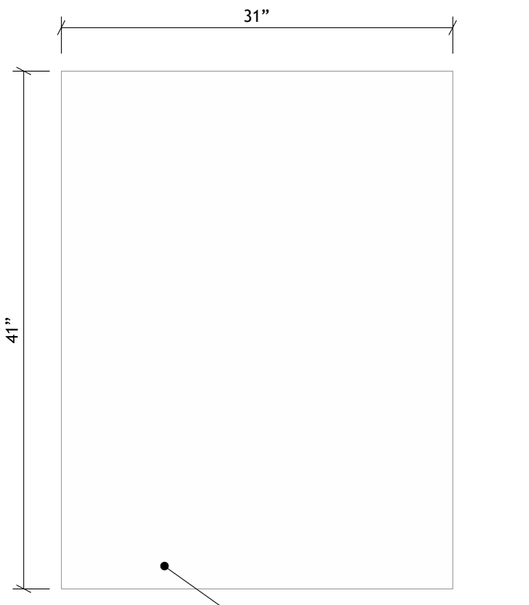
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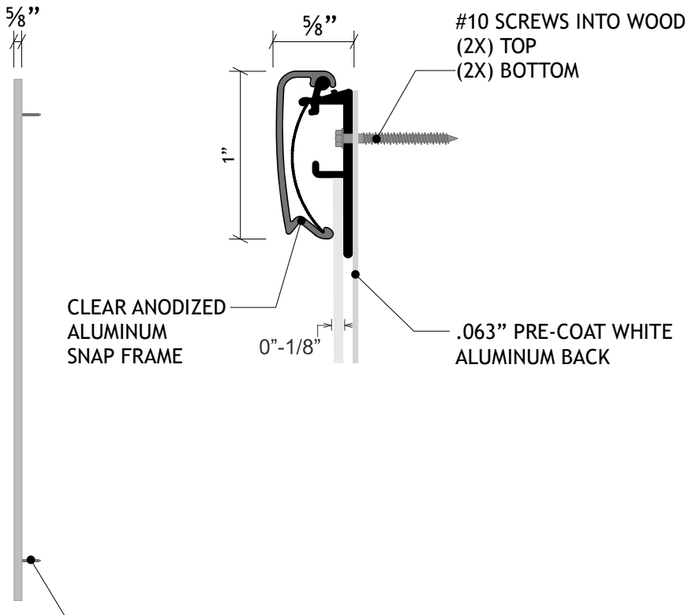
SCOPE OF WORK: MANUFACTURE & INSTALL (4) SNAP FRAMES





COLOR CODE

CLEAR ANODIZED ALUMINUM



NOTE:

SIGN FRAME FOR 30” X 40” POSTER

N9 **SNAP FRAMES** **QTY. 4**

TOTAL SQ. FT.: 9.2

Scale: 1” = 1’-0”

CONSTRUCTION MGR.

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PROJECT MANAGER
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DESIGNER:
Trong T.

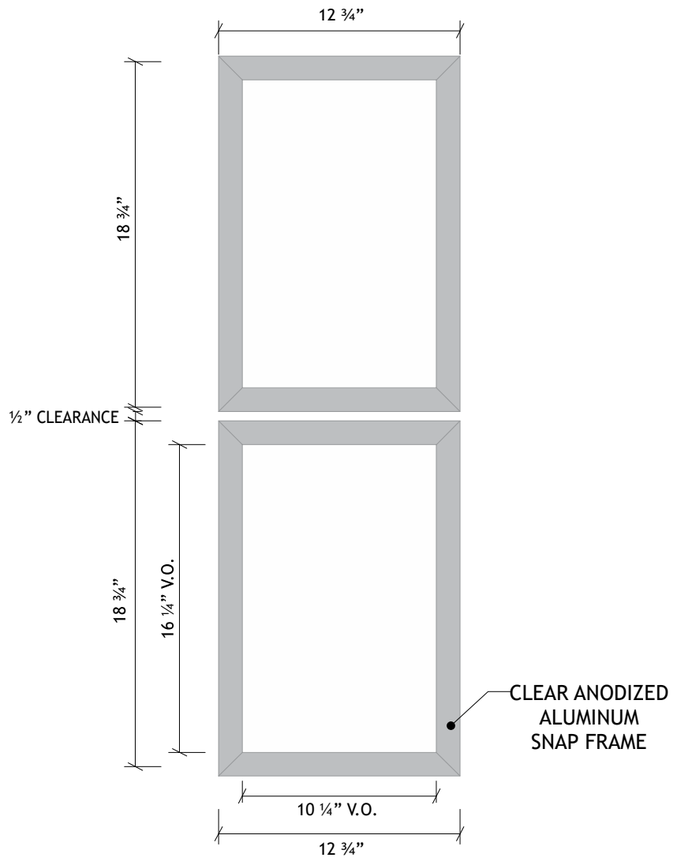
REVISION DATE:
05-11-2026

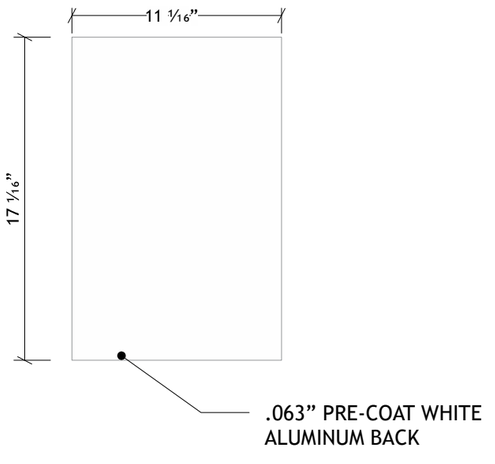
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DUTCH BROS Coffee

SCOPE OF WORK: MANUFACTURE & INSTALL (4) SNAP FRAMES

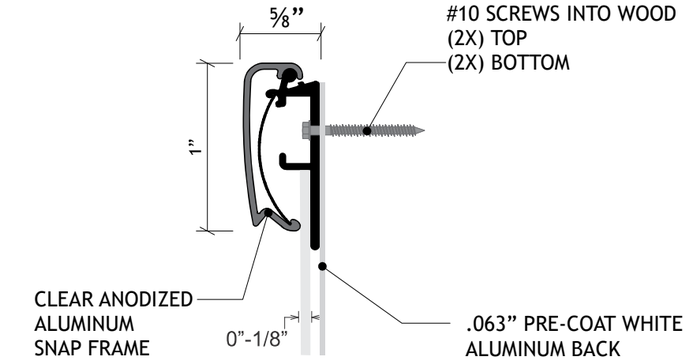






COLOR CODE

CLEAR ANODIZED ALUMINUM



NOTE:

SIGN FRAME FOR 11”X17” POSTER

N10 **SNAP FRAMES** **QTY. 4**

TOTAL SQ. FT.: 1.55

Scale: 1 1/2” = 1’-0”

CONSTRUCTION MGR.

DIRECTOR

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PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

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DUTCH BROS Coffee

SCOPE OF WORK: MANUFACTURE & INSTALL (4) S/F FREE STANDING MENU BOARD W/ “WINGS”

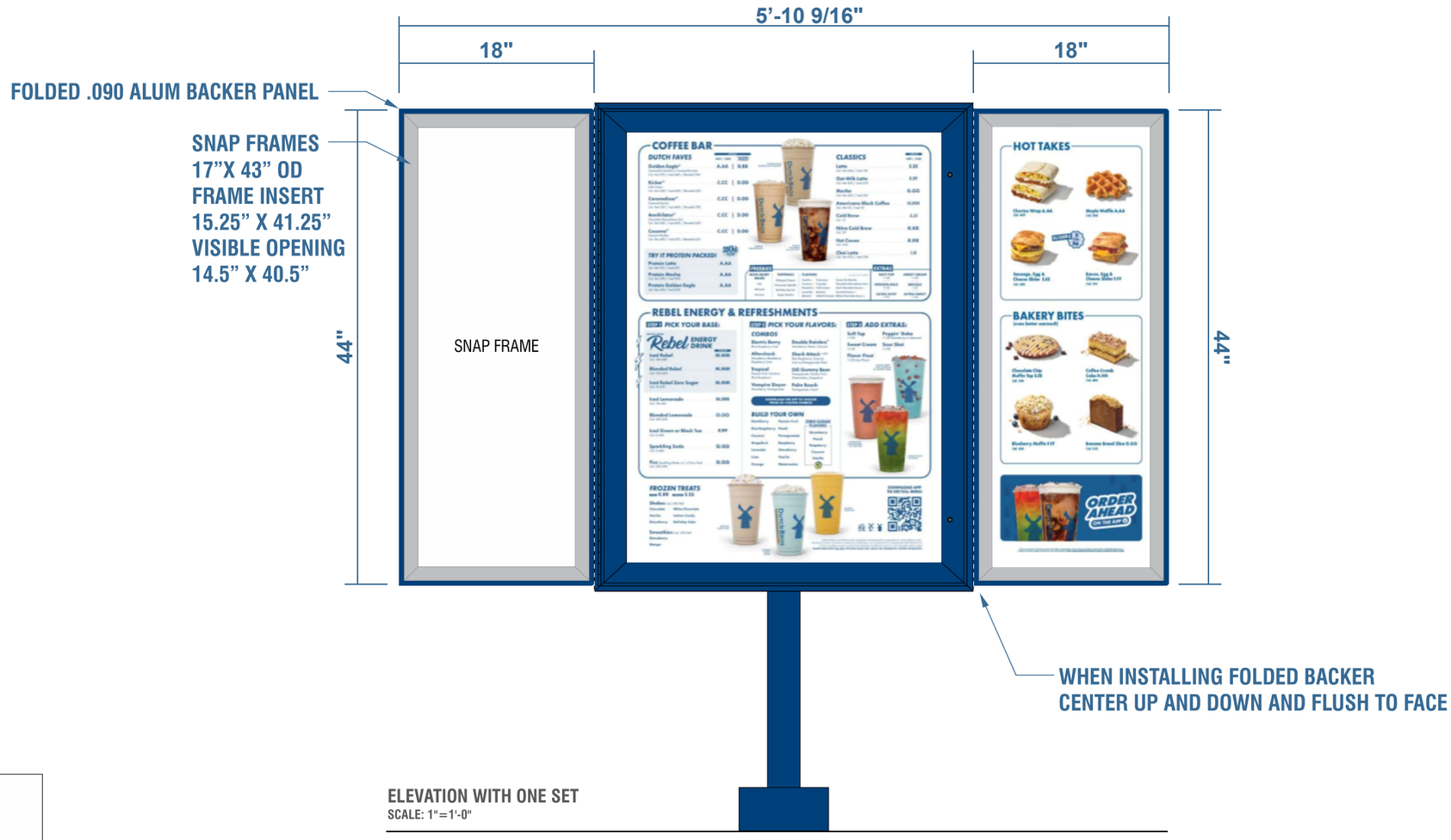
SNAP FRAMES WITH FOLDED BACKER EXTENSION PANEL

.090" ALUMINUM PANEL FOLDED WITH (2) WELDED INSIDE CORNERS. BY FUSION

NOTCH FOR OUTLET AVOIDANCE. PAINT SW DIGNITY BLUE 6804. BY FUSION

SNAP FRAME RIVET MOUNTED TO FACE. PAINT RIVET HEAD ON BACK SW DIGNITY BLUE 6804. BY FUSION

ATTACH TO EXISTING MENU CABINET WITH #14" TEK SCREWS & 1/4-20 BOLTS. PAINT SW DIGNITY BLUE 6804. BY INSTALL



ELEVATION WITH ONE SET
SCALE: 1"=1'-0"

CONSTRUCTION MGR.

DIRECTOR

N11 **SIGN TYPE DBMENU-PM-SF:** FREE STANDING MENU BOARD W/ “WINGS” QTY. 4

TOTAL SQ. FT.: 21.7

Scale: 1” = 1’-0”

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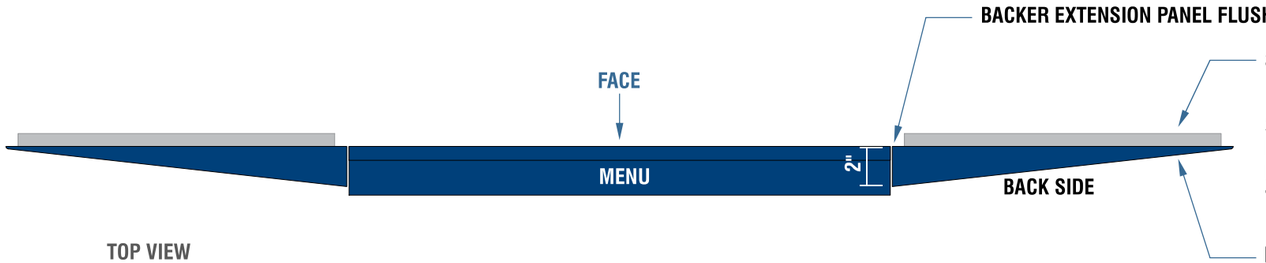
DESIGNER:
Trong T.

REVISION DATE:
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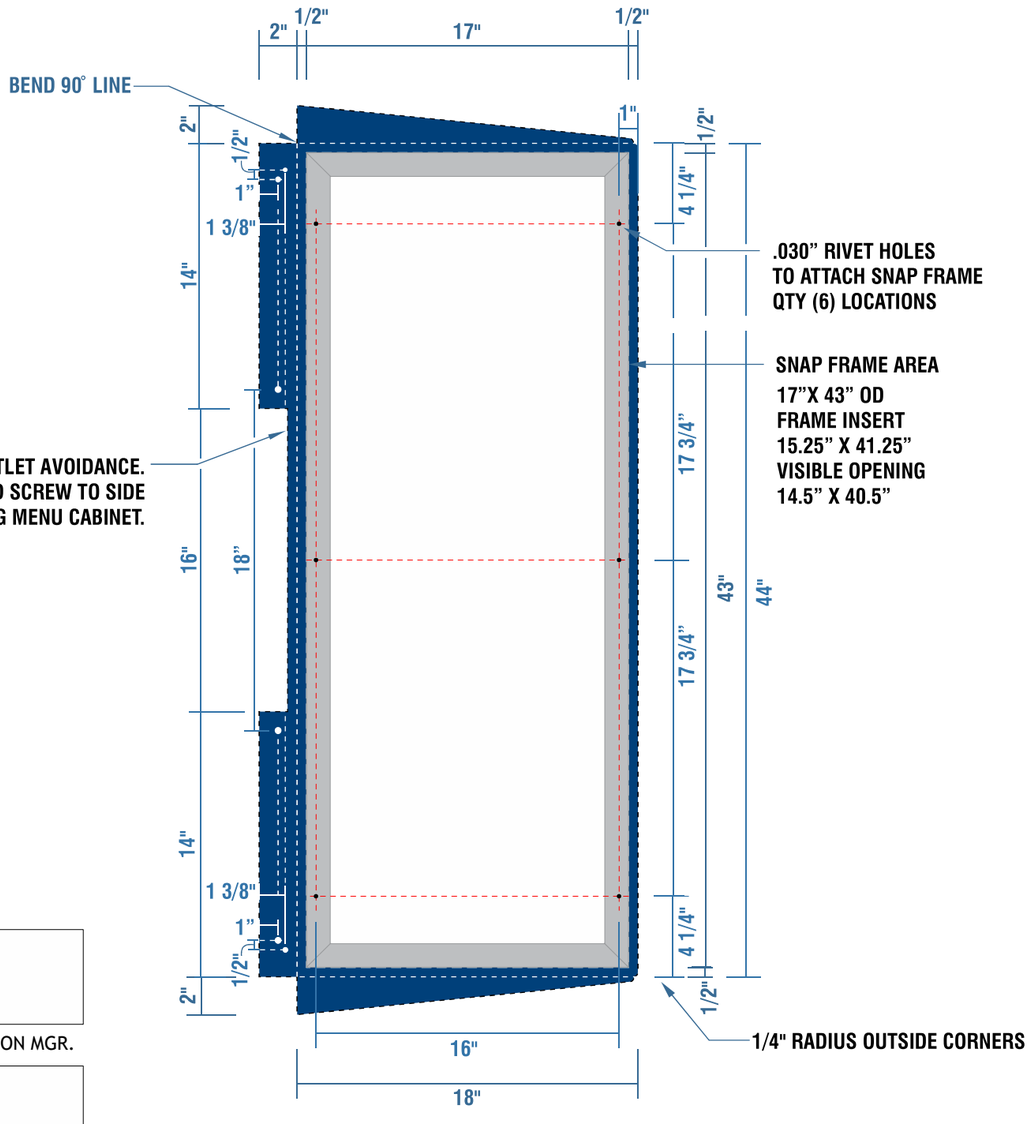
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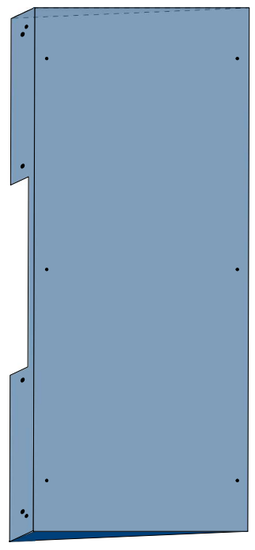
DUTCH BROS Coffee



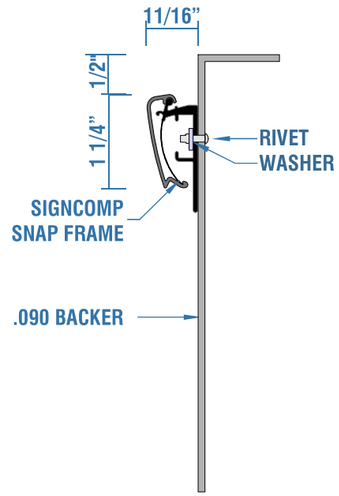
TOP VIEW
SCALE: 1 ½"=1'-0"



WELD INSIDE CORNERS
SAND AND LIGHTLY ROUND OVER OUTSIDE CORNER



BACK PLATE EXAMPLE
SCALE: NTS



SNAP FRAME ATTACHMENT
SCALE: 6"=1'-0"

FUSION TO PROVIDE FOLDED BACK EXTENSION PLATE WITH THE SNAP FRAME ATTACHED
INSTALL PARTNER TO INSTALL BACKER PLATE FLUSH TO FRONT OF MENU

PICK LIST		
QTY	PART	✓
4	1/4-20 JACK NUTS- ZINC	
4	1/4-20 X 1" HEX HEAD BOLTS- ZINC	
4	1/4" FLAT WASHER- ZINC	
4	1/4" SPLIT WASHER	
2	# 14 X 1/2 TEK SCREWS	
SIGNED:	DATE:	

CONSTRUCTION MGR.

DIRECTOR

FRONT VIEW FLAT

Scale: 1 ½"=1'-0"

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PROJECT MANAGER
Joanne P.

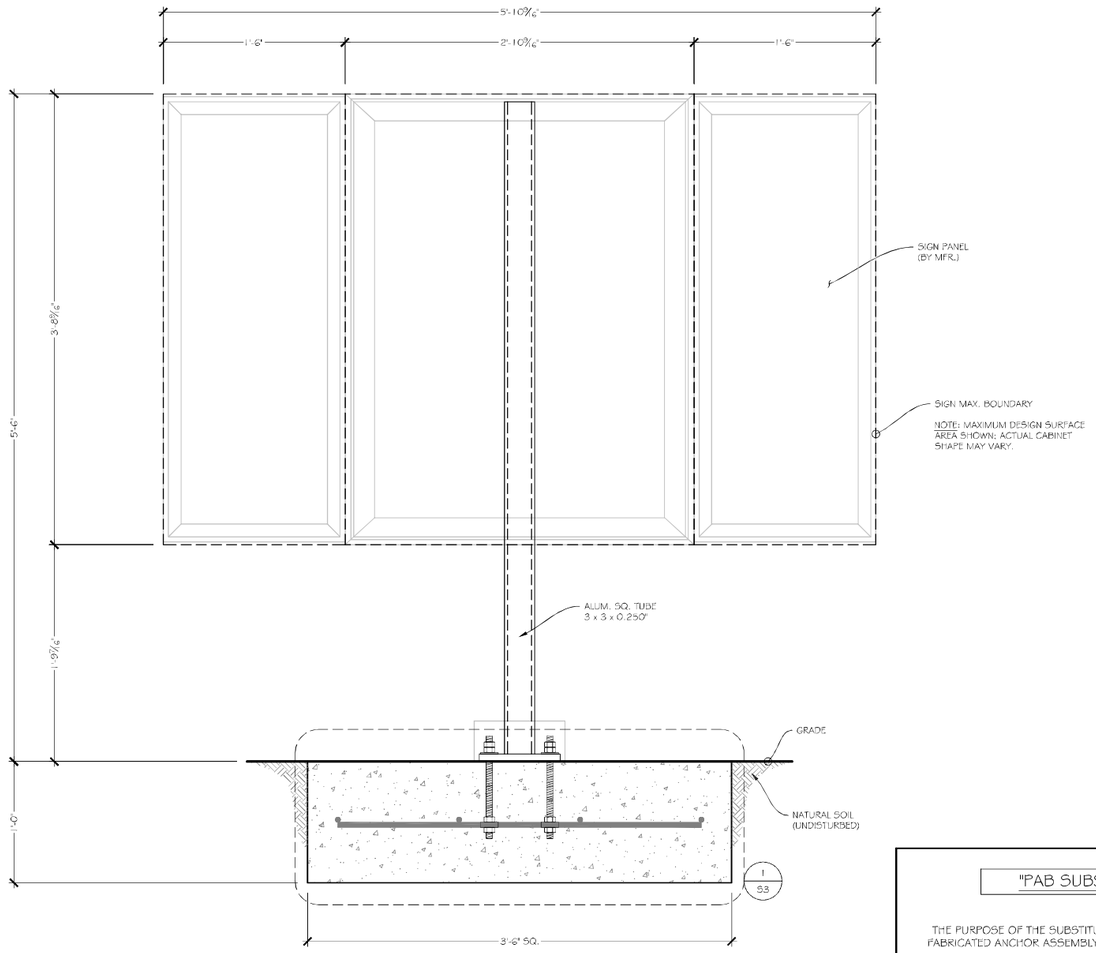
DESIGNER:
Trong T.

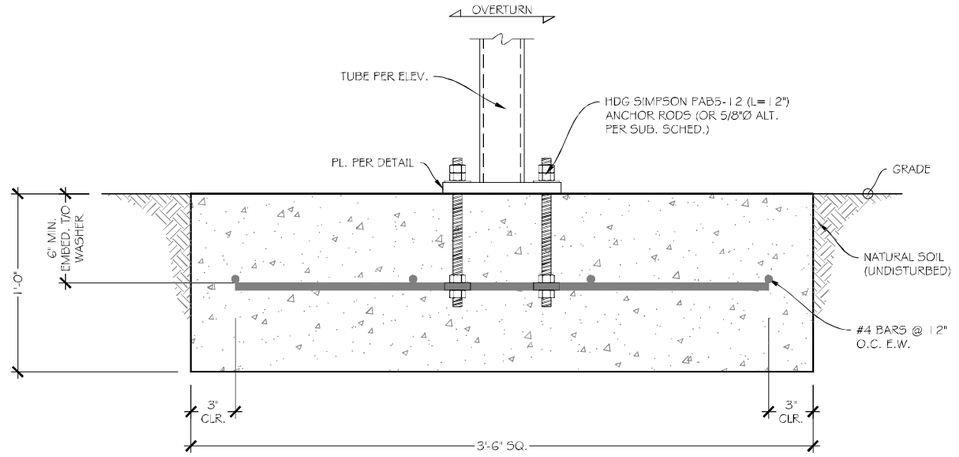
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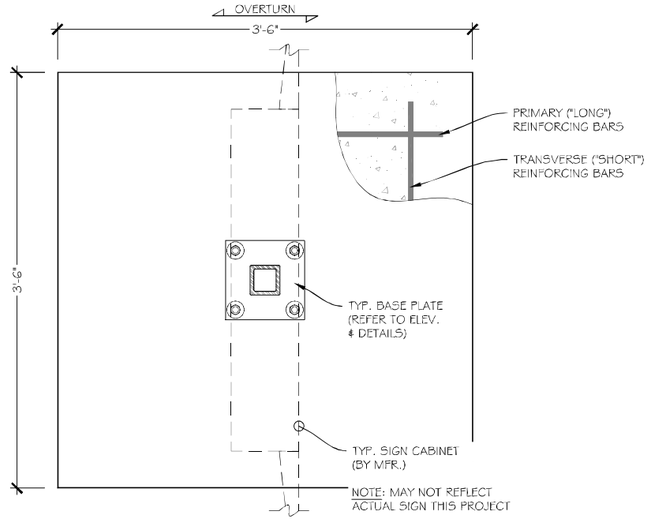
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TYP. SPREAD FOOTING DETAIL



TYP. SPREAD FOOTING PLAN

"PAB SUBSTITUTION SCHEDULE"

THE PURPOSE OF THE SUBSTITUTION TABLE IS TO PROVIDE FOR AN EQUIVALENT FABRICATED ANCHOR ASSEMBLY TO THE SIMPSON "PAB" SPECIFIED IN THE PLANS.

REFER TO PLANS FOR SPECIFIED ANCHOR BEFORE USING SUBSTITUTION TABLE.

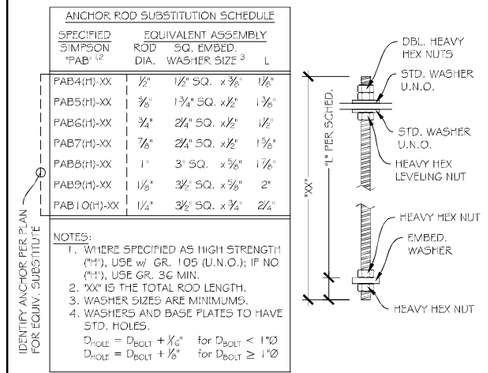
HOW TO USE THE SUBSTITUTION TABLE

1. IDENTIFY THE SPECIFIED ANCHOR IN THE PLAN OR DETAILS.
2. LOCATE THE SPECIFIED ANCHOR IN THE FIRST COLUMN OF THE TABLE. USE ONLY THIS ENTRY.
3. IDENTIFY THE CORRESPONDING ANCHOR COMPONENTS FOR AN EQUIVALENT ASSEMBLY.
4. WHERE THE PLANS INDICATE (H), REFER TO TABLE NOTES.

ANCHOR ROD SUBSTITUTION SCHEDULE

SPECIFIED SIMPSON "PAB" [1,2]	EQUIVALENT ASSEMBLY ROD DIA.	SQ. EMBED. WASHER SIZE [3]	L
PAB4(H)-XX	½"	1½" SQ. x 3/16"	1⅛"
PAB5(H)-XX	⅝"	1¾" SQ. x ¼"	1⅜"
PAB6(H)-XX	¾"	2¼" SQ. x ¼"	1½"
PAB7(H)-XX	⅞"	2¼" SQ. x ¼"	1⅝"
PAB8(H)-XX	1"	3" SQ. x 5/16"	1⅞"
PAB9(H)-XX	1⅛"	3½" SQ. x 5/16"	2"
PAB10(H)-XX	1¼"	3½" SQ. x ⅜"	2¼"

NOTES:
1. WHERE SPECIFIED AS HIGH STRENGTH ("H"), USE w/ GR. 105 (U.N.O.); IF NO ("H"), USE GR. 36 MIN.
2. "XX" IS THE TOTAL ROD LENGTH.
3. WASHER SIZES ARE MINIMUMS.
4. WASHERS AND BASE PLATES TO HAVE STD. HOLES.
   $D_{HOLE} = D_{BOLT} + 1/16"$ for $D_{BOLT} < 1"\varnothing$
   $D_{HOLE} = D_{BOLT} + 1/8"$ for $D_{BOLT} \geq 1"\varnothing$



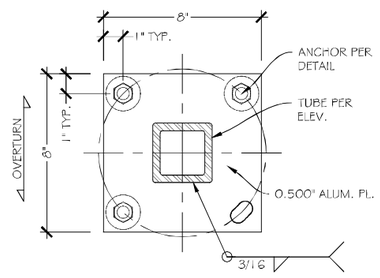


PLATE DETAIL

CONSTRUCTION MGR.

DIRECTOR

NOTE:
THIS PLAN IS TYPICAL, NOT TO SCALE, AND DOES NOT NECESSARILY REPRESENT SPECIFIC CONDITIONS. REFER TO SPREAD FOOTING SCHEDULE AND PLATE DETAIL FOR SPECIFIC INFORMATION.

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PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

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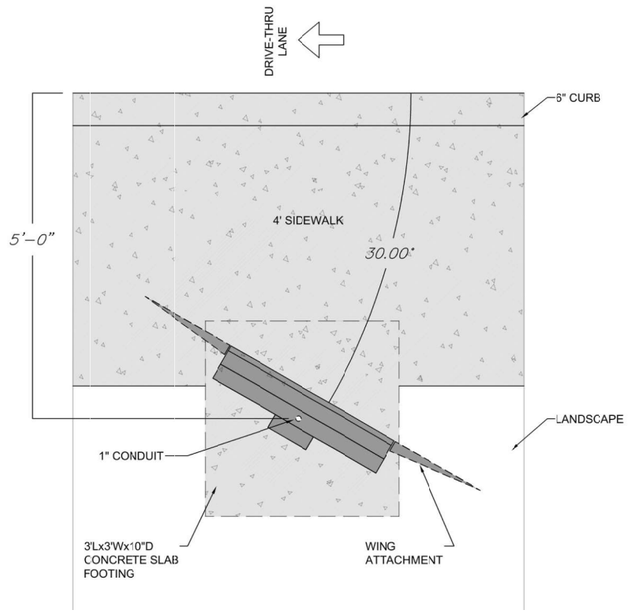
DUTCH BROS Coffee

MENU BOARD PLACEMENT

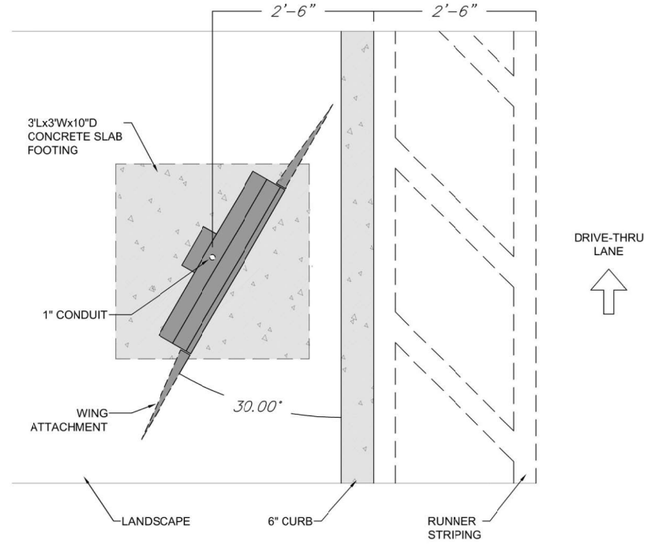
MENU BOARD PLACEMENT

-INTERIOR MENUS TO BE INSTALLED AT 30 DEGREE ANGLE.

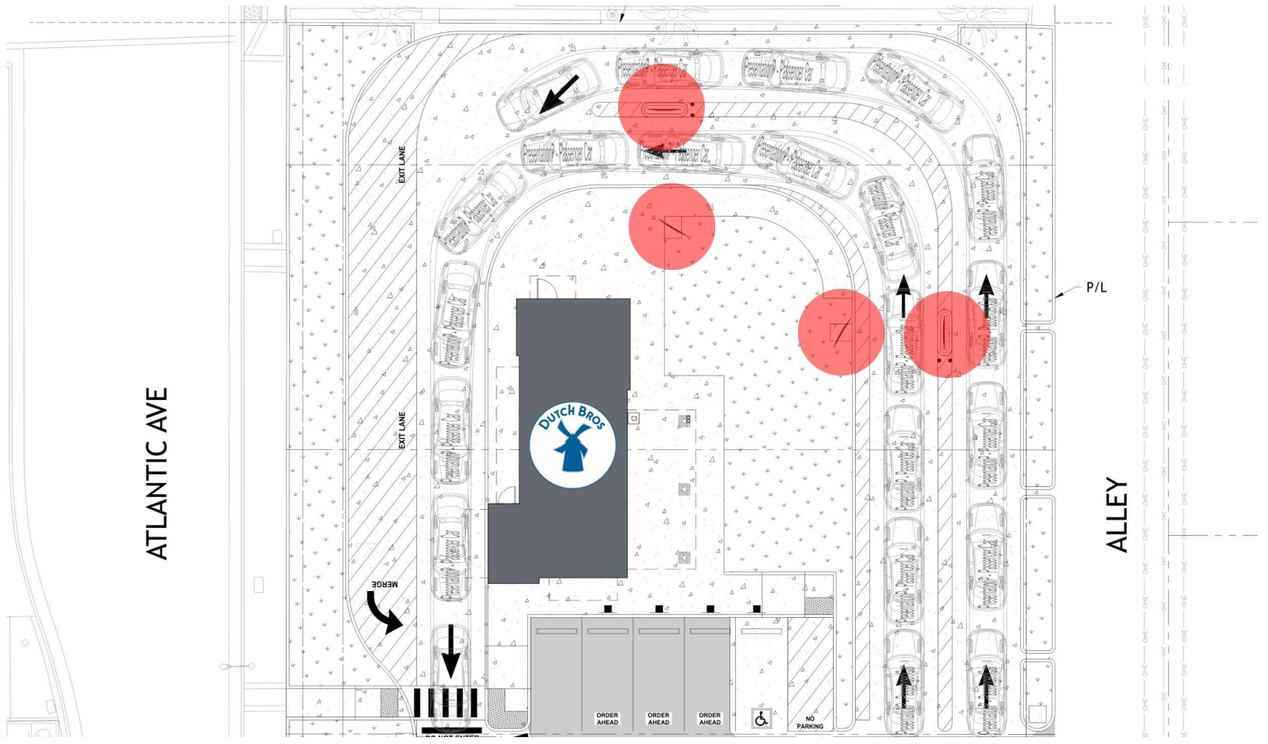
-MENUS PLACED AT 60” FROM CURB FACE / RUNNER STRIPING EDGE TO CENTER OF POLE / POWER.



MENU AT 6TH CAR



MENU AT DRIVE THRU ENTRANCE



SITE PLAN

CONSTRUCTION MGR.

DIRECTOR

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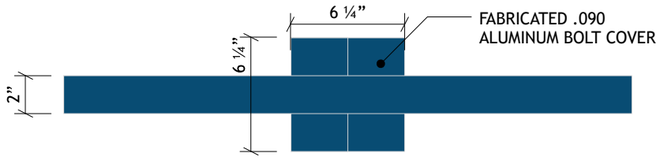
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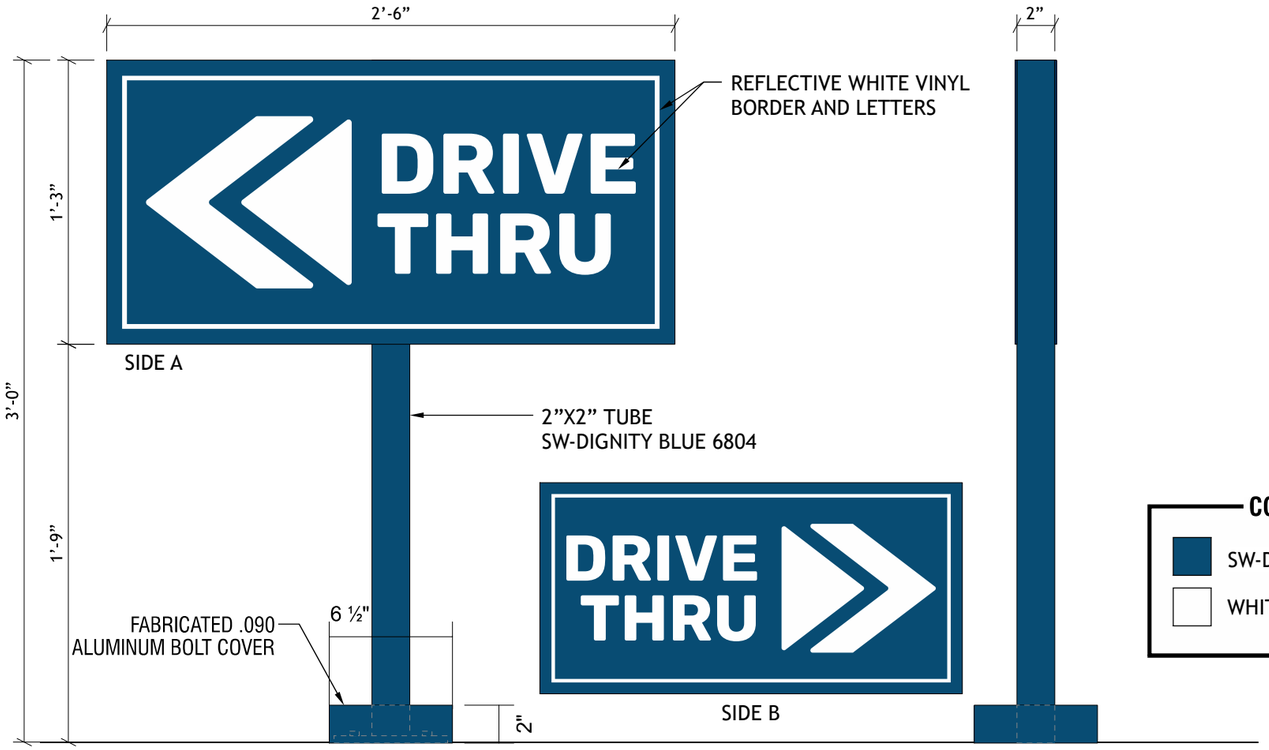
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DUTCH BROS Coffee

SCOPE OF WORK: MANUFACTURE & INSTALL (1) D/F NON-ILLUMINATED DIRECTIONAL SIGN



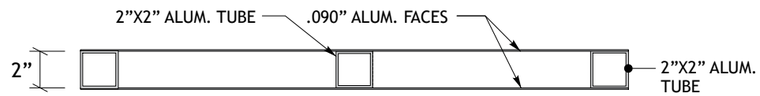
TOP VIEW



SIDE VIEW

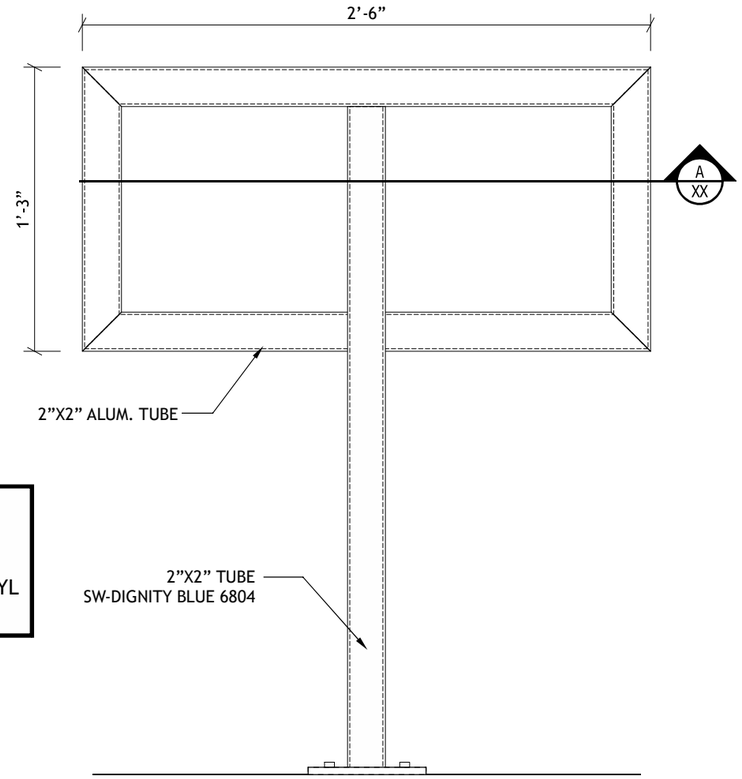
COLOR CODE

- SW-DIGNITY BLUE 6804
- WHITE REFLECTIVE VINYL



A/4 **SECTION DETAIL**

Scale: 1 ½” = 1’-0”



STRUCTURE DETAIL

Scale: 1 ½” = 1’-0”

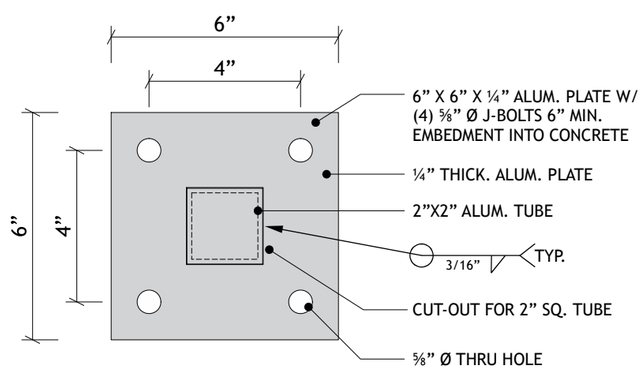


PLATE DETAIL

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TOTAL SQ. FT.: 3.13

Scale: 1 ½” = 1’-0”

CONSTRUCTION MGR.

DIRECTOR

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(SPECIAL PRODUCTION NOTE: GRAPHICS TO BE INSET FROM EDGE 1/8”).
2" X 2" SQUARE TUBE ALUMINUM FRAME & POST WITH ALUMINUM FACES & 1/4” X 6" X 6" PLATE.
FABRICATED .090 ALUMINUM BOLT COVER PAINT SW-DIGNITY BLUE 6804.
INSTALL PLATE-MOUNTED.
PAD FOOTING INSTALLED BY GC.

DUTCH BROS

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Signs and Menus

PAGE NO.:
20 OF 25

CLIENT:
DUTCH BROS

ADDRESS
7030 Atlantic Ave
Bell, CA 90201

Approval Signature

DATE:
02/04/2026

PROJECT MANAGER
Joanne P.

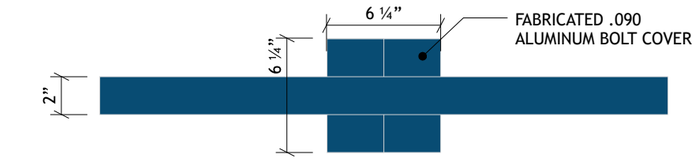
DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

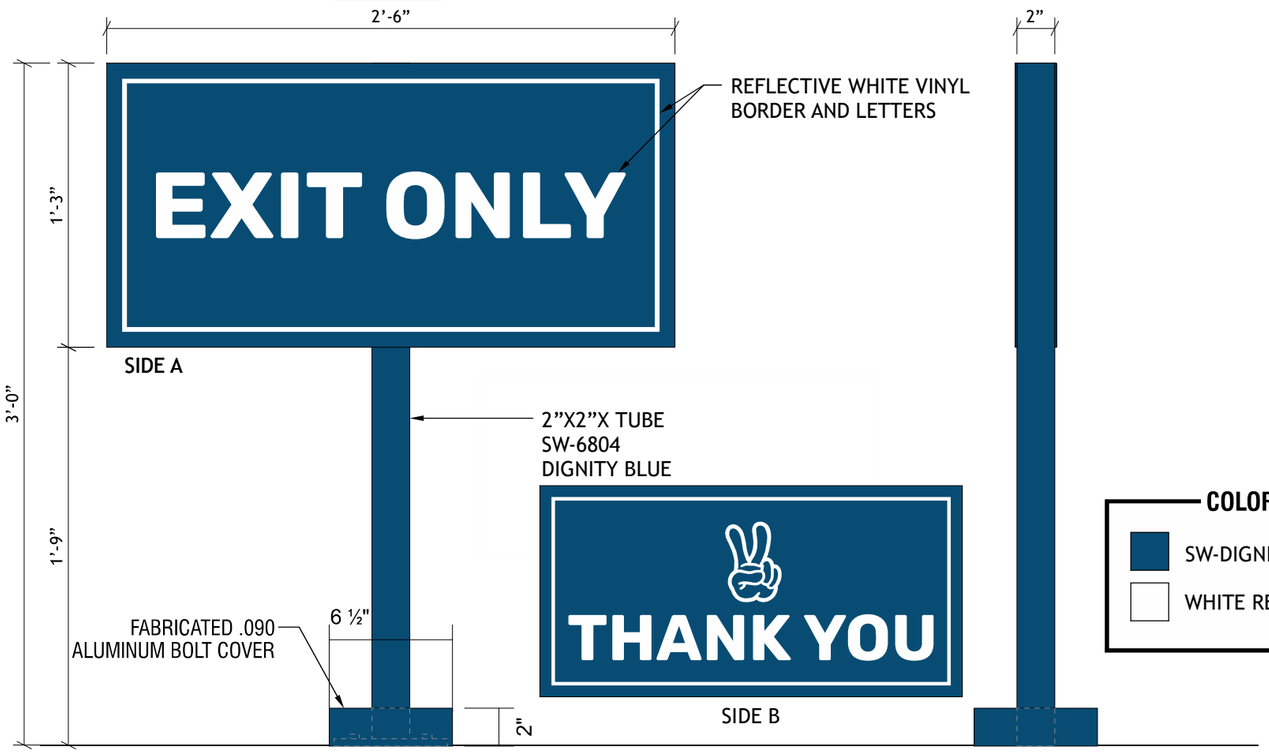
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RD

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SCOPE OF WORK: MANUFACTURE & INSTALL (1) D/F NON-ILLUMINATED DIRECTIONAL SIGN



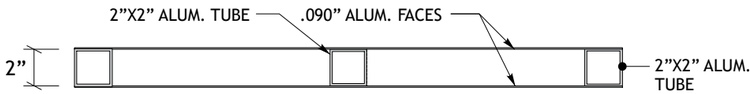
TOP VIEW



SIDE VIEW

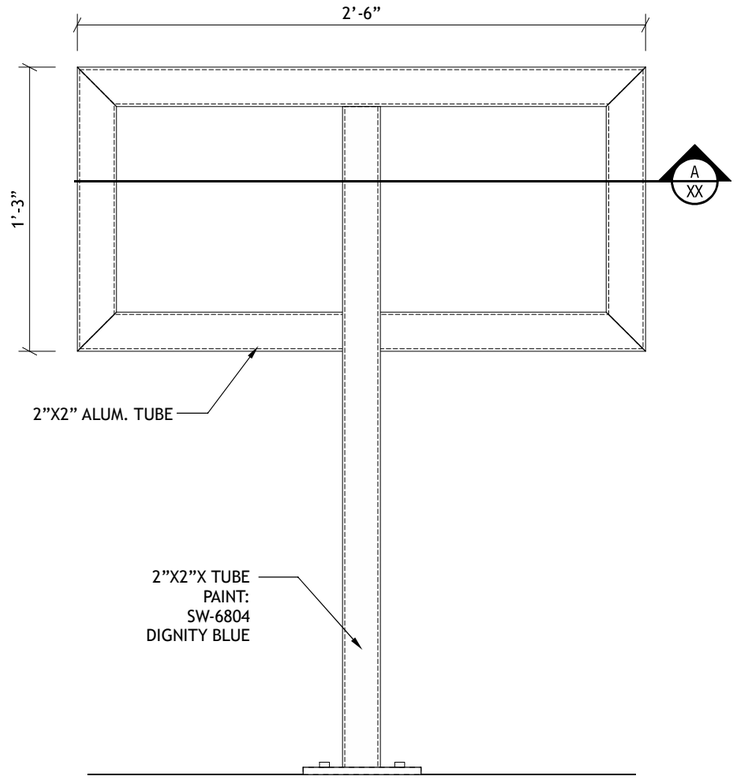
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- SW-DIGNITY BLUE 6804
- WHITE REFLECTIVE VINYL



A/4 **SECTION DETAIL**

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STRUCTURE DETAIL

Scale: 1 ½” = 1’-0”

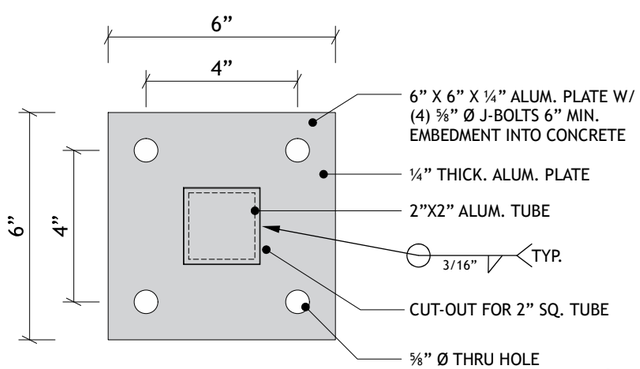


PLATE DETAIL

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N13 **SIGN TYPE DBDIR-DT-DF: NON-ILLUMINATED D/F DIRECTIONAL** — **QTY. 1**

TOTAL SQ. FT.: 3.13

Scale: 1 ½” = 1’-0”

CONSTRUCTION MGR.

DIRECTOR

REFLECTIVE WHITE VINYL WITH DIGITALLY PRINTED BACKGROUND SW-DIGNITY BLUE 6804.
(SPECIAL PRODUCTION NOTE: GRAPHICS TO BE INSET FROM EDGE 1/8”).
2" X 2" SQUARE TUBE ALUMINUM FRAME & POST WITH ALUMINUM FACES & 1/4” X 6" X 6" PLATE.
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PAD FOOTING INSTALLED BY GC.

DUTCH BROS Coffee

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21 OF 25

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DUTCH BROS

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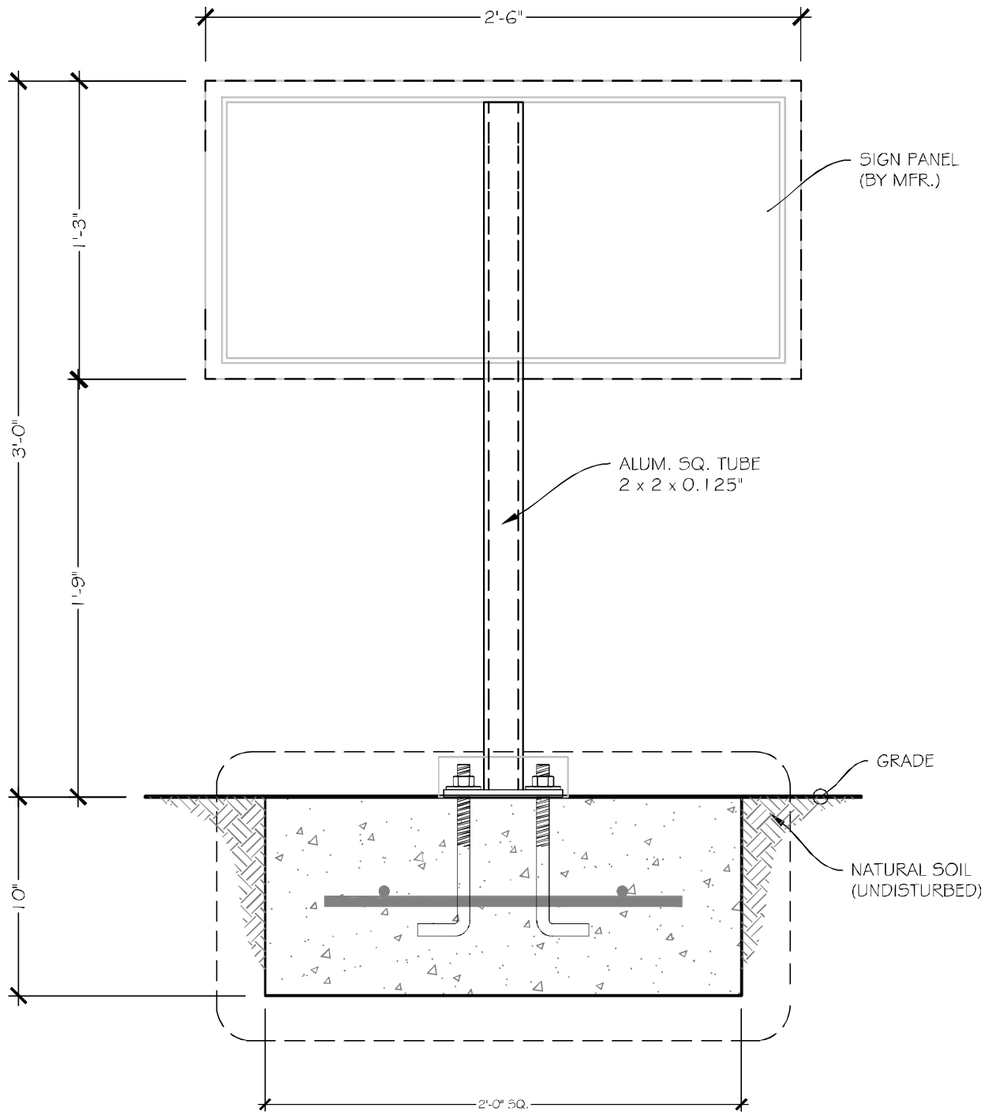
PROJECT MANAGER
Joanne P.

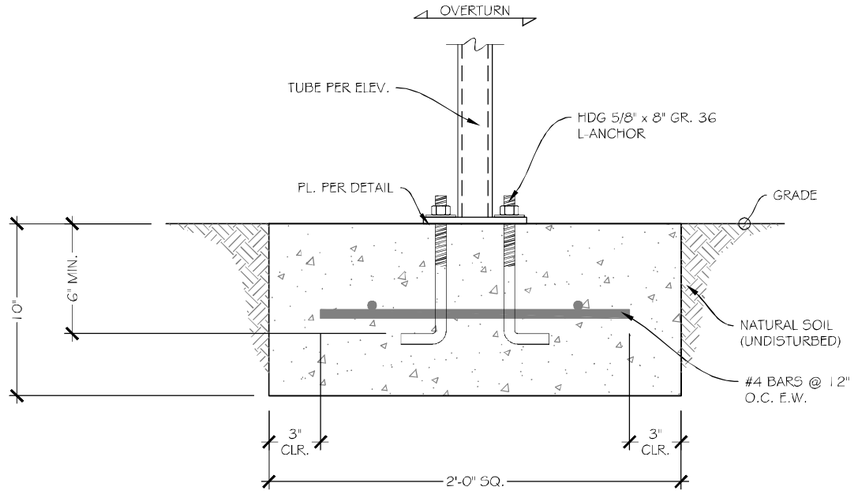
DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

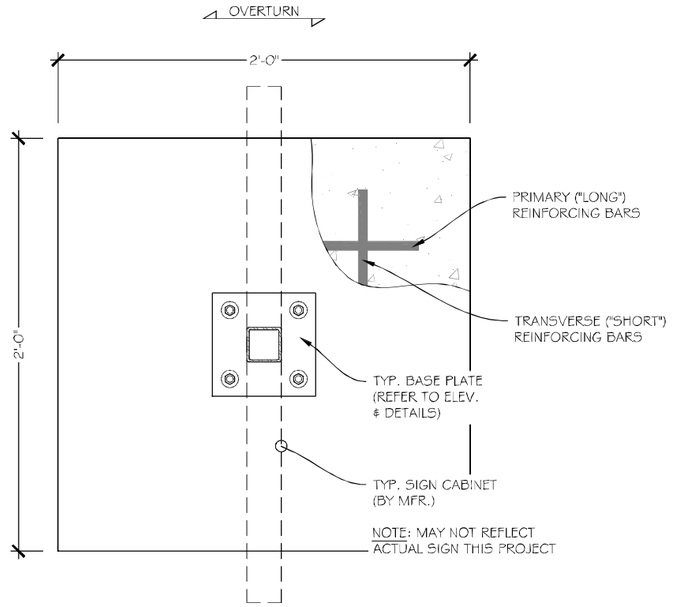
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TYP. SPREAD FOOTING DETAIL



TYP. SPREAD FOOTING PLAN

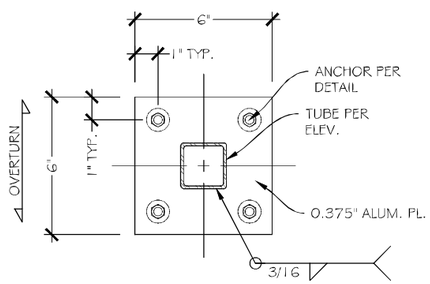


PLATE DETAIL

NOTE:
THIS PLAN IS TYPICAL, NOT TO SCALE, AND DOES NOT NECESSARILY REPRESENT SPECIFIC CONDITIONS. REFER TO SPREAD FOOTING SCHEDULE AND PLATE DETAIL FOR SPECIFIC INFORMATION.

CONSTRUCTION MGR.

DIRECTOR

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22 OF 25

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02/04/2026

PROJECT MANAGER
Joanne P.

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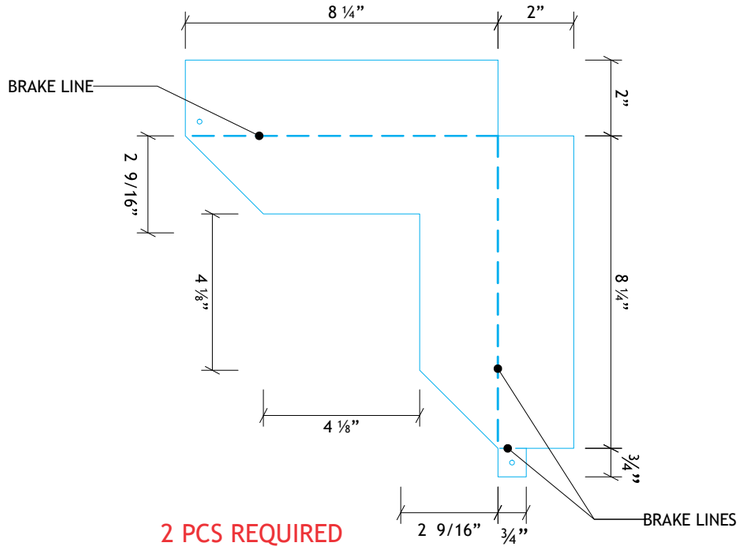
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SCOPE OF WORK: BASE PLATE COVER FOR ILLUMINATED DIRECTIONAL SIGN



ASSEMBLED BASE PLATE COVER



2 PCS REQUIRED

.063” ALUM. BRAKE FORMED BASE PLATE COVER

Scale: 3” = 1’-0”

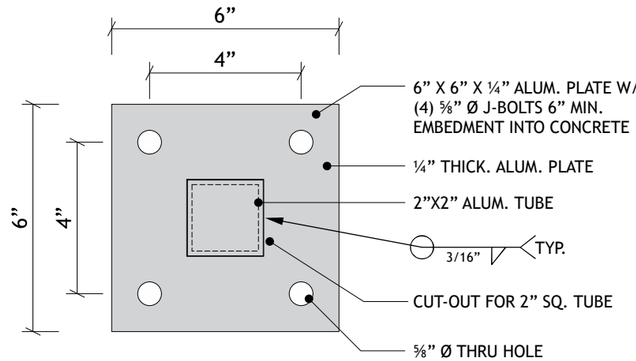


PLATE DETAIL

Scale: 3” = 1’-0”

N12 N13 .063” ALUM. DIRECTIONAL BASE PLATE COVER

Scale: 3” = 1’-0”

CONSTRUCTION MGR.

DIRECTOR

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23 OF 25

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Approval Signature

DATE:
02/04/2026

PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

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DUTCH BROS Coffee



EXISTING CONDITION



AS PROPOSED

CONSTRUCTION MGR.

DIRECTOR

R1 EXISTING PYLON SIGN TO REMAIN AND BE REUSED

Scale: N.T.S.

DUTCH BROS Coffee

FUSION
Sign and Design
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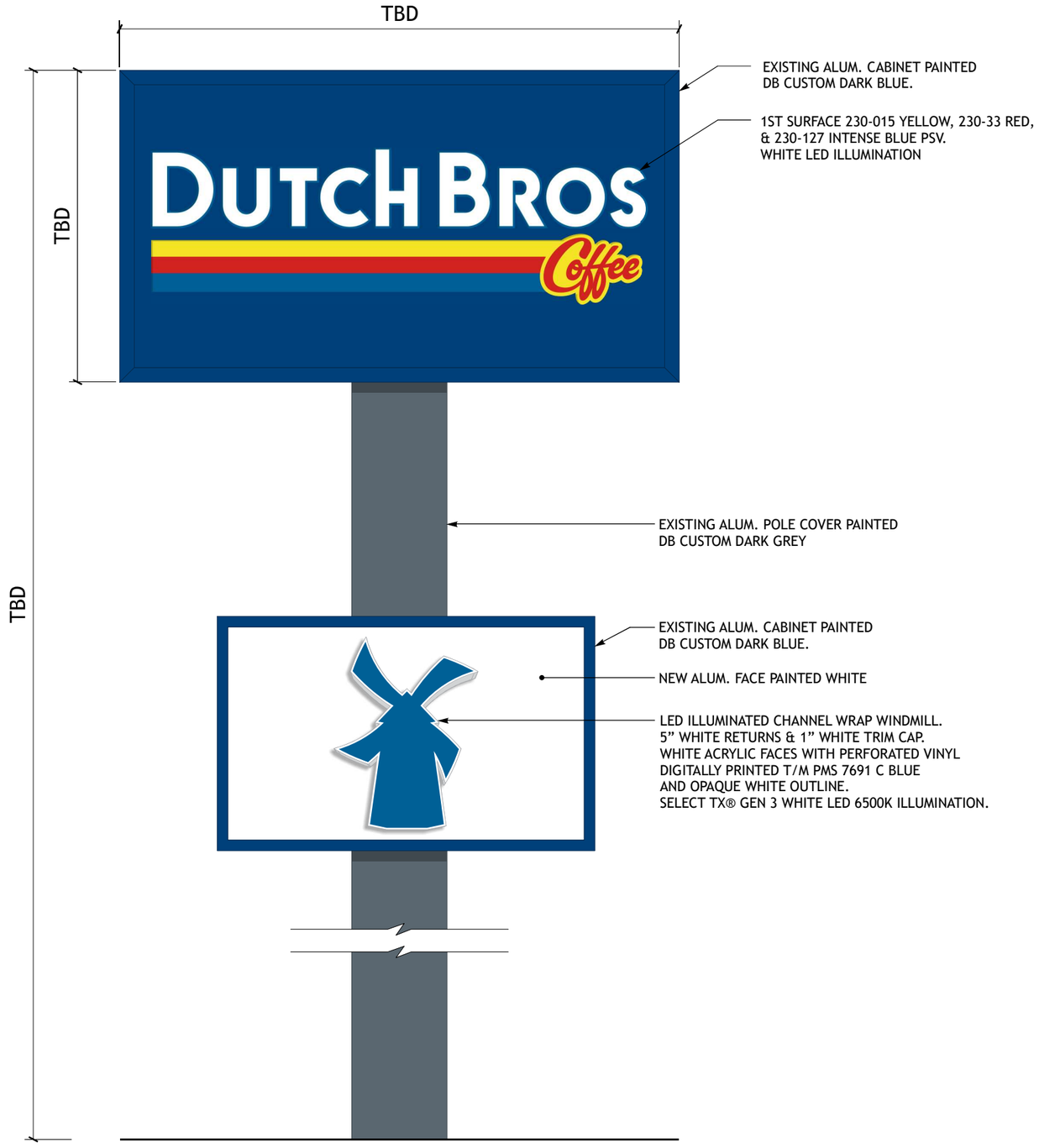
PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

REVISION BY:
RD

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COLOR CODE

- 3M 230-015 YELLOW PSV
- 3M 230-33 RED PSV
- 3M 230-127 INTENSE BLUE
- 3M 230-36 DARK BLUE PSV
- 3M 220-197 LIGHT NAVY OPAQUE PSV OUTLINE
- PANTONE 431C DARK GRAY
- WHITE

CONSTRUCTION MGR.

DIRECTOR

R1 EXISTING PYLON SIGN WITH NEW FACES

QTY. 4

Scale: N.T.S.

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PROJECT MANAGER
Joanne P.

DESIGNER:
Trong T.

REVISION DATE:
05-11-2026

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transportation ▪ noise ▪ air quality | **GANDDINI GROUP**

MEMORANDUM

TO: Oscar Escobar | CSG CONSULTANTS INC.

FROM: Bryan Crawford | GANDDINI GROUP, INC.

DATE: June 19, 2026

SUBJECT: Drive Through Queuing and Circulation Analysis for the Dutch Bros (7030 Atlantic) Project
Project No. 19916

The purpose of this memorandum is to evaluate site access and queuing for the proposed project. We trust this analysis will aid the City of Bell in assessing the project.

PROJECT DESCRIPTION

The 0.54-acre project site is located east of Atlantic Avenue and north of Florence Avenue addressed at 7030 Atlantic Avenue (APNs: 6326-035-901 and -902) in the City of Bell, California. The project site is currently occupied with Jack's Car Wash, which is a 4,300 square foot car wash with one drive through lane. Figure 1 shows the project location map.

The proposed project involves redevelopment of the project site with a 1,025 square foot coffee shop with a dual lane drive through. The project would remove the northern-most and central existing driveways along Atlantic Avenue and the northern-most existing side alley entrance along the eastern site boundary. The remaining driveway and site alley entrance would be reconstructed (i.e., southern-most driveway along Atlantic Avenue [ingress and egress right-turn only] and the southern-most alley entrance along the eastern site boundary [ingress right-turn only/egress left-turn and right-turn]). The proposed project is anticipated to be constructed and fully operational by year 2028. Figure 2 illustrates the project site plan.

PROJECT TRIP GENERATION

Table 1 shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (12th Edition, 2025). Based on review of the ITE land use descriptions, trip generation rates for Coffee Donut Shop with Drive-Through Window and No Indoor Seating (ITE Land Use Code 938) was determined to adequately represent the proposed project land use and was used for calculating the project trip generation forecasts. The project trip generation forecasts were determined by multiplying the trip generation rates by the land use quantities.

As shown in Table 1, the proposed project is forecast to generate approximately 89 new daily trips, including 8 new trips during the AM peak hour and no new trips during the PM peak hour.

Table 1
Project Trip Generation

Trip Generation Rates									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Land Use Variable[2]	% In	% Out	Rate	% In	% Out	Rate	Daily Rate
Coffee Donut Shop with Drive-Through Window and No Indoor Seating	ITE 938	DTL	50%	50%	39.81	50%	50%	15.08	179.00

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Source	Quantity	In	Out	Total	In	Out	Total	Daily
Coffee Donut Shop with Drive-Through Window and No Indoor Seating	ITE 938	2 DTL	40	40	80	15	15	30	358
Pass-by Trips (90%AM,98%PM,75%Daily)			*-36*	*-36*	*-72*	*-15*	*-15*	*-30*	*-269*
TOTAL NEW TRIPS GENERATED			**4**	**4**	**8**	**0**	**0**	**0**	**89**

Notes:
1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (12th Edition, 2025); ### = Land Use Code.
2. DTL = Drive Through Lane
3. The ITE *Trip Generation Manual* notes average pass-by rates of 90% during the AM peak hour and 98% during the PM peak hour. A daily rate of 75% has been used to be conservative.

Pass-By Trips

Land uses such as shopping centers, restaurants, gasoline stations, and convenience stores will often locate next to busy roadways to attract motorists already on the street. Since the trip generation rates contained in the *Trip Generation Manual* represent vehicles entering and exiting at the site driveway(s), it is appropriate to reduce the initial trip generation forecast by the applicable pass-by trip rate when calculating the net new trips that will be added to the surrounding street system. A pass-by discount under this example would reduce or eliminate both the inbound trip and the outbound trip from the surrounding roadway circulation system since the vehicle was already traveling on the roadway. Without the pass-by trip discount, two trips would be generated: an inbound trip to the project site, and an outbound trip from the project site. The ITE Trip Generation Manual notes average pass-by rates of 90% during the AM peak hour and 98% during the PM peak hour for Land Use Code 938. A daily rate of 75% is used to provide a conservative estimate.

Drive Through Lane Layout and Operations

Figure 3 shows the proposed drive through lane layout and key dimensions. As shown on Figure 3, the project is proposing a dual-lane drive through layout that merges into a single lane prior to the service point for taking orders. The drive through lane provides a total of approximately 449 linear feet of storage length, which equates to a storage capacity of approximately 22 vehicles assuming approximately 20 feet of queue length per vehicle.[1]

[1] The average car length in the United States is approximately 15 feet. Storage capacity can be maximized by actively encouraging vehicles to pull forward as much as possible.

The drive through includes an exit/bypass lane that can accommodate stacking for an additional four (4) vehicles during peak hours on an as-needed basis. The tenant will implement a runner system at the proposed facility that is designed to increase speed and efficiency in serving drive through customers. The tenant's employees travel from vehicle to vehicle to greet customers and take orders. These "runners" utilize a handheld device to transmit customers' orders to the multiple drink stations inside the building. Additionally, runners will charge individuals while in line, so by the time they arrive at the service window, they may pick up their order and be on their way. This system decreases wait times, while allowing the runners to have more personal face-to-face interaction with customers. All customer orders are taken in person either at the window or with a runner that carries a handheld device to transmit orders to the kitchen. This ordering process minimizes noise impacts and decreases the amount of vehicle idling at menu boards that are common at traditional drive-through facilities.

DRIVE THROUGH LANE QUEUEING ANALYSIS

To estimate peak drive through queues that can be anticipated for the proposed project, an empirical analysis was performed based on actual drive through queues at 13 existing coffee shops with drive through window service:

- Starbucks, 2013 East Ball Road, Anaheim, CA 92806
- Starbucks, 1224 North Harbor Boulevard, Anaheim, CA 92801
- Starbucks, 2595 West Lincoln Avenue, Anaheim, CA 92801
- Starbucks, 1730 Pacific Coast Highway, Lomita, CA 90717
- Starbucks, 1680 West Lomita Boulevard, Harbor City, CA 90710
- Starbucks, 1740 Centinela Avenue, Inglewood, CA 90302
- Starbucks, 890 East Alosta Avenue, Azusa, CA 91702
- Starbucks, 214 West Route 66, Glendora, CA 91740
- Starbucks, 417 West Foothill Boulevard, Glendora, CA 91741
- Dutch Bros, 21680 Bear Valley Road, Apple Valley, CA 92308
- Dutch Bros, 44-175 Jefferson Street, La Quinta, CA 92253
- Dutch Bros, 81-776 Highway 111, Indio, CA 92201
- Dutch Bros, 13322 Limonite Avenue, Eastvale, CA 92880

The drive through queue surveys were conducted on one weekday and one Saturday between April 2022 and September 2024. The maximum number of queued vehicles at each survey site was documented in 5- to 15-minute intervals during typical peak hours. The surveys were conducted by a third-party data collection service; count worksheets are provided in Attachment A.

Table 2 shows a summary of the peak drive through queues observed. As shown in Table 2, based on the average of all survey sites, the peak queue observed was 13 vehicles on weekdays and 16 vehicles on weekends. As also shown in Table 2, the Dutch Bros locations surveyed had longer queues than the average Starbucks locations, including up to 21 vehicles on weekends.

It is noted that queue lengths shown in Table 2 reflect the maximum queues observed at any moment, which exceeds the industry standard practice of planning for the 85th- or 95th-percentile queues. The 85th-percentile is the design standard typically used in the traffic engineering profession for evaluations of on-site development operations such as parking and drive through queuing. The 85th-percentile queue represents the value at which the queue length was at or below 85 percent of the time. Less commonly, the 95th-percentile queue is also reported and provides an even more conservative design criteria than the 85th-percentile. The maximum queue observed at any given time is not a common design value nor practical design

criteria since it typically occurs momentarily (potentially a matter of seconds). Therefore, the summary of maximum queues provided in Table 2 provides a highly conservative analysis.

Table 2
Summary of Drive Through Queue Surveys

Location	Observed Peak Queue Lengths	
	Weekday	Weekend
2013 East Ball Road, Anaheim (Starbucks)	11	17
1224 North Harbor Boulevard, Anaheim (Starbucks)	10	14
2595 West Lincoln Avenue, Anaheim (Starbucks)	9	12
1730 Pacific Coast Highway, Lomita (Starbucks)	11	14
1680 West Lomita Boulevard, Harbor City (Starbucks)	12	14
1740 Centinela Avenue, Inglewood (Starbucks)	12	14
890 East Alosta Avenue, Azusa (Starbucks)	14	15
214 West Route 66, Glendora (Starbucks)	13	16
417 West Foothill Boulevard, Glendora (Starbucks)	9	13
21680 Bear Valley Rd, Apple Valley (Dutch Bros)	15	22
44-175 Jefferson Street, La Quinta (Dutch Bros)	14	20
81-776 Highway 111, Indio (Dutch Bros)	15	14
13322 Limonite Ave, Eastvale (Dutch Bros)	24	28
Average	**13**	**16**
Average Starbucks	**11**	**14**
Average Dutch Bros	**17**	**21**

Source: Queue observations conducted in 2022 - 2024; see Attachment A.

Based on the drive through queuing data shown in Table 2, the proposed drive through lane with capacity for 22 vehicles is expected to provide sufficient storage length to accommodate the maximum queue of an average coffee shop with drive through window (13 cars on weekdays, 16 cars on weekends), and a potential Dutch Bros tenant (17 cars on weekdays, 21 cars on weekends).

Figure 4 shows the drive through queuing overflow layout with four (4) additional vehicles in the exit/bypass lane for a total queuing capacity of 26 vehicles. As shown on Figure 4, potential drive through queue overflow of four (4) cars can be accommodated on-site within the exit/bypass lane without overflowing into the public right-of-way or adversely impacting on-site circulation.

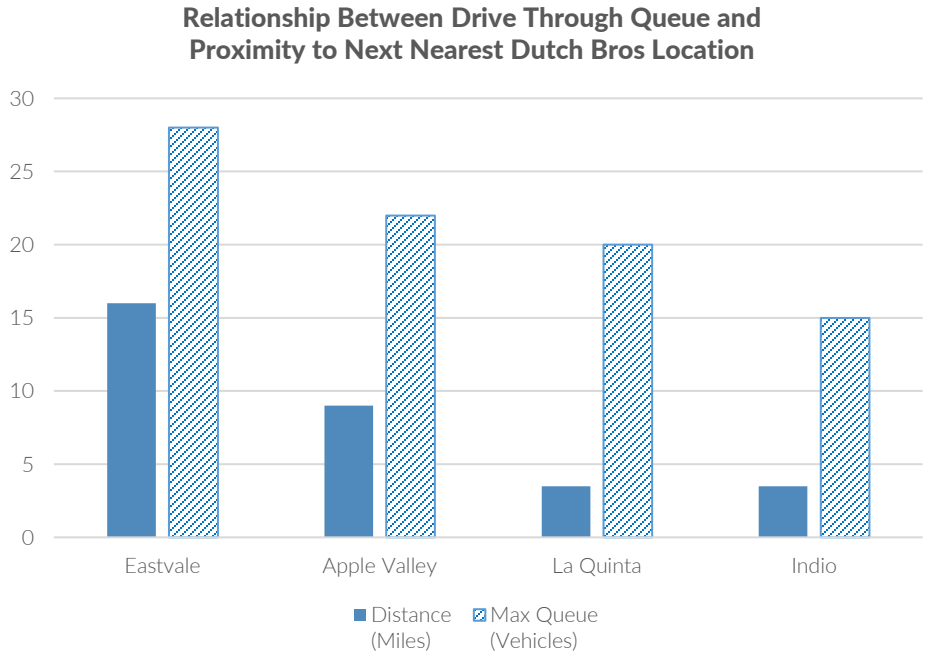
SUPPLEMENTAL QUEUING DATA

It is noted that the Eastvale Dutch Bros location observed disproportionally greater queues than the other locations and that this queuing survey was conducted prior to a second location opening in Eastvale. This is important to consider since there is generally an inverse relationship between store proximity and queue lengths.

In conjunction with development of another proposed Dutch Bros location in the City of La Mirada, the *Transportation Analysis for the La Mirada Dutch Bros. Coffee Shop Project* (LSA, March 2023; see Attachment B) ["La Mirada Dutch Bros Study"] contains notes a correlation of longer drive through queues the farther a Dutch Bros coffee shop is from the next nearest location:

> *"the Eastvale Dutch Bros. Coffee shop, which had a maximum drive-through queue of 28 vehicles, is approximately 16 miles from the nearest Dutch Bros. Coffee shop in Rialto. The Apple Valley Dutch Bros. Coffee shop, which had a maximum drive-through queue of 22 vehicles, is approximately 9 miles from the nearest Dutch Bros. Coffee shop in Victorville. The La Quinta and Indio Dutch Bros. Coffee shops, which had maximum drive-through queues of 20 vehicles and 15 vehicles, respectively, are approximately 3.5 miles from each other."*

The chart below shows the relationship between drive through queue length and proximity to the next nearest location based on data from the La Mirada Dutch Bros Study.



Source: Based on data from *Transportation Analysis for the La Mirada Dutch Bros. Coffee Shop Project* (LSA, March 2023); see Attachment B.

The proposed store at 7030 Atlantic Avenue will be located 6.3 miles from the nearest Dutch Bros location at 3726 South Figueroa Street, Los Angeles, CA 90007. Thus, the proposed Dutch Bros at 7030 Atlantic Avenue (and any additional planned locations) will spread demand over multiple stores and maximum queues are more likely to be in the 15- to 20-car range.

ON-SITE CIRCULATION

The primary points of ingress and egress to the project site are expected to be the driveway on Atlantic Avenue and the driveway along the side alley on the east side of the project site. Figure 5 shows the expected travel patterns between the site access driveways and the drive through lane ingress/egress.

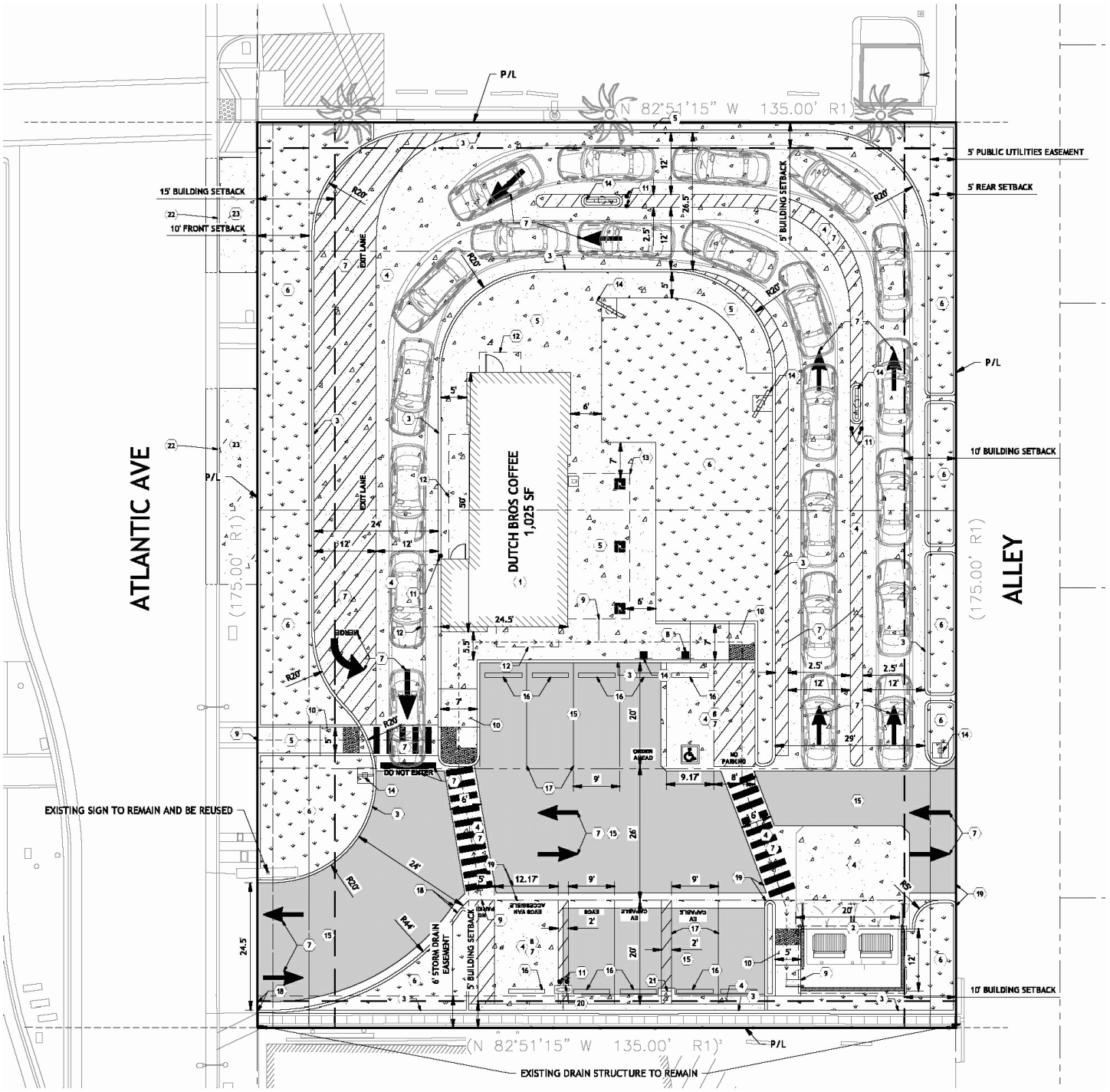
CONCLUSIONS

Based on an empirical drive through queuing analysis, the proposed drive through lane with capacity for 22 vehicles is expected to provide sufficient storage length to accommodate the maximum queue of an average coffee shop with drive through window (13 cars on weekdays, 16 cars on weekends), and a potential Dutch Bros tenant (17 cars on weekdays, 21 cars on weekends). Potential drive through queue overflow of four (4) cars can be accommodated on-site within the exit/bypass lane without overflowing into the public right-of-way or adversely impacting on-site circulation.

We appreciate the opportunity to assist with this project. Should you have any questions or comments, please contact me at (714) 795-3100.

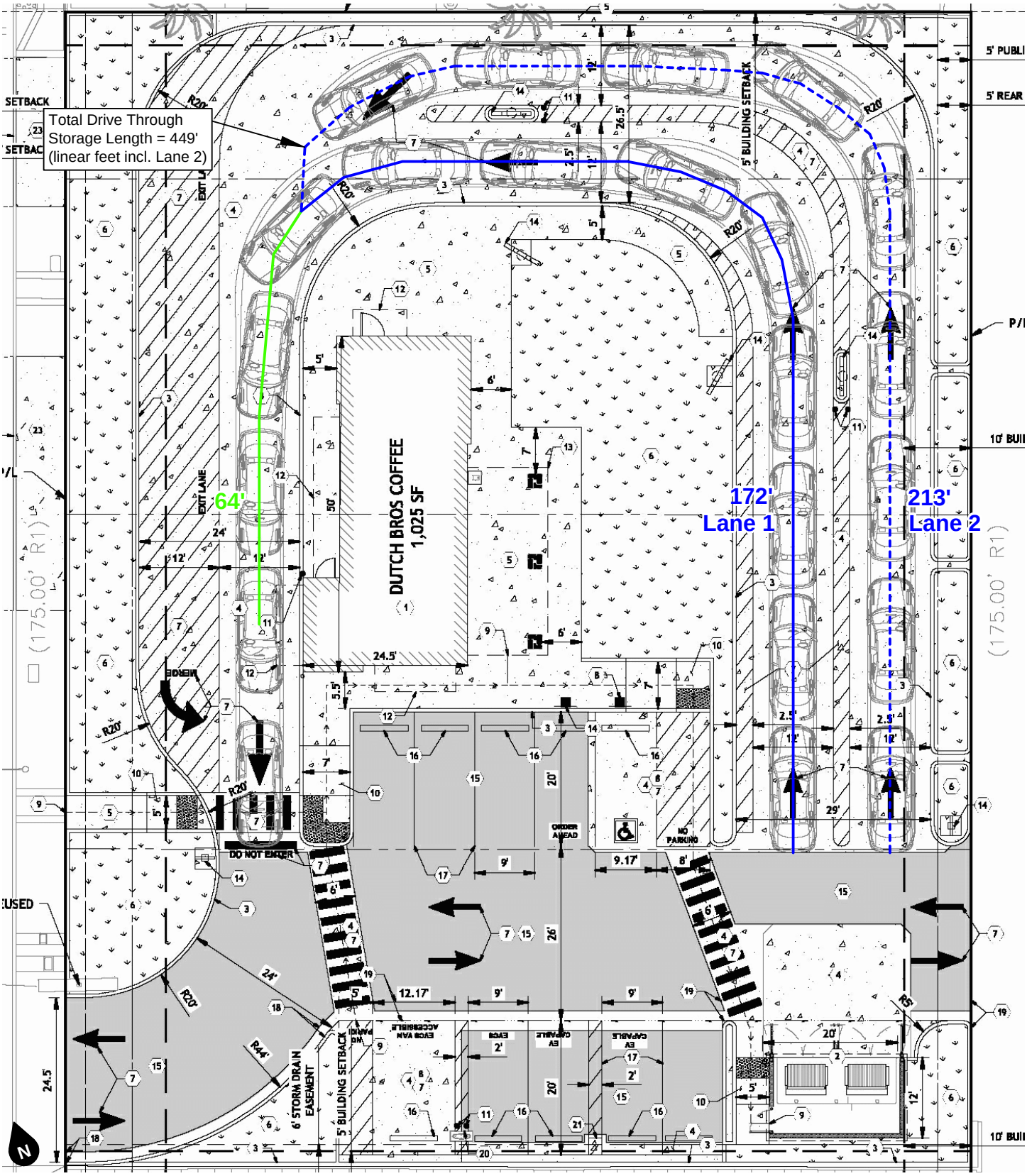


Figure 1
Project Location Map



N

Figure 2
Site Plan



Legend

- Distance from Pick Up Window to Merge Point = 64'
- Distance from Merge Point to Drive Thru Entrance (Lane 1) = 172'
- Distance from Merge Point to Drive Thru Entrance (Lane 2) = 213'

Figure 3
Drive Through Lane Layout

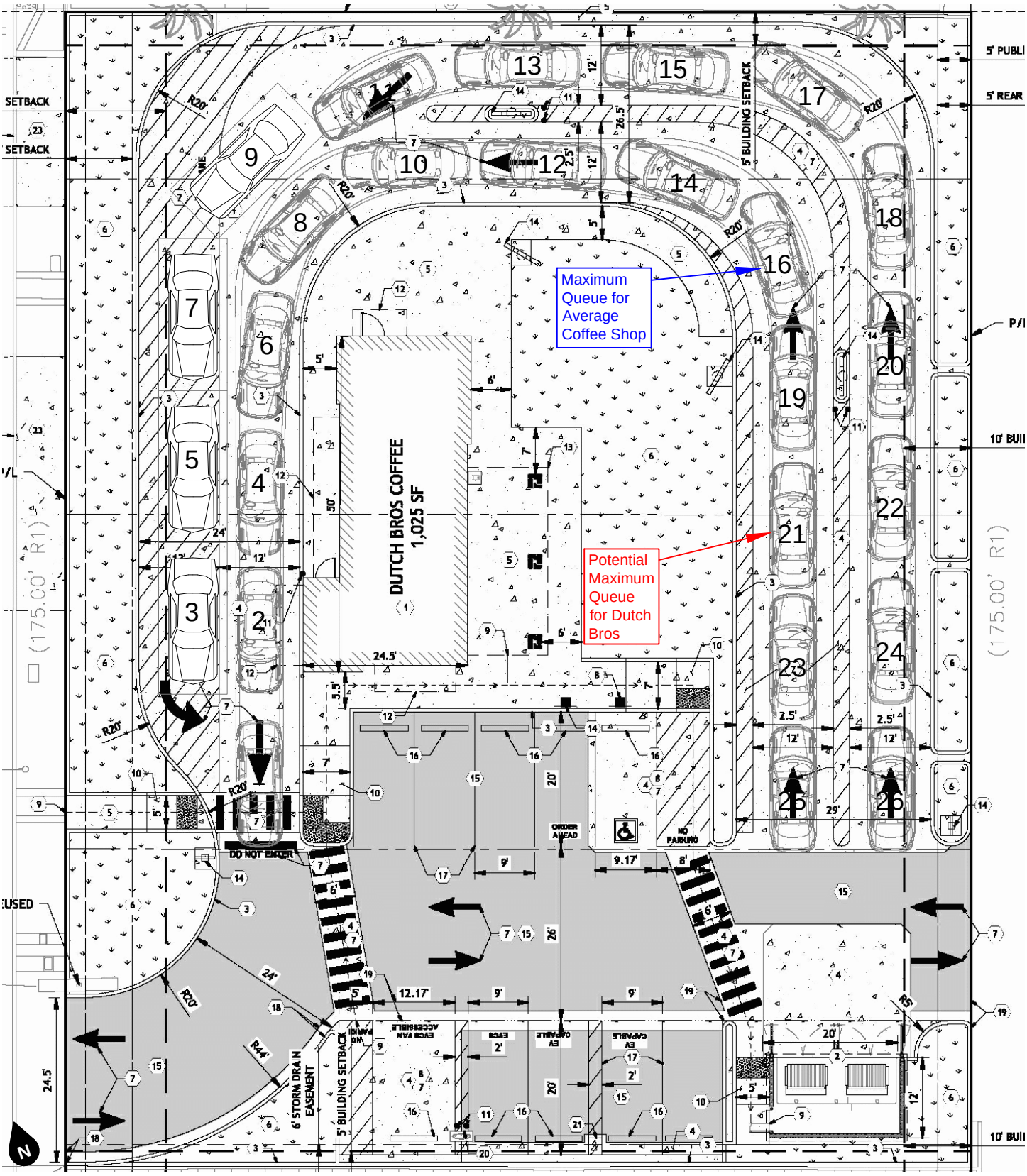


Figure 4
Drive Through Queuing Overflow Layout

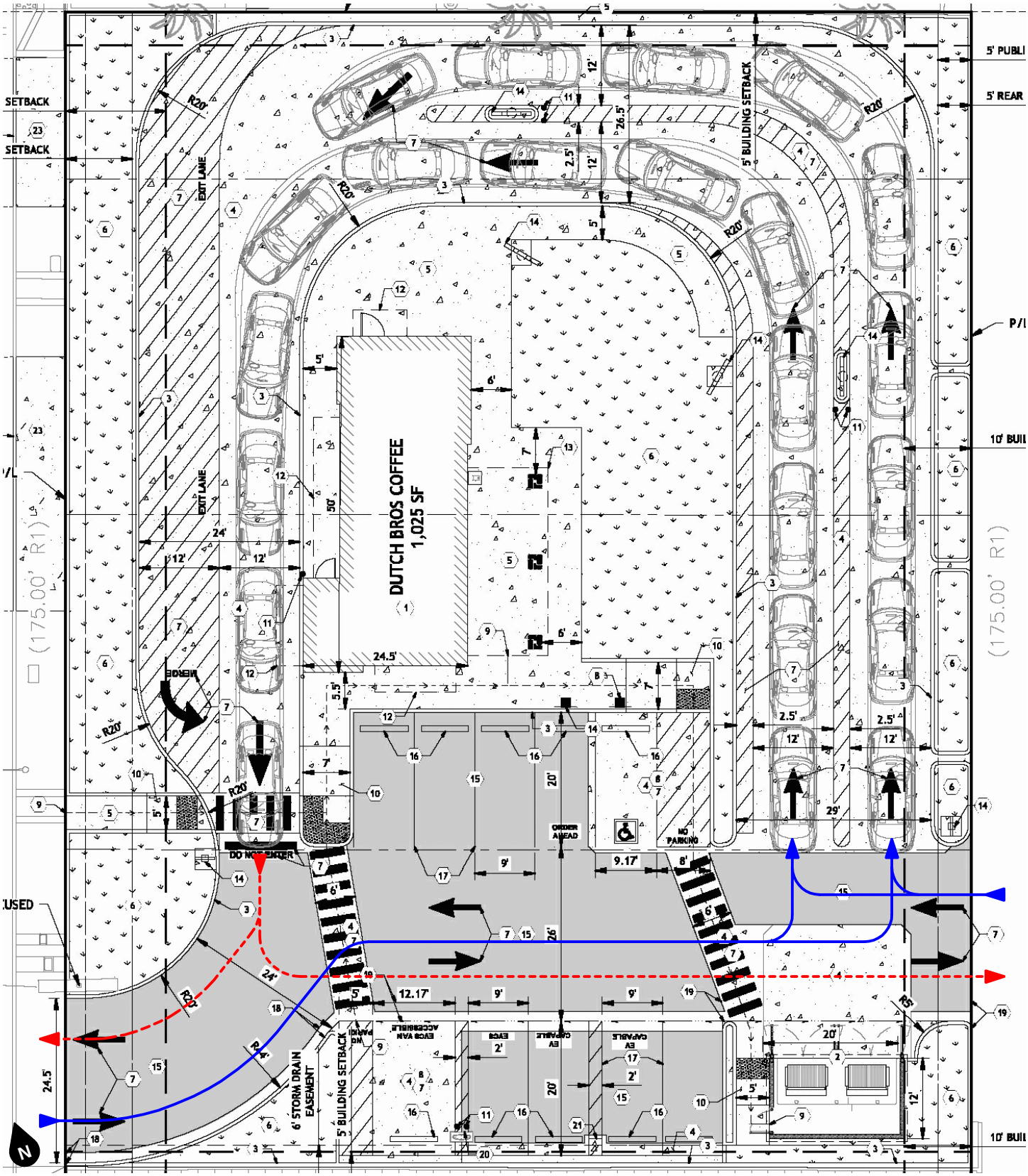


Figure 5
On-Site Circulation

ATTACHMENT A

Drive Through Queue Survey Worksheets

Starbucks
2013 E Ball Rd
Anaheim, CA 92806
5/14/2024 Tuesday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
8:00 AM	3	3	6
8:15 AM	4	2	6
8:30 AM	2	4	6
8:45 AM	3	3	6
9:00 AM	4	2	6
9:15 AM	3	4	7
9:30 AM	1	3	4
9:45 AM	2	1	3
10:00 AM	3	2	5
10:15 AM	3	2	5
10:30 AM	4	2	6
10:45 AM	3	2	5
11:00 AM	2	2	4
11:15 AM	3	2	5
11:30 AM	4	2	6
11:45 AM	5	2	7
12:00 PM	4	3	7
12:15 PM	3	4	7
12:30 PM	5	4	9
12:45 PM	3	7	10
1:00 PM	5	6	11
1:15 PM	5	6	11
1:30 PM	5	5	10
1:45 PM	5	6	11
2:00 PM	4	7	11
2:15 PM	4	7	11
2:30 PM	3	7	10
2:45 PM	4	6	10
3:00 PM	2	3	5
3:15 PM	5	4	9
3:30 PM	4	5	9
3:45 PM	4	4	8
4:00 PM	3	4	7
4:15 PM	2	5	7
4:30 PM	3	4	7
4:45 PM	3	1	4

Prepared by AimTD LLC
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Starbucks
2013 E Ball Rd
Anaheim, CA 92806
5/11/2024 Saturday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
8:00 AM	4	8	12
8:15 AM	4	6	10
8:30 AM	4	7	11
8:45 AM	4	12	16
9:00 AM	4	9	13
9:15 AM	3	10	13
9:30 AM	4	6	10
9:45 AM	3	3	6
10:00 AM	5	8	13
10:15 AM	4	9	13
10:30 AM	4	13	17
10:45 AM	5	9	14
11:00 AM	5	9	14
11:15 AM	5	8	13
11:30 AM	4	8	12
11:45 AM	5	3	8
12:00 PM	4	4	8
12:15 PM	4	7	11
12:30 PM	5	4	9
12:45 PM	4	6	10
1:00 PM	4	4	8
1:15 PM	4	7	11
1:30 PM	4	5	9
1:45 PM	5	5	10
2:00 PM	3	4	7
2:15 PM	4	1	5
2:30 PM	4	2	6
2:45 PM	4	1	5
3:00 PM	4	4	8
3:15 PM	5	4	9
3:30 PM	4	3	7
3:45 PM	5	3	8
4:00 PM	4	3	7
4:15 PM	4	2	6
4:30 PM	4	3	7
4:45 PM	4	3	7

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Starbucks
1224 N Harbor Blvd
Anaheim, CA 92801
5/14/2024 Tuesday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
8:00 AM	4	6	10
8:15 AM	2	8	10
8:30 AM	3	6	9
8:45 AM	4	5	9
9:00 AM	4	4	8
9:15 AM	3	0	3
9:30 AM	1	1	2
9:45 AM	2	3	5
10:00 AM	3	2	5
10:15 AM	2	1	3
10:30 AM	3	3	6
10:45 AM	2	1	3
11:00 AM	1	0	1
11:15 AM	3	1	4
11:30 AM	2	3	5
11:45 AM	1	0	1
12:00 PM	3	0	3
12:15 PM	3	2	5
12:30 PM	2	1	3
12:45 PM	3	0	3
1:00 PM	2	1	3
1:15 PM	2	1	3
1:30 PM	2	2	4
1:45 PM	2	1	3
2:00 PM	2	1	3
2:15 PM	1	1	2
2:30 PM	1	2	3
2:45 PM	3	3	6
3:00 PM	2	3	5
3:15 PM	1	0	1
3:30 PM	1	3	4
3:45 PM	1	4	5
4:00 PM	3	3	6
4:15 PM	3	2	5
4:30 PM	1	1	2
4:45 PM	2	2	4

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Starbucks
1224 N Harbor Blvd
Anaheim, CA 92801
5/11/2024 Saturday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
8:00 AM	4	6	10
8:15 AM	4	7	11
8:30 AM	4	6	10
8:45 AM	4	6	10
9:00 AM	4	7	11
9:15 AM	3	8	11
9:30 AM	4	7	11
9:45 AM	4	4	8
10:00 AM	4	5	9
10:15 AM	3	6	9
10:30 AM	4	7	11
10:45 AM	4	9	13
11:00 AM	4	9	13
11:15 AM	4	9	13
11:30 AM	4	8	12
11:45 AM	3	11	14
12:00 PM	4	9	13
12:15 PM	3	11	14
12:30 PM	4	6	10
12:45 PM	3	9	12
1:00 PM	4	7	11
1:15 PM	3	3	6
1:30 PM	4	5	9
1:45 PM	4	4	8
2:00 PM	4	5	9
2:15 PM	4	6	10
2:30 PM	4	9	13
2:45 PM	3	6	9
3:00 PM	4	4	8
3:15 PM	4	7	11
3:30 PM	4	6	10
3:45 PM	4	7	11
4:00 PM	4	7	11
4:15 PM	4	9	13
4:30 PM	4	8	12
4:45 PM	4	6	10

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Starbucks
2595 W Lincoln Ave
Anaheim, CA 92801
5/14/2024 Tuesday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
8:00 AM	2	6	8
8:15 AM	3	5	8
8:30 AM	4	4	8
8:45 AM	3	6	9
9:00 AM	5	1	6
9:15 AM	3	5	8
9:30 AM	3	4	7
9:45 AM	4	4	8
10:00 AM	2	2	4
10:15 AM	2	1	3
10:30 AM	1	3	4
10:45 AM	4	4	8
11:00 AM	3	2	5
11:15 AM	1	2	3
11:30 AM	3	4	7
11:45 AM	3	3	6
12:00 PM	5	1	6
12:15 PM	4	1	5
12:30 PM	5	3	8
12:45 PM	5	4	9
1:00 PM	5	3	8
1:15 PM	4	3	7
1:30 PM	3	2	5
1:45 PM	3	3	6
2:00 PM	2	2	4
2:15 PM	1	3	4
2:30 PM	2	2	4
2:45 PM	2	2	4
3:00 PM	2	2	4
3:15 PM	2	3	5
3:30 PM	4	4	8
3:45 PM	4	5	9
4:00 PM	4	4	8
4:15 PM	3	4	7
4:30 PM	3	3	6
4:45 PM	3	2	5

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Starbucks
2595 W Lincoln Ave
Anaheim, CA 92801
5/11/2024 Saturday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
8:00 AM	3	3	6
8:15 AM	2	2	4
8:30 AM	5	2	7
8:45 AM	5	3	8
9:00 AM	4	5	9
9:15 AM	4	5	9
9:30 AM	4	4	8
9:45 AM	3	5	8
10:00 AM	5	3	8
10:15 AM	3	3	6
10:30 AM	5	7	12
10:45 AM	4	4	8
11:00 AM	4	6	10
11:15 AM	4	7	11
11:30 AM	5	4	9
11:45 AM	5	4	9
12:00 PM	5	5	10
12:15 PM	3	7	10
12:30 PM	5	4	9
12:45 PM	4	4	8
1:00 PM	3	6	9
1:15 PM	3	7	10
1:30 PM	5	4	9
1:45 PM	4	6	10
2:00 PM	5	5	10
2:15 PM	4	1	5
2:30 PM	5	4	9
2:45 PM	4	3	7
3:00 PM	3	2	5
3:15 PM	4	5	9
3:30 PM	5	1	6
3:45 PM	4	3	7
4:00 PM	4	1	5
4:15 PM	2	0	2
4:30 PM	3	1	4
4:45 PM	4	2	6

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Starbucks
1730 Pacific Coast Hwy
Lomita, CA 90717
4/2/2022 Saturday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	4	3	7
7:15 AM	3	5	8
7:30 AM	5	6	11
7:45 AM	5	5	10
8:00 AM	5	3	8
8:15 AM	3	3	6
8:30 AM	4	8	12
8:45 AM	5	6	11
9:00 AM	5	4	9
9:15 AM	5	6	11
9:30 AM	5	4	9
9:45 AM	5	4	9
10:00 AM	5	9	14
10:15 AM	5	8	13
10:30 AM	5	5	10
10:45 AM	5	6	11
11:00 AM	5	7	12
11:15 AM	5	2	7
11:30 AM	4	3	7
11:45 AM	3	2	5
12:00 PM	5	7	12
12:15 PM	5	5	10
12:30 PM	4	3	7
12:45 PM	5	7	12

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Starbucks
1730 Pacific Coast Hwy
Lomita, CA 90717
4/5/2022 Tuesday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	4	3	7
7:15 AM	4	4	8
7:30 AM	4	4	8
7:45 AM	4	4	8
8:00 AM	5	6	11
8:15 AM	4	5	9
8:30 AM	5	2	7
8:45 AM	5	5	10
9:00 AM	5	4	9
9:15 AM	4	3	7
9:30 AM	4	4	8
9:45 AM	3	2	5
10:00 AM	2	2	4
10:15 AM	2	4	6
10:30 AM	3	3	6
10:45 AM	2	3	5
11:00 AM	3	2	5
11:15 AM	3	3	6
11:30 AM	2	3	5
11:45 AM	2	4	6
12:00 PM	4	2	6
12:15 PM	3	3	6
12:30 PM	2	3	5
12:45 PM	3	2	5

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Starbucks
1680 W Lomita Blvd
Harbor City, CA 90710
4/2/2022 Saturday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	3	4	7
7:15 AM	4	4	8
7:30 AM	6	7	13
7:45 AM	4	4	8
8:00 AM	6	5	11
8:15 AM	5	4	9
8:30 AM	6	7	13
8:45 AM	6	7	13
9:00 AM	4	5	9
9:15 AM	6	8	14
9:30 AM	6	6	12
9:45 AM	4	8	12
10:00 AM	5	7	12
10:15 AM	4	6	10
10:30 AM	6	5	11
10:45 AM	6	6	12
11:00 AM	6	7	13
11:15 AM	3	5	8
11:30 AM	5	6	11
11:45 AM	2	5	7
12:00 PM	6	8	14
12:15 PM	6	3	9
12:30 PM	3	1	4
12:45 PM	6	6	12

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Starbucks
1680 W Lomita Blvd
Harbor City, CA 90710
4/5/2022 Tuesday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	5	4	9
7:15 AM	4	5	9
7:30 AM	5	4	9
7:45 AM	5	4	9
8:00 AM	6	6	12
8:15 AM	5	5	10
8:30 AM	5	4	9
8:45 AM	6	5	11
9:00 AM	4	4	8
9:15 AM	4	4	8
9:30 AM	3	5	8
9:45 AM	4	3	7
10:00 AM	1	3	4
10:15 AM	3	4	7
10:30 AM	3	4	7
10:45 AM	4	3	7
11:00 AM	0	2	2
11:15 AM	4	2	6
11:30 AM	3	2	5
11:45 AM	2	3	5
12:00 PM	4	4	8
12:15 PM	3	2	5
12:30 PM	3	2	5
12:45 PM	3	0	3

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Starbucks
1740 Centinela Avenue
Inglewood, CA 90302
4/2/2022 Saturday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	4	4	8
7:15 AM	5	4	9
7:30 AM	4	5	9
7:45 AM	5	4	9
8:00 AM	5	2	7
8:15 AM	5	3	8
8:30 AM	5	5	10
8:45 AM	5	5	10
9:00 AM	5	5	10
9:15 AM	5	7	12
9:30 AM	5	6	11
9:45 AM	5	8	13
10:00 AM	5	7	12
10:15 AM	5	9	14
10:30 AM	5	7	12
10:45 AM	5	6	11
11:00 AM	5	5	10
11:15 AM	5	7	12
11:30 AM	5	9	14
11:45 AM	5	7	12
12:00 PM	5	4	9
12:15 PM	4	2	6
12:30 PM	5	4	9
12:45 PM	5	4	9

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Starbucks
1740 Centinela Avenue
Inglewood, CA 90302
4/5/2022 Tuesday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	5	5	10
7:15 AM	5	7	12
7:30 AM	5	3	8
7:45 AM	5	5	10
8:00 AM	5	5	10
8:15 AM	5	7	12
8:30 AM	5	5	10
8:45 AM	5	6	11
9:00 AM	5	4	9
9:15 AM	5	4	9
9:30 AM	3	3	6
9:45 AM	5	3	8
10:00 AM	5	7	12
10:15 AM	5	5	10
10:30 AM	5	3	8
10:45 AM	5	4	9
11:00 AM	4	3	7
11:15 AM	5	4	9
11:30 AM	3	2	5
11:45 AM	3	2	5
12:00 PM	5	4	9
12:15 PM	4	2	6
12:30 PM	2	3	5
12:45 PM	3	2	5

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Starbucks
890 E Alosta Ave
Azusa, CA 91702
9/5/2024 Thursday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	6	1	7
7:15 AM	5	1	6
7:30 AM	4	3	7
7:45 AM	5	5	10
8:00 AM	6	6	12
8:15 AM	6	7	13
8:30 AM	5	4	9
8:45 AM	4	4	8
9:00 AM	6	8	14
9:15 AM	3	5	8
9:30 AM	3	2	5
9:45 AM	5	3	8
10:00 AM	4	2	6
10:15 AM	6	2	8
10:30 AM	5	4	9
10:45 AM	2	2	4
11:00 AM	3	1	4
11:15 AM	3	1	4
11:30 AM	5	4	9
11:45 AM	6	0	6
12:00 PM	3	2	5
12:15 PM	3	2	5
12:30 PM	5	6	11
12:45 PM	6	1	7
1:00 PM	3	0	3
1:15 PM	2	0	2
1:30 PM	4	3	7
1:45 PM	6	3	9
2:00 PM	5	3	8
2:15 PM	3	1	4
2:30 PM	3	0	3
2:45 PM	4	1	5
3:00 PM	3	0	3
3:15 PM	6	4	10
3:30 PM	5	1	6
3:45 PM	3	0	3

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Starbucks
890 E Alosta Ave
Azusa, CA 91702
9/7/2024 Saturday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	5	4	9
7:15 AM	5	1	6
7:30 AM	4	2	6
7:45 AM	5	4	9
8:00 AM	6	6	12
8:15 AM	5	6	11
8:30 AM	6	7	13
8:45 AM	6	7	13
9:00 AM	6	7	13
9:15 AM	6	8	14
9:30 AM	6	8	14
9:45 AM	6	8	14
10:00 AM	6	6	12
10:15 AM	6	8	14
10:30 AM	6	9	15
10:45 AM	6	6	12
11:00 AM	6	8	14
11:15 AM	6	9	15
11:30 AM	6	7	13
11:45 AM	4	6	10
12:00 PM	6	6	12
12:15 PM	6	6	12
12:30 PM	6	8	14
12:45 PM	6	2	8
1:00 PM	6	8	14
1:15 PM	6	8	14
1:30 PM	6	6	12
1:45 PM	6	5	11
2:00 PM	5	3	8
2:15 PM	6	4	10
2:30 PM	6	5	11
2:45 PM	6	2	8
3:00 PM	6	7	13
3:15 PM	6	4	10
3:30 PM	6	6	12
3:45 PM	6	2	8

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Starbucks
214 W Rte 66
Glendora, CA 91740
9/5/2024 Thursday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	4	4	8
7:15 AM	3	4	7
7:30 AM	4	8	12
7:45 AM	4	4	8
8:00 AM	4	8	12
8:15 AM	4	8	12
8:30 AM	5	8	13
8:45 AM	2	4	6
9:00 AM	4	3	7
9:15 AM	3	1	4
9:30 AM	3	3	6
9:45 AM	4	4	8
10:00 AM	4	6	10
10:15 AM	4	5	9
10:30 AM	3	1	4
10:45 AM	4	1	5
11:00 AM	3	3	6
11:15 AM	4	2	6
11:30 AM	3	1	4
11:45 AM	2	3	5
12:00 PM	4	4	8
12:15 PM	4	4	8
12:30 PM	4	3	7
12:45 PM	4	7	11
1:00 PM	4	6	10
1:15 PM	4	3	7
1:30 PM	4	3	7
1:45 PM	4	3	7
2:00 PM	4	1	5
2:15 PM	2	1	3
2:30 PM	3	0	3
2:45 PM	2	1	3
3:00 PM	4	2	6
3:15 PM	3	1	4
3:30 PM	1	1	2
3:45 PM	1	0	1

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Starbucks
214 W Rte 66
Glendora, CA 91740
9/28/2024 Saturday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	2	2	4
7:15 AM	4	7	11
7:30 AM	4	6	10
7:45 AM	5	5	10
8:00 AM	2	6	8
8:15 AM	4	6	10
8:30 AM	4	7	11
8:45 AM	5	8	13
9:00 AM	4	6	10
9:15 AM	4	9	13
9:30 AM	5	8	13
9:45 AM	4	7	11
10:00 AM	5	11	16
10:15 AM	5	7	12
10:30 AM	5	9	14
10:45 AM	5	7	12
11:00 AM	4	4	8
11:15 AM	4	5	9
11:30 AM	4	7	11
11:45 AM	4	4	8
12:00 PM	4	4	8
12:15 PM	4	2	6
12:30 PM	4	2	6
12:45 PM	5	4	9
1:00 PM	3	1	4
1:15 PM	4	4	8
1:30 PM	4	4	8
1:45 PM	3	3	6
2:00 PM	4	5	9
2:15 PM	4	1	5
2:30 PM	4	0	4
2:45 PM	4	2	6
3:00 PM	4	3	7
3:15 PM	4	3	7
3:30 PM	4	5	9
3:45 PM	4	0	4

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Starbucks
417 W Foothill Blvd
Glendora, CA 91741
9/5/2024 Thursday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	4	3	7
7:15 AM	1	3	4
7:30 AM	3	2	5
7:45 AM	3	3	6
8:00 AM	2	3	5
8:15 AM	5	4	9
8:30 AM	3	5	8
8:45 AM	2	3	5
9:00 AM	2	4	6
9:15 AM	2	1	3
9:30 AM	4	3	7
9:45 AM	3	3	6
10:00 AM	3	2	5
10:15 AM	3	2	5
10:30 AM	2	0	2
10:45 AM	4	1	5
11:00 AM	3	0	3
11:15 AM	3	1	4
11:30 AM	2	1	3
11:45 AM	2	0	2
12:00 PM	3	1	4
12:15 PM	2	1	3
12:30 PM	4	2	6
12:45 PM	5	1	6
1:00 PM	3	0	3
1:15 PM	2	2	4
1:30 PM	3	2	5
1:45 PM	2	0	2
2:00 PM	3	2	5
2:15 PM	2	1	3
2:30 PM	1	1	2
2:45 PM	3	3	6
3:00 PM	4	1	5
3:15 PM	4	3	7
3:30 PM	4	2	6
3:45 PM	1	1	2

Prepared by AimTD LLC
cs@aimtd.com
714.253.7888

Starbucks
417 W Foothill Blvd
Glendora, CA 91741
9/7/2024 Saturday

Time	Queue Pick-up to Order Board	Queue Order Board Back	Total Queue
7:00 AM	3	0	3
7:15 AM	3	0	3
7:30 AM	4	2	6
7:45 AM	4	0	4
8:00 AM	4	2	6
8:15 AM	4	5	9
8:30 AM	5	4	9
8:45 AM	4	6	10
9:00 AM	5	6	11
9:15 AM	5	8	13
9:30 AM	4	7	11
9:45 AM	5	6	11
10:00 AM	5	4	9
10:15 AM	5	6	11
10:30 AM	5	4	9
10:45 AM	4	4	8
11:00 AM	4	6	10
11:15 AM	4	4	8
11:30 AM	4	3	7
11:45 AM	4	4	8
12:00 PM	5	4	9
12:15 PM	5	7	12
12:30 PM	4	7	11
12:45 PM	4	0	4
1:00 PM	4	1	5
1:15 PM	5	3	8
1:30 PM	4	5	9
1:45 PM	3	2	5
2:00 PM	2	0	2
2:15 PM	2	1	3
2:30 PM	5	3	8
2:45 PM	4	2	6
3:00 PM	2	1	3
3:15 PM	3	3	6
3:30 PM	4	1	5
3:45 PM	3	0	3

Prepared by AimTD LLC
cs@aimtd.com
714.253.7888

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
CITY: Apple Valley

DAY: Tuesday
DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
5:00	1	0	0	**1**
5:05	2	0	0	**2**
5:10	0	0	0	**0**
5:15	0	0	0	**0**
5:20	0	0	0	**0**
5:25	1	0	0	**1**
5:30	3	1	0	**4**
5:35	4	1	0	**5**
5:40	3	0	0	**3**
5:45	2	0	0	**2**
5:50	3	0	0	**3**
5:55	2	0	0	**2**
6:00	1	0	0	**1**
6:05	1	0	0	**1**
6:10	4	0	0	**4**
6:15	1	0	0	**1**
6:20	1	1	0	**2**
6:25	3	1	0	**4**
6:30	4	1	0	**5**
6:35	3	2	0	**5**
6:40	4	3	0	**7**
6:45	4	3	0	**7**
6:50	6	3	0	**9**
6:55	5	4	0	**9**
7:00	5	2	0	**7**
7:05	6	5	0	**11**
7:10	6	9	0	**15**
7:15	5	7	0	**12**
7:20	5	9	0	**14**
7:25	4	7	0	**11**
7:30	5	4	0	**9**
7:35	6	6	0	**12**
7:40	6	8	0	**14**
7:45	6	4	0	**10**
7:50	3	2	0	**5**
7:55	2	4	0	**6**
8:00	6	9	0	**15**
8:05	5	9	0	**14**
8:10	5	9	1	**15**
8:15	6	9	0	**15**
8:20	6	6	0	**12**
8:25	6	5	0	**11**
8:30	5	6	0	**11**
8:35	5	6	0	**11**
8:40	5	3	0	**8**
8:45	5	7	0	**12**
8:50	5	7	0	**12**
8:55	5	3	0	**8**
9:00	5	1	0	**6**
9:05	3	1	0	**4**
9:10	2	4	0	**6**
9:15	4	4	0	**8**
9:20	5	6	0	**11**
9:25	4	5	0	**9**
9:30	4	3	0	**7**
9:35	5	2	0	**7**
9:40	4	5	0	**9**
9:45	5	5	0	**10**
9:50	6	5	0	**11**
9:55	5	1	0	**6**
10:00	3	1	0	**4**
10:05	3	2	0	**5**
10:10	4	3	0	**7**
10:15	4	2	0	**6**
10:20	3	2	0	**5**
10:25	4	4	0	**8**
10:30	5	5	0	**10**
10:35	4	3	0	**7**
10:40	1	2	0	**3**
10:45	3	2	0	**5**
10:50	3	2	0	**5**
10:55	4	0	0	**4**
11:00	2	1	0	**3**
11:05	2	2	0	**4**
11:10	2	2	0	**4**
11:15	4	2	0	**6**
11:20	3	1	0	**4**
11:25	3	0	0	**3**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
CITY: Apple Valley

DAY: Tuesday
DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
11:30	1	1	0	**2**
11:35	0	1	0	**1**
11:40	0	5	0	**5**
11:45	4	3	0	**7**
11:50	1	3	0	**4**
11:55	3	4	0	**7**
12:00	3	1	0	**4**
12:05	3	0	0	**3**
12:10	3	2	0	**5**
12:15	4	2	0	**6**
12:20	3	2	0	**5**
12:25	4	0	0	**4**
12:30	3	1	0	**4**
12:35	0	3	0	**3**
12:40	2	2	0	**4**
12:45	3	0	0	**3**
12:50	0	0	0	**0**
12:55	2	2	0	**4**
13:00	3	1	0	**4**
13:05	3	1	0	**4**
13:10	2	2	0	**4**
13:15	3	3	0	**6**
13:20	4	0	0	**4**
13:25	5	4	0	**9**
13:30	2	0	0	**2**
13:35	1	3	0	**4**
13:40	4	4	0	**8**
13:45	5	5	0	**10**
13:50	4	3	0	**7**
13:55	2	3	0	**5**
14:00	4	3	0	**7**
14:05	3	2	0	**5**
14:10	2	0	0	**2**
14:15	3	0	0	**3**
14:20	4	2	0	**6**
14:25	5	3	0	**8**
14:30	5	4	0	**9**
14:35	4	2	0	**6**
14:40	0	7	0	**7**
14:45	4	4	0	**8**
14:50	4	0	0	**4**
14:55	4	3	0	**7**
15:00	4	7	0	**11**
15:05	5	5	0	**10**
15:10	3	4	0	**7**
15:15	4	4	0	**8**
15:20	2	3	0	**5**
15:25	4	3	0	**7**
15:30	2	2	0	**4**
15:35	4	3	0	**7**
15:40	1	1	0	**2**
15:45	1	0	0	**1**
15:50	1	0	0	**1**
15:55	2	2	0	**4**
16:00	3	7	0	**10**
16:05	2	3	0	**5**
16:10	4	1	0	**5**
16:15	3	1	0	**4**
16:20	0	2	0	**2**
16:25	2	3	0	**5**
16:30	2	3	0	**5**
16:35	2	1	0	**3**
16:40	2	0	0	**2**
16:45	1	2	0	**3**
16:50	4	4	0	**8**
16:55	3	5	0	**8**
17:00	3	4	0	**7**
17:05	5	0	0	**5**
17:10	3	2	0	**5**
17:15	2	0	0	**2**
17:20	0	0	0	**0**
17:25	3	0	0	**3**
17:30	1	1	0	**2**
17:35	2	0	0	**2**
17:40	0	0	0	**0**
17:45	2	0	0	**2**
17:50	1	2	0	**3**
17:55	2	3	0	**5**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
CITY: Apple Valley

DAY: Tuesday
DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
18:00	3	4	0	**7**
18:05	3	3	0	**6**
18:10	3	3	0	**6**
18:15	1	1	0	**2**
18:20	1	0	0	**1**
18:25	1	1	0	**2**
18:30	2	2	0	**4**
18:35	3	0	0	**3**
18:40	2	0	0	**2**
18:45	1	1	0	**2**
18:50	1	0	0	**1**
18:55	1	0	0	**1**
19:00	1	0	0	**1**
19:05	3	1	0	**4**
19:10	3	2	0	**5**
19:15	3	4	0	**7**
19:20	1	4	0	**5**
19:25	2	2	0	**4**
19:30	2	1	0	**3**
19:35	3	0	0	**3**
19:40	2	1	0	**3**
19:45	2	0	0	**2**
19:50	2	0	0	**2**
19:55	2	0	0	**2**
20:00	2	1	0	**3**
20:05	1	0	0	**1**
20:10	1	0	0	**1**
20:15	0	4	0	**4**
20:20	3	0	0	**3**
20:25	2	0	0	**2**
20:30	2	1	0	**3**
20:35	3	1	0	**4**
20:40	4	1	0	**5**
20:45	4	0	0	**4**
20:50	2	0	0	**2**
20:55	1	0	0	**1**
21:00	0	0	0	**0**
21:05	1	1	0	**2**
21:10	3	0	0	**3**
21:15	1	0	0	**1**
21:20	0	0	0	**0**
21:25	1	0	0	**1**
21:30	0	1	0	**1**
21:35	2	0	0	**2**
21:40	1	0	0	**1**
21:45	1	1	0	**2**
21:50	2	0	0	**2**
21:55	1	0	0	**1**
22:00	0	0	0	**0**
22:05	0	0	0	**0**
22:10	0	0	0	**0**
22:15	0	0	0	**0**
22:20	0	0	0	**0**
22:25	0	0	0	**0**
22:30	0	0	0	**0**
22:35	0	0	0	**0**
22:40	0	0	0	**0**
22:45	0	0	0	**0**
22:50	0	0	0	**0**
22:55	0	0	0	**0**
23:00	0	0	0	**0**

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
CITY: Apple Valley

DAY: Saturday
DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
5:00	1	0	0	**1**
5:05	1	0	0	**1**
5:10	0	0	0	**0**
5:15	1	0	0	**1**
5:20	0	0	0	**0**
5:25	1	0	0	**1**
5:30	0	0	0	**0**
5:35	1	0	0	**1**
5:40	3	0	0	**3**
5:45	2	0	0	**2**
5:50	1	0	0	**1**
5:55	1	0	0	**1**
6:00	1	0	0	**1**
6:05	0	0	0	**0**
6:10	0	0	0	**0**
6:15	1	0	0	**1**
6:20	2	1	0	**3**
6:25	2	0	0	**2**
6:30	3	1	0	**4**
6:35	2	1	0	**3**
6:40	2	1	0	**3**
6:45	3	1	0	**4**
6:50	2	0	0	**2**
6:55	2	0	0	**2**
7:00	2	1	0	**3**
7:05	2	1	0	**3**
7:10	2	1	0	**3**
7:15	2	1	0	**3**
7:20	2	1	0	**3**
7:25	2	0	0	**2**
7:30	3	1	0	**4**
7:35	3	2	0	**5**
7:40	4	6	0	**10**
7:45	4	6	0	**10**
7:50	5	3	0	**8**
7:55	4	3	0	**7**
8:00	5	6	0	**11**
8:05	4	4	0	**8**
8:10	4	4	0	**8**
8:15	3	3	0	**6**
8:20	2	3	0	**5**
8:25	3	1	0	**4**
8:30	2	2	0	**4**
8:35	4	2	0	**6**
8:40	4	4	0	**8**
8:45	5	3	0	**8**
8:50	5	5	0	**10**
8:55	4	8	0	**12**
9:00	6	7	0	**13**
9:05	5	5	0	**10**
9:10	5	2	0	**7**
9:15	4	3	0	**7**
9:20	4	4	0	**8**
9:25	4	4	0	**8**
9:30	4	2	0	**6**
9:35	3	3	0	**6**
9:40	3	3	0	**6**
9:45	3	3	0	**6**
9:50	6	5	0	**11**
9:55	5	5	0	**10**
10:00	5	8	0	**13**
10:05	5	6	0	**11**
10:10	4	7	0	**11**
10:15	4	10	0	**14**
10:20	4	7	0	**11**
10:25	6	8	0	**14**
10:30	5	8	0	**13**
10:35	4	10	0	**14**
10:40	6	6	0	**12**
10:45	5	10	2	**17**
10:50	6	7	1	**14**
10:55	6	7	0	**13**
11:00	6	6	0	**12**
11:05	5	7	0	**12**
11:10	5	10	1	**16**
11:15	6	8	2	**16**
11:20	6	9	4	**19**
11:25	6	8	5	**19**

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
CITY: Apple Valley

DAY: Saturday
DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
11:30	6	8	7	**21**
11:35	5	11	6	**22**
11:40	6	8	3	**17**
11:45	5	7	0	**12**
11:50	5	9	0	**14**
11:55	6	8	0	**14**
12:00	6	9	1	**16**
12:05	5	9	0	**14**
12:10	4	6	0	**10**
12:15	5	8	0	**13**
12:20	5	10	1	**16**
12:25	6	8	3	**17**
12:30	6	7	0	**13**
12:35	5	5	0	**10**
12:40	6	7	0	**13**
12:45	6	8	4	**18**
12:50	6	9	6	**21**
12:55	6	8	6	**20**
13:00	6	9	3	**18**
13:05	6	10	5	**21**
13:10	6	11	5	**22**
13:15	7	10	4	**21**
13:20	5	9	4	**18**
13:25	6	8	1	**15**
13:30	6	8	0	**14**
13:35	5	6	0	**11**
13:40	5	2	0	**7**
13:45	6	2	0	**8**
13:50	6	2	0	**8**
13:55	6	5	0	**11**
14:00	4	3	0	**7**
14:05	4	3	0	**7**
14:10	4	2	0	**6**
14:15	5	0	0	**5**
14:20	5	1	0	**6**
14:25	6	0	0	**6**
14:30	5	2	0	**7**
14:35	6	5	0	**11**
14:40	6	3	0	**9**
14:45	6	4	0	**10**
14:50	5	1	0	**6**
14:55	3	0	0	**3**
15:00	5	1	0	**6**
15:05	6	3	0	**9**
15:10	5	6	0	**11**
15:15	4	6	0	**10**
15:20	5	6	0	**11**
15:25	6	8	0	**14**
15:30	5	10	5	**20**
15:35	5	8	0	**13**
15:40	6	8	3	**17**
15:45	6	6	0	**12**
15:50	6	0	0	**6**
15:55	4	2	0	**6**
16:00	3	0	0	**3**
16:05	2	0	0	**2**
16:10	3	2	0	**5**
16:15	4	3	0	**7**
16:20	3	2	0	**5**
16:25	0	2	0	**2**
16:30	4	2	0	**6**
16:35	4	0	0	**4**
16:40	4	0	0	**4**
16:45	1	3	0	**4**
16:50	6	3	0	**9**
16:55	5	2	0	**7**
17:00	5	5	0	**10**
17:05	5	5	0	**10**
17:10	6	5	0	**11**
17:15	5	4	0	**9**
17:20	4	3	0	**7**
17:25	5	1	0	**6**
17:30	3	1	0	**4**
17:35	1	0	0	**1**
17:40	1	0	0	**1**
17:45	0	0	0	**0**
17:50	3	1	0	**4**
17:55	2	1	0	**3**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 21690 Bear Valley Rd
CITY: Apple Valley

DAY: Saturday
DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
18:00	2	5	0	**7**
18:05	4	2	0	**6**
18:10	4	3	0	**7**
18:15	5	2	0	**7**
18:20	4	2	0	**6**
18:25	2	2	0	**4**
18:30	3	0	0	**3**
18:35	4	1	0	**5**
18:40	4	1	0	**5**
18:45	4	0	0	**4**
18:50	0	0	0	**0**
18:55	0	0	0	**0**
19:00	0	4	0	**4**
19:05	2	1	0	**3**
19:10	1	0	0	**1**
19:15	1	0	0	**1**
19:20	0	4	0	**4**
19:25	3	1	0	**4**
19:30	1	0	0	**1**
19:35	1	1	0	**2**
19:40	0	0	0	**0**
19:45	2	1	0	**3**
19:50	3	0	0	**3**
19:55	1	2	0	**3**
20:00	2	2	0	**4**
20:05	3	1	0	**4**
20:10	4	0	0	**4**
20:15	4	2	0	**6**
20:20	4	1	0	**5**
20:25	4	0	0	**4**
20:30	3	0	0	**3**
20:35	2	0	0	**2**
20:40	0	0	0	**0**
20:45	0	1	0	**1**
20:50	0	0	0	**0**
20:55	1	0	0	**1**
21:00	1	1	0	**2**
21:05	3	2	0	**5**
21:10	3	1	0	**4**
21:15	1	0	0	**1**
21:20	3	0	0	**3**
21:25	2	0	0	**2**
21:30	1	1	0	**2**
21:35	3	0	0	**3**
21:40	2	0	0	**2**
21:45	0	0	0	**0**
21:50	0	0	0	**0**
21:55	0	0	0	**0**
22:00	1	0	0	**1**
22:05	1	0	0	**1**
22:10	3	0	0	**3**
22:15	2	0	0	**2**
22:20	2	0	0	**2**
22:25	1	0	0	**1**
22:30	1	0	0	**1**
22:35	1	1	0	**2**
22:40	2	1	0	**3**
22:45	2	0	0	**2**
22:50	1	0	0	**1**
22:55	0	0	0	**0**
23:00	0	0	0	**0**

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
CITY: La Quinta

DAY: Tuesday
DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
5:00	0	0	0	**0**
5:05	0	0	0	**0**
5:10	0	0	0	**0**
5:15	0	0	0	**0**
5:20	1	0	0	**1**
5:25	1	0	0	**1**
5:30	2	0	0	**2**
5:35	2	0	0	**2**
5:40	2	0	0	**2**
5:45	0	0	0	**0**
5:50	2	0	0	**2**
5:55	3	0	0	**3**
6:00	4	0	0	**4**
6:05	4	0	0	**4**
6:10	1	1	0	**2**
6:15	0	2	0	**2**
6:20	1	1	0	**2**
6:25	2	0	0	**2**
6:30	2	0	0	**2**
6:35	1	1	0	**2**
6:40	5	4	0	**9**
6:45	0	6	0	**6**
6:50	3	3	0	**6**
6:55	0	4	0	**4**
7:00	1	3	0	**4**
7:05	1	4	0	**5**
7:10	0	5	0	**5**
7:15	2	5	0	**7**
7:20	1	8	0	**9**
7:25	2	8	1	**11**
7:30	1	8	0	**9**
7:35	1	9	0	**10**
7:40	3	9	0	**12**
7:45	4	7	0	**11**
7:50	2	4	0	**6**
7:55	4	7	2	**13**
8:00	4	8	1	**13**
8:05	4	6	0	**10**
8:10	0	9	0	**9**
8:15	1	8	0	**9**
8:20	0	9	0	**9**
8:25	1	7	0	**8**
8:30	4	5	0	**9**
8:35	3	2	0	**5**
8:40	3	3	0	**6**
8:45	4	4	0	**8**
8:50	1	3	0	**4**
8:55	2	3	0	**5**
9:00	2	3	0	**5**
9:05	0	5	0	**5**
9:10	3	5	0	**8**
9:15	3	7	0	**10**
9:20	0	7	0	**7**
9:25	2	3	0	**5**
9:30	2	1	0	**3**
9:35	3	4	0	**7**
9:40	1	1	0	**2**
9:45	2	4	0	**6**
9:50	3	5	0	**8**
9:55	3	5	0	**8**
10:00	3	4	0	**7**
10:05	3	6	0	**9**
10:10	2	4	0	**6**
10:15	1	0	0	**1**
10:20	0	2	0	**2**
10:25	0	1	0	**1**
10:30	1	0	0	**1**
10:35	1	6	0	**7**
10:40	4	4	0	**8**
10:45	2	3	0	**5**
10:50	1	1	0	**2**
10:55	2	4	0	**6**
11:00	2	6	0	**8**
11:05	3	6	0	**9**
11:10	3	10	1	**14**
11:15	2	3	0	**5**
11:20	2	1	0	**3**
11:25	1	3	0	**4**

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
CITY: La Quinta

DAY: Tuesday
DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
11:30	0	3	0	**3**
11:35	0	1	0	**1**
11:40	1	2	0	**3**
11:45	2	2	0	**4**
11:50	0	3	0	**3**
11:55	2	2	0	**4**
12:00	2	1	0	**3**
12:05	1	2	0	**3**
12:10	1	2	0	**3**
12:15	0	6	0	**6**
12:20	2	4	0	**6**
12:25	3	3	0	**6**
12:30	1	0	0	**1**
12:35	1	3	0	**4**
12:40	1	2	0	**3**
12:45	0	2	0	**2**
12:50	2	3	0	**5**
12:55	0	1	0	**1**
13:00	2	3	0	**5**
13:05	0	3	0	**3**
13:10	1	3	0	**4**
13:15	2	3	0	**5**
13:20	2	3	0	**5**
13:25	0	4	0	**4**
13:30	3	6	0	**9**
13:35	2	4	0	**6**
13:40	1	2	0	**3**
13:45	1	1	0	**2**
13:50	2	1	0	**3**
13:55	1	0	0	**1**
14:00	1	2	0	**3**
14:05	2	5	0	**7**
14:10	3	5	0	**8**
14:15	4	6	0	**10**
14:20	4	4	0	**8**
14:25	4	3	0	**7**
14:30	1	4	0	**5**
14:35	2	3	0	**5**
14:40	2	4	0	**6**
14:45	4	3	0	**7**
14:50	2	5	0	**7**
14:55	1	1	0	**2**
15:00	0	1	0	**1**
15:05	2	2	0	**4**
15:10	0	5	0	**5**
15:15	0	3	0	**3**
15:20	1	1	0	**2**
15:25	0	3	0	**3**
15:30	2	2	0	**4**
15:35	3	3	0	**6**
15:40	3	6	0	**9**
15:45	2	3	0	**5**
15:50	1	4	0	**5**
15:55	1	2	0	**3**
16:00	2	1	0	**3**
16:05	1	1	0	**2**
16:10	2	1	0	**3**
16:15	1	4	0	**5**
16:20	1	2	0	**3**
16:25	3	3	0	**6**
16:30	0	4	0	**4**
16:35	4	3	0	**7**
16:40	2	2	0	**4**
16:45	2	4	0	**6**
16:50	1	3	0	**4**
16:55	2	2	0	**4**
17:00	2	2	0	**4**
17:05	0	5	0	**5**
17:10	1	1	0	**2**
17:15	1	0	0	**1**
17:20	1	1	0	**2**
17:25	1	2	0	**3**
17:30	1	3	0	**4**
17:35	2	1	0	**3**
17:40	2	3	0	**5**
17:45	2	3	0	**5**
17:50	3	2	0	**5**
17:55	3	2	0	**5**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
CITY: La Quinta

DAY: Tuesday
DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
18:00	3	3	0	**6**
18:05	2	3	0	**5**
18:10	1	3	0	**4**
18:15	2	2	0	**4**
18:20	3	2	0	**5**
18:25	3	3	0	**6**
18:30	1	2	0	**3**
18:35	2	3	0	**5**
18:40	3	4	0	**7**
18:45	4	4	0	**8**
18:50	3	3	0	**6**
18:55	2	1	0	**3**
19:00	0	1	0	**1**
19:05	2	2	0	**4**
19:10	2	0	0	**2**
19:15	1	1	0	**2**
19:20	1	1	0	**2**
19:25	1	0	0	**1**
19:30	2	2	0	**4**
19:35	2	0	0	**2**
19:40	2	0	0	**2**
19:45	3	1	0	**4**
19:50	3	2	0	**5**
19:55	4	2	0	**6**
20:00	1	1	0	**2**
20:05	2	0	0	**2**
20:10	1	1	0	**2**
20:15	1	3	0	**4**
20:20	2	2	0	**4**
20:25	2	1	0	**3**
20:30	1	0	0	**1**
20:35	0	0	0	**0**
20:40	0	1	0	**1**
20:45	0	1	0	**1**
20:50	1	0	0	**1**
20:55	1	0	0	**1**
21:00	1	0	0	**1**
21:05	2	1	0	**3**
21:10	2	1	0	**3**
21:15	2	2	0	**4**
21:20	3	2	0	**5**
21:25	1	1	0	**2**
21:30	0	1	0	**1**
21:35	0	0	0	**0**
21:40	0	1	0	**1**
21:45	1	2	0	**3**
21:50	2	0	0	**2**
21:55	2	0	0	**2**
22:00	0	0	0	**0**
22:05	0	0	0	**0**
22:10	0	0	0	**0**
22:15	0	0	0	**0**
22:20	0	0	0	**0**
22:25	0	0	0	**0**
22:30	0	0	0	**0**
22:35	0	0	0	**0**
22:40	0	0	0	**0**
22:45	0	0	0	**0**
22:50	0	0	0	**0**
22:55	0	0	0	**0**
23:00	0	0	0	**0**

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
CITY: La Quinta

DAY: Saturday
DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
5:00	0	0	0	**0**
5:05	1	0	0	**1**
5:10	1	0	0	**1**
5:15	0	0	0	**0**
5:20	0	0	0	**0**
5:25	1	0	0	**1**
5:30	1	0	0	**1**
5:35	2	1	0	**3**
5:40	1	0	0	**1**
5:45	1	0	0	**1**
5:50	2	0	0	**2**
5:55	1	0	0	**1**
6:00	0	0	0	**0**
6:05	1	0	0	**1**
6:10	0	0	0	**0**
6:15	0	0	0	**0**
6:20	2	1	0	**3**
6:25	1	2	0	**3**
6:30	2	0	0	**2**
6:35	1	1	0	**2**
6:40	1	0	0	**1**
6:45	1	1	0	**2**
6:50	1	0	0	**1**
6:55	1	3	0	**4**
7:00	2	1	0	**3**
7:05	1	1	0	**2**
7:10	0	1	0	**1**
7:15	2	3	0	**5**
7:20	2	2	0	**4**
7:25	1	0	0	**1**
7:30	2	3	0	**5**
7:35	4	6	0	**10**
7:40	3	9	0	**12**
7:45	1	10	0	**11**
7:50	2	7	0	**9**
7:55	3	7	0	**10**
8:00	0	5	0	**5**
8:05	2	2	0	**4**
8:10	2	3	0	**5**
8:15	3	3	0	**6**
8:20	3	5	0	**8**
8:25	3	3	0	**6**
8:30	4	5	0	**9**
8:35	3	4	0	**7**
8:40	4	7	0	**11**
8:45	4	8	0	**12**
8:50	4	9	2	**15**
8:55	5	7	0	**12**
9:00	4	8	0	**12**
9:05	3	8	0	**11**
9:10	3	4	0	**7**
9:15	4	7	1	**12**
9:20	3	9	2	**14**
9:25	4	7	0	**11**
9:30	4	4	0	**8**
9:35	3	4	0	**7**
9:40	2	1	0	**3**
9:45	3	4	0	**7**
9:50	3	8	2	**13**
9:55	3	7	6	**16**
10:00	4	8	7	**19**
10:05	4	8	8	**20**
10:10	3	9	5	**17**
10:15	4	8	3	**15**
10:20	3	10	7	**20**
10:25	3	7	3	**13**
10:30	4	8	0	**12**
10:35	3	8	0	**11**
10:40	5	8	0	**13**
10:45	3	8	0	**11**
10:50	2	9	2	**13**
10:55	3	7	3	**13**
11:00	3	8	0	**11**
11:05	3	8	2	**13**
11:10	3	8	7	**18**
11:15	3	8	6	**17**
11:20	3	9	6	**18**
11:25	3	10	6	**19**

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
CITY: La Quinta

DAY: Saturday
DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
11:30	3	8	5	**16**
11:35	4	10	0	**14**
11:40	3	7	0	**10**
11:45	2	4	0	**6**
11:50	3	4	0	**7**
11:55	1	1	0	**2**
12:00	3	3	0	**6**
12:05	2	6	0	**8**
12:10	3	5	0	**8**
12:15	4	4	0	**8**
12:20	3	6	0	**9**
12:25	2	4	0	**6**
12:30	3	5	0	**8**
12:35	3	5	0	**8**
12:40	0	8	0	**8**
12:45	3	5	0	**8**
12:50	3	4	0	**7**
12:55	0	0	0	**0**
13:00	1	4	0	**5**
13:05	4	6	0	**10**
13:10	3	6	0	**9**
13:15	3	5	0	**8**
13:20	2	2	0	**4**
13:25	2	4	0	**6**
13:30	3	4	0	**7**
13:35	3	8	0	**11**
13:40	3	5	0	**8**
13:45	2	2	0	**4**
13:50	2	1	0	**3**
13:55	2	4	0	**6**
14:00	3	5	0	**8**
14:05	3	4	0	**7**
14:10	3	5	0	**8**
14:15	3	7	1	**11**
14:20	3	6	0	**9**
14:25	3	9	1	**13**
14:30	3	9	3	**15**
14:35	3	8	4	**15**
14:40	3	10	0	**13**
14:45	3	9	0	**12**
14:50	3	10	6	**19**
14:55	3	9	8	**20**
15:00	3	7	1	**11**
15:05	3	9	1	**13**
15:10	3	8	2	**13**
15:15	4	8	5	**17**
15:20	3	9	2	**14**
15:25	3	9	2	**14**
15:30	3	9	0	**12**
15:35	4	5	0	**9**
15:40	3	8	0	**11**
15:45	3	6	0	**9**
15:50	3	6	0	**9**
15:55	4	7	0	**11**
16:00	2	7	0	**9**
16:05	1	2	0	**3**
16:10	1	2	0	**3**
16:15	2	2	0	**4**
16:20	3	3	0	**6**
16:25	1	5	0	**6**
16:30	3	2	3	**8**
16:35	3	7	0	**10**
16:40	3	7	0	**10**
16:45	3	6	0	**9**
16:50	4	9	0	**13**
16:55	3	3	0	**6**
17:00	2	0	0	**2**
17:05	1	3	0	**4**
17:10	2	2	0	**4**
17:15	3	5	0	**8**
17:20	3	2	0	**5**
17:25	1	1	0	**2**
17:30	1	1	0	**2**
17:35	1	2	0	**3**
17:40	2	4	0	**6**
17:45	1	5	0	**6**
17:50	2	2	0	**4**
17:55	1	1	0	**2**

Counts Unlimited, Inc.
PO Box 1178
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951-268-6268

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 44-175 Jefferson St
CITY: La Quinta

DAY: Saturday
DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
18:00	0	2	0	**2**
18:05	1	1	0	**2**
18:10	1	1	0	**2**
18:15	2	3	0	**5**
18:20	3	3	0	**6**
18:25	1	2	0	**3**
18:30	1	0	0	**1**
18:35	1	0	0	**1**
18:40	1	2	0	**3**
18:45	1	2	0	**3**
18:50	1	2	0	**3**
18:55	1	1	0	**2**
19:00	1	3	0	**4**
19:05	1	4	0	**5**
19:10	1	3	0	**4**
19:15	2	3	0	**5**
19:20	2	2	0	**4**
19:25	3	3	0	**6**
19:30	3	4	0	**7**
19:35	1	2	0	**3**
19:40	2	0	0	**2**
19:45	2	0	0	**2**
19:50	2	0	0	**2**
19:55	0	0	0	**0**
20:00	1	2	0	**3**
20:05	1	1	0	**2**
20:10	1	0	0	**1**
20:15	1	0	0	**1**
20:20	2	5	0	**7**
20:25	1	3	0	**4**
20:30	0	1	0	**1**
20:35	1	0	0	**1**
20:40	1	0	0	**1**
20:45	1	2	0	**3**
20:50	2	1	0	**3**
20:55	1	2	0	**3**
21:00	1	3	0	**4**
21:05	1	2	0	**3**
21:10	1	0	0	**1**
21:15	2	0	0	**2**
21:20	2	3	0	**5**
21:25	2	0	0	**2**
21:30	2	0	0	**2**
21:35	2	2	0	**4**
21:40	1	3	0	**4**
21:45	2	4	0	**6**
21:50	1	3	0	**4**
21:55	0	2	0	**2**
22:00	1	0	0	**1**
22:05	1	0	0	**1**
22:10	1	1	0	**2**
22:15	2	2	0	**4**
22:20	2	4	0	**6**
22:25	3	6	0	**9**
22:30	2	5	0	**7**
22:35	2	1	0	**3**
22:40	0	0	0	**0**
22:45	0	0	0	**0**
22:50	0	0	0	**0**
22:55	0	0	0	**0**
23:00	0	0	0	**0**

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
CITY: Indio

DAY: Tuesday
DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
5:00	0	0	0	**0**
5:05	0	0	0	**0**
5:10	0	0	0	**0**
5:15	1	0	0	**1**
5:20	0	0	0	**0**
5:25	0	0	0	**0**
5:30	3	1	0	**4**
5:35	1	1	0	**2**
5:40	1	0	0	**1**
5:45	1	0	0	**1**
5:50	2	0	0	**2**
5:55	2	0	0	**2**
6:00	1	0	0	**1**
6:05	2	0	0	**2**
6:10	3	0	0	**3**
6:15	2	1	0	**3**
6:20	3	1	0	**4**
6:25	3	0	0	**3**
6:30	3	2	0	**5**
6:35	2	2	0	**4**
6:40	1	6	0	**7**
6:45	3	5	0	**8**
6:50	1	3	0	**4**
6:55	1	4	0	**5**
7:00	2	2	0	**4**
7:05	2	1	0	**3**
7:10	1	2	0	**3**
7:15	2	5	0	**7**
7:20	1	5	0	**6**
7:25	1	7	0	**8**
7:30	2	6	0	**8**
7:35	3	7	1	**11**
7:40	3	10	2	**15**
7:45	3	8	4	**15**
7:50	3	11	1	**15**
7:55	2	9	0	**11**
8:00	3	8	0	**11**
8:05	2	6	0	**8**
8:10	3	2	0	**5**
8:15	3	8	3	**14**
8:20	3	8	0	**11**
8:25	3	10	1	**14**
8:30	3	8	0	**11**
8:35	3	9	0	**12**
8:40	3	7	0	**10**
8:45	3	4	0	**7**
8:50	2	3	0	**5**
8:55	2	2	0	**4**
9:00	3	1	0	**4**
9:05	2	7	0	**9**
9:10	3	7	0	**10**
9:15	3	7	0	**10**
9:20	1	1	0	**2**
9:25	2	1	0	**3**
9:30	2	0	0	**2**
9:35	3	2	0	**5**
9:40	3	2	0	**5**
9:45	1	1	0	**2**
9:50	1	2	0	**3**
9:55	2	0	0	**2**
10:00	1	2	0	**3**
10:05	1	1	0	**2**
10:10	1	0	0	**1**
10:15	2	1	0	**3**
10:20	3	2	0	**5**
10:25	3	3	0	**6**
10:30	2	2	0	**4**
10:35	1	1	0	**2**
10:40	2	0	0	**2**
10:45	3	1	0	**4**
10:50	2	1	0	**3**
10:55	3	4	0	**7**
11:00	3	3	0	**6**
11:05	3	4	0	**7**
11:10	3	7	0	**10**
11:15	2	4	0	**6**
11:20	3	1	0	**4**
11:25	3	1	0	**4**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
CITY: Indio

DAY: Tuesday
DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
11:30	2	2	0	**4**
11:35	3	3	0	**6**
11:40	3	2	0	**5**
11:45	1	3	0	**4**
11:50	3	3	0	**6**
11:55	0	1	0	**1**
12:00	1	0	0	**1**
12:05	2	1	0	**3**
12:10	3	2	0	**5**
12:15	2	2	0	**4**
12:20	0	0	0	**0**
12:25	0	0	0	**0**
12:30	3	2	0	**5**
12:35	1	1	0	**2**
12:40	1	1	0	**2**
12:45	1	2	0	**3**
12:50	2	2	0	**4**
12:55	2	4	0	**6**
13:00	1	2	0	**3**
13:05	1	1	0	**2**
13:10	2	2	0	**4**
13:15	2	1	0	**3**
13:20	0	1	0	**1**
13:25	3	2	0	**5**
13:30	1	2	0	**3**
13:35	1	2	0	**3**
13:40	2	1	0	**3**
13:45	1	2	0	**3**
13:50	2	2	0	**4**
13:55	0	0	0	**0**
14:00	1	1	0	**2**
14:05	1	0	0	**1**
14:10	1	0	0	**1**
14:15	0	0	0	**0**
14:20	1	0	0	**1**
14:25	1	0	0	**1**
14:30	2	0	0	**2**
14:35	0	0	0	**0**
14:40	0	0	0	**0**
14:45	2	1	0	**3**
14:50	1	0	0	**1**
14:55	1	0	0	**1**
15:00	2	0	0	**2**
15:05	1	2	0	**3**
15:10	1	0	0	**1**
15:15	0	0	0	**0**
15:20	0	0	0	**0**
15:25	2	0	0	**2**
15:30	1	0	0	**1**
15:35	0	1	0	**1**
15:40	0	3	0	**3**
15:45	1	2	0	**3**
15:50	1	0	0	**1**
15:55	0	0	0	**0**
16:00	1	3	0	**4**
16:05	3	3	0	**6**
16:10	2	0	0	**2**
16:15	0	0	0	**0**
16:20	3	0	0	**3**
16:25	1	1	0	**2**
16:30	2	1	0	**3**
16:35	0	0	0	**0**
16:40	2	0	0	**2**
16:45	3	0	0	**3**
16:50	1	1	0	**2**
16:55	1	0	0	**1**
17:00	2	3	0	**5**
17:05	2	2	0	**4**
17:10	1	4	0	**5**
17:15	2	0	0	**2**
17:20	1	1	0	**2**
17:25	3	2	0	**5**
17:30	2	1	0	**3**
17:35	0	2	0	**2**
17:40	2	0	0	**2**
17:45	3	0	0	**3**
17:50	3	2	0	**5**
17:55	3	2	0	**5**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
CITY: Indio

DAY: Tuesday
DATE: 2/1/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
18:00	2	1	0	**3**
18:05	2	1	0	**3**
18:10	1	0	0	**1**
18:15	2	0	0	**2**
18:20	0	0	0	**0**
18:25	2	0	0	**2**
18:30	3	1	0	**4**
18:35	3	2	0	**5**
18:40	2	0	0	**2**
18:45	1	0	0	**1**
18:50	2	0	0	**2**
18:55	1	0	0	**1**
19:00	1	0	0	**1**
19:05	3	0	0	**3**
19:10	2	0	0	**2**
19:15	2	0	0	**2**
19:20	1	0	0	**1**
19:25	2	1	0	**3**
19:30	2	2	0	**4**
19:35	2	2	0	**4**
19:40	1	0	0	**1**
19:45	1	0	0	**1**
19:50	1	0	0	**1**
19:55	1	4	0	**5**
20:00	2	2	0	**4**
20:05	2	2	0	**4**
20:10	3	1	0	**4**
20:15	2	0	0	**2**
20:20	2	0	0	**2**
20:25	2	1	0	**3**
20:30	3	2	0	**5**
20:35	2	3	0	**5**
20:40	1	1	0	**2**
20:45	2	0	0	**2**
20:50	3	0	0	**3**
20:55	1	0	0	**1**
21:00	0	0	0	**0**
21:05	1	0	0	**1**
21:10	1	0	0	**1**
21:15	1	0	0	**1**
21:20	1	0	0	**1**
21:25	3	1	0	**4**
21:30	2	2	0	**4**
21:35	0	1	0	**1**
21:40	2	0	0	**2**
21:45	2	0	0	**2**
21:50	2	3	0	**5**
21:55	2	2	0	**4**
22:00	2	2	0	**4**
22:05	1	1	0	**2**
22:10	0	0	0	**0**
22:15	0	0	0	**0**
22:20	2	0	0	**2**
22:25	2	1	0	**3**
22:30	2	2	0	**4**
22:35	2	0	0	**2**
22:40	2	0	0	**2**
22:45	1	1	0	**2**
22:50	3	0	0	**3**
22:55	1	0	0	**1**
23:00	0	0	0	**0**

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
CITY: Indio

DAY: Saturday
DATE: 1/29/2022

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

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
CITY: Indio

DAY: Saturday
DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	TOTAL
11:30	3	4	0	**7**
11:35	3	11	0	**14**
11:40	2	12	0	**14**
11:45	1	10	0	**11**
11:50	1	6	0	**7**
11:55	2	2	0	**4**
12:00	1	2	0	**3**
12:05	2	4	0	**6**
12:10	2	4	0	**6**
12:15	3	2	0	**5**
12:20	2	3	0	**5**
12:25	3	7	0	**10**
12:30	2	8	0	**10**
12:35	2	6	0	**8**
12:40	3	5	0	**8**
12:45	1	2	0	**3**
12:50	2	6	0	**8**
12:55	3	6	0	**9**
13:00	1	2	0	**3**
13:05	2	2	0	**4**
13:10	1	2	0	**3**
13:15	2	0	0	**2**
13:20	1	0	0	**1**
13:25	3	0	0	**3**
13:30	2	3	0	**5**
13:35	3	1	0	**4**
13:40	3	1	0	**4**
13:45	3	0	0	**3**
13:50	1	0	0	**1**
13:55	2	4	0	**6**
14:00	1	2	0	**3**
14:05	3	5	0	**8**
14:10	3	5	0	**8**
14:15	3	4	0	**7**
14:20	3	3	0	**6**
14:25	3	3	0	**6**
14:30	3	2	0	**5**
14:35	3	3	0	**6**
14:40	3	0	0	**3**
14:45	2	2	0	**4**
14:50	3	4	0	**7**
14:55	3	6	0	**9**
15:00	3	5	0	**8**
15:05	3	5	0	**8**
15:10	3	1	0	**4**
15:15	1	1	0	**2**
15:20	2	0	0	**2**
15:25	1	2	0	**3**
15:30	0	0	0	**0**
15:35	2	0	0	**2**
15:40	2	1	0	**3**
15:45	0	0	0	**0**
15:50	0	0	0	**0**
15:55	2	3	0	**5**
16:00	3	2	0	**5**
16:05	1	3	0	**4**
16:10	1	2	0	**3**
16:15	3	0	0	**3**
16:20	2	2	0	**4**
16:25	2	1	0	**3**
16:30	1	1	0	**2**
16:35	0	0	0	**0**
16:40	1	1	0	**2**
16:45	2	1	0	**3**
16:50	0	0	0	**0**
16:55	2	1	0	**3**
17:00	1	0	0	**1**
17:05	0	0	0	**0**
17:10	1	2	0	**3**
17:15	2	2	0	**4**
17:20	1	2	0	**3**
17:25	0	1	0	**1**
17:30	1	0	0	**1**
17:35	0	0	0	**0**
17:40	2	4	0	**6**
17:45	3	4	0	**7**
17:50	2	2	0	**4**
17:55	1	1	0	**2**

DRIVE THRU SURVEY

LOCATION: Dutch Bros, 81-776 CA 111
CITY: Indio

DAY: Saturday
DATE: 1/29/2022

TIME	PickUp Window To Order Board	Order Board to DT Entrance	DT Entrance into Street	**TOTAL**
18:00	0	0	0	**0**
18:05	2	1	0	**3**
18:10	1	4	0	**5**
18:15	2	6	0	**8**
18:20	2	2	0	**4**
18:25	1	0	0	**1**
18:30	3	0	0	**3**
18:35	3	0	0	**3**
18:40	2	2	0	**4**
18:45	3	0	0	**3**
18:50	1	0	0	**1**
18:55	2	1	0	**3**
19:00	3	2	0	**5**
19:05	3	2	0	**5**
19:10	3	3	0	**6**
19:15	2	0	0	**2**
19:20	2	2	0	**4**
19:25	2	1	0	**3**
19:30	0	0	0	**0**
19:35	2	1	0	**3**
19:40	2	1	0	**3**
19:45	2	1	0	**3**
19:50	1	0	0	**1**
19:55	1	3	0	**4**
20:00	2	2	0	**4**
20:05	2	1	0	**3**
20:10	1	0	0	**1**
20:15	0	0	0	**0**
20:20	2	1	0	**3**
20:25	3	2	0	**5**
20:30	2	3	0	**5**
20:35	3	4	0	**7**
20:40	2	6	0	**8**
20:45	3	5	0	**8**
20:50	2	7	0	**9**
20:55	3	5	0	**8**
21:00	3	3	0	**6**
21:05	3	2	0	**5**
21:10	2	2	0	**4**
21:15	1	1	0	**2**
21:20	2	1	0	**3**
21:25	1	1	0	**2**
21:30	0	1	0	**1**
21:35	2	0	0	**2**
21:40	0	0	0	**0**
21:45	2	1	0	**3**
21:50	1	2	0	**3**
21:55	1	0	0	**1**
22:00	3	1	0	**4**
22:05	2	2	0	**4**
22:10	3	2	0	**5**
22:15	2	2	0	**4**
22:20	2	1	0	**3**
22:25	2	2	0	**4**
22:30	2	2	0	**4**
22:35	2	0	0	**2**
22:40	3	4	0	**7**
22:45	2	2	0	**4**
22:50	2	1	0	**3**
22:55	2	0	0	**2**
23:00	0	0	0	**0**

Dutch Bros
13322 Limonite Ave
Eastvale, CA 92880
9/22/2022 Thursday

Time	Max Queue
8:00 AM	18
8:05 AM	17
8:10 AM	16
8:15 AM	15
8:20 AM	15
8:25 AM	17
8:30 AM	18
8:35 AM	18
8:40 AM	19
8:45 AM	19
8:50 AM	15
8:55 AM	12
9:00 AM	13
9:05 AM	13
9:10 AM	12
9:15 AM	9
9:20 AM	6
9:25 AM	7
9:30 AM	7
9:35 AM	7
9:40 AM	12
9:45 AM	11
9:50 AM	10
9:55 AM	11
10:00 AM	6
10:05 AM	6
10:10 AM	5
10:15 AM	5
10:20 AM	8
10:25 AM	16
10:30 AM	16
10:35 AM	20
10:40 AM	19
10:45 AM	21
10:50 AM	23
10:55 AM	21
11:00 AM	20
11:05 AM	19
11:10 AM	18
11:15 AM	19
11:20 AM	20
11:25 AM	21
11:30 AM	16
11:35 AM	18
11:40 AM	17
11:45 AM	19
11:50 AM	19
11:55 AM	21
12:00 PM	24
12:05 PM	20
12:10 PM	21
12:15 PM	20
12:20 PM	19
12:25 PM	18
12:30 PM	17
12:35 PM	19
12:40 PM	16
12:45 PM	9
12:50 PM	10
12:55 PM	10

Time	Max Queue
1:00 PM	7
1:05 PM	8
1:10 PM	7
1:15 PM	6
1:20 PM	9
1:25 PM	10
1:30 PM	7
1:35 PM	4
1:40 PM	6
1:45 PM	3
1:50 PM	5
1:55 PM	8
2:00 PM	6
2:05 PM	7
2:10 PM	3
2:15 PM	5
2:20 PM	2
2:25 PM	7
2:30 PM	6
2:35 PM	6
2:40 PM	11
2:45 PM	14
2:50 PM	17
2:55 PM	12
3:00 PM	13
3:05 PM	11
3:10 PM	8
3:15 PM	9
3:20 PM	12
3:25 PM	9
3:30 PM	5
3:35 PM	5
3:40 PM	6
3:45 PM	8
3:50 PM	9
3:55 PM	6
4:00 PM	5
4:05 PM	5
4:10 PM	5
4:15 PM	5
4:20 PM	8
4:25 PM	10
4:30 PM	7
4:35 PM	8
4:40 PM	12
4:45 PM	13
4:50 PM	16
4:55 PM	13

Prepared by AimTD LLC
cs@aimtd.com
714.253.7888

Dutch Bros
13322 Limonite Ave
Eastvale, CA 92880
9/24/2022 Saturday

Time	Max Queue
8:00 AM	27
8:05 AM	26
8:10 AM	22
8:15 AM	23
8:20 AM	23
8:25 AM	23
8:30 AM	24
8:35 AM	24
8:40 AM	25
8:45 AM	25
8:50 AM	25
8:55 AM	24
9:00 AM	25
9:05 AM	25
9:10 AM	23
9:15 AM	24
9:20 AM	24
9:25 AM	24
9:30 AM	24
9:35 AM	24
9:40 AM	24
9:45 AM	24
9:50 AM	26
9:55 AM	28
10:00 AM	25
10:05 AM	23
10:10 AM	24
10:15 AM	24
10:20 AM	22
10:25 AM	24
10:30 AM	26
10:35 AM	26
10:40 AM	27
10:45 AM	27
10:50 AM	25
10:55 AM	24
11:00 AM	25
11:05 AM	27
11:10 AM	27
11:15 AM	26
11:20 AM	26
11:25 AM	25
11:30 AM	23
11:35 AM	24
11:40 AM	25
11:45 AM	25
11:50 AM	25
11:55 AM	26
12:00 PM	26
12:05 PM	24
12:10 PM	24
12:15 PM	22
12:20 PM	22
12:25 PM	25
12:30 PM	25
12:35 PM	25
12:40 PM	25
12:45 PM	25
12:50 PM	25
12:55 PM	26

Time	Max Queue
1:00 PM	25
1:05 PM	25
1:10 PM	25
1:15 PM	24
1:20 PM	25
1:25 PM	24
1:30 PM	24
1:35 PM	24
1:40 PM	22
1:45 PM	22
1:50 PM	23
1:55 PM	22
2:00 PM	22
2:05 PM	25
2:10 PM	24
2:15 PM	24
2:20 PM	23
2:25 PM	23
2:30 PM	24
2:35 PM	25
2:40 PM	25
2:45 PM	26
2:50 PM	24
2:55 PM	25
3:00 PM	26
3:05 PM	26
3:10 PM	25
3:15 PM	25
3:20 PM	23
3:25 PM	22
3:30 PM	24
3:35 PM	25
3:40 PM	25
3:45 PM	25
3:50 PM	24
3:55 PM	26
4:00 PM	25
4:05 PM	24
4:10 PM	24
4:15 PM	23
4:20 PM	23
4:25 PM	23
4:30 PM	25
4:35 PM	23
4:40 PM	25
4:45 PM	24
4:50 PM	26
4:55 PM	26

Prepared by AimTD LLC
cs@aimtd.com
714.253.7888

Quick Quack Car Wash
13322 Limonite Ave
Eastvale, CA 92880
9/22/2022 Thursday

Time	Max Queue
8:00 AM	6
8:05 AM	11
8:10 AM	10
8:15 AM	9
8:20 AM	8
8:25 AM	9
8:30 AM	6
8:35 AM	4
8:40 AM	3
8:45 AM	5
8:50 AM	6
8:55 AM	10
9:00 AM	7
9:05 AM	4
9:10 AM	2
9:15 AM	4
9:20 AM	1
9:25 AM	3
9:30 AM	4
9:35 AM	3
9:40 AM	4
9:45 AM	6
9:50 AM	8
9:55 AM	8
10:00 AM	4
10:05 AM	8
10:10 AM	7
10:15 AM	7
10:20 AM	8
10:25 AM	5
10:30 AM	4
10:35 AM	3
10:40 AM	5
10:45 AM	5
10:50 AM	5
10:55 AM	3
11:00 AM	4
11:05 AM	4
11:10 AM	3
11:15 AM	4
11:20 AM	3
11:25 AM	3
11:30 AM	4
11:35 AM	7
11:40 AM	7
11:45 AM	6
11:50 AM	7
11:55 AM	7
12:00 PM	8
12:05 PM	8
12:10 PM	6
12:15 PM	4
12:20 PM	9
12:25 PM	6
12:30 PM	11
12:35 PM	11
12:40 PM	10
12:45 PM	12
12:50 PM	9
12:55 PM	10

Time	Max Queue
1:00 PM	11
1:05 PM	9
1:10 PM	10
1:15 PM	9
1:20 PM	10
1:25 PM	13
1:30 PM	12
1:35 PM	10
1:40 PM	7
1:45 PM	7
1:50 PM	9
1:55 PM	7
2:00 PM	4
2:05 PM	6
2:10 PM	6
2:15 PM	3
2:20 PM	2
2:25 PM	6
2:30 PM	5
2:35 PM	2
2:40 PM	6
2:45 PM	7
2:50 PM	3
2:55 PM	4
3:00 PM	3
3:05 PM	3
3:10 PM	3
3:15 PM	5
3:20 PM	6
3:25 PM	11
3:30 PM	11
3:35 PM	7
3:40 PM	6
3:45 PM	5
3:50 PM	5
3:55 PM	5
4:00 PM	5
4:05 PM	7
4:10 PM	9
4:15 PM	9
4:20 PM	11
4:25 PM	13
4:30 PM	9
4:35 PM	8
4:40 PM	3
4:45 PM	8
4:50 PM	7
4:55 PM	9

Prepared by AimTD LLC
cs@aimtd.com
714.253.7888

Quick Quack Car Wash
13322 Limonite Ave
Eastvale, CA 92880
9/24/2022 Saturday

Time	Max Queue
8:00 AM	3
8:05 AM	4
8:10 AM	5
8:15 AM	6
8:20 AM	7
8:25 AM	7
8:30 AM	5
8:35 AM	3
8:40 AM	7
8:45 AM	7
8:50 AM	5
8:55 AM	4
9:00 AM	7
9:05 AM	11
9:10 AM	11
9:15 AM	8
9:20 AM	10
9:25 AM	9
9:30 AM	9
9:35 AM	8
9:40 AM	7
9:45 AM	8
9:50 AM	11
9:55 AM	14
10:00 AM	17
10:05 AM	19
10:10 AM	19
10:15 AM	19
10:20 AM	19
10:25 AM	21
10:30 AM	21
10:35 AM	23
10:40 AM	29
10:45 AM	30
10:50 AM	27
10:55 AM	27
11:00 AM	25
11:05 AM	26
11:10 AM	30
11:15 AM	29
11:20 AM	28
11:25 AM	25
11:30 AM	23
11:35 AM	21
11:40 AM	17
11:45 AM	22
11:50 AM	21
11:55 AM	25
12:00 PM	22
12:05 PM	21
12:10 PM	19
12:15 PM	20
12:20 PM	18
12:25 PM	18
12:30 PM	18
12:35 PM	22
12:40 PM	27
12:45 PM	30
12:50 PM	28
12:55 PM	22

Time	Max Queue
1:00 PM	19
1:05 PM	16
1:10 PM	20
1:15 PM	20
1:20 PM	20
1:25 PM	19
1:30 PM	20
1:35 PM	20
1:40 PM	16
1:45 PM	14
1:50 PM	13
1:55 PM	13
2:00 PM	10
2:05 PM	16
2:10 PM	17
2:15 PM	14
2:20 PM	11
2:25 PM	8
2:30 PM	4
2:35 PM	14
2:40 PM	13
2:45 PM	9
2:50 PM	5
2:55 PM	6
3:00 PM	16
3:05 PM	15
3:10 PM	16
3:15 PM	18
3:20 PM	17
3:25 PM	25
3:30 PM	29
3:35 PM	31
3:40 PM	29
3:45 PM	25
3:50 PM	18
3:55 PM	19
4:00 PM	18
4:05 PM	22
4:10 PM	21
4:15 PM	19
4:20 PM	18
4:25 PM	16
4:30 PM	18
4:35 PM	17
4:40 PM	14
4:45 PM	12
4:50 PM	12
4:55 PM	6

Prepared by AimTD LLC
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714.253.7888

ATTACHMENT B

Transportation Analysis for the La Mirada Dutch Bros. Coffee Shop Project

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 31, 2023

TO: Manuel Muñoz, City of La Mirada, Community Development Director

FROM: Dean Arizabal, Principal, LSA

SUBJECT: Transportation Analysis for the La Mirada Dutch Bros. Coffee Shop Project (LSA Project No. 20231088)

LSA has prepared this transportation analysis for the proposed 950-square-foot (sf) Dutch Bros. Coffee shop with drive-through (project) at 14840 Beach Boulevard in La Mirada, California. The proposed project is at the northeast corner of the intersection of Beach Boulevard/Rosecrans Avenue. The proposed project would replace an existing 4,513 sf restaurant. Access to the proposed project is provided via one right-in/right-out (RIRO) driveway on Beach Boulevard and one RIRO driveway on Rosecrans Avenue. The proposed drive-through lane for the Dutch Bros. Coffee shop would accommodate 18 vehicles. The project site plan is provided in Attachment A.

As a result of comments from the City of La Mirada (City) and a subsequent discussion with the City's Community Development Department staff, a transportation analysis required for the proposed project. The purpose of this analysis is to identify the parking, trip generation, access and circulation, drive-through queuing, and traffic management plan (TMP) for the proposed project.

Parking

According to City Municipal Code Section 21.68.050 (Off-Street Parking Requirements), food and beverage sales (specialty food shop) require one parking space per 300 sf. The proposed 950 sf project would require 4 parking spaces. As shown on the project site plan, the proposed project would provide 8 parking spaces, including 7 regular spaces on the north side of the project and 1 American with Disabilities Act (ADA) space on the east side of the project. As such, the proposed project would meet the City's parking requirements.

Trip Generation

The daily and peak-hour trips of the proposed project and the existing (approved) use were calculated using trip rates from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition (2021) for Coffee/Donut Shop with Drive-Through (Land Use 937) and High-Turnover (Sit-Down) Restaurant (Land Use 848). The trip generation was then reduced based on review of pass-by trip reduction percentages from the ITE *Trip Generation Manual* for each applicable land use type. Pass-by trips are made by drivers already on adjacent/nearby roadways

(e.g., stopped by the coffee shop on the way to work or home) and therefore are not additive trips to the circulation system.

Table A presents the ITE trip generation summary for the proposed project.

Table A: Project Trip Generation

Land Use	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Coffee Shop		tsf	533.57	43.80	42.08	85.88	19.50	19.49	38.99
Restaurant		tsf	107.20	5.26	4.31	9.57	5.52	3.53	9.09
Project Trip Generation									
Coffee Shop	0.950	tsf	507	42	40	82	19	18	37
Pass-By Reductions[2]			(456)	(38)	(36)	(74)	(19)	(17)	(36)
Total			51	4	4	8	0	1	1
Existing Trip Generation									
Restaurant	4.513	tsf	484	24	19	43	25	16	41
Pass-By Reductions[3]			(102)	0	0	0	(11)	(7)	(18)
Total			382	24	19	43	14	9	23
Net Trips (Project - Existing)			**(331)**	**(20)**	**(15)**	**(35)**	**(14)**	**(8)**	**(22)**

Source: Compiled by LSA (2023).

[1] Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (2021).
Land Use 937 (Coffee/Donut Shop with Drive-Through Window)
Land Use 932 (High-Turnover [Sit-Down] Restaurant)

[2] 90% Daily (assumed), 90% AM, and 98% PM for ITE Land Use 938.

[3] 21% Daily (assumed), 0% AM, and 43% PM for ITE Land Use 932.

tsf = thousand square feet

As shown in Table A, the 950 sf Dutch Bros. Coffee shop with drive-through would generate 507 daily trips, including 82 trips (42 inbound and 40 outbound) in the a.m. peak hour and 37 trips (19 inbound and 18 outbound) in the p.m. peak hour. After applying ITE pass-by trip reductions, the net trip generation of the Dutch Bros. Coffee shop with drive-through is 51 daily trips, including 8 trips (4 inbound and 4 outbound) in the a.m. peak hour and 1 outbound trip in the p.m. peak hour.

The existing 4,513 sf restaurant would generate 484 daily trips, including 43 trips (24 inbound and 19 outbound) in the a.m. peak hour and 41 trips (25 inbound and 16 outbound) in the p.m. peak hour. After applying ITE pass-by trip reductions, the net trip generation of the existing restaurant is 382 daily trips, including 43 trips (24 inbound and 19 outbound) in the a.m. peak-hour and 23 trips (14 inbound and 9 outbound) in the p.m. peak hour.

The proposed project would result in a net reduction of 331 daily trips, including a reduction of 35 trips (20 inbound and 15 outbound) in the a.m. peak hour and a reduction of 22 trips (14 inbound and 8 outbound) in the p.m. peak hour.

Access and Circulation

The proposed project is at the northeast corner of the Beach Boulevard/Rosecrans Avenue intersection. One RIRO driveway on Beach Boulevard and one RIRO driveway on Rosecrans Avenue provide vehicular access to the proposed project. These two driveways, as well as internal drive aisles on the north and east sides of the proposed project, provide shared access and circulation for the project site and the neighboring commercial properties to the north and the east consistent with Parcel Map No. 7794 (recorded by Los Angeles County Recorder on April 18, 1977) and the Declaration of Establishment of Protective Covenants, Conditions, and Restrictions and Grants of Easements (recorded by Los Angeles County on April 22, 1977), which are provided in Attachment B.

Drive-Through Queuing

LSA prepared a drive-through queuing analysis for the recently approved Dutch Bros. Coffee shop project at the southwest corner of the intersection of Beach Boulevard/Lambert Road in La Habra, approximately 2.5 miles from the project site. The La Habra Dutch Bros. Coffee shop analysis (dated January 5, 2023) is provided in Attachment C and summarized below.

To determine the potential drive-through queues of the proposed La Habra Dutch Bros. Coffee shop, queuing observations were conducted by Counts Unlimited at a similar existing Dutch Bros. Coffee shop in Eastvale (13322 Limonite Avenue) on Saturday, June 25, 2022, and Tuesday, June 28, 2022. Based on the two days of survey data, the maximum observed drive-through queues at the Eastvale Dutch Bros. Coffee shop were as follows:

- Saturday (June 25, 2022): 28 vehicles (11:50 a.m. to 11:55 a.m.)
- Tuesday (June 28, 2022): 24 vehicles (11:40 a.m. to 11:45 p.m.)

Drive-through queuing surveys were also conducted by Counts Unlimited at Dutch Bros. Coffee shops in Apple Valley (21680 Bear Valley Road), La Quinta (44-175 Jefferson Street), and Indio (81-776 Highway 111) on Saturday, January 29, 2022, and Tuesday, February 1, 2022. According to the two days of survey data, the maximum observed drive-through queues at the Apple Valley, La Quinta, and Indio Dutch Bros. Coffee shops were as follows:

- Apple Valley – Saturday: 22 vehicles (11:30 a.m. to 11:40 a.m. and 1:10 p.m. to 1:15 p.m.)
- Apple Valley – Tuesday: 15 vehicles (7:10 a.m. to 7:15 a.m. and 8:10 a.m. to 8:20 a.m.)
- La Quinta – Saturday: 20 vehicles (10:05 a.m. to 10:10 a.m., 10:20 a.m. to 10:25 a.m., and 2:55 p.m. to 3:00 p.m.)
- La Quinta – Tuesday: 14 vehicles (11:10 a.m. to 11:15 a.m.)
- Indio – Saturday: 14 vehicles (11:35 a.m. to 11:45 a.m.)
- Indio – Tuesday: 15 vehicles (7:40 a.m. to 7:55 a.m.)

Based on this drive-through queuing information, the project queues could range from 14 to 28 vehicles during peak times of the day. However, it is important to note the distances from each Dutch Bros. Coffee shop to the next nearest location. The farther a Dutch Bros. Coffee shop is to the next nearest location, the longer the maximum drive-through queue. Conversely, the closer Dutch Bros. Coffee shop is to another, the shorter the maximum drive-through queue.

For example, the Eastvale Dutch Bros. Coffee shop, which had a maximum drive-through queue of 28 vehicles. is approximately 16 miles from the nearest Dutch Bros. Coffee shop in Rialto. The Apple Valley Dutch Bros. Coffee shop, which had a maximum drive-through queue of 22 vehicles, is approximately 9 miles from the nearest Dutch Bros. Coffee shop in Victorville. The La Quinta and Indio Dutch Bros. Coffee shops, which had maximum drive-through queues of 20 vehicles and 15 vehicles, respectively, are approximately 3.5 miles from each other.

As previously described, the proposed project is approximately 2.5 miles from the recently approved Dutch Bros. Coffee shop in La Habra. It is likely that the La Habra Dutch Bros. Coffee shop will be operational and well established before the proposed project is built. Therefore, the anticipated drive-through queues of the proposed project are anticipated to range from 15 to 20 vehicles during peak times of the day.

As shown on the project site plan, the proposed project drive-through could store 18 vehicles. Dutch Bros. Coffee has developed a traffic management plan (TMP) to maximize drive-through operations, facilitate drive-through vehicles, and minimize the drive-through queues. The Dutch Bros. Coffee TMP, which includes detailed staffing and signage plans, is provided in Attachment D.

Based on the proposed site plan and drive-through configuration, as well as the Dutch Bros. Coffee TMP, the proposed project queues are unlikely to extend into the public streets (Beach Boulevard and Rosecrans Avenue). As such, the proposed project drive-through lane and operations are not anticipated to affect the ability of patrons and employees to access, circulate, and park within the project site and the adjacent properties.

Conclusions

LSA analyzed the parking, trip generation, access and circulation, and drive-through queuing of the proposed project.

The proposed project would exceed the City's 4-space parking requirement by providing 8 parking spaces (7 regular spaces and 1 ADA space) .

Compared to the existing (approved) restaurant on site, the proposed project would result in a net reduction of 331 daily trips, including a reduction of 35 a.m. peak-hour and 22 p.m. peak-hour trips.

Consistent with Parcel Map No. 7794 and the Declaration of Establishment of Protective Covenants, Conditions, and Restrictions and Grants of Easements, access and circulation for the proposed project and the adjacent uses would continue to be shared via RIRO driveways on Beach Boulevard and Rosecrans Avenue, as well as internal drive aisles on the north and east sides of the project site.

Based on queuing surveys of similar existing Dutch Bros. Coffee shops in Eastvale, Apple Valley, La Quinta, and Indio, as well as the Dutch Bros. Coffee TMP, the drive-through configuration for 18 vehicles is anticipated to provide adequate storage capacity for the proposed project. As such, the proposed project is unlikely to cause any disruption to the access, internal circulation, or parking on site. Therefore, drive-through queues of the proposed project are not anticipated to extend into the public streets (Beach Boulevard and Rosecrans Avenue).

If you have any questions, please contact me at (949) 553-0666.

Attachments: A – Project Site Plan
B – Parcel Map No. 7794 and Declaration of Establishment of Protective Covenants, Conditions, and Restrictions and Grants of Easements
C – La Habra Dutch Bros. Coffee Shop Analysis
D – Dutch Bros. Coffee TMP

June 19, 2026

Mr. Oscar Escobar
CSG CONSULTANTS, INC.
3240 El Camino Real, Suite 190
Irvine, California 92602

RE: Dutch Bros (7030 Atlantic) Project Vehicle Miles Traveled Screening Assessment
Project No.: 19916

Dear Mr. Escobar:

Ganddini Group, Inc. is pleased to provide this Vehicle Miles Traveled Screening Assessment for the proposed Dutch Bros (7030 Atlantic) Project. We trust the findings of this analysis will aid you and the City of Bell in assessing the project.

PROJECT DESCRIPTION

The 0.54-acre project site is located east of Atlantic Avenue and north of Florence Avenue addressed at 7030 Atlantic Avenue (APNs: 6326-035-901 and -902) in the City of Bell, California. The project site is currently occupied with Jack's Car Wash, which is a 4,300 square foot car wash with one drive through lane. Figure 1 shows the project location map.

The proposed project involves redevelopment of the project site with a 1,025 square foot coffee shop with a dual lane drive through. The project would remove the northern-most and central existing driveways along Atlantic Avenue and the northern-most existing side alley entrance along the eastern site boundary. The remaining driveway and site alley entrance would be reconstructed (i.e., southern-most driveway along Atlantic Avenue [ingress and egress right-turn only] and the southern-most alley entrance along the eastern site boundary [ingress right-turn only/egress left-turn and right-turn]). The proposed project is anticipated to be constructed and fully operational by year 2028. Figure 2 illustrates the project site plan.

PROJECT TRIP GENERATION

Table 1 shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (12th Edition, 2025). Based on review of the ITE land use descriptions, trip generation rates for Coffee Donut Shop with Drive-Through Window and No Indoor Seating (ITE Land Use Code 938) was determined to adequately represent the proposed project land use and was used for calculating the project trip generation forecasts. The project trip generation forecasts were determined by multiplying the trip generation rates by the land use quantities.

As shown in Table 1, the proposed project is forecast to generate approximately 89 new daily trips, including 8 new trips during the AM peak hour and no new vehicle trips during the PM peak hour.

Mr. Oscar Escobar
CSG CONSULTANTS, INC.
June 19, 2026

Table 1
Project Trip Generation

Trip Generation Rates									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Land Use Variable[2]	% In	% Out	Rate	% In	% Out	Rate	Daily Rate
Coffee Donut Shop with Drive-Through Window and No Indoor Seating	ITE 938	DTL	50%	50%	39.81	50%	50%	15.08	179.00

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Source	Quantity	In	Out	Total	In	Out	Total	Daily
Coffee Donut Shop with Drive-Through Window and No Indoor Seating	ITE 938	2 DTL	40	40	80	15	15	30	358
Pass-by Trips (90%AM,98%PM,75%Daily)			*-36*	*-36*	*-72*	*-15*	*-15*	*-30*	*-269*
TOTAL NEW TRIPS GENERATED			**4**	**4**	**8**	**0**	**0**	**0**	**89**

Notes:
1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (12th Edition, 2025); ### = Land Use Code.
2. DTL = Drive Through Lane
3. The ITE *Trip Generation Manual* notes average pass-by rates of 90% during the AM peak hour and 98% during the PM peak hour. A daily rate of 75% has been used to be conservative.

Pass-By Trips

Land uses such as shopping centers, restaurants, gasoline stations, and convenience stores will often locate next to busy roadways to attract motorists already on the street. Since the trip generation rates contained in the *Trip Generation Manual* represent vehicles entering and exiting at the site driveway(s), it is appropriate to reduce the initial trip generation forecast by the applicable pass-by trip rate when calculating the net new trips that will be added to the surrounding street system. A pass-by discount under this example would reduce or eliminate both the inbound trip and the outbound trip from the surrounding roadway circulation system since the vehicle was already traveling on the roadway. Without the pass-by trip discount, two trips would be generated: an inbound trip to the project site, and an outbound trip from the project site. The ITE Trip Generation Manual notes average pass-by rates of 90% during the AM peak hour and 98% during the PM peak hour for Land Use Code 938. A daily rate of 75% is used to provide a conservative estimate.

Criteria for the Preparation of Vehicle Miles Traveled (VMT) Analysis

The project VMT impact has been assessed for compliance with current CEQA guidelines.

Background

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development

of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

VMT Assessment and Screening

The City of Bell has not established VMT analysis guidelines at this time; therefore, the project VMT impact was assessed based on available guidance from the County of Los Angeles and OPR Technical Advisory. According to the County of Los Angeles Public Works Department *Transportation Impact Analysis Guidelines* (July 23, 2020) ["County TIA Guidelines"], certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis. The County TIA Guidelines establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the OPR Technical Advisory.

The County TIA Guidelines specify the following four screening steps: 1) Non-Retail Project Trip Generation Screening; 2) Retail Project Site Plan Screening; 3) Proximity to Transit Based Screening; and 4) Residential Land Use Based Screening.

Local-Serving Retail Projects Screening Evaluation

As specified in the County TIA Guidelines, a project that contains a local serving retail use is assumed to have less than significant VMT impacts for the retail portion of the project. This screening criteria applies to proposed retail land uses that do not exceed 50,000 square feet of gross floor area.

The proposed project is considered local serving retail since it is less than 50,000 square feet in size. Therefore, the proposed project is presumed to have a less than significant impact on VMT since it satisfies one or more of the VMT screening criteria established by the County of Los Angeles. No additional VMT modeling or mitigation measures are required.

CONCLUSION

The proposed project is forecast to generate approximately 89 new daily trips, including 8 new trips during the AM peak hour and no new trips during the PM peak hour.

Mr. Oscar Escobar
CSG CONSULTANTS, INC.
June 19, 2026

The proposed project is considered local serving retail since it is less than 50,000 square feet in size. Therefore, the proposed project is presumed to have a less than significant impact on VMT since it satisfies one or more of the VMT screening criteria established by the County of Los Angeles. No additional VMT modeling or mitigation measures are required.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 103.

Sincerely,

GANDDINI GROUP, INC.
Bryan Crawford | Senior Associate
Giancarlo Ganddini, PE, PTP | Principal





Figure 1
Project Location Map

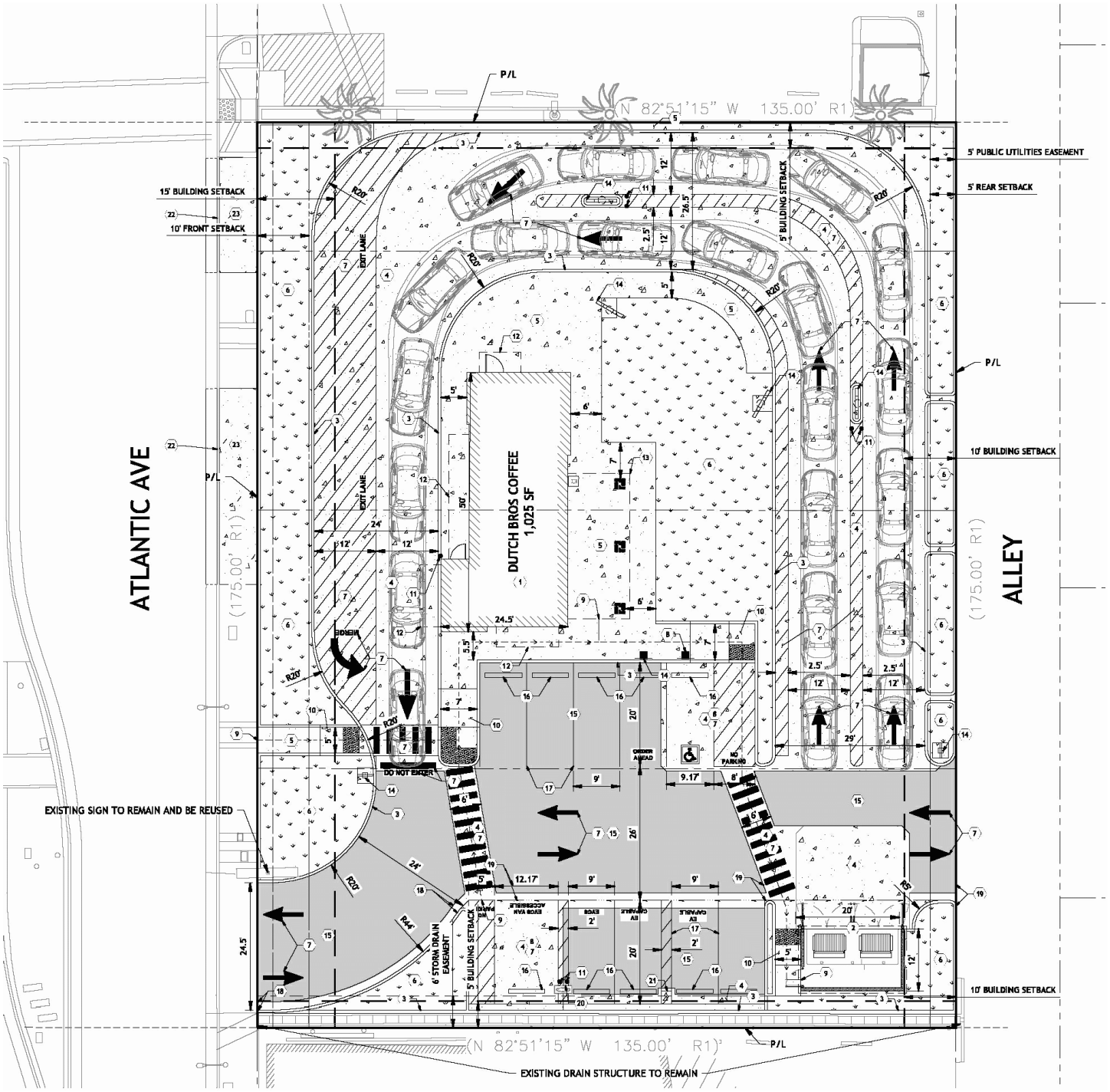


Figure 2
Site Plan

Memorandum

Date: July 20, 2026

To: Javier Ochiqui
Community Development Director

From: Oscar Escobar
Environmental Project Manager

Subject: Class 32 Categorical Exemption for the 7030 Atlantic Avenue Dutch Bros Project, City of Bell

1. Introduction

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15300, Categorical Exemptions, and in accordance with California Public Resources Code Section 21084, the CEQA Guidelines include a list of classes of projects (i.e., Class 1 through 33 Categorical Exemptions) that have been determined not to have a significant effect on the environment and which must, therefore, be exempt from the provisions of CEQA. More specifically, pursuant to CEQA Guidelines Section 15332, In-Fill Development Projects, a project qualifies for a Class 32 Categorical Exemption if the project meets all of the corresponding qualifying criteria, including:

a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
c. The project site has no value as habitat for endangered, rare or threatened species.
d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
e. The site can be adequately served by all required utilities and public services.

In addition to the corresponding qualifying criteria outlined in CEQA Guidelines Section 15332, CEQA Guidelines Section 15300.2, Exceptions, provides a list of exceptions to the exemptions for Categorical Exemptions. For projects to qualify for a Categorical Exemption, a project must not include any of the exceptions to the exemptions, including:

a. **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply to all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, State, or local agencies.

b. **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.

c. **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

d. **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a State scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

e. **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

f. **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Based on the analysis presented in this Memorandum, CSG Consultants, Inc. (CSG) determines that the proposed project meets all the corresponding qualifying criteria for a Class 32 Categorical Exemption pursuant to CEQA Guidelines Section 15332. Furthermore, CSG determines that none of the exceptions to the exemptions, listed pursuant to CEQA Guidelines Section 15300.2, apply to the proposed project.

Please do not hesitate to contact **Oscar Escobar** if you have any questions or need clarification regarding the content of this Memorandum at **(714) 815-2757** or via email at oscare@csgengr.com.

2. Project Description

2.1 Project Location

The City of Bell (City) is located in the central portion of Los Angeles County (County), approximately 10 miles southeast of the downtown Los Angeles area; refer to Exhibit 1, Regional Vicinity. The City is approximately 2.6 square miles in size. Surrounding cities include Huntington Park, Vernon, Maywood, and Commerce to the north, Bell Gardens and Commerce to the east, Cudahy and Huntington Park to the south, and Vernon, Maywood, and Huntington Park to the west. The City consists of two distinct geographic areas that are connected by the Los Angeles River and the Long Beach Freeway (I-710). The southerly portion of the two geographic areas is referred to as the "Central City" and the northerly portion of the two geographic areas is referred to as the "Cheli Area." The project site is located within the "Central City" geographic area of the City, which is generally bounded by Randolph Street to the north, I-710 to the east, Florence Avenue to the south, and Salt Lake Avenue to the west.

The proposed 7030 Atlantic Avenue Dutch Bros Project (project) is located on an approximately 23,633-square-foot (0.53-acre) site at 7020 and 7030 Atlantic Avenue (Assessor's Parcel Numbers [APNs] 6326-035-901 and 6326-035-902), generally northeast of the intersection of Florence Avenue and Atlantic Avenue; refer to Exhibit 2, Site Vicinity. Land uses surrounding the project site include commercial uses to the north and south, and residential land uses to the east. It should be noted that an alley separates the project site from the residential uses to the east. Atlantic Avenue is located along the western site boundary, and commercial land uses are located further west. Regional access to the project site is provided via Salt Lake Avenue and I-710. Local access to the site is provided via Florence Avenue and Atlantic Avenue.

2.2 Existing Site Conditions

The project site is currently developed with Jack's Car Wash, which consists of a car wash structure in the central portion of the site and a detached lobby structure in the northwestern portion of the site. The 2,765-square-foot, one-lane car wash structure was constructed in 1950 and consists of a wood-frame with stucco and block exterior walls on concrete slab-on-grade foundations with a flat roof. The 488-square-foot detached lobby structure was constructed in 1963 and consists of similar building materials and features. Two surface parking spaces are located to the west of the detached lobby structure. Three car wash lanes (with overhead signage) are located to the east of the car wash structure, and five detailing stalls (with a small detailing staging area in the center) are located to the west of the car wash structure.

Access to the project site is provided via the southernmost ingress-only driveway and the central driveway (ingress and egress) along Atlantic Avenue. More specifically, the southernmost driveway provides site access, which connects to an internal drive aisle along the southern boundary of the project site, eventually wrapping to the north, and connecting with the car wash structure and car wash lanes. Additional site access is provided via two side alley entrances along the eastern site boundary, which provide both ingress and egress.

The northernmost driveway along Atlantic Avenue provides site egress only. Ornamental landscaping in raised planter boxes is located throughout the site, primarily within the eastern and western site boundaries. Palm trees are located on the eastern perimeter. A pole sign is located along the Atlantic Avenue street frontage. Trash receptacles and pad-mounted car wash equipment are located along the eastern site boundary, which is partially screened with metal fencing. On-site topography is relatively flat.

According to the City's General Plan Land Use Map and Official Zoning Map, the site is designated Commercial (COMM) and zoned Heavy Commercial (C-3). The COMM designation applies to the commercial districts located in the City along Atlantic Avenue, Gage Avenue, and Florence Avenue. Land uses within this designation are characterized by office, retail, commercial services, and automobile uses. Corresponding zone districts include the C-3 and C-3R zones. According to the General Plan and Bell Municipal Code (Municipal Code) Chapter 17.32, C-3 Heavy Commercial Zone, the C-3 zoning is intended to provide for the development of commercial areas and to maintain the integrity of existing commercial areas within the City. Allowed uses within the C-3 district include restaurants and cafes (food only),



Source: Google Earth Pro, April 2026.

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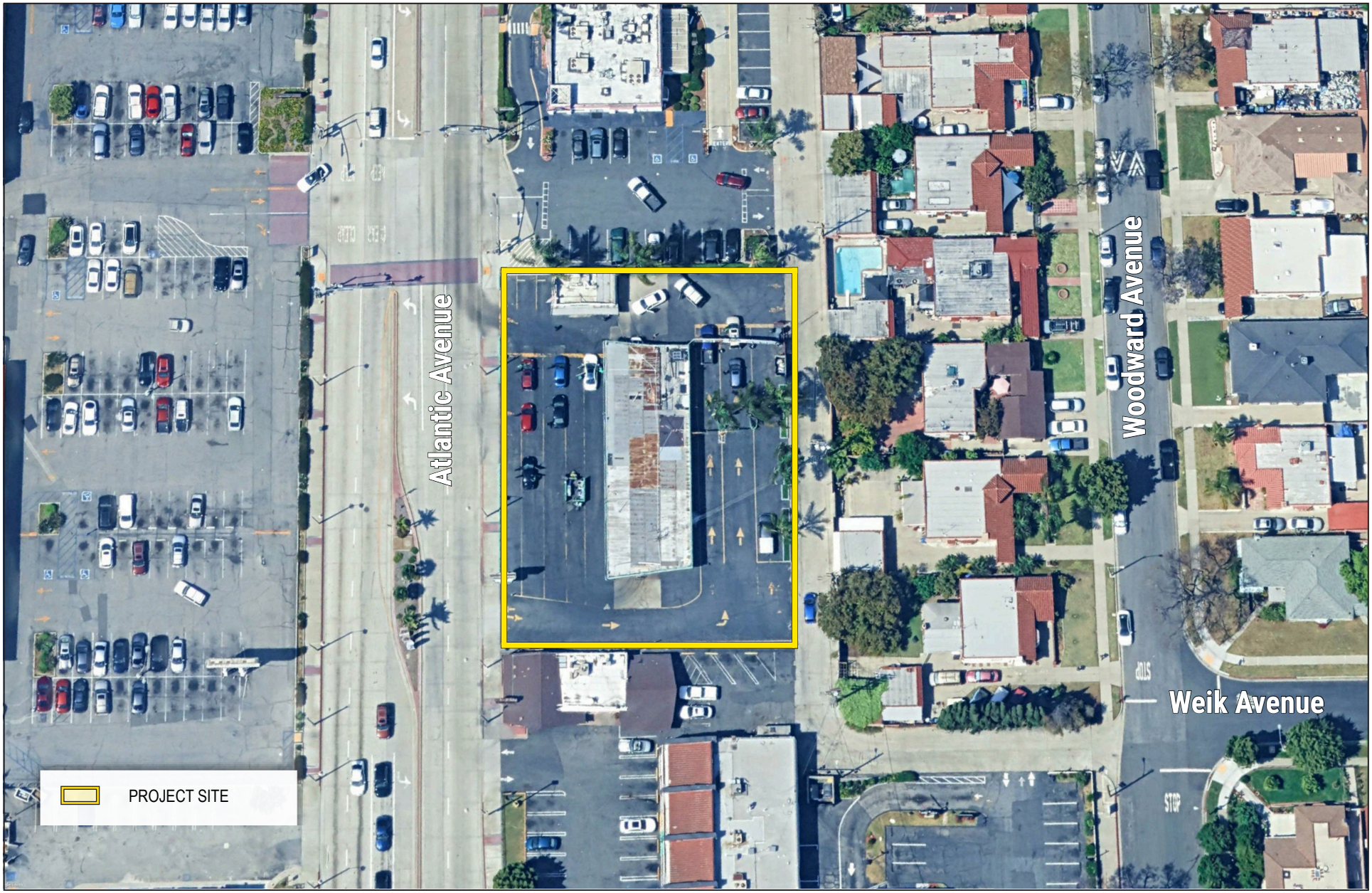
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04/2026

7030 Atlantic Avenue Dutch Bros Project
Class 32 Categorical Exemption

Regional Vicinity

Exhibit 1



Source: Google Earth Pro, April 2026

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7030 Atlantic Avenue Dutch Bros Project
Class 32 Categorical Exemption

Site Vicinity

bakeries, banks and financial institutions, and barbershops, among others; refer to Municipal Code Section 17.32.020, Permitted Uses, for a comprehensive list of allowed uses.

2.3 Project Description

The proposed project would involve clearing the existing site, including structures, and constructing a 1,025-square-foot coffee shop (i.e., Dutch Bros Coffee) with a dual-lane drive-through, associated surface parking, and landscaping improvements; refer to Exhibit 3, Conceptual Site Plan. The coffee shop would be a one-story building and include a dual-lane drive-through, a refaced (illuminated) pole sign, and a dedicated 240-square-foot trash enclosure; refer to Exhibit 3. The dual-lane drive-through would be located along the northern, eastern, and western perimeters of the coffee shop with a total queue storage of 21 vehicles. An early-exit/bypass lane is also proposed within the drive-through facility, along the western site boundary. Additionally, drive-through signage would be installed. The coffee shop would include a walk-in cooler, office, unisex accessible restroom, and production area; refer to Exhibit 4a, Floor Plan – Ground Floor. Heating, ventilation, and air conditioning (HVAC) equipment would be located on the roof; refer to Exhibit 4b, Floor Plan - Roof. The project would provide 10 vehicle parking spaces (one space would be reserved as an Americans with Disabilities Act [ADA]-compliant space, one space would be reserved for "order ahead", one space would be reserved as a future electric vehicle capable space [ADA-compliant for vans], one space would be reserved for electric vehicle charging, two spaces would be reserved as future electric vehicle capable spaces, and four spaces would be standard spaces), as well as two bicycle storage spaces within a "U-shaped" bicycle rack.

The proposed hours of operation would be Monday through Sunday (seven days a week) from 5:00 a.m. to 11:00 p.m. The coffee shop would employ 24-32 full and/or part-time employees, with a maximum of six employees on shift at any one time.

The proposed coffee shop would have a maximum height of 24 feet and would be designed with various architectural building elements, including varying stucco, fiber cement siding, stone veneer, stone sill, fascia, soffit, and columns building materials/architectural treatments, and illuminated coffee shop identification signages on all of the building's elevations; refer to Exhibit 5a, Building Elevations – North, through Exhibit 5d, Building Elevations - West. A walk-up service window would be located along the eastern building façade, and a drive-through service window would be located along the western building façade. The proposed color palette would consist of various shades of blue, white, gray, black, yellow, and red. The project would also construct a new six-foot-tall trash enclosure at the southeastern corner of the project boundary, which would complement the architectural design and color palette of the proposed coffee shop. Security and pedestrian lighting are also proposed throughout the site, which would be shielded and directed downwards to avoid spillover lighting to the adjacent residential uses.

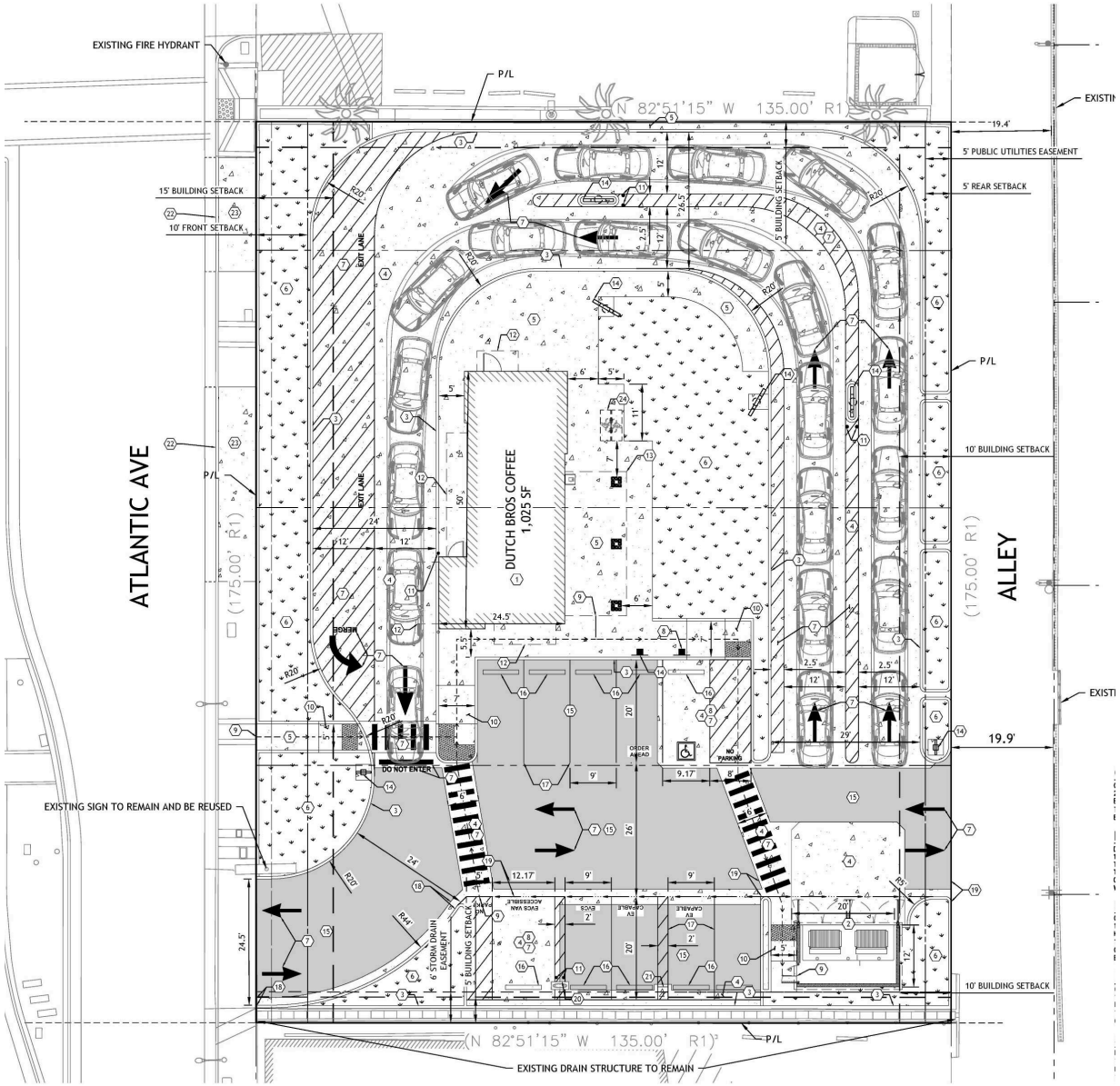
Due to company policies and past uses at the project site, the project proposes that a passive vapor intrusion mitigation system (VIMS) be installed beneath the proposed Dutch Bros Coffee building.

2.3.1 Landscaping

Approximately 4,521 square feet of ornamental landscaping would be installed around the new building as well as the site perimeter; refer to Exhibit 6, Conceptual Landscape Plan. Planting materials would include a mixture of trees, shrubs, and groundcover (i.e., grasses). Tree species would include 'majestic beauty' fruitless olive, California bay laurel, and Chinese Pistache. Shrubs and groundcover would include 'little ollie' olive, acacia, purple love grass, blue fescue, and switch grass.

2.3.2 Circulation

The project would remove the northernmost and central existing driveways along Atlantic Avenue and the northernmost existing side alley entrance along the eastern site boundary. The remaining driveway and site alley entrance would be reconstructed (i.e., the southernmost driveway along Atlantic Avenue [ingress and egress right-turn only] and the southernmost alley entrance along the eastern site boundary [ingress right-turn only/egress left-turn and right-turn]); refer to Exhibit 3. Vehicles would enter the drive-through lanes generally along the southern project



Source: Dutch Bros Coffee, June 2026.

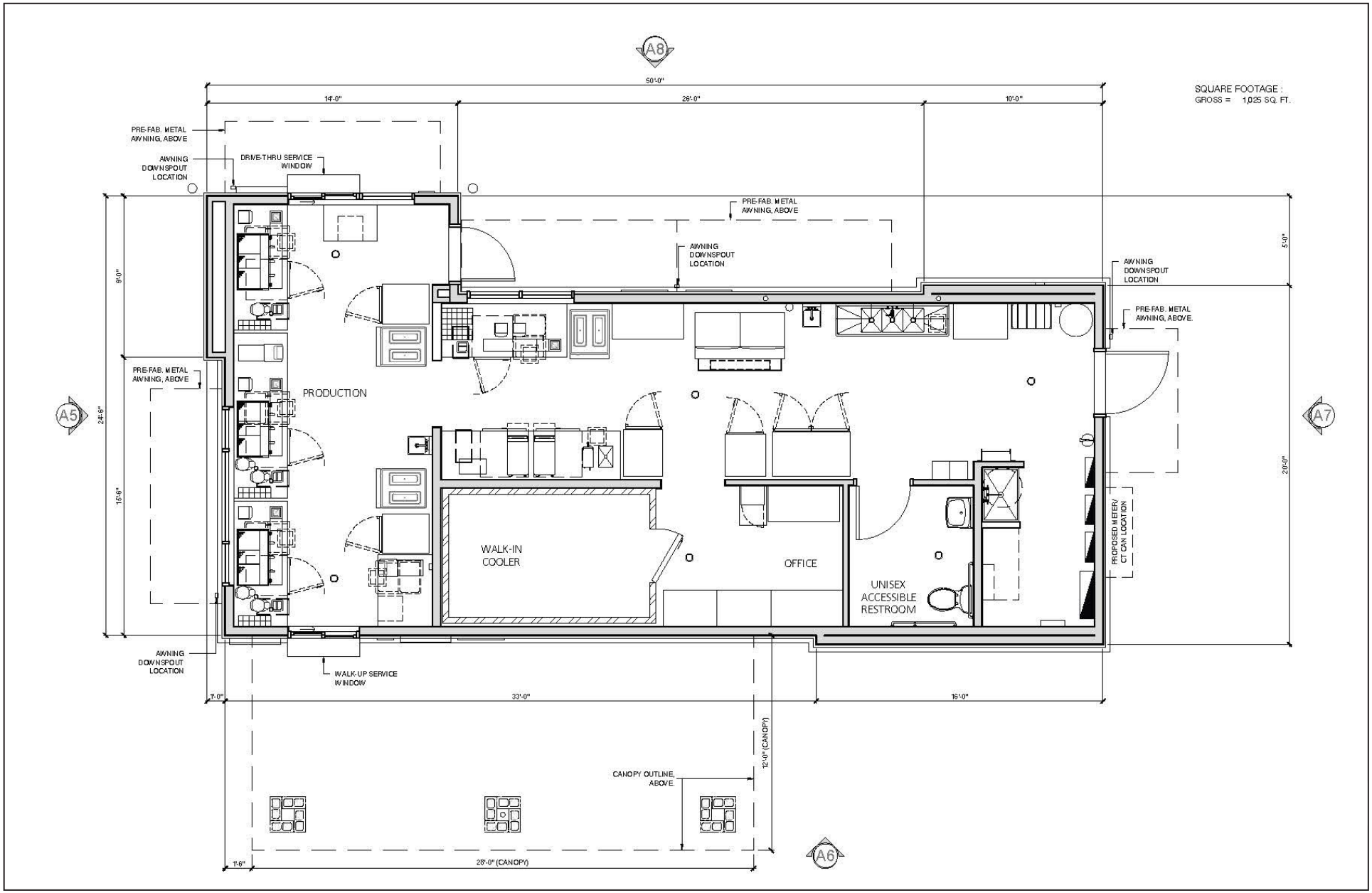
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7030 Atlantic Avenue Dutch Bros Project
Class 32 Categorical Exemption

Conceptual Site Plan



Source: Dutch Bros Coffee, March 2026.

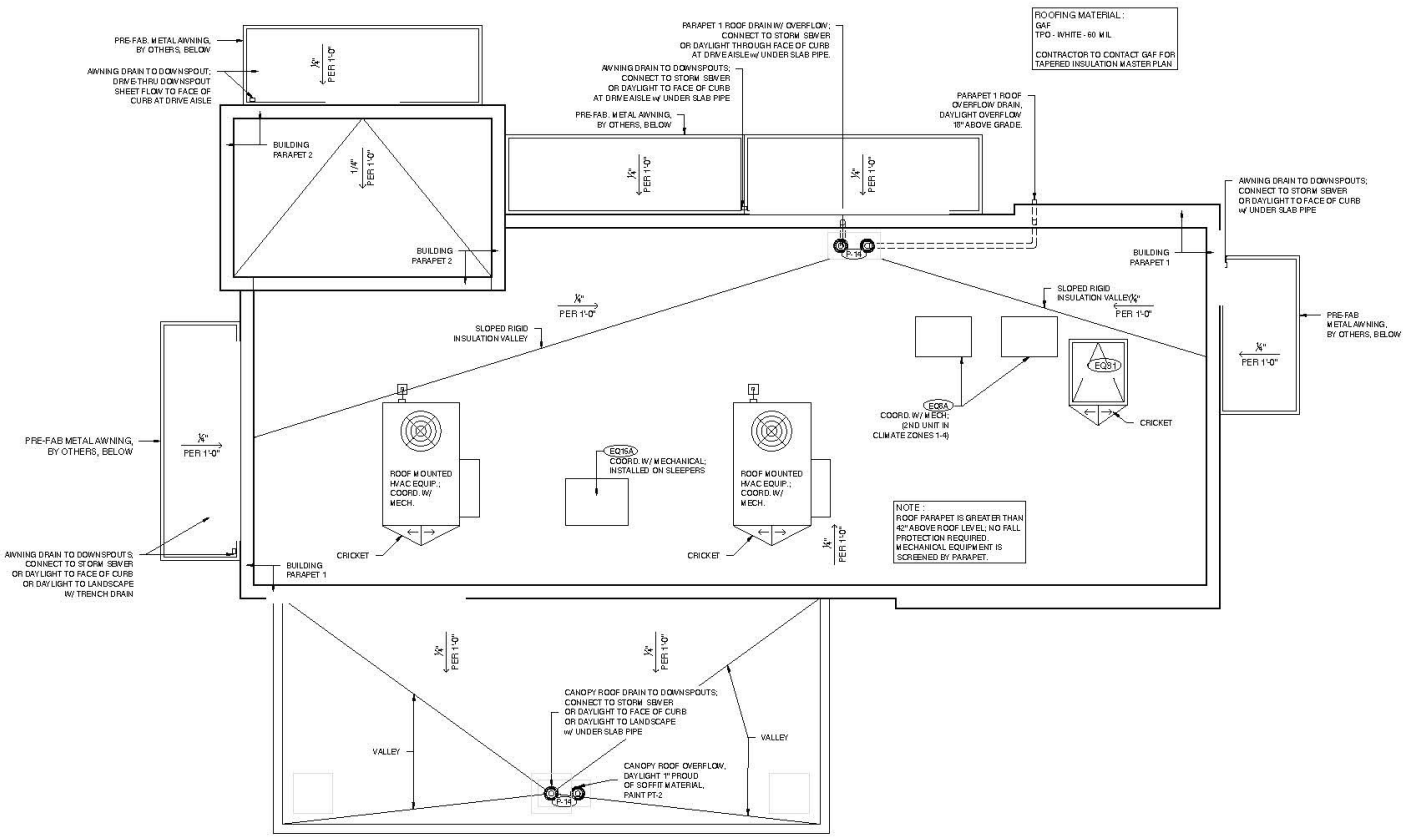
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7030 Atlantic Avenue Dutch Bros Project
Class 32 Categorical Exemption

Floor Plan - Ground Floor



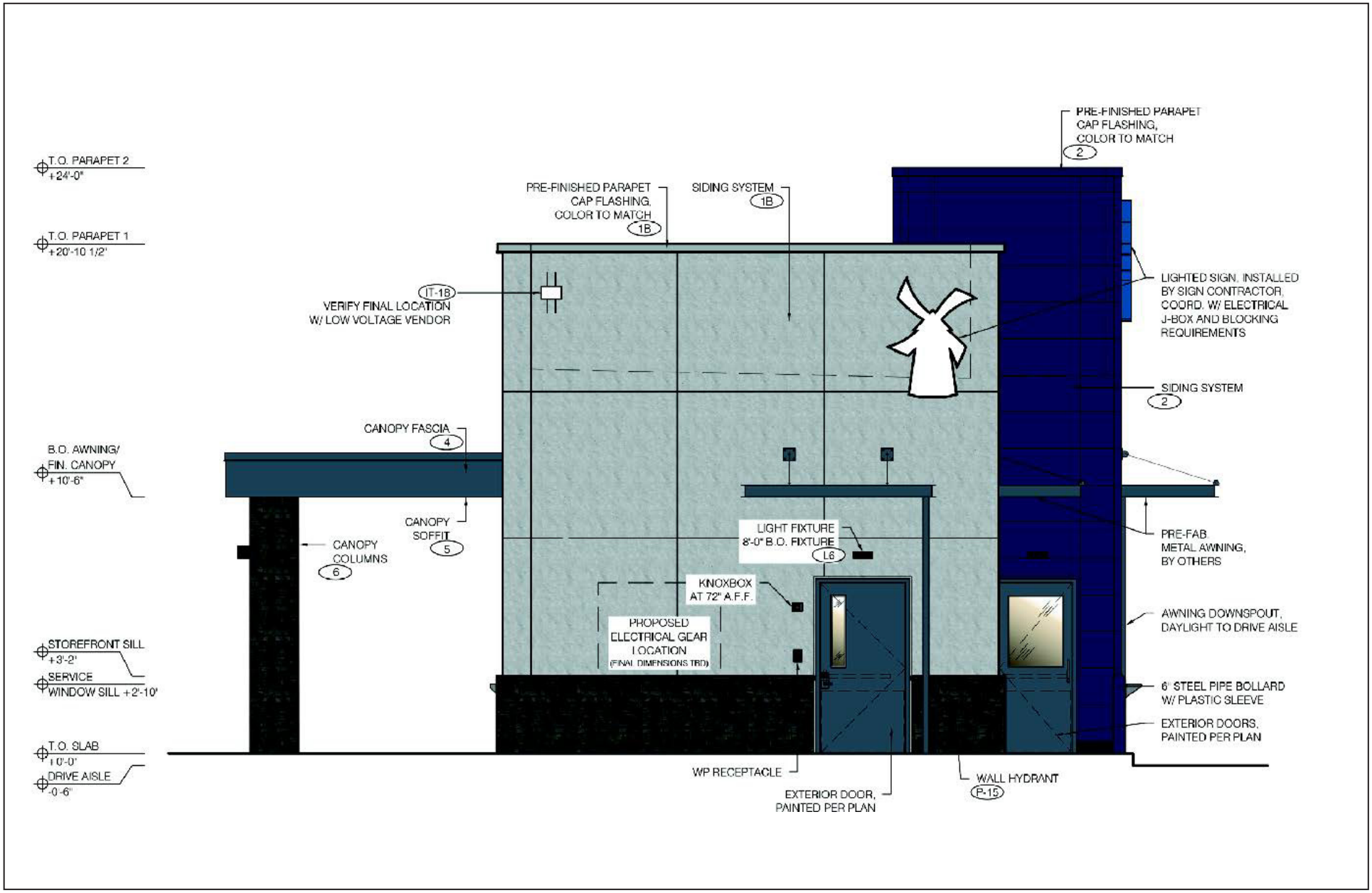
Source: Dutch Bros Coffee, March 2026.

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7030 Atlantic Avenue Dutch Bros Project
Class 32 Categorical Exemption

Floor Plan - Roof



Source: Dutch Bros Coffee, March 2026.

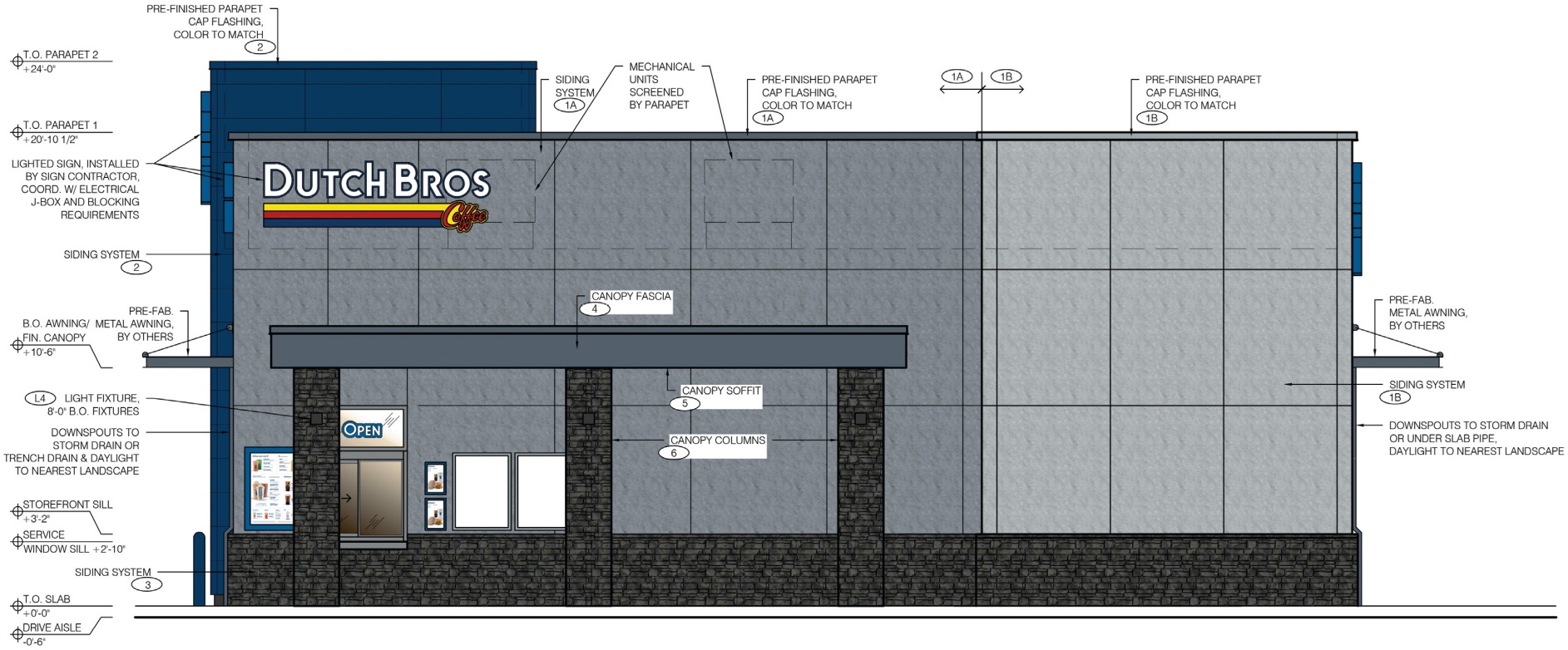
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7030 Atlantic Avenue Dutch Bros Project
Class 32 Categorical Exemption

Building Elevations - North



Source: Dutch Bros Coffee, March 2026.

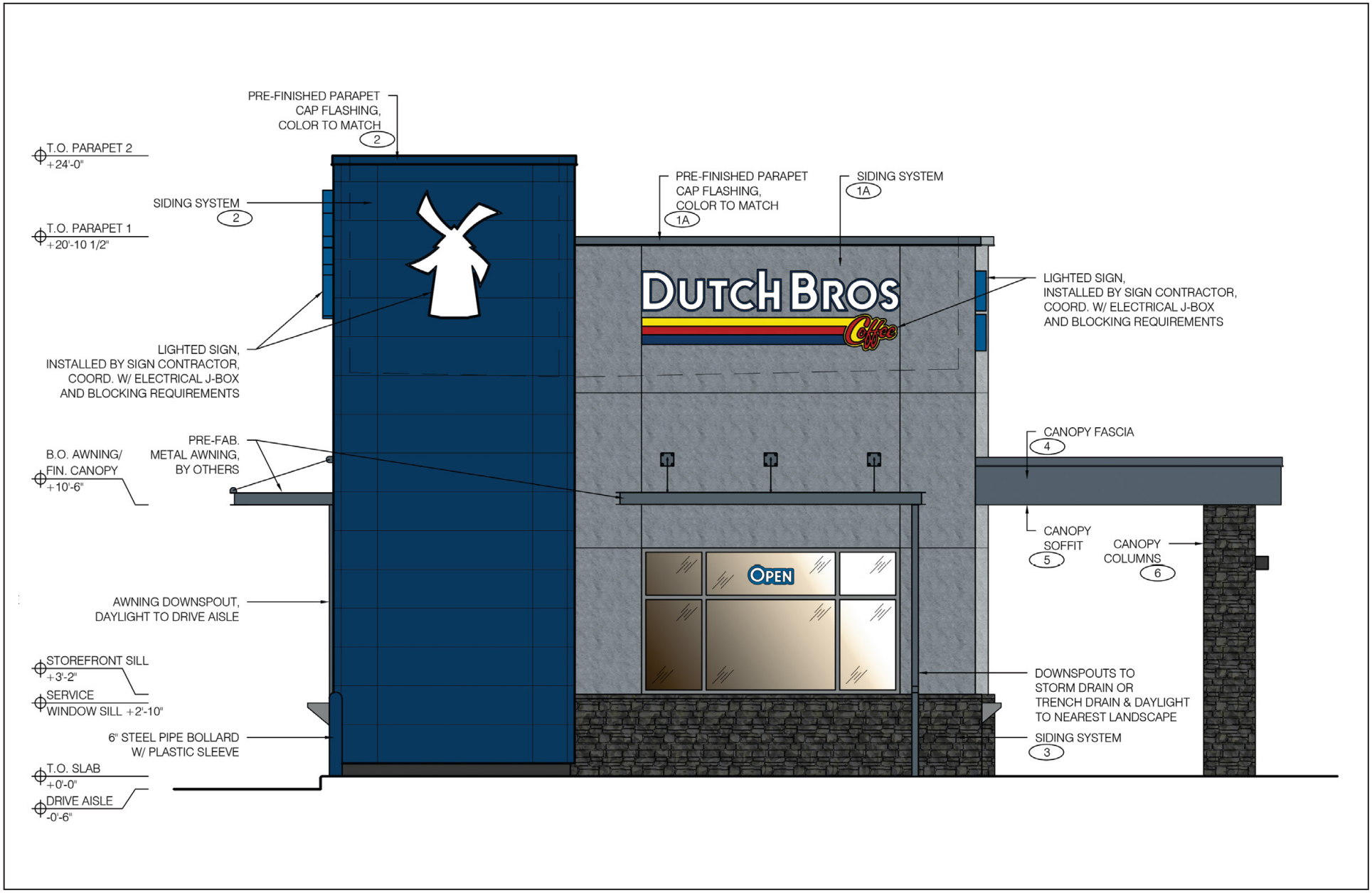
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7030 Atlantic Avenue Dutch Bros Project
Class 32 Categorical Exemption

Building Elevations - East



Source: Dutch Bros Coffee, March 2026.

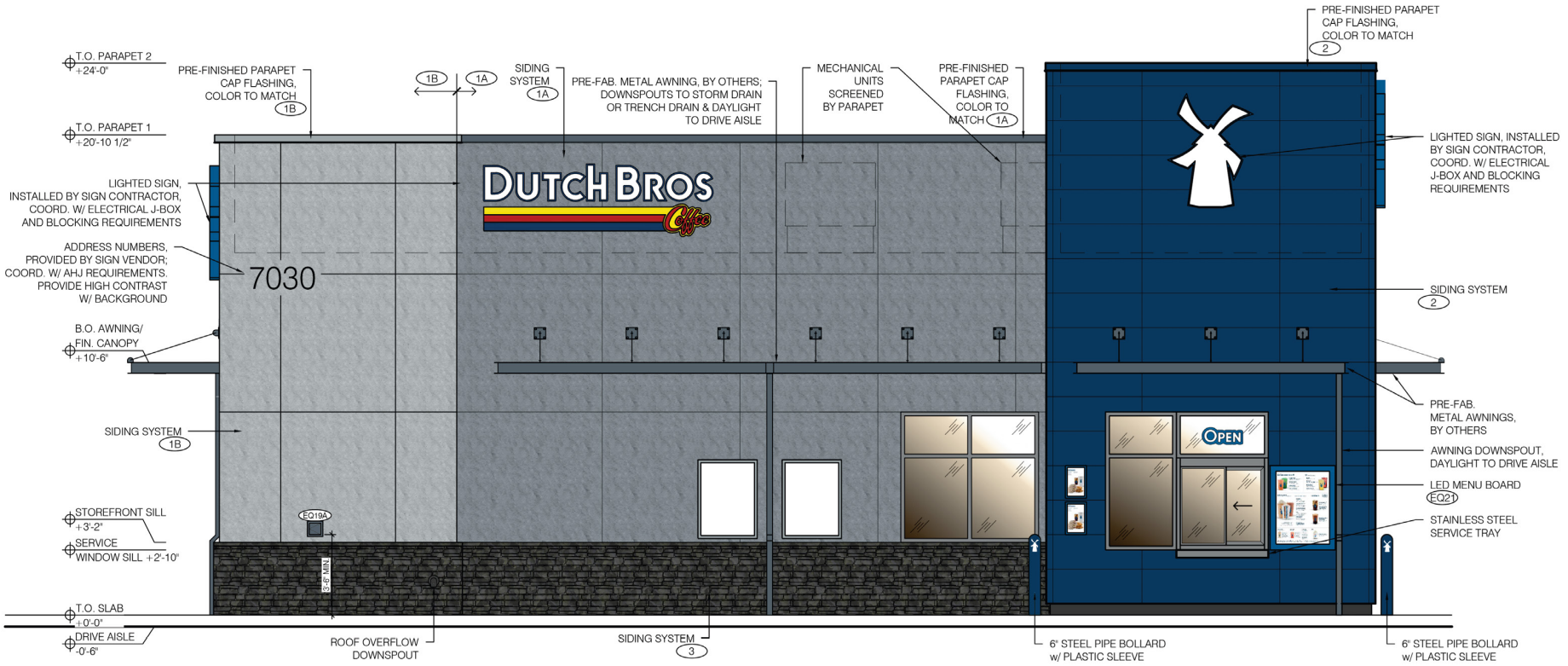
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7030 Atlantic Avenue Dutch Bros Project
Class 32 Categorical Exemption

Building Elevations - South



Source: Dutch Bros Coffee, March 2026.

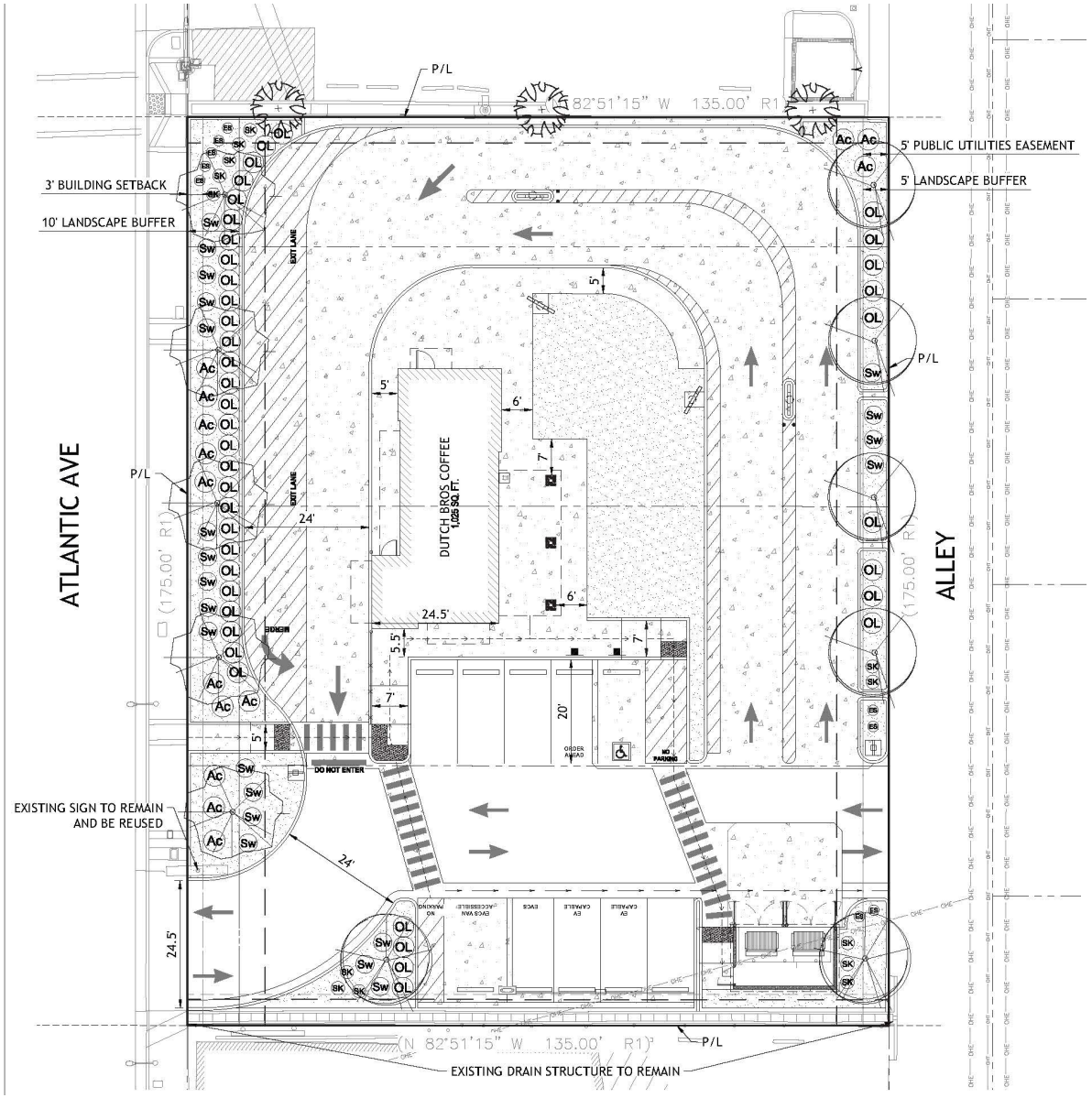
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7030 Atlantic Avenue Dutch Bros Project
Class 32 Categorical Exemption

Building Elevations - West



PLANT SCHEDULE

SYMBOL	BOTANICAL/COMMON NAMES	SIZE CONDITION	SPACING	QTY	WUCOLS IV REGION 3	REMARKS
	TREES:					
	OLEA EUROPAEA 'MONHER' / 'MAJESTIC BEAUTY' FRUITLESS OLIVE EVERGREEN	15 GAL.	AS SHOWN	4	LOW	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5'
	UMBELLULARIA CALIFORNICA / CALIFORNIA BAY LAUREL EVERGREEN	15 GAL.	AS SHOWN	5	MODERATE	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5'
	PISTACHE CHINENSIS 'KEITH DAVEY' / CHINESE PISTACHE DECIDUOUS	15 GAL.	AS SHOWN	2	LOW	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5'
	SHRUBS:					
OL	OLEA EUROPAEA 'MONTRA' / 'LITTLE OLLIE' OLIVE	1 GALLON	48" O.C.	41	VERY LOW	FULL & BUSHY
Ac	ACACIA REDOLENS 'LOW BOY' / ACACIA	1 GALLON	48" O.C.	14	LOW	FULL & BUSHY
	ORNAMENTAL GRASSES:					
ES	EMAGROSTIS SPECTABILIS / PURPLE LOVE GRASS	1 GALLON	24" O.C.	9	LOW	FULL & BUSHY
SK	FESTUCA 'SISKIYOU BLUE' / BLUE FESCUE	1 GALLON	30" O.C.	13	LOW	FULL & BUSHY
Sw	PANICUM VIRGATUM 'HEAVY METAL' / SWITCH GRASS	1 GALLON	42" O.C.	21	LOW	FULL & BUSHY

A MINIMUM OF 2 INCHES OF MULCH SHALL BE ADDED IN NON-TURF AREAS TO THE SOIL SURFACE AFTER PLANTING. NON-POROUS MATERIALS SHALL NOT BE PLACED UNDER THE MULCH.

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL A LAYER OF MEDIUM BARK MULCH OR CLEAN WOOD CHIP MULCH. INSTALL MULCH OVER WEED BARRIER FABRIC, IN ALL PLANTING AREAS. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER ROCK MULCH HAS BEEN INSTALLED.

DO NOT INSTALL TOPSOIL OR AMENDMENTS IN AREAS WHERE ONLY MULCH, AND NO PLANTS, IS TO BE INSTALLED.

TREES INSTALLED WITHIN 3-FEET OF PUBLIC SIDEWALK OR STREET SHALL HAVE ROOT BARRIER PANELS.

Source: Dutch Bros Coffee, March 2026.

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04/2026

7030 Atlantic Avenue Dutch Bros Project
Class 32 Categorical Exemption

Conceptual Landscape Plan

boundary, travel north, wrap around the proposed building, then travel south, exiting the drive-through facility along the southwestern corner of the coffee shop. It should be noted that the dual-lane drive-through would convert into a single-lane drive-through along the northwestern corner of the drive-through facility; however, the proposed early-exit/bypass lane would be available for customers who receive their orders before the vehicles that are further ahead in the drive-through. No drive-through speaker/order boxes are proposed. Rather, Dutch Bros Coffee's policy is to receive orders "in-person" by staff members, who receive orders by approaching vehicles (i.e., "runner-based ordering system") and/or greeting and receiving orders from customers at the service window. Approximately three to four staff members assist with the runner-based ordering system at any one time, with at least one staff member dedicated to traffic control (i.e., directing customers to use the shortest queue, early-exit/bypass lane, etc.). Pedestrian connections would be installed, connecting Atlantic Avenue to the new coffee shop. Proposed marked walkways would provide pedestrian access between the parking lot, coffee shop, and trash enclosure.

Dutch Bros Coffee would have truck deliveries occur up to two times a week (up to one-hour deliveries).

2.3.3 Construction

Building abatement and demolition, site preparation, grading, paving, building construction, architectural coating, and related construction activities would occur over approximately six months, beginning in January 2027 and ending in June 2027. The proposed earthwork would involve approximately 140 cubic yards of cut and 115 cubic yards of fill, resulting in approximately 25 cubic yards of export.

Due to the potential of encountering impacted soil at the project site during grading activities, Dutch Bros Coffee proposes a Soil Management Plan (SMP) during grading. The SMP would be distributed to construction personnel prior to ground-disturbing activities. The SMP would establish protocols for handling, sampling, storage, and disposal of any suspected hydrocarbon/affected soils generated during construction activities associated with the proposed project.

2.3.4 Approvals

Overall, the proposed project would require City discretionary approval of a Site Plan Review for overall site development and design, a Conditional Use Permit for the drive-through component, and a Master Sign Program for signage design.

3. Class 32 Categorical Exemption Criteria Analysis

3.1 General Plan and Municipal Code Consistency

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

3.1.1 General Plan Consistency

Table 1, Bell General Plan Project Consistency Analysis, evaluates the project's consistency with applicable City of Bell General Plan (General Plan) land use policies.

Table 1
Bell General Plan Project Consistency Analysis

Applicable General Plan Land Use Policies	Consistency Analysis
Issue: To promote orderly development within the City while, at the same time, ensuring that sustainability is the cornerstone of this future development.	
Land Use and Sustainability Element Policy 1. The City of Bell shall promote development and land uses that are consistent with the General Plan that will address the current and future need of all of the residential and business sectors. The City shall ensure that future land uses will be in compliance with current zoning codes. The City's Zoning Code and map shall also be updated to ensure conformity with the General Plan.	**Consistent:** As analyzed throughout this memorandum, the proposed project is a permitted use under the site's COMM land use designation and would meet all applicable development standards under the C-3 zoning district upon approval of a Site Plan Review, Conditional Use Permit, and Master Sign Program. As such, the proposed project would be consistent with this policy.
Land Use and Sustainability Element Policy 3. The City of Bell shall prevent incompatibility among land uses for the health and safety of occupants and the protection of property values. The City shall ensure all new development conforms with surrounding properties as a means to protect the health and safety of occupants and maintain property values.	**Consistent:** Refer to Response to Land Use and Sustainability Element Policy 1 regarding compatible land uses. As analyzed throughout this memorandum, the proposed project would result in less than significant or no impacts to aesthetics, land use, biological resources, historical resources, hazards and hazardous materials, traffic, noise, air quality, water quality, utilities and service systems, and public services. Nonetheless, the proposed project would be subject to Planning Commission and City Council hearings prior to approval of the project, to ensure the project would comply with all applicable current codes and to ensure that the proposed project is compatible with surrounding land uses. As such, the proposed project would be consistent with this policy.
Land Use and Sustainability Element Policy 4. The City of Bell shall strive to minimize expansion of non-conforming uses and ensure that those presenting a health and safety hazard are brought into code compliance. The City shall establish a Planning Commission as a means to ensure that all projects comply with current codes and to facilitate land use compatibility.	**Consistent:** Refer to Response to Land Use and Sustainability Element Policies 1 and 3 regarding compatible land uses. The proposed project would be consistent with this policy.
Issue: To promote quality design in new and rehabilitated development throughout the City.	
Land Use and Sustainability Element Policy 5. The City of Bell shall encourage a high level of quality in construction and site design features. The City shall create and	**Consistent:** The proposed coffee shop would have a maximum height of 24 feet and would be designed with various architectural building elements, including varying

implement specific design guidelines to promote higher quality in construction.	stucco, fiber cement siding, stone veneer, stone sill, fascia, soffit, and columns building materials/architectural treatments, and illuminated coffee shop identification signages on all of the building's elevations; refer to Exhibit 5a, Building Elevations – North, through Exhibit 5d, Building Elevations - West. A walk-up service window would be located along the eastern building façade, and a drive-through service window would be located along the western building façade. The proposed color palette would consist of various shades of blue, white, gray, black, yellow, and red. The project would also construct a new six-foot-tall trash enclosure at the southeastern corner of the project boundary, which would complement the architectural design and color palette of the proposed coffee shop. Security and pedestrian lighting are also proposed throughout the site, which would be shielded and directed downwards to avoid spillover lighting to the adjacent residential uses. As such, the proposed project would be consistent with this policy.
Land Use and Sustainability Element Policy 6. The City of Bell shall promote design and development strategies (landscaping, shared parking, mixed-use development, etc.) to address the strip commercial development found along arterial roadways. The City shall ensure that new development is compatible with style and design of the surrounding environment through new development standards and design guidelines.	**Consistent:** Refer to Response to Land Use and Sustainability Element Policy 5 for a discussion on project design. Approximately 4,521 square feet of ornamental landscaping would be installed around the new building as well as the site perimeter; refer to Exhibit 6, Conceptual Landscape Plan. Planting materials would include a mixture of trees, shrubs, and groundcover (i.e., grasses). Tree species would include 'majestic beauty' fruitless olive, California bay laurel, and Chinese Pistache. Shrubs and groundcover would include 'little ollie' olive, acacia, purple love grass, blue fescue, and switch grass. The project would also provide 10 vehicle parking spaces (one space would be reserved as an Americans with Disabilities Act [ADA]-compliant space, one space would be reserved for "order ahead", one space would be reserved as a future electric vehicle capable space [ADA-compliant for vans], one space would be reserved for electric vehicle charging, two spaces would be reserved as future electric vehicle capable spaces, and four spaces would be standard spaces), as well as two bicycle storage spaces within a "U-shaped" bicycle rack. As such, the proposed project would be consistent with this policy.
Issue: To promote sustainability in the planning, design, and construction of new and rehabilitated development throughout the City.	
Land Use and Sustainability Element Policy 8. The City of Bell shall continue to promote recycling as a means of reducing solid waste. The City shall continue to inform and educate residents and businesses regarding the best practices to follow in waste recycling and reduction.	**Consistent:** The project would construct a new 240-square-foot trash enclosure at the southeastern corner of the project boundary, which would complement the architectural design and color palette of the proposed coffee shop. The trash enclosure would provide facilities for both solid waste and recyclable disposal. As such, the proposed project would be consistent with this policy.

Land Use and Sustainability Element Policy 9. The City of Bell shall require ongoing and future land uses to employ sustainable practices to conserve water, waste, energy, and other resources. As part of this policy, new development must conform to current low-impact development requirements and Leadership in Energy and Environmental Design protocols.	**Consistent:** Refer to Response to Land Use and Sustainability Element Policy 8 for a discussion regarding on-site soil waste and recyclable facilities. Also, refer to Section 3.4.4, Water Quality, for a discussion on the project's compliance with the City's Low Impact Development Ordinance. Overall, the proposed project would be consistent with this policy.
Land Use and Sustainability Element Policy 11. The City of Bell shall promote alternative parking strategies such as shared parking and/or a reduction in off-street parking requirements, in its commercial districts. These measures will include, but may not be limited to, using parking structures, meeting with business owners to discuss parking needs and demand, and working with business owners to ensure that parking demands are met.	**Consistent:** Refer to Response to Land Use and Sustainability Element Policy 6 for a discussion regarding on-site parking. The proposed project would be consistent with this policy.
Issue: To ensure that the future needs for infrastructure and public services are addressed.	
Land Use and Sustainability Element Policy 15. The City of Bell shall consider traffic generation, parking demand, alternative forms of transportation, and sustainability when reviewing development projects. For larger projects, a traffic study must be prepared and reviewed by City staff.	**Consistent:** Refer to Section 3.4.1, Traffic, for a discussion on the proposed project's respective traffic studies (i.e., VMT Screening Assessment and Drive Through Queuing and Circulation Analysis), which concluded that traffic-related impacts would be less than significant. Overall, the proposed project would be consistent with this policy.
Issue: To increase employment opportunities in the City.	
Land Use and Sustainability Element Policy 19. The City of Bell shall actively solicit and facilitate development that will benefit the City in terms of quality design, employment, and revenue. As part of this process, the City shall oversee the preparation of a feasibility analysis and/or study.	**Consistent:** Refer to Response to Land Use and Sustainability Element Policies 5 and 6 for a discussion on project design. The coffee shop would employ 24-32 full and/or part-time employees, with a maximum of six employees on shift at any one time. Due to the locally serving commercial nature of the project, these employees are anticipated to be fulfilled by the City's local workforce. The addition of a new commercial use (i.e., coffee shop) and additional on-site employees would result in ongoing sales tax revenue for the City. As such, the proposed project would be consistent with this policy.
Land Use and Sustainability Element Policy 20. The City of Bell shall promote economic stability of the commercial base while promoting new employment opportunities. The City shall market the City to variety of business opportunities.	**Consistent:** Refer to Response to Land Use and Sustainability Element Policy 19 for a discussion on project employment and sales tax revenue. The proposed project would be consistent with this policy.
Land Use and Sustainability Element Policy 21. The City of Bell shall continue to promote and support industries that provide jobs for the local labor force. The City shall work to attract employment-generating industries by hosting job fairs and proactive marketing (newsletters, mailings, City's website, etc.)	**Consistent:** Refer to Response to Land Use and Sustainability Element Policy 19 for a discussion on project employment and sales tax revenue. The proposed project would be consistent with this policy.
Issue: To ensure a strong industrial and commercial tax base to finance public improvements and services.	
Land Use and Sustainability Element Policy 22. The City of Bell shall develop strategies, such as increased floor	**Consistent:** Refer to Response to Land Use and Sustainability Element Policies 5 and 6 for a discussion

area ratios, density bonuses, relaxed parking requirements, etc., to encourage the market to consolidate parcels in the City's commercial areas. The City shall identify all underutilized properties, and where needed, prepare and implement the necessary policy document to facilitate future sustainable development.	regarding project design and on-site parking. The project site is currently developed with the former Jack's Car Wash (i.e., not currently in operation), which consists of a car wash structure in the central portion of the site and a detached lobby structure in the northwestern portion of the site. The proposed project would involve clearing the existing site, including structures, and constructing a 1,025-square-foot coffee shop (i.e., Dutch Bros Coffee) with a dual-lane drive-through, associated surface parking, and landscaping improvements. The coffee shop would be a one-story building and include a dual-lane drive-through, a refaced (illuminated) pole sign, and a dedicated 240-square-foot trash enclosure. As such, the proposed project would introduce a new commercial use on a currently underutilized property along a primary commercial corridor, Atlantic Avenue. The proposed project would be consistent with this policy.
Land Use and Sustainability Element Policy 26. The City of Bell shall continue to promote and support revitalization of the commercial districts in the City. The City shall continue to enhance the "Central City Area," promote the creation of smaller commercial neighborhood centers at key intersections, and discourage further strip commercial development. The City shall also strive to minimize or eliminate conflicts while at the same time marketing the City as an optimal location for new business opportunities as well as business retention.	**Consistent:** Refer to Response to Land Use and Sustainability Element Policy 22 for a discussion on project development on a currently underutilized property within a primary commercial corridor. The proposed project would be consistent with this policy.
Issue: To promote the development of a wide range of land uses and development to meet the needs of the local and regional marketplace.	
Land Use and Sustainability Element Policy 27. The City of Bell shall strengthen commercial and industrial uses by working in conjunction with existing and prospective merchants and investors, encouraging mixed-use projects that contain a variety of compatible uses, and working with the Chamber of Commerce.	**Consistent:** Refer to Response to Land Use and Sustainability Element Policies 19 and 22 for a discussion on project employment and sales tax revenue, and project development on a currently underutilized property within a primary commercial corridor. The proposed project would be consistent with this policy.
Issue: To promote energy efficiency and conservation in all existing and future development.	
Land Use and Sustainability Element Policy 31. The City of Bell shall promote energy efficiency and renewable energy strategies in the review of new developments. Examples include, but are not limited to, solar panels, natural lighting, vehicle charging stations, etc.	**Consistent:** Refer to Response to Land Use and Sustainability Element Policy 6 for a discussion regarding on-site parking, including electric vehicle parking spaces and bicycle racks. The proposed project would be consistent with this policy.

Source: City of Bell 2030 Comprehensive General Plan. Section 2, Land Use and Sustainability Element. Adopted May 9, 2018. Compiled by CSG, July 2026.

3.1.2 Bell Municipal Code (Municipal Code) Consistency

Heavy Commercial Zone (C-3)

The project site is located within the C-3 zone pursuant to Municipal Code Chapter 17.32, C-3 Heavy Commercial Zone. Provisions within Municipal Code Chapter 17.32 include specific requirements related to permitted uses and development standards within areas zoned C-3.

Permitted Uses

As mentioned above, the project site is zoned C-3. Pursuant to Municipal Code Section 17.32.020, Permitted Uses, the C-3 zone permits commercial uses, including, but not limited to, banks, dental clinics, hotels, laundromats, movie theaters, radio and television broadcasting studios, libraries, offices, restaurants and cafes, shops/stores, among others. Business uses, including, but not limited to, food or beverage establishments with an associated drive-through, are permitted with approval of a Conditional Use Permit pursuant to Municipal Code Section 17.96.030, Conditional Use Permits Required When. Therefore, with approval of a Conditional Use Permit, the proposed Dutch Bros Coffee is a permitted use in accordance with the C-3 zone.

Development Standards

Lots

Municipal Code Section 17.32.040(A), Lots, requires the minimum lot area of each lot in the C-3 zone to be 5,000 square feet, a minimum width of 50 feet, and a minimum depth of 100 feet.

The project site is located on an approximately 23,633-square-foot site, which is approximately 175 feet in width and 135 feet in depth. Thus, the proposed project would be consistent with the minimum lot area, width, and depth under Municipal Code Section 17.32.040(A).

Yards

Front Yards

Municipal Code Section 17.32.040(B)(1), Front Yards, prohibits buildings, walls, structures, or fences from being located closer than 10 feet from the property line (i.e., within front yards), and requires such space to be landscaped and permanently maintained. Additionally, where permitted driveways enter the front wall of a building; that portion of such front wall must not be located less than 20 feet from the front lot line.

The proposed project would include a 10-foot front setback, which would be landscaped with a mixture of ornamental landscaping; refer to Exhibit 6, Conceptual Landscape Plan. Driveways entering the front wall of a building are not proposed. Thus, the proposed project would be consistent with the front yard requirements under Municipal Code Section 17.32.040(B)(1).

Side Yards

Municipal Code Section 17.32.040(B)(2), Side Yards, requires lots that have a side lot line abutting any lot located in any of the residential zones to maintain a side yard area of not less than 10 feet in width on the side adjoining the residentially zoned lot. Additionally, where a permitted driveway enters the side wall of a building, that portion of such side wall must not be located less than 20 feet from the side lot line of the lot upon which it is located. Moreover, on corner lots and reversed corner lots, a minimum 10-foot side yard must be provided.

Land uses surrounding the project site include commercial uses to the north and south, and residential uses to the east. Residential uses would not be located along the project site's side lot lines to the north and south. Additionally, driveways entering the side wall of a building are not proposed, and the project site does not consist of a corner lot or

a reversed corner lot. Thus, the proposed project would be consistent with the side yard requirements under Municipal Code Section 17.32.040(B)(2).

Rear Yards

Municipal Code Section 17.32.040(B)(3), Rear Yards, requires lots that have a rear lot line abutting any lot located in any of the residential zones to maintain a rear yard area of not less than 10 feet in depth on the side adjoining the residentially zoned lot.

Land uses surrounding the project site include commercial uses to the north and south, and residential uses to the east. It should be noted that a 19-foot, four-inch alley separates the project site from the residential uses to the east. Thus, the proposed project would be consistent with the rear yard requirements under Municipal Code Section 17.32.040(B)(3).

Buildings

Municipal Code Section 17.32.040(C), Buildings, prohibits buildings or structures from exceeding a height of 70 feet where a lot in the C-3 zone has one or more common lot lines with a lot zoned Single-Family Residential (R-1); no building or structure on a C-3 zoned lot located within 50 feet of such common lot line may exceed the maximum height permitted for buildings or structures in the R-1 zone. Buildings, including accessory buildings and structures, may cover all of the area of any lot in the C-3 zone, except for required areas and areas required for off-street parking facilities.

Land uses surrounding the project site include commercial uses to the north and south, and residential uses to the east. It should be noted that a 19-foot, four-inch alley separates the project site from the residential uses to the east. Nonetheless, the proposed Dutch Bros Coffee would have a maximum height of 24 feet, and accessory buildings and structures are not proposed, except for a trash enclosure, which is analyzed below. Thus, the proposed project would be consistent with the building requirements under Municipal Code Section 17.32.040(C).

Off-Street Parking

Municipal Code Section 17.32.040(D), Off-Street Parking, requires lots in the C-3 zone to include off-street parking facilities as outlined in Municipal Code Chapter 17.76, Off-Street Parking and Loading Requirements. Pursuant to Municipal Code Chapter 17.76.020.18, the off-street parking and loading space requirements for any use for which a conditional use permit is required shall be set by the granting body as a part of the conditional use permit process.

The proposed project would provide 10 vehicle parking spaces and would require approval of a Conditional Use Permit pursuant to Municipal Code Section 17.96.030. Specifically, the proposed project would provide 10 vehicle parking spaces (one space would be reserved as an Americans with Disabilities Act [ADA]-compliant space, one space would be reserved for “order ahead”, one space would be reserved as a future electric vehicle capable space [ADA-compliant for vans], one space would be reserved for electric vehicle charging, two spaces would be reserved as future electric vehicle capable spaces, and four spaces would be standard spaces). As such, the proposed off-street parking space total would be subject to off-street parking and loading space requirements as set forth by the Bell Planning Commission. Upon approval of a Conditional Use Permit, the proposed project would be consistent with the off-street parking requirements under Municipal Code Section 17.32.040(D).

Required Walls

Municipal Code Section 17.32.040(F), Required Walls, requires lots in the C-3 zone that have a common side or rear lot line with a residentially zoned property to include a solid masonry wall not less than six feet in height, in and along all such side and rear lot lines. Any such fence so required, which is adjacent to the side of a required front yard area on the adjoining residentially zoned property, must conform to the height regulations applicable to front yard areas in such residentially zoned property.

As mentioned above, land uses surrounding the project site include commercial uses to the north and south, and residential uses to the east. It should be noted that a 19-foot, four-inch alley separates the project site from the residential uses to the east. Thus, the proposed project would be consistent with the wall requirements under Municipal Code Section 17.32.040(F).

Trash Facilities

Municipal Code Section 17.32.040(G), Trash Facilities, requires lots in the C-3 zone to provide facilities for the storage and collection of trash. The outdoor trash and garbage collection areas must be fully enclosed by a view-obscuring block wall and not less than six feet in height with a view-obscuring door that must remain closed when not in use, so that the contents are not visible from any public street or adjacent residentially zoned property. Moreover, all trash, rubbish, and garbage receptacles must be regularly cleaned, inspected, and maintained in a clean, safe, and sanitary condition. All storage areas must be located for convenient vehicular access for pickup and disposal.

The proposed project includes a dedicated 240-square-foot trash enclosure, which would be constructed to six feet in height and be located at the southeastern corner of the project boundary, accessible via the internal drive aisle along the southern boundary of the site. The trash enclosure would be designed to complement the architectural design and color palette of the proposed coffee shop, thereby providing a visually integrated trash collection receptacle. Thus, the proposed project would be consistent with the trash facilities requirements under Municipal Code Section 17.32.040(G).

Compressors, Motors, Etc.

Municipal Code Section 17.32.040(H), Compressors, Motors, Etc., requires lots in the C-3 zone which have an accessory to a permitted use, compressors, air conditioning units, or similar machinery, which is located outside of the exterior walls of any building to: 1) enclose all mechanical equipment within a permanent noncombustible enclosure subject to the approval of the building inspector and subject to all yard area regulations; and 2) maintain all mechanical equipment in a clean and proper condition to prevent a collection of litter and filth and to avoid the emission of unnecessary noise, dust, or fumes.

The proposed project would include heating, ventilation, and air conditioning (HVAC) equipment on the proposed building's roof; refer to Exhibit 4b, Floor Plan – Roof. The proposed HVAC equipment would be fully contained on the roof and subject to design review pursuant to the requested Site Plan Review. Thus, the proposed project would be consistent with the mechanical equipment requirements under Municipal Code Section 17.32.040(H).

Overall, the proposed project would be consistent with applicable General Plan policies and Municipal Code requirements. Thus, the project would meet Criterion (a) requirements.

3.2 Urban Infill Location Consistency

b) The proposed development occurs within city limits on a project site of no more than five acres, substantially surrounded by urban uses.

The project site is located on an approximately 23,633 square-foot (0.53-acre) site at 7020 and 7030 Atlantic Avenue and is located in an urbanized area of the City. Land uses surrounding the project site include commercial uses to the north and south, and residential land uses to the east. Atlantic Avenue is located along the western site boundary, and commercial land uses are located further west. Accordingly, the project would meet Criterion (b) requirements.

3.3 Special-Status Species Habitat Consistency

c) The project site has no habitat for endangered, rare, or threatened species.

As stated above, the project site is located in an urbanized area of the City and is surrounded by commercial and residential uses and Atlantic Avenue. The project site is currently developed with Jack's Car Wash, which consists of a

car wash structure in the central portion of the site and a detached lobby structure in the northwestern portion of the site; refer to Exhibit 2, Site Vicinity. No vegetation exists within the project site that could provide habitat for endangered, rare, or threatened species. Although five existing palm trees are present along the eastern perimeter of the site, these trees are non-native and offer limited food and shelter resources for wildlife species. As such, these palm trees would not serve as suitable habitat for endangered, rare, or threatened species. Overall, the project site has no value as habitat for endangered, rare, or threatened species, and the proposed project would meet Criterion (c) requirements.

3.4 Traffic, Noise, Air Quality, and Water Quality Consistency

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality;

3.4.1 Traffic

The analysis in this section is based on the following technical studies prepared by Ganddini Group, Inc. (Ganddini), including:

- Dutch Bros (7030 Atlantic) Project Vehicle Miles Traveled Screening Assessment (VMT Screening Assessment), dated June 19, 2026; and
- Drive Through Queuing and Circulation Analysis for the Dutch Bros (7030 Atlantic) Project Project No. 19916 (Drive Through Queuing and Circulation Analysis), dated June 19, 2026.

These technical studies are attached as Appendix A, Transportation and Traffic Studies.

Vehicle Miles Traveled (VMT)

According to the VMT Screening Assessment, the City does not currently have established VMT analysis guidelines; thus, project-VMT impacts were assessed based on available guidance from the County of Los Angeles and the Governor's Office of Land Use and Climate Innovation (LCI; formerly the Governor's Office of Planning and Research) Technical Advisory. According to the County of Los Angeles Public Works Department Transportation Impact Analysis Guidelines (County TIA Guidelines), dated July 23, 2020, certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis. The County TIA Guidelines establish screening thresholds for certain types of traffic that may be presumed to cause a less-than-significant VMT impact based on substantial evidence provided in the LCI Technical Advisory. It should be noted that projects are only required to meet one of the listed screening criteria to be screened out of further VMT analysis; however, projects may meet more than one of the listed criteria. The County TIA Guidelines specify the following four screening criteria:

- Non-Retail Project Trip Generation Screening: Does the development project generate a net increase of 110 or more daily vehicle trips?
- Retail Project Site Plan Screening: Does the project contain retail uses that exceed 50,000 square feet of gross floor area?
- Proximity to Transit-Based Screening: Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor? If so, the following questions should be considered:
    - Does the project have a Floor Area Ratio less than 0.75?
    - Does the project provide more parking than required by the County Code?
    - Is the project inconsistent with the SCAG RTP/SCS?

- Does the project replace residential units set aside for lower-income households with a smaller number of market-rate residential units?

- Residential Land Use-Based Screening: Are 100% of the units, excluding the manager's units, set aside for lower-income households?

Local-Serving Retail Projects Screening Evaluation

As specified in the County TIA Guidelines, a project that contains a locally serving retail use is assumed to have less-than-significant VMT impacts. This screening criterion applies to proposed retail land uses that do not exceed 50,000 square feet of gross floor area.

The project proposes constructing a 1,025-square-foot coffee shop (i.e., Dutch Bros Coffee) and thus is considered a locally serving retail use consisting of less than 50,000 square feet in size. Therefore, the proposed project is presumed to have a less-than-significant impact on VMT as it satisfies at least one of the VMT screening criteria established within the County TIA Guidelines and would be screened out of further VMT analysis. Overall, the proposed project would result in less than significant impacts in this regard.

Site Access, Safety, and Circulation Evaluation

As detailed in the Drive Through Queuing and Circulation Analysis, access to the project site is currently provided via the southern-most ingress-only driveway and the central driveway (ingress and egress) along Atlantic Avenue. Additional site access is provided via two side alley entrances along the eastern site boundary, which provide both ingress and egress. The project would remove the northern-most and central existing driveways along Atlantic Avenue and the northern-most existing side alley entrance along the eastern site boundary. The remaining driveway and site alley entrance would be reconstructed (i.e., southern-most driveway along Atlantic Avenue [ingress and egress right-turn only] and the southern-most alley entrance along the eastern site boundary [ingress right-turn only/egress left-turn and right-turn]); refer to Exhibit 3.

Vehicles would enter the drive-through lanes generally along the southern project boundary, travel north, wrap around the proposed building, then travel south, exiting the drive-through facility along the southwestern corner of the coffee shop. It should be noted that the dual-lane drive-through would convert into a single-lane drive-through along the northwestern corner of the drive-through facility; however, the proposed early-exit/bypass lane would be available for customers who receive their orders before the vehicles that are further ahead in the drive-through.

No drive-through speaker/order boxes are proposed. Rather, Dutch Bros Coffee's policy is to receive orders "in-person" by staff members, who receive orders by approaching vehicles (i.e., "runner-based ordering system") and/or greeting and receiving orders from customers at the service window. Approximately three to four staff members assist with the runner-based ordering system at any one time, with at least one staff member dedicated to traffic control (i.e., directing customers to use the shortest queue, early-exit/bypass lane, etc.).

According to the Drive Through Queuing and Circulation Analysis, the proposed drive-through lane with capacity for 22 vehicles is expected to provide sufficient storage length to accommodate the maximum queue of an average coffee shop with a drive-through window (13 cars on weekdays, 16 cars on weekends) and a potential Dutch Bros tenant (17 cars on weekdays, 21 cars on weekends).[1] Figure 4, Drive Through Queuing Overflow Layout, of the Drive Through Queuing and Circulation Analysis shows the drive-through queuing overflow layout with four additional vehicles in the exit/bypass lane for a total queuing capacity of 26 vehicles. As shown in Drive Through Queuing and Circulation Analysis

[1] The project site provides approximately 440 feet of stacking length behind the drive-through window, accommodating up to 21 vehicles in the queue. An additional vehicle can queue to leave the site after the pick-up window. It should be noted that the vehicle queue values may differ slightly from those listed in the Project Description due to this additional vehicle queuing space; however, the minor difference in queue values would not change the impact determinations established within this memorandum. Queuing would be sufficient for the proposed project.

Figure 4, a potential drive-through queue overflow of four cars can be accommodated on-site within the exit/bypass lane without overflowing into the public right-of-way or adversely impacting on-site circulation.

Pedestrian connections would be installed, connecting Atlantic Avenue to the new coffee shop. Proposed marked walkways would provide pedestrian access between the parking lot, coffee shop, and trash enclosure.

All proposed driveways and walkways would be subject to the City's overall site development and design approval process, established in Municipal Code Section 17.32.050, Site Plan Review, which requires buildings and structures in the C-3 zone to comply with the applicable provisions of Municipal Code Chapter 17.92 for the C-3 zone concerning site plans. Specifically, pursuant to Municipal Code Section 17.92.040(C)(3)(c), the proposed project's site plan and design features would be subject to review for an integrated, harmonious design that enhances the character and design of the site, the immediate neighborhood, and the surrounding area of the City. The proposed project would also be subject to Municipal Code Section 17.96.030, which would review the proposed drive-through to ensure it is compatible with other existing and permitted uses located in the general area. These review processes would ensure that the proposed driveways, walkways, and drive-through achieve the intent of Municipal Code Section 17.92.040(C)(3)(c). Following conformance with Municipal Code Sections 17.32.050, 17.92.040(C)(3)(c), and 17.96.030, impacts regarding site access, safety, and circulation would be less than significant.

3.4.2 Noise

The analysis in this section is primarily based on the Dutch Bros (7030 Atlantic) Noise Impact Analysis, City of Bell (Noise Study), prepared by Ganddini, dated July 14, 2026 (revised July 15, 2026); refer to Appendix B, Noise Study.

Noise and Vibration Fundamentals

Noise Fundamentals

Sound is a pressure wave created by a moving or vibrating source that travels through an elastic medium such as air. Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in extreme circumstances, hearing impairment.

Commonly used noise terms are presented in Appendix B, Glossary, of the Noise Study. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA.

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source, as well as ground absorption, atmospheric effects, refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiates uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is six dBA per doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is three dBA/DD.

Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by three dBA; halving the energy would result in a three dBA decrease. Figure 3, A-Weighted Comparative Sound Levels, of the Noise Study shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dBA equivalent continuous noise level (Leq), or the equivalent noise level for that period of time. For example, Leq(3-hr) would represent a three-hour average. When no period is specified, a one-hour average is assumed.

Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (DNL). CNEL is a 24-hour weighted average measure of community noise. CNEL is obtained by adding five decibels to sound levels in the evening (7:00 p.m. to 10:00 p.m.), and by adding ten decibels to sound levels at night (10:00 p.m. to 7:00 a.m.). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours. DNL is a very similar 24-hour average measure that weighs only the nighttime hours.

It is widely accepted that the average healthy ear can barely perceive changes of three dBA; that a change of five dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by the California Department of Transportation's (Caltrans) Technical Noise Supplement to the Traffic Noise Analysis Protocol, dated 2013.

Vibration Fundamentals

The way in which vibration is transmitted through the earth is called propagation. Propagation of earthborn vibrations is complicated to predict because of the endless variations in the soil through which waves travel. There are three main types of vibration propagation: surface, compression, and shear waves.

Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wavefront, similar to ripples produced by throwing a rock into a pool of water. Compression waves, or P-waves, are body waves that carry their energy along an expanding spherical wavefront. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. Shear waves, or S-waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation".

As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. The RMS of a signal is the average of the squared amplitude of the signal in vibration decibels (VdB), referenced to one micro-inch per second. The Federal Railroad Administration uses the abbreviation "VdB" for vibration decibels to reduce the potential for confusion with sound decibels.

PPV is appropriate for evaluating the potential of building damage, and VdB is commonly used to evaluate human response. However, VdB was converted to PPV for use in this report. Decibel notation acts to compress the range of numbers required in measuring vibration. Similar to the noise descriptors, Leq and Lmax can be used to describe the average vibration and the maximum vibration level observed during a single vibration measurement interval. Figure 4, Typical Levels of Groundborne Vibration, of the Noise Study illustrates common vibration sources and the human and structural responses to ground-borne vibration. As shown in Figure 4, the threshold of perception for human response is approximately 65 VdB; however, human response to vibration is not usually substantial unless the vibration exceeds 70 VdB. Vibration tolerance limits for sensitive instruments such as magnetic resonance imaging (MRI) or electron microscopes could be much lower than the human vibration perception threshold.

Existing Noise Environment

Existing Land Uses and Sensitive Receptors

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single- and multi-family residential, including transient lodging, motels, and hotel uses, make up the majority of these areas. There are existing single-family residential land uses located just east of the project site. Commercial uses are located to the north and south of the project site. Atlantic Avenue is located to the west of the project site.

Ambient Noise Measurements

An American National Standards Institute (ANSI Section S1.4 2014 Class 1) Larson Davis model LxT sound level meter was used to document existing ambient noise levels. One long-term noise measurement (24-hours) was taken on June 15 to 16, 2026, starting at 5:00 p.m., and two short-term (15-minute) noise measurements were taken between 2:31 p.m. and 3:15 p.m. on June 15, 2026. Field worksheets and noise measurement worksheets are provided in Appendix C, Noise Measurement Field Worksheets, of the Noise Study.

Figure 5, Noise Measurement Location Map, of the Noise Study shows the noise measurement location map. As shown in Figure 5, the noise meter was placed at the following locations:

- LTNM1: represents the existing noise environment of the single-family homes located east of the project site;
- STNM1: represents the existing noise environment of the commercial land uses north of the project site; and
- STNM2: represents the existing noise environment of commercial land uses south of the project site.

Short-term and long-term noise measurement data are presented in Table 2, Short-Term Noise Measurement Summary, and Table 3, Long-Term Noise Measurement Summary.

Table 2
Short-Term Noise Measurement Summary

Daytime Measurements[1,2]							
Site Location	**Time Started**	**Leq**	**Lmax**	**L(2)**	**L(8)**	**L(25)**	**L(50)**
STNM1	2:31 p.m.	61.1	77.4	**67.9**	63.3	61.3	59.5
STNM2	3:00 p.m.	60.1	74.1	**67.5**	63.5	60.1	57.7

Source: Refer to Appendix B, Noise Study.
Notes:
[1] See Figure 5 of the Noise Study for noise measurement locations. Each noise measurement was performed over a 15-minute duration.
[2] Noise measurements were performed on June 15, 2026.

Table 3
Long-Term Noise Measurement Summary

Daytime Measurements[1,2]								
Hourly Measurements	**Time Started**	**Leq**	**Lmax**	**Lmin**	**L(2)**	**L(8)**	**L(25)**	**L(50)**
Overall Summary	5:00 p.m.	61.4	95.4	43.7	67.0	63.7	60.5	57.4
1	5:00 p.m.	61.9	82.0	51.6	67.1	64.7	62.4	60.0
2	6:00 p.m.	61.9	84.4	54.4	67.9	64.2	61.7	59.6
3	7:00 p.m.	67.2	95.4	54.0	70.1	65.1	62.1	60.0
4	8:00 p.m.	63.0	91.4	50.9	67.5	64.1	61.3	58.6
5	9:00 p.m.	62.3	85.3	48.3	67.9	64.3	61.2	58.6
6	10:00 p.m.	59.5	75.8	47.5	65.7	63.0	59.9	56.9
7	11:00 p.m.	59.8	87.8	46.9	64.7	61.6	58.6	55.3
8	12:00 a.m.	55.7	79.2	44.7	63.2	59.5	55.6	51.2
9	1:00 a.m.	54.7	71.5	43.7	63.4	58.9	53.9	48.9
10	2:00 a.m.	54.7	79.0	43.7	62.5	58.4	53.3	48.6
11	3:00 a.m.	55.6	74.6	43.7	64.3	59.5	54.9	50.1
12	4:00 a.m.	56.4	75.0	43.9	64.6	60.7	56.3	51.4
13	5:00 a.m.	58.5	76.1	44.2	66.0	62.5	58.8	54.8
14	6:00 a.m.	60.3	81.6	45.5	67.5	64.0	60.3	56.6
15	7:00 a.m.	61.0	78.6	47.3	67.5	64.8	61.8	58.6
16	8:00 a.m.	61.3	74.7	48.1	67.5	65.0	62.2	59.6
17	9:00 a.m.	60.9	75.4	48.6	67.8	64.5	61.4	58.6
18	10:00 a.m.	59.7	71.3	49.6	66.1	63.7	60.6	57.8
19	11:00 a.m.	61.2	82.6	49.2	68.4	64.5	61.2	58.1
20	12:00 p.m.	60.4	82.2	49.1	68.1	63.4	60.3	57.6
21	1:00 p.m.	59.9	76.4	50.4	66.8	63.4	60.4	57.7
22	2:00 p.m.	60.5	76.5	50.1	67.0	64.0	60.9	58.3
23	3:00 p.m.	67.2	95.3	50.7	70.4	64.9	61.4	58.6
24	4:00 p.m.	61.0	77.0	51.2	67.4	64.2	61.6	59.2
CNEL	65.8							

Source: Refer to Appendix B, Noise Study.
Notes:
[1] See Figure 5 of the Noise Study for noise measurement locations. The noise measurement was performed over a 24-hour duration.

As shown in Table 2, measured short-term ambient noise levels ranged between 60 and 61 dBA Leq, and Table 3 shows that hourly noise levels ranged between 54.7 and 67.2 dBA Leq during the 24-hour measurement period. The equivalent CNEL was 65.8 dBA. The dominant noise source in the project vicinity was vehicle traffic associated with Florence Avenue and Atlantic Avenue.

Regulatory Setting

Federal Regulations

Federal Noise Control Act of 1972

The U.S. Environmental Protection Agency (U.S. EPA) Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception, the U.S. EPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, establishing programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In response, the U.S. EPA published Information on Levels of

Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (Levels of Environmental Noise). The Levels of Environmental Noise recommended that the Ldn should not exceed 55 dBA outdoors or 45 dBA indoors to prevent significant activity interference and annoyance in noise-sensitive areas.

In 1981, U.S. EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982, responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control guidelines and regulations contained in U.S. EPA rulings in prior years remain in place by designated federal agencies, allowing more individualized control for specific issues by designated federal, State, and local government agencies.

Federal Transit Administration (FTA)

The City has not established quantitative thresholds for the purpose of evaluating whether or not a project may result in a substantial increase in ambient noise levels during construction activities, and according to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. Specifically, local noise ordinances often define nuisances and hours of allowed activity and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels produced during construction activities, the duration of the construction, and the adjacent land uses. The FTA standard for construction noise impacts on residential and commercial land uses was utilized for purposes of this analysis. FTA construction noise standards are provided in Table 3, FTA Construction Noise Criteria, of the Noise Study. Standards are set forth for construction noise depending on the time period (daytime or nighttime) and the type of land use being affected by the noise. The descriptor is an 8-hour Leq.

Federal Interagency Committee on Noise (FICON)

The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that considers the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the CNEL and Leq.

As previously stated, the approach used in the Noise Study recognizes that there is no single noise increase that renders a noise impact significant, based on a 2008 California Court of Appeal ruling on Gray v. County of Madera (2008). If the existing ambient noise environment is below 60 dBA, a five dBA or greater project-related noise level increase is considered to be a substantial increase in ambient noise levels. If the existing ambient noise environment consists of noise levels that range between 60 and 65 dBA, a three dBA increase or a noise level increase would result in a substantial increase in noise levels; and if existing ambient noise levels exceed 65 dBA, an increase of 1.5 dBA or greater would result in a substantial increase in noise levels. FICON noise standards are presented in Table 4, FICON Significant Increase Thresholds, of the Noise Study.

State Regulations

California Department of Transportation (Caltrans)

Caltrans has developed several publications on groundborne vibration. The Transportation and Construction Vibration Guidance Manual (Caltrans, 2020) provides informational content that supplements previous publications with improved knowledge and information relating to groundborne transportation- and construction-induced vibrations. Although the Transportation and Construction Vibration Guidance Manual is not an official policy, standard, specification, or regulation, it serves as a useful guide for evaluating vibration impacts. Guidelines to determine if an activity has the potential to result in damage due to construction-related groundborne vibration are shown in Table 5, Groundborne Vibration Damage Potential Threshold Criteria, of the Noise Study; and thresholds for the determination

of annoyance-related impacts are presented in Table 6, Groundborne Vibration Annoyance Potential Criteria, of the Noise Study.

State of California General Plan Guidelines 2017

Though not adopted by law, the State of California General Plan Guidelines 2017, published by the Governor's Office of Land Use and Climate Innovation (LCI; formerly the Governor's Office of Planning and Research) (LCI Guidelines), provides guidance for the compatibility of projects within areas of specific noise exposure. The LCI Guidelines identify the suitability of various types of construction relative to a range of outdoor noise levels and provide each local community with some flexibility in setting local noise standards that allow for the variability in community preferences. Findings presented in the Levels of Environmental Noise Document influenced the recommendations of the LCI Guidelines, most importantly in the choice of noise exposure metrics (i.e., Ldn or CNEL) and in the upper limits for the normally acceptable outdoor exposure of noise-sensitive uses.

The LCI Guidelines include a Noise and Land Use Compatibility Matrix, which identifies acceptable and unacceptable community noise exposure limits for various land use categories. Where the "normally acceptable" range is used, it is defined as the highest noise level that should be considered for the construction of buildings that do not incorporate any special acoustical treatment or noise mitigation. The "conditionally acceptable" or "normally unacceptable" ranges include conditions calling for detailed acoustical study prior to the construction or operation of the proposed project.

As shown in Table 7, Noise/Land Use Compatibility Guidelines, of the Noise Study, residential uses are normally unacceptable in areas exceeding 70 dB CNEL and conditionally acceptable between 55 and 70 dB CNEL for low-density single-family, duplex, mobile homes, and between 60 and 70 dB CNEL for multi-family units. Schools, libraries, hospitals, and nursing homes are treated as noise sensitive land use requiring acoustical studies within areas exceeding 60 dB CNEL. Commercial/professional office buildings and industrial land uses are normally unacceptable in areas exceeding 75 dB CNEL and are conditionally acceptable within 67 to 78 dB CNEL (for commercial/professional offices) and 70 to 80 dB CNEL (for industrial land uses). Golf courses are normally unacceptable in areas exceeding 70 dB CNEL. However, the state stresses that these guidelines can be modified to reflect community sensitivities to noise.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act also finds that there is a continuous and increasing bombardment of noise in urban areas. Furthermore, it is the policy of the State to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

California Building Code

Title 24 of the California Building Code, Part 2, codifies the state noise insulation standards. These noise standards apply to new construction in California to control interior noise levels as they are affected by exterior noise sources. The regulations specify that interior noise levels for residential and school land uses should not exceed 45 dBA CNEL.

Local Regulations

Bell General Plan

The City's General Plan Health and Safety Element also includes the following policies that apply to the proposed project.

Health and Safety Element Policy 19. The City of Bell shall require that future development projects and existing land uses reduce unnecessary noise near noise-sensitive areas such as residences, parks, hospitals, libraries, convalescent homes, etc. The City shall enforce the existing noise control regulations, such as those included in the Bell Municipal Code.

Health and Safety Element Policy 20. The City of Bell shall encourage the reduction of noise throughout the City in the review of new development. New development projects will undergo review to ensure that noise impacts from such developments are reduced as much as possible.

Health and Safety Element Policy 21. The City of Bell shall promote the development of a compatible noise environment throughout the City. The City shall consider noise and land use compatibility in the review of new development projects.

Health and Safety Element Policy 22. The City shall implement noise regulations that will lower excessive and intrusive noise to levels that conform to acceptable standards.

Bell Municipal Code

Municipal Code Section 8.28.020, Loud or Unusual Noise Prohibited, establishes that it is unlawful for any person to make, cause or permit any loud or unusual noise to emanate from any activity taking place on real property owned or occupied by such person, which has the effect of disturbing the peace and quiet of the neighborhood, or which directly causes an unreasonable interference with the use, enjoyment and/or possession of any real property owned or occupied by any other person.

Municipal Code Section 8.28.040, Noise Regulated, states that "no person shall play, use, or operate or permit to be played, used, or operated any radio, receiving set, television set, musical instrument, phonograph, jukebox or other machine or device for producing or reproducing sound in a manner which disturbs the peace and quiet of any residentially zoned neighborhood"; and that "No person shall play, use, operate or permit to be played, used or operated any radio, receiving set, television set, musical instrument, phonograph, jukebox or other machine or device for producing or reproducing sound between the hours of 10 p.m. and 7 a.m. on property located in any residential zone and when clearly the same is audible at a distance of 50 feet or more from the building, structure, property or vehicle where the sound is produced".

Analytical Methodology and Model Parameters

Construction Noise Modeling

Construction noise varies depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work.

Construction noise associated with the proposed project was calculated at the sensitive receptor locations utilizing methodology presented in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters, including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site.

Consistent with FTA methodology, the distance measured from the project site to sensitive receptors was assumed to be the acoustical center of the project site to the property line of residential properties with existing residential buildings. Sound emission levels associated with typical construction equipment, as well as typical usage factors, are provided in Table 8, CA/T Equipment Noise Emissions and Acoustical Usage Factor Database, of the Noise Study. Construction worksheets are provided in Appendix D, Construction Noise Calculations, of the Noise Study.

Stationary Source/Operational Noise Modeling

The SoundPLAN acoustical modeling software was utilized to model project operational stationary noise levels from the proposed project to nearby affected receptors. SoundPLAN is capable of evaluating stationary noise sources (e.g., parking lots, drive-through menus, car wash equipment, vacuums, etc.). The SoundPLAN software utilizes algorithms (based on the inverse square law) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations. In

addition to the information provided below, noise modeling input and output assumptions are provided in Appendix E, SoundPLAN Worksheets, of the Noise Study.

Operational noise levels were modeled utilizing representative sound levels in the SoundPLAN model. Modeled noise sources include queuing, fast-food ordering speakers, parking lot noise, and HVAC equipment. The overall noise level associated with project operation was modeled utilizing representative sound levels in the SoundPLAN model as well as representative noise measurements and manufacturer provided data. All noise sources were modeled to be in full operation for an entire hour (60 minutes per hour) during daytime hours. This is a highly conservative modeling effort given that several of the noise sources will not operate continuously for an entire hour.

The parking lot emission table documents the reference level (Lw, ref) from a parking lot study: Lw, ref = Lw0 + KPA + KI + KD + KStrO + 10 log(B) [dB(A)].

With the following parameters:

Lw0 = Basic sound power, sound power level of one motion / per hour on P+R areas = 63 dB(A) KPA = Surcharge parking lot type KI = Surcharge for impulse character KD = Surcharge for the traffic passaging and searching for parking bays in the driving lanes 2.5 * lg (f * B - 9) f = Parking bays per unit of the reference value B = Reference value KStrO = Surcharge for the road surface B = Reference value.

Mechanical Equipment (HVAC Units) Noise

It is expected that the buildings associated with the proposed project would include rooftop-mounted HVAC units. The type, size, and number of mechanical equipment are not known at this time. A conservative estimate was utilized for modeling purposes. The HVAC equipment was modeled as point sources placed on top of the structure's roof. A noise reference level of 89.2 Lw was utilized to represent rooftop 5 Ton Carrier HVAC units on the proposed buildings.[2]

Ordering Board and Pick Up Window

The proposed drive-through would include an ordering board and a pickup window. A SoundPLAN noise reference level representative of a loud human voice of 70 dBA is utilized as a point source to represent these noise sources.

Queue

A line noise source of 50 Leq/meter was modeled at a height of one meter to represent noise associated with the pickup lane queue.

Mobile Source Noise Modeling

Project Generated Traffic Noise

In order to determine by how much project-generated vehicle traffic would increase existing ambient noise levels, Existing and Existing Plus Project traffic was modeled using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Key model parameters and REMEL adjustments are presented below:

- Roadway classification (e.g., freeway, major arterial, arterial, secondary, collector, etc.);
- Roadway active width (distance between the center of the outermost travel lanes on each side of the roadway);
- Average Daily Traffic (ADT) Volumes, Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks;
- Roadway grade and angle of view;

[2] Carrier Series 2-State Air Conditioner 5 Tons without accessory sound shield.

- Site conditions (e.g., soft vs. hard); and
- Percentage of total ADT that flows each hour throughout a 24-hour period.

The following outlines key adjustments made to the REMEL for project site parameter inputs:

- Vertical and horizontal distances (sensitive receptor distance from noise source);
- Noise barrier vertical and horizontal distances (noise barrier distance from sound source and receptor);
- Traffic noise source spectra; and
- Topography.

Traffic noise levels were calculated at the right-of-way based on distance from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the modeled noise levels are shown for comparative purposes only to show the difference between with and without project conditions. The traffic noise calculation worksheets are provided in Appendix F, FHWA Worksheets, of the Noise Study.

Land Use/Noise Compatibility

Atlantic Avenue, a major arterial, flanks the project site to the west. Future traffic noise levels associated with Atlantic Avenue in the vicinity of the proposed project are expected to reach 68.4 dB at a distance of 50 feet from the centerline.

Groundborne Vibration Modeling

Groundborne vibration modeling was performed using vibration propagation equations and construction equipment source levels obtained from the FTA Transit Noise and Vibration Impact Assessment Manual. Table 9, Construction Equipment Vibration Source Levels, of the Noise Study, shows typical vibration levels associated with commonly used construction equipment based on data from the FTA.

Several types of construction equipment can cause vibration levels high enough to annoy persons in the vicinity and/or result in architectural or structural damage to nearby structures and improvements. For example, as shown in Table 9 of the Noise Study, a vibratory roller could generate up to 0.21 in/sec PPV, and the operation of a large bulldozer could generate up to 0.089 PPV at a distance of 25 feet (two of the most vibratory pieces of construction equipment). Groundborne vibration at sensitive receptors associated with this equipment would drop off as the equipment moves away. For example, as the vibratory roller moves further than 100 feet from the sensitive receptors, the vibration associated with it would drop below 0.0026 in/sec PPV. It should be noted that these vibration levels are reference levels and may vary slightly depending upon soil type and specific usage of each piece of equipment.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows: PPVequipment = PPVref (25/Drec)n.

Where: PPVref = reference PPV at 25 feet. Drec = distance from equipment to receiver in feet. n = 1.5 (the value related to the attenuation rate through ground).

Groundborne vibration calculations are provided in Appendix G, Vibration Worksheets, of the Noise Study.

Noise and Vibration Impacts

Noise Impacts

In relation to noise impacts, applicable standards established by the City can be categorized into the following areas:

- Construction Noise;
- Stationary Source Noise; and
- Mobile Source Noise.

Construction Noise

Project construction noise levels at nearby sensitive receptors were calculated using the FTA methodology. Construction noise modeling worksheets for each phase are provided in Appendix D of the Noise Study. Anticipated noise levels during each construction phase are presented in Table 4, Project Construction Noise Levels.

Table 4
Project Construction Noise Levels

Phase	Receptor Location	Construction Noise Levels (dBA Leq)[1]	Applicable Daytime FTA Threshold (dBA Leq)	FTA Threshold Exceeded?
Demolition	Residential Use East of the Project Site	79.1	80	No
	Commercial Use North of the Project Site	79.6	85	No
	Commercial Use South of the Project Site	79.6	85	No
	Commercial Use West of the Project Site	74.1	85	No
Site Preparation	Residential Use East of the Project Site	78.5	80	No
	Commercial Use North of the Project Site	79.0	85	No
	Commercial Use South of the Project Site	79.0	85	No
	Commercial Use West of the Project Site	73.5	85	No
Grading	Residential Use East of the Project Site	79.5	80	No
	Commercial Use North of the Project Site	80.0	85	No
	Commercial Use South of the Project Site	80.0	85	No
	Commercial Use West of the Project Site	74.5	85	No
Building Construction	Residential Use East of the Project Site	79.4	80	No
	Commercial Use North of the Project Site	79.9	85	No
	Commercial Use South of the Project Site	79.9	85	No
	Commercial Use West of the Project Site	74.4	85	No
Paving	Residential Use East of the Project Site	79.3	80	No
	Commercial Use North of the Project Site	79.7	85	No
	Commercial Use South of the Project Site	79.7	85	No

	Commercial Use West of the Project Site	74.3	85	No
Architectural Coating	Residential Use East of the Project Site	68.9	80	No
	Commercial Use North of the Project Site	69.4	85	No
	Commercial Use South of the Project Site	69.4	85	No
	Commercial Use West of the Project Site	63.9	85	No

Source: Refer to Appendix B, Noise Study.
Notes:
[1] Construction noise worksheets are provided in Appendix D of the Noise Study.

As depicted in Table 4, modeling efforts were conservative and assumed that the loudest hour Leq was assumed to be representative of the expected 8-hour Leq. Construction noise is expected to reach up to 79.5 dBA Leq at the residential land uses east of the project site, up to 80.0 dBA Leq at the commercial land uses north and south of the project site, and up to 74.5 dBA Leq at the commercial land located west of the project site.

As discussed previously, FTA's construction noise is applied to this analysis; refer to Table 3 of the Noise Study. The proposed project would not exceed the residential daytime criteria (80 dBA Leq) or the commercial daytime criteria (85 dBA Leq). However, the FTA nighttime criteria for residential land uses (70 dBA Leq) could be exceeded if construction were to occur between the hours of 10:00 p.m. and 7:00 a.m. However, as part of the project's design and characteristics, the project would limit construction-related activities to between the hours of 7:00 a.m. and 10:00 p.m.; thus, construction-related impacts would result in less than significant.

Stationary Noise

Operational noise was modeled using the SoundPLAN acoustical model. SoundPLAN modeling worksheets are provided in Appendix E. Operational noise levels are shown in Figure 6, Operational Noise Levels, of the Noise Study.

The Municipal Code does not include a numerical noise level limit for impacts from one property to another. In order to understand whether or not the project would result in a substantial increase in ambient noise levels, modeled project-generated noise levels were compared to existing measured noise levels. Existing noise levels measured between 75 and 100 feet from Atlantic Avenue, representative of adjacent commercial and residential land uses, range between 60 and 61 dBA Leq. As shown in Figure 6 of the Noise Study, project-generated operational noise levels are expected to range between 46.3 and 51.4 dBA Leq. Project operations would not result in a substantial increase in ambient noise levels. Impacts would be less than significant in this regard.

Mobile Source Noise

Land Use/Noise Compatibility

As shown in Table 7 of the Noise Study, commercial land uses such as the proposed drive-through coffee shop are considered to be normally acceptable in environments where the noise level reaches up to 70 dBA CNEL.

Atlantic Avenue, a major arterial, flanks the project site to the west. Future traffic noise levels associated with Atlantic Avenue in the vicinity of the proposed project are expected to reach 68.4 dB at a distance of 50 feet from the centerline. Per the State of California Land Use Noise Compatibility Matrix, noise levels of up to 70 dBA CNEL are considered to be normally acceptable at commercial land uses. As such, impacts would be less than significant in this regard.

Project Generated Traffic Noise

Project-generated operational noise associated with vehicle traffic was modeled using the FHWA methodology. Modeling worksheets are provided in Appendix F of the Noise Study. Operational traffic noise levels are shown in Table 5, Increases in Ambient Noise Levels Due to Project-Generated Vehicle Traffic.

Table 5
Increases in Ambient Noise Levels Due to Project-Generated Vehicle Traffic

Roadway	Segment	CNEL[1]				
		Existing Without Project	Existing Plus Project	Change in Noise Level	Applicable Standards[2]	Potentially Significant Impact?
Atlantic Avenue	North of the Project Site	67.78	67.83	0.05	3.0	No
Atlantic Avenue	South of the Project Site	67.78	67.83	0.05	3.0	No

Source: Refer to Appendix B, Noise Study.
Notes:
[1] CNEL = Community Noise Equivalent Level. Exterior noise levels are calculated five feet above pad elevation, perpendicular to the subject roadway.
[2] Refer to Table 4 of the Noise Study.

As discussed previously, when a lead agency has not adopted its own criteria for what a "substantial increase" it has become industry standard to apply the FICON standards presented below. Accordingly, the project would result in a significant impact if the addition of project trips on surrounding roadways causes noise levels to increase by:

- Five dBA in noise-sensitive areas where the existing ambient noise level is less than or equal to a CNEL of 60 Ldn/CNEL or,
- Three dBA in noise-sensitive areas where the existing ambient noise levels range between 60 and 65 dBA Ldn/CNEL of 60 dBA,
- A 1.5 dBA increase in noise-sensitive areas where the existing ambient noise level exceeds a Ldn/CNEL of 65 dBA.

Buildout of the proposed project is anticipated to generate 89 new daily trips that would access the project site via Atlantic Avenue, which, per the latest data in the City's General Plan Mobility and Circulation Element, handles at least 27,000 ADT. Existing and Existing Plus Project roadway noise levels were modeled using FHWA Traffic Noise Prediction methodology, applying 100 percent of the trips in both directions. As shown in Table 5, the project-generated vehicle traffic would result in a less than one decibel increase in ambient noise levels along Atlantic Avenue and would not exceed applicable thresholds. As such, impacts would be less than significant in this regard.

Groundborne Vibration Impacts

The City has not established a threshold of significance concerning what level of groundborne vibration is considered discernible. In the absence of City-established thresholds, groundborne vibration impacts are based on guidance from the Caltrans Transportation and Construction Vibration Guidance Manual. Accordingly, the project would result in a significant impact if:

- Groundborne vibration levels generated by the project have the potential to cause architectural damage at the nearby structures if it exceeds 0.50 in/sec (Refer to Table 5 of the Noise Study).

- Groundborne vibration levels generated by the project have the potential to cause severe annoyance to people living or working in nearby buildings by exceeding a PPV of 0.4 in/sec.

Groundborne vibration worksheets are provided in Appendix G of the Noise Study and summarized in Table 6, Potential for Groundborne Vibration Damage at Nearby Structures, and Table 7, Potential for Groundborne Vibration Annoyance at Nearby Structures.

Table 6
Potential for Groundborne Vibration Damage at Nearby Structures

Location of Structure	Distance (feet)	Type of Structure	Unmitigated		Mitigated				
			Vibratory Roller PPV[1]	Large Bulldozer PPV	Damage Threshold[2]	Vibratory Roller Required Setback from Structure to Mitigate (feet)	Vibratory Roller PPV	Large Bulldozer Required Setback from Structure to Mitigate (feet)	Large Bulldozer PPV
South of the Project Site	5	Commercial	2.35	1.00	0.50	14	0.50	8	0.49
East of the Project Site	20	Pool	0.29	0.12	0.50	n/a	n/a	n/a	n/a
East of the Project Site	50	Residential	0.07	0.03	0.50	n/a	n/a	n/a	n/a

Source: Refer to Appendix B, Noise Study.
Notes:
[1] PPV = Peak Particle Velocity; shown in inches/second.
[2] Refer to Table 5 of the Noise Study.

Table 7
Potential for Groundborne Vibration Annoyance at Nearby Structures

Location of Structure	Distance (feet)	Type of Structure	Unmitigated		Mitigated				
			Vibratory Roller PPV[1]	Large Bulldozer PPV	Damage Threshold[2]	Vibratory Roller Required Setback from Structure to Mitigate (feet)	Vibratory Roller PPV	Large Bulldozer Required Setback from Structure to Mitigate (feet)	Large Bulldozer PPV
South of the Project Site	5	Commercial	2.35	1.00	0.40	17	0.38	10	0.35
East of the Project Site	20	Pool	0.29	0.12	0.40	n/a	n/a	n/a	n/a
East of the Project Site	50	Residential	0.07	0.03	0.40	n/a	n/a	n/a	n/a

Source: Refer to Appendix B, Noise Study.
Notes:
[1] PPV = Peak Particle Velocity; shown in inches/second.
[2] Refer to Table 6 of the Noise Study.

Construction-Related Groundborne Vibration

Potential for Damage

Existing structures that may be affected by groundborne vibration are located to the south and east of the project site. Structures located north and west of the project site, approximately 80 and 230 feet away, are located at a sufficient distance from the site not to be at risk of damage due to groundborne vibration.

The most vibratory equipment expected to be utilized on the site includes a vibratory roller and a large bulldozer. Groundborne vibration levels associated with this equipment were estimated at the existing commercial building located approximately five feet south of the project site, at the nearest residential structure located approximately 50 feet east of the project site, and at a pool approximately 20 feet east of the project site. As shown in Table 6, groundborne vibration levels at the pool and existing residences east of the project site would not exceed the damage threshold for damage. However, use of a vibratory roller along the southern property line could reach up to 2.4 PPV (in./sec.) at the commercial building south of the project site, and the use of a large bulldozer along the southern property line could result in groundborne vibration levels of up to 1.0 PPV (in./sec) at the commercial building south of the project site. However, as part of the project's design and characteristics, the project would prohibit the use of vibratory rollers within 17 feet of the southern property line, and large bulldozers would be prohibited within 10 feet of the southern property line. As such, construction-related impacts regarding the potential for groundborne vibration damage would be less than significant.

Potential for Annoyance

Groundborne vibration associated with the use of a vibratory roller may become annoying to occupants within structures that are located within 14 feet of the equipment, and groundborne vibration associated with the use of a large bulldozer may become annoying to occupants within structures within eight feet of the equipment. Considering that there is an existing structure within five feet of the southern property line. As mentioned above, as part of the project's design and characteristics, the project would prohibit the use of vibratory rollers within 17 feet of the southern property line, and large bulldozers would be prohibited within 10 feet of the southern property line. As such, construction-related groundborne impacts regarding the potential for groundborne vibration annoyance would be less than significant.

Operational-Related Groundborne Vibration

The most substantial sources of groundborne vibration during post-construction project operations would include the movement of passenger vehicles and trucks on paved and generally smooth surfaces. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet, which is a substantially lower PPV than that of a vibratory roller (0.210 in/sec PPV at 25 feet). Therefore, groundborne vibration levels generated by project operation would not exceed those modeled for project construction. Operational-related groundborne vibration impacts would be less than significant.

Air Traffic Impacts

According to the Noise Study, the nearest airport is the Compton/Woodley Airport, which is approximately six miles south of the project site. The project site is not within an airport noise contour. Therefore, the project would not expose people residing or working in the project area to excessive noise levels associated with airports. No impact would occur in this regard.

3.4.3 Air Quality

The analysis in this section is primarily based on the Dutch Bros (7030 Atlantic) Air Quality Impact Analysis, City of Bell (Air Quality Study), prepared by Ganddini, dated June 25, 2026; refer to Appendix C, Air Quality Study.

Existing Air Quality Conditions

Local Air Quality

The project site is located within the City of Bell (City), in the southern portion of Los Angeles County, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. SCAB is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, SCAB is bounded by the Pacific Ocean to the southwest and high mountains to the east, forming the inland perimeter.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains, where the combination of mountains and inversion layers generally prevents further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas, where the project site is located. The majority of the annual rainfall in the basin occurs between November and April. Summer rainfall is minimal and is generally limited to

scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the basin along the coastal side of the mountains. Year-to-year patterns in rainfall are unpredictable because of fluctuations in the weather.

Temperature inversions limit the vertical depth through which pollution can be mixed. Among the most common temperature inversions in the basin are radiation inversions, which form on clear winter nights when cold air off the mountains sinks to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Other types of temperature inversions that affect the basin include marine, subsidence, and high-pressure inversions.

Summers are often periods of hazy visibility and occasionally unhealthful air. Strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that create ozone, a particularly harmful air pollutant. Occasionally, strong thermal convection occurs, which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloud.

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution "hot spots" in heavily developed coastal areas of the basin, there is not enough traffic to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

The temperature and precipitation levels for the City of Montebello, the closest monitoring station to the project site, are shown below in Table 1, Local Monthly Climate Data, of the Air Quality Study. Table 1 of the Air Quality Study shows that August is typically the warmest month and December is typically the coolest month. Rainfall in the project area varies considerably. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Pollutants

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and State ambient air quality standards is provided in the Regulatory Framework section below.

Criteria Pollutants

The criteria pollutants consist of: ozone (O3), nitrogen dioxide (NO2), carbon monoxide (CO), sulfur dioxide (SO2), lead, and particulate matter (PM). These pollutants can harm your health and the environment and cause property damage. The U.S. EPA calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants.

Nitrogen Dioxides (NO2)

Nitrogen Oxides (NOx) are the generic term for a group of highly reactive gases that contain nitrogen and oxygen. While most NOx is colorless and odorless, concentrations of NO2 can often be seen as a reddish-brown layer over many urban areas. NOx forms when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NOx are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel.

NOx reacts with other pollutants to form ground-level ozone, nitrate particles, acid aerosols, as well as NO2, which cause respiratory problems. NOx and the pollutants formed from NOx can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone (O3)

O3 is not usually emitted directly into the air, but at ground level is created by a chemical reaction between NOx and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents, as well as natural sources emit NOx and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form, with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Carbon Monoxide (CO)

CO is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Dioxide (SO2)

Sulfur Oxide (SOx) gases (including SO2) are formed when fuel containing sulfur, such as coal and oil, is burned, and from the refining of gasoline. SOx dissolve easily in water vapor to form acid and interact with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead

Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase-out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants, and children to low levels of lead can adversely affect the development and function of the central nervous system, leading

to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter (PM)

PM is the term for a mixture of solid particles and liquid droplets found in the air. Particulate matter is made up of several components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM10) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5) have been designated as a subset of PM10 due to their increased negative health impacts and their ability to remain suspended in the air longer and travel further.

Reactive Organic Gases (ROG)

Although not a criteria pollutant, ROGs, or VOCs, are defined as any compound of carbon—excluding CO, carbon dioxide (CO2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably. Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM10 and lower visibility.

Other Pollutants of Concern

Toxic Air Contaminants (TACs)

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important of these toxic air contaminants, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3 butadiene, and acetaldehyde. Public exposure to toxic air contaminants can result from emissions from normal operations as well as from accidental releases. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

TACs are less pervasive in the urban atmosphere than criteria air pollutants; however, they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of TACs with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to the 2013 California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). DPM is a subset of PM2.5 because the size of diesel particles is typically 2.5 microns or smaller. The identification of DPM as a TAC in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot". Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of DPM as a TAC was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

Asbestos

Asbestos is listed as a TAC by CARB and as a Hazardous Air Pollutant by the U.S. EPA. Asbestos occurs naturally in mineral formations, and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials (ACMs), road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and, with time, may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California prepared by the California Division of Mines and Geology, are located at Asbestos Mountain in the San Jacinto Mountains, approximately 102 miles southeast of the project site. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

Regulatory Setting

Federal Regulations

United States Environmental Protection Agency (U.S. EPA)

The U.S. EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. Specifically, the U.S. EPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The NAAQS pollutants were identified using medical evidence and are shown below in Table 2, State and Federal Criteria Pollutant Standards, of the Air Quality Study.

The U.S. EPA and CARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’, of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring value exceeds the threshold per year. In contrast, the Federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Attainment status is shown in Table 3, South Coast Air Basin Attainment Status, of the Air Quality Study.

As part of its enforcement responsibilities, the U.S. EPA requires each State with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, State, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

As indicated in Table 3 of the Air Quality Study, SCAB has been designated by the U.S. EPA as a non-attainment area for O3 and PM2.5. Currently, SCAB is in attainment with the ambient air quality standards for CO, lead, SO2, PM10, and NO2.

State Regulations

California Air Resources Board (CARB)

CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. CAAQS for criteria pollutants are shown in Table 2 of the Air Quality Study. In addition, CARB establishes emission standards for motor vehicles sold in California,

consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. Furthermore, the motor vehicle emission standards established by CARB include compliance with the Safer Affordable Fuel Efficient Vehicles (SAFE) Rule, issued by the National Highway Traffic Safety Administration (NHTSA) and U.S. EPA in March 2020 (published on April 30, 2020, and effective after June 29, 2020). The SAFE Rule sets fuel economy and carbon dioxide standards that increase 1.5 percent in stringency each year from model years 2021 through 2026, and apply to both passenger cars and light trucks. CARB also sets fuel specifications to further reduce vehicular emissions. The SAFE Rule was repealed on December 21, 2021. NHTSA is in the process of adopting more stringent corporate average fuel economy (CAFE) standards for model year 2024 through 2026 vehicles.

SCAB has been designated by CARB as a nonattainment area for ozone, PM10, and PM2.5. Currently, SCAB is in attainment with the ambient air quality standards for CO, lead, SO2, NO2, and sulfates and is unclassified for visibility-reducing particles and Hydrogen Sulfide.

On June 20, 2002, the CARB revised the PM10 annual average standard to 20 µg/m3 and established an annual average standard for PM2.5 of 12 µg/m3. These standards were approved by the Office of Administrative Law in June 2003 and are now effective. On September 27, 2007, CARB approved the SCAB and the Coachella Valley 2007 Air Quality Management Plan for Attaining the Federal 8-hour Ozone and PM2.5 Standards (2007 AQMP). The 2007 AQMP projected attainment for the 8-hour Ozone standard by 2024 and the PM2.5 standard by 2015.

On December 12, 2008, CARB adopted Resolution 08-43, which limits NOx, PM10, and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009, Executive Order R-09-010 was adopted, which codified Resolution 08-43 into Section 2025, Title 13 of the California Code of Regulations. This regulation required that by the year 2023, all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4) or later emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. This regulation also provides a few exemptions, including a one-time per year three-day pass for trucks registered outside of California.

CARB is also responsible for regulations on TACs. The Air Toxics “Hot Spots” Information and Assessment Act (Assembly Bill 2588 [AB 2588], 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release into the SCAB. The data is ranked by high, intermediate, and low categories, which are determined by the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

Assembly Bill 617 (AB 617); Nonvehicular Air Pollution (Criteria Air Pollutants and Toxic Air Contaminants)

AB 617 requires CARB to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and TACs for use by certain categories of stationary sources, and those stationary sources to report their annual emissions of criteria air pollutants and TACs, as specified. AB 617 also required CARB, by October 1, 2018, to prepare a monitoring plan regarding technologies for monitoring criteria air pollutants and TACs and the need for and benefits of additional community air monitoring systems, as defined. Moreover, AB 617 requires CARB to select, based on the monitoring plan, the highest priority locations in the State for the deployment of community air monitoring systems. AB 617 required an air district containing a selected location, by July 1, 2019, to deploy a system in the selected location, and would authorize the air district to require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. Additionally, AB 617 authorized CARB, by January 1, 2020, and annually thereafter, to select additional locations for the deployment of the systems. AB 617 would require air districts that have deployed a system to provide CARB with air quality data produced by the system. By increasing the duties of air districts, AB 617 would impose a state-mandated local program. Moreover, AB 617 requires CARB to publish the data on its website.

Regional Regulations

South Coast Air Quality Management District (SCAQMD)

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. The SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources, and has responded to this requirement by preparing a sequence of air quality management plans (AQMPs).

2022 Draft Air Quality Management Plan (2022 Draft AQMP)/2022 Air Quality Management Plan (2022 AQMP)

In May 2022, SCAQMD completed the 2022 Draft AQMP, which is focused on attaining the 2015 eight-hour ozone standard (70 parts per billion [ppb]) for SCAB and the Coachella Valley. The Draft 2022 AQMP builds upon measures already in place from previous AQMPs, and also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission technologies, when cost-effective and feasible, and low NOx technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 eight-hour ozone standard. The 2022 AQMP was adopted on December 2, 2022, by the SCAQMD Governing Board. The 2022 AQMP was approved and adopted by CARB on January 26, 2023. The 2022 AQMP strategy includes the following:

- Wide adoption of zero-emissions technologies anywhere available.
- Low NOx technologies where zero emissions are not feasible.
- Federal Action
- Zero-emissions technologies for residential and industrial sources such as water and space heaters in buildings and homes regionwide.
- Incentive funding in environmental justice areas.
- Prioritize benefits for the most disadvantaged communities.

SCAQMD Rule 402

Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403

Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as the application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires the implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from SCAQMD Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM10 component). Compliance with these rules would reduce impacts on nearby sensitive receptors. SCAQMD Rule 403 measures may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.).

- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 mph or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash-off trucks and where any equipment leaves the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 445

Prohibits permanently installed wood-burning devices in any new development. A wood-burning device means any fireplace, wood-burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

SCAQMD Rule 481

Applies to all spray painting and spray coating operations and equipment. SCAQMD Rule 481 states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

SCAQMD Rule 1108

Governs the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt used in SCAB. SCAQMD Rule 1108 would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during the construction of the project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113

Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. SCAQMD Rule 1113 regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the project must comply with SCAQMD Rule 1113.

SCAQMD Rule 1143

Governs the manufacture, sale, and use of paint thinners and solvents used in the thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. SCAQMD Rule 1143 regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with SCAQMD Rule 1143.

SCAQMD Rule 1186

Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, State, county, agency, or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303

Governs the permitting of relocated or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM10 among other pollutants.

SCAQMD Rule 1401

New Source Review of Toxic Air Contaminants specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units that emit TACs.

SCAQMD Rule 1403

Asbestos Emissions from Demolition/Renovation Activities specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACMs.

Air Quality Guidance Documents

SCAQMD CEQA Handbook

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout SCAB. Instead, this is controlled through local jurisdictions in accordance with CEQA. To assist local jurisdictions with air quality compliance issues, the CEQA Air Quality Handbook (SCAQMD CEQA Handbook), prepared by SCAQMD, was developed in accordance with the projections and programs of the 2022 AQMP. The purpose of the SCAQMD CEQA Handbook is to assist lead agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that the SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. The 1993 CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the 1993 Handbook that are obsolete. To assist the CEQA practitioner in conducting an air quality analysis while the new handbook is being prepared, supplemental information regarding significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects is available at the SCAQMD website. The SCAQMD CEQA Handbook and supplemental information are used in this analysis.

Southern California Association of Governments (SCAG)

SCAG is the regional planning agency for the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial, and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG is the federally designated metropolitan planning organization (MPO) for the majority of the Southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which address regional development and growth forecasts. These plans form the basis for the land use and transportation components of the 2022 AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the 2022 AQMP. The RTIP and 2022 AQMP are based on projections originating within the City's General Plan and County of Los Angeles General Plan.

On April 4, 2024, the SCAG Regional Council unanimously approved and adopted the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) and certified the corresponding Final Program Environmental Impact Report. Connect SoCal 2024 is a long-range plan for the years 2024 through 2050 that details investments, policies, and strategies across the four pillars: mobility, communities, environment, and economy. Connect SoCal 2024 was developed through a continuous collaborative effort with input from public agencies, community-based organizations, elected officials, tribal governments, business stakeholders, and the public. Connect SoCal 2024 reflects a continuation of the shift toward more efficient resource management. This refers to

transportation infrastructure, land resources, and environmental resources. Connect SoCal 2024 is SCAG's most current adopted Regional Transportation Plan/Sustainable Communities Strategy.

Local Regulations

Bell General Plan

Local jurisdictions, such as the City, have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2022 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

The City's General Plan Resource Management Element summarizes air quality issues in SCAB, air quality-related plans and programs administered by federal, State, and special purpose agencies, and establishes goals and policies to improve air quality. The City's General Plan Resource Management Element includes the following issues, policies, and programs that apply to the proposed project.

Issue: To promote the conservation and preservation of important natural resources, including air and water.

Resource Management Element Policy 19. The City of Bell shall continue to cooperate with the other agencies that are charged with improving air and water quality in the region. The City shall cooperate with the SCAQMD and water districts in undertaking any studies of air and water quality.

Resource Management Element Policy 20. The City of Bell shall continue to cooperate with surrounding cities in the formulation and implementation of common regional resource management goals, plans, and programs.

Resource Management Element Policy 21. The City of Bell shall prepare a Sustainability Climate Action Plan to address issues related to global warming and climate change.

Resource Management Element Policy 22. The City of Bell shall support the implementation of SB 379 that requires cities to develop a Climate Adaptation Plan. The City shall comply with this requirement as part of the preparation of a Climate Action Plan for Bell.

Resource Management Element Policy 23. The City of Bell shall support Assembly Bill 1826 to increase diversion of solid waste for municipalities, including a policy to increase the diversion of food waste and other organic waste products.

Programs

Energy Conservation. The City shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation, and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the CEQA Guidelines. Other measures that would reduce energy consumption during construction and subsequent operation of new development shall be encouraged. The City shall continue to work with Southern California Edison and the Sempra Company to promote energy conservation.

Monitoring Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the respective air basin. Estimates of the existing emissions in the

SCAB provided in the 2022 AQMP prepared by SCAQMD (December 2022) indicate that collectively, mobile sources account for 46 percent of the VOC, 85 percent of the NOx emissions, 89 percent of the CO emissions, and 29 percent of directly emitted PM2.5, with another 18 percent of PM2.5 from road dust.

The SCAQMD has divided the SCAB into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in the South Central Los Angeles Air Monitoring Area (Area 12). The nearest air monitoring station to the project site is the Compton – 700 North Bullis Road Monitoring Station (Compton Station). The Compton Station is located approximately 4.96 miles southwest of the project site at 700 North Bullis Road in the City of Compton. As not all monitoring stations monitor all pollutants, data was also taken from the Los Angeles – North Main Street Monitoring Station (Los Angeles Station) located approximately 6.85 miles northwest of the project site at 1630 North Main Street in the City of Los Angeles. However, it should be noted that due to the air monitoring station's distance from the project site, recorded air pollution levels at the air monitoring station reflect local air quality conditions at the project site with varying degrees of accuracy. Table 4 of the Air Quality Study presents the monitored pollutant levels from the Compton and Los Angeles Stations.

Table 4 of the Air Quality Study summarizes 2022 through 2024 published monitoring data, which is the most recent three-year period available. The data shows that during the past few years, the project area has exceeded the ozone and particulate matter (PM10 and PM2.5) standards.

Ozone

During the 2022 to 2024 monitoring period, the State one-hour concentration standard for ozone was exceeded for only one day in 2022 at the Compton Station. The State eight-hour ozone standard has been exceeded for only one day in 2022 and two days in 2023 over the past three years at the Compton Station. The Federal eight-hour ozone standard was exceeded for only one day in 2022 and one day in 2023 over the past three years at the Compton Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Carbon Monoxide (CO)

CO is another important pollutant that is mainly due to motor vehicles. The Compton Station did not record an exceedance of the state or federal eight-hour CO standard for the last three years.

Nitrogen Dioxide (NO2)

The Compton Station did not record an exceedance of the federal or State NO2 standards for the last three years.

Particulate Matter (PM)

The State 24-hour concentration standards for PM10 were exceeded for one day in 2023 and two days in 2024 over the last three years at the Los Angeles Station. Over the past three years, the Los Angeles Station did not record an exceedance of the federal 24-hour standards for PM10.

The federal 24-hour standard for PM2.5 has exceeded between two and seven days each year over the last three years at the Compton Station.

According to the U.S. EPA, certain groups of people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). Specifically, people with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience a decline in lung function due

to breathing in PM10 and PM2.5. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive because many breathe through their mouths during exercise.

Air Quality Standards

Significance Thresholds

CEQA Guidelines Appendix G

CEQA Guidelines Appendix G states that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make a significance determination. Pursuant to CEQA Guidelines Appendix G, the project would result in a significant impact related to air quality if it were to:

- Conflict with or obstruct the implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

CEQA Guidelines Section 15064.7 provides that the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the project are, therefore, evaluated according to thresholds developed by SCAQMD's CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent guidance, which are listed below. Therefore, the project would result in a potentially significant impact on air quality if it were to:

- AIR-1: Conflict with or obstruct the implementation of the applicable air quality plan.
- AIR-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation as a result of:
    - Criteria pollutant emissions during construction (direct and indirect) in excess of the SCAQMD's regional significance thresholds; or
    - Criteria pollutant emissions during operation (direct and indirect) in excess of the SCAQMD's regional significance thresholds.
- AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- AIR-4: Expose sensitive receptors to substantial pollutant concentrations that would:
    - Exceed SCAQMD's localized significance thresholds; or
    - Cause or contribute to the formation of CO hotspots.
- AIR-5: Create objectionable odors affecting a substantial number of people.

The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the CEQA Air Quality Handbook. In the interim, supplemental guidance has been adopted by the SCAQMD. The potential air quality impacts of the project are, therefore, evaluated according to numeric indicators developed by the SCAQMD in the CEQA Air Quality Handbook and supplemental guidance from the SCAQMD.

Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominant pollution generators in SCAB, often occur hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD has developed significance thresholds based on the

volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in SCAB with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes of this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 5, SCAQMD Air Quality Significance Thresholds, of the Air Quality Study.

Local Air Quality

Project-related construction air emissions may have the potential to exceed the federal and State air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact on SCAB. To assess local air quality, SCAQMD has developed Localized Significance Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. SCAQMD has also provided Final Localized Significance Threshold Methodology (LST Methodology), June 2003 (revised July 2008), which details the methodology to analyze local air emission impacts. The Localized Significance Threshold Methodology found that the primary emissions of concern are NO2, CO, PM10, and PM2.5.

The significance thresholds for the local emissions of NO2 and CO are determined by subtracting the highest background concentration from the last three years of these pollutants from Table 4 in the Air Quality Study, from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significance Thresholds. Table 5 of the Air Quality Study shows the ambient air quality standards for NO2, CO, and PM10 and PM2.5.

Toxic Air Contaminants (TACs)

Construction

Temporary TAC emissions associated with DPM emissions from heavy construction equipment would occur during the construction phase of the proposed project. According to the Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (SCAQMD CEQA Guidance; August 2003), health effects from TACs are described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 30-year lifetime would contract cancer based on the use of standard risk assessment methodology. Additionally, the SCAQMD CEQA Guidance does not require a health risk assessment (HRA) for short-term construction emissions. Construction activities associated with the project would be sporadic, transitory, and short-term in nature (approximately six months). Thus, construction of the project would not result in a substantial, long-term (i.e., 30-year) source of TAC emissions. Nonetheless, a qualitative assessment of TAC emissions associated with short-term construction TAC emissions is provided below.

Operation

The project proposes to develop the site with commercial land uses. Therefore, the project is not anticipated to be a source of toxic air contaminants, and sensitive receptors would not be exposed to toxic sources of air pollution.

Odor Impacts

The SCAQMD CEQA Handbook states that an odor impact would occur if a project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

“A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

If the proposed project results in a violation of Rule 402 concerning odor impacts, then the proposed project would create a significant odor impact. See below for odor-related analysis regarding the proposed project.

Short-Term Construction Emissions

Construction activities associated with the proposed project would have the potential to generate air emissions, TAC emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. The construction activities for the proposed project are anticipated to include: demolition of approximately 3,253 square feet of existing buildings (including a 2,765 square foot car wash building and a 488 square foot office building); site preparation of 20,380 square feet (approximately 0.47 acres) to remove existing asphalt; grading of approximately 0.54-acres; construction of a 1,025-square-foot coffee shop building and landscaping of approximately 7,203 square feet (includes 2,627 square foot of walkways and 4,576 square foot of landscaping); paving of a parking lot with 31 parking spaces (includes 21 spaces in the drive through queue line and 10 spaces in the parking lot); and application of architectural coatings.[3] Grading of the proposed project site is anticipated to include approximately 25 cubic yards of export. Refer to Appendix B, CalEEMod Model Detailed Report, of the Air Quality Study for more details.

The proposed project is anticipated to start construction as early as January 27, 2027, taking approximately six months to complete, with completion estimated by June 27, 2027. The project is anticipated to be operational in 2027.

Methodology

The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed project's short-term construction emissions for the criteria pollutants. The construction-related regional air quality impacts have been analyzed for both criteria pollutants and greenhouse gas emissions (GHGs).

Emissions are estimated using the CalEEMod (Version 2022.1.1.44) software, which is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California and is recommended by SCAQMD.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule, and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2021 computer program to calculate the emission rates specific to the southern portion of Los Angeles County for construction-related employee vehicle trips and the OFFROAD2017 computer program to calculate emission rates for heavy truck operations. EMFAC2021 and OFFROAD2017 are computer programs generated by CARB that calculate composite emission rates for vehicles. Emission rates are reported by the program in grams per trip, grams per mile, or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of project construction. The maximum daily emissions are compared to

[3] It should be noted that square footage and acreage values may differ slightly from those listed in the Project Description; however, such use of rounding and approximation would be nominal and thus would not change the impact determinations established within this memorandum.

SCAQMD daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are provided in Appendix B of the Air Quality Study.

The project would be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Specifically, compliance with SCAQMD Rule 403 is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the project area (approximately 0.54 acres), a Fugitive Dust Control Plan or Large Operation Notification would not be required.[4]

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures be used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with SCAQMD Rule 403 would require the use of water trucks during all phases where earth-moving operations would occur. Compliance with SCAQMD Rule 403 has been included in the CalEEMod modeling for the proposed project.

Per SCAQMD Rule 1113, as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014, would be limited to an average of 50 grams per liter or less of VOCs for building coatings and 100 grams per liter or less of VOCs for traffic coatings.

The phases of the construction activities that have been analyzed below for each phase are: (1) demolition, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) application of architectural coatings. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B of the Air Quality Study.

Construction-Related Regional Impacts

The maximum summer or winter criteria pollutant emissions from the proposed project's construction-related criteria pollutant emissions are shown below in Table 8, Construction-Related Regional Pollutant Emissions.

Table 8
Construction-Related Regional Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions[1,2]	3.13	8.90	13.29	0.02	2.60	1.40
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	***No***	***No***	***No***	***No***	***No***	***No***

Source: Refer to Appendix C, Air Quality Study.
Notes:
[1] Reflects on-site and off-site emissions. On-site demolition, grading, and site preparation: PM10 and PM2.5 emissions show compliance with SCAQMD Rule 403 for fugitive dust.
[2] Construction, painting, and paving phases may overlap.

[4] Ibid.

As shown in Table 8, none of the project's emissions would exceed regional thresholds. Therefore, a less-than-significant regional air quality impact would occur from the construction of the proposed project.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the federal and State air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact on SCAB. The proposed project has been analyzed for the potential local air quality impacts created from: (1) construction-related fugitive dust and diesel emissions; (2) TACs; and (3) construction-related odor impacts.

Local Air Quality Impacts from Construction

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds". CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. To compare CalEEMod reported emissions against the localized significance threshold lookup tables, the following parameters are to be contained:

- The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- The maximum number of acres disturbed on the peak day.
- Any emission control devices added to off-road equipment.
- Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The CalEEMod output in Appendix B of the Air Quality Study shows the equipment used for this analysis.

The maximum number of acres disturbed per day by the proposed project's construction-related activities is shown below in Table 9, Maximum Number of Acres Disturbed Per Day.

Table 9
Maximum Number of Acres Disturbed Per Day

Activity	Equipment	Number	Acres/Eight-Hour-Day	Total Acres
Demolition	Rubber-Tired Dozers	1	0.5	0.5
	Crawler Tractors[1]	2	0.5	1.0
Total for Phase	-	-	-	**1.5**
Site Preparation	Graders	1	0.5	0.5
	Crawler Tractors[1]	1	0.5	0.5
Total for Phase	-	-	-	**1.0**
Grading	Rubber-Tired Dozer	1	0.5	0.5
	Graders	1	0.5	0.5
	Crawler Tractors[1]	1	0.5	0.5
Total for Phase	-	-	-	**1.5**

Source: Refer to Appendix C, Air Quality Study.
Notes:
[1] Tractor/loader/backhoe is a suitable surrogate for a crawler tractor per SCAQMD staff.

As shown in Table 9, the maximum number of acres disturbed in a day would be 1.5 acres during demolition and grading. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in LST Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact on the local air quality. The emission thresholds were calculated based on the South Central Los Angeles source receptor area (SRA) 12 and a disturbance value of one acre per day. According to the LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the project site are existing single family residential uses located approximately 20 feet (approximately six meters) east across an alleyway; the school uses located approximately 492 feet (approximately 150 meters) west and 451 feet (approximately 138 meters) southwest; and the motel use located approximately 482 feet (approximately 147 meters) southwest of the project site; therefore, the SCAQMD Look-up Tables for 25 meters was used.

Table 10, Local Construction Emissions at the Nearest Receptors, shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

Table 10
Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition	3.94	5.55	0.34	0.14
Site Preparation	3.44	5.56	0.37	0.17
Grading	8.70	9.56	2.46	1.36
Building Construction	4.6	6.9	0.17	0.15
Paving	4.15	5.3	0.17	0.15
Architectural Coating	0.83	1.13	0.02	0.02
SCAQMD Thresholds	**75**	**150**	**150**	**55**
Exceeds Thresholds?	***No***	***No***	***No***	***No***

Source: Refer to Appendix C, Air Quality Study.
Notes:
[1] The nearest sensitive receptors are the existing single-family residential uses located approximately 20 feet (approximately six meters) east across an alleyway; the school uses located approximately 492 feet (approximately 150 meters) west and 451 feet (approximately 138 meters) southwest; and the motel use located approximately 482 feet (approximately 147 meters) southwest of the project site; therefore, the 25 meter threshold was used. It should be noted that the project would disturb up to a maximum of 1.5 acres a day during demolition and grading (refer to Table 9). However, the project site is only 0.54 acres. Therefore, to be conservative, per SCAQMD methodology, the project site's emissions were compared against the one-acre threshold.

As shown in Table 10, none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less-than-significant local air quality impact would occur from the construction of the proposed project.

Construction-Related Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the federal and State ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the project would be below the applicable thresholds, they would not contribute to long-term health impacts related to nonattainment of the ambient air quality

standards. Therefore, significant adverse acute health impacts as a result of project construction are not anticipated. Impacts would be less than significant in this regard.

Construction-Related Toxic Air Contaminant (TAC) Impacts

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to OEHHA and SCAQMD CEQA Guidance, health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately six months), the project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Furthermore, construction-based PM emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

The project would comply with the CARB Air Toxics Control Measure that limits diesel-powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; mandatory compliance with these regulations would minimize emissions of TACs during construction. The project would also comply with the requirements of SCAQMD Rule 1403 if ACMs are found during the renovation and construction activities. Therefore, impacts from TACs during construction would be less than significant.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature, and the odor emissions are expected to cease upon the drying or hardening of the odor-producing materials. Due to the short-term nature and limited amounts of odor-producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Therefore, impacts from odors during construction would be less than significant.

Long-Term Operational Emissions

The ongoing operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and operational emissions from the ongoing use of the proposed project. The following analysis provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the ongoing operations of the proposed project.

Operations-Related Regional Air Quality Impacts

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts.

Operations-Related Criteria Pollutants Analysis

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2027, which is the anticipated opening year for the proposed project. The operations' daily emissions printouts from the CalEEMod model are provided in Appendix B of the Air Quality Study. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated by the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips (trip generation rate) from the VMT Screening Assessment into the CalEEMod Model. The VMT Screening Assessment

determined that the proposed project would create up to approximately 89 vehicle trips per day with a trip generation rate of 86.83 trips per thousand square foot per day for coffee shop use (with incorporation of a daily pass-by trip reduction of 75 percent). The program then applies the emission factors for each trip, which are provided by the EMFAC2021 model, to determine the vehicular traffic pollutant emissions.

Area Sources

Per the California Air Pollution Control Officers Association (CAPCOA) Appendix A Calculation Details for CalEEMod, area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

Project Impacts

The maximum daily pollutant emissions created from the proposed project's long-term operations have been calculated and are shown below in Table 11, Regional Operational Pollutant Emissions.

Table 11
Regional Operational Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	0.32	0.26	2.53	0.01	0.57	0.15
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	***No***	***No***	***No***	***No***	***No***	***No***

Source: Refer to Appendix C, Air Quality Study.

As shown in Table 11, none of the SCAQMD regional thresholds would be exceeded. Therefore, a less-than-significant regional air quality impact would occur from the operation of the proposed project.

Operations-Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the federal and State air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact on the South Coast Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions, local impacts from on-site operations per SCAQMD LST Methodology, and odor impacts.

Local CO Emission Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the federal and State CO standards.

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high-traffic-volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the SCAB by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the SCAB. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the SCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The VMT Screening Assessment determined that the proposed project would generate a maximum of approximately 89 daily vehicle trips (with pass-by trip reduction). The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the project is anticipated to generate a net of only 89 daily vehicle trips, no CO "hot spot" modeling was performed, and no significant long-term air quality impact is anticipated on local air quality with the ongoing use of the proposed project. Impacts would be less than significant in this regard.

Local Air Quality Impacts from On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site (i.e., vehicles accessing the parking lot and idling at the drive-through) may have the potential to exceed federal and State air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SCAB. The nearest sensitive receptors to the project include existing single-family residential uses located approximately 20 feet (approximately six meters) east across an alleyway; the school uses located approximately 492 feet (approximately 150 meters) west and 451 feet (approximately 138 meters) southwest; and the motel use located approximately 482 feet (approximately 147 meters) southwest of the project site.

The local air quality emissions from on-site operations were analyzed according to the methodology described in SCAQMD's LST Methodology. The Look-up Tables were developed by the SCAQMD to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from a proposed project could result in a significant impact on the local air quality. Per SCAQMD staff, the Five-Acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The proposed project was analyzed based on the South Central Los Angeles SRA 12 and used the thresholds for a one-acre project site (as the site is approximately 0.54 acres).

Table 12, Local Operational Emissions at the Nearest Receptors, shows the on-site emissions from the CalEEMod model that include natural gas usage, landscape maintenance equipment, and vehicles operating on-site, and the calculated emissions thresholds. Per SCAQMD's LST Methodology, mobile emissions include only on-site sources, which equate to approximately two percent of the project-related new mobile sources.

Table 12
Local Operational Emissions at the Nearest Receptors

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Vehicle Emissions[2]	0.00	0.05	0.01	0.00
Area Sources[3]	0.00	0.04	0.00	0.00
Energy Usage[4]	0.03	0.03	0.00	0.00
Total Emissions	0.04	0.12	0.01	0.01
SCAQMD Thresholds[5]	**46**	**231**	**1**	**1**
Exceeds Thresholds?	***No***	***No***	***No***	***No***

Source: Refer to Appendix C, Air Quality Study.
Notes:
[1] Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre in SRA 12 South Central Los Angeles County.
[2] On-site vehicular emissions based on 1/50 of the gross vehicular emissions and road dust.
[3] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[4] Energy usage consists of emissions from on-site natural gas usage.
[5] The nearest sensitive receptors to the project include the existing single-family residential uses located approximately 20 feet (approximately six meters) east across an alleyway; the school uses located approximately 492 feet (approximately 150 meters) west and 451 feet (approximately 138 meters) southwest; and the motel use located approximately 482 feet (approximately 147 meters) southwest of the project site; therefore, the 25 meter threshold was used.

As shown in Table 12, the ongoing operations of the proposed project would not exceed SCAQMD local operational thresholds of significance. Therefore, the ongoing operations of the proposed project would create a less-than-significant operations-related impact on local air quality due to on-site emissions.

Operations-Related Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the federal and State ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project operation are not anticipated. Impacts would be less than significant in this regard.

Operations-Related Odor Impacts

Potential sources that may emit odors during the ongoing operations of the proposed project would include odor emissions from intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and in compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the ongoing operations of the proposed project. Impacts would be less than significant in this regard.

Cumulative Air Quality Impacts

There are a number of cumulative projects in the project area that have not yet been built or are currently under construction. Since the timing or sequencing of the cumulative projects is unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. Further, cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects, and when

wind patterns are considered, would cover an even larger area. The SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality;15 and (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts.

Project Specific Impacts

The project area is out of attainment for ozone, PM10, and PM2.5. Construction and operation of cumulative projects would further degrade the local air quality, as well as the air quality of the SCAB. The greatest cumulative impact on the quality of regional air would be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development, and the use of heavy equipment and trucks associated with the construction of these projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than the criteria levels are not significant and do not add to the overall cumulative impact. This applies to TACs as well, as the SCAQMD does not have any cumulative TAC thresholds; therefore, projects that do not exceed the SCAQMD TAC threshold criteria or can be mitigated to less than the criteria levels are not significant and do not add to the overall cumulative impact. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or State non-attainment pollutant.

Project operations would generate emissions of NOx, ROG, CO, PM10, and PM2.5, which would not exceed the SCAQMD regional or local thresholds and would not be expected to result in ground-level concentrations that exceed the NAAQS or CAAQS. The project would not be a source of significant TACs and would not cause significant cancer or non-cancer-related health risks. Since the project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As indicated earlier, no violations of the federal and State CO standards are projected to occur for the project, based on the magnitude of traffic the project is anticipated to create.

Therefore, the operation of the project would not result in a cumulatively considerable net increase for non-attainment of criteria pollutants or ozone precursors, or TACs. As a result, the project would result in a less-than-significant cumulative impact for operational emissions.

Air Quality Compliance

CEQA requires a discussion of any inconsistencies between a proposed project and applicable general plans and regional plans (refer to CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (SCAQMD AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the SCAQMD AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the SCAQMD AQMP and to discuss whether the proposed project would interfere with the region's ability to comply with federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP". Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the SCAQMD AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

- Whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the SCAQMD AQMP.

- Whether the project would exceed the assumptions in the SCAQMD AQMP in 2022 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criteria 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in the Air Quality Study, short-term construction impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The Air Quality Study determined that long-term operations impacts would not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the SCAQMD AQMP for the first criterion.

Criteria 2 – Exceed Assumptions in the SCAQMD AQMP?

Consistency with the SCAQMD AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the SCAQMD AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the SCAQMD AQMP. The 2020-2045 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2020) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and State requirements placed on SCAG. It should be noted that SCAG has since adopted the Connect SoCal 2024, which is SCAG's most current adopted RTP/SCS; however, the 2022 AQMP was developed based on the 2020-2045 RTP/SCS. As such, local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City's General Plan Land Use Plan defines the assumptions that are represented in the SCAQMD AQMP.

The project site is designated COMM and zoned C-3. The proposed project includes a 1,025-square-foot coffee shop (i.e., Dutch Bros Coffee) with a dual-lane drive-through, associated surface parking, and landscaping improvements. Therefore, the proposed project is currently consistent with the existing land use and zoning designations of the City's General Plan Land Use Map and Official Zoning Map. Therefore, the proposed project is not anticipated to exceed the SCAQMD AQMP assumptions for the project site and is found to be consistent with the SCAQMD AQMP for the second criterion.

Based on the above, the proposed project would not result in an inconsistency with the SCAQMD AQMP. Therefore, a less-than-significant impact would occur in this regard.

3.4.4 Water Quality

As part of Section 402 of the Clean Water Act (CWA), the U.S. EPA has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) implements the NPDES permitting program and develops NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, including those generated during construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCBs) to preserve, protect, enhance, and restore water quality. The project site is located within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB addresses the obligation to implement the CWA by periodically issuing permits for the County and its incorporated cities, including Bell.

In July 2021, the Los Angeles RWQCB reissued the Los Angeles County Municipal Separate Storm Sewer System Permit (Los Angeles County MS4 Permit) as Order R4-2021-0105 (NPDES Permit No. CAS004004).[5] The City is a co-permittee and is required to comply with all applicable stormwater regulations under the Los Angeles County MS4 Permit.

The project site is developed with Jack's Car Wash, which consists of a 2,765-square-foot car wash structure in the central portion of the site and a 488-square-foot detached lobby structure in the northwestern portion of the site. The remainder of the site primarily consists of impervious surfaces (i.e., asphalt and concrete pavement). Stormwater runoff currently drains to existing storm drainage facilities along the southern site perimeter, which would be protected in place. Development of the proposed project would change the permeability or hydrology of the site. Specifically, the proposed project would increase pervious surfaces on-site through the addition of 4,521 square feet of ornamental landscaping on-site, including a mixture of trees, shrubs, and groundcover. The proposed landscaping would increase the amount of pervious surfaces on-site and thus decrease runoff, when compared to existing conditions. Nonetheless, given that the existing site would consist mostly of impervious surfaces, the proposed project would drain excess stormwater runoff to existing drainage facilities along the southern site perimeter (similar to existing conditions).

Furthermore, the proposed project would be subject to the Los Angeles County MS4 Permit requirements, which are incorporated into Municipal Code Chapter 13.08, Stormwater and Urban Runoff Control (Low Impact Development Ordinance). Compliance with the City's Low Impact Development Ordinance would be required as a condition of approval and would ensure water quality standards are met during project construction and operations. Overall, the proposed project would not result in any significant effects related to water quality.

3.5 Utilities and Public Services Consistency

e) The site can be adequately served by all required utilities and public services.

The proposed project would involve clearing the existing site, including structures, consisting of a 2,765-square-foot car wash structure and a 488-square-foot detached lobby structure, and constructing a 1,025-square-foot coffee shop (i.e., Dutch Bros Coffee) with a dual-lane drive-through, associated surface parking, and landscaping improvements. The proposed project would result in a smaller development footprint when compared to existing conditions. Thus, the proposed project is not anticipated to increase demand for public services and utilities on-site. Moreover, the existing structures on-site are already served and connected to all utilities (e.g., water, sewer, storm drain, and solid waste) and public services (e.g., fire and police services), and the project is consistent with the site's existing land use designation and zoning. Thus, payment of standard utilities connection fees and ongoing user fees would offset the project's impacts on existing water, sewer, stormwater, dry utilities, and solid waste collection services.

Additionally, the proposed project is consistent with land uses in the area and would not require the expansion of the Bell Police Department or Los Angeles County Fire Department service area or increase calls for service. Although the proposed project would result in a nominal indirect population growth (from project-generated employees moving into the City), the proposed commercial use would not induce substantial unplanned population growth beyond the site's anticipated growth, consistent with the land use for the site. Thus, the project would not substantially increase demand for police and fire protection services. Overall, the site would be adequately served by all required utilities and public services, and the project would meet Criterion (e) requirements.

[5] California Regional Water Quality Control Board Los Angeles Region. Order No. R4-2021-0105, NPDES Permit No. CAS004004, July 23, 2021. https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/regional_permit.html. Accessed July 10, 2026.

4. Exceptions to Categorical Exemptions Analysis

4.1 Location Exception

a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The proposed project is evaluated pursuant to the qualifying criteria outlined in CEQA Guidelines Section 15332 for a Class 32 Categorical Exemption. Therefore, Exception Criterion (a) would not apply to the project.

4.2 Cumulative Impact Exception

b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The proposed project would involve clearing the existing site, including structures, and constructing a 1,025-square-foot coffee shop (i.e., Dutch Bros Coffee) with a dual-lane drive-through, associated surface parking, and landscaping improvements. No successive projects of the same type in the same place are anticipated to occur. The project is consistent with applicable General Plan land use policies and, with approval of a Site Plan Review for overall site development and design, a Conditional Use Permit for the drive-through component, and a Master Sign Program for signage design, is permitted under the City's Zoning Code (i.e., Municipal Code Title 17, Zoning). Therefore, potential cumulative effects are not anticipated, and Exception Criterion (b) would not apply to the project.

4.3 Significant Effect Exception

c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The analysis in this section is primarily based on the following technical studies:

- AAI Phase I Environmental Site Assessment, Proposed Dutch Bros. Coffee Shop, 7020 & 7030 Atlantic Avenue, Bell, CA (Phase I ESA), prepared by SALEM Engineering Group, Inc., dated June 26, 2025; and
- Recommendation for Passive Subslab Vapor Barrier 7020 and 7030 Atlantic Avenue, Bell, California (Vapor Barrier Recommendations Memo), prepared by Farallon Consulting, LLC, dated June 2, 2026.

These technical studies are attached as Appendix D, Hazardous Waste and Materials Documentation.

The project would not result in any significant effects on the environment due to unusual circumstances. Historically, the project site has been utilized for commercial uses; therefore, the proposed project would not result in a change of use. The site is not located within a sensitive resource area, and no site-specific environmental constraints, such as biological resources, geology and soils, and historical resources, exist on-site. A detailed discussion regarding hazards and hazardous materials is provided below.

Hazardous Waste Considerations for Existing Structures

Due to the age of the existing structures, demolition activities associated with the proposed project could result in the accidental release of hazardous materials, including ACMs and/or lead-based paint (LBP). In conformance with State and local laws, a visual inspection/pre demolition survey and possible sampling shall be conducted prior to the demolition of on-site building(s) to determine the presence of ACMs and/or LBP. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Title 8, California

Code of Regulations, Section 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the type of lead being disposed of. Accordingly, a registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site. Materials containing more than one percent asbestos are also subject to SCAQMD regulations. Removal of materials containing more than one percent asbestos shall be completed in accordance with SCAQMD requirements and notifications.

Hazardous Waste Considerations for Existing Soils

According to the Phase I ESA, the project site (i.e., 7030 Atlantic Avenue [Jack's Car Wash]) has reported past storage, handling, and/or transport of hazardous materials, including two reported underground storage tanks (USTs), which leaked gasoline to soil and groundwater (for uses other than drinking water) on February 24, 1984. However, the Los Angeles County Department of Public Works, Environmental Programs Division (LACDPW) provided regulatory agency oversight and issued a "no further action" determination for the release on March 28, 1994. However, no additional information was available pertaining to sampling and assessment activities during the UST removal activities.

A preliminary site investigation was conducted in June 2024 that revealed the presence of total petroleum hydrocarbon (TPH) and VOCs in shallow soil on the eastern portion of the project site near the former USTs/fueling station, resulting in the need for further investigation. Accordingly, a Phase II Environmental Site Assessment (Phase II ESA) was conducted at the project site between October and November 2024. As part of the Phase II ESA, seven borings (i.e., SB-1 through SB-7) were completed throughout the site to a depth of approximately 25 to 40 feet below ground surface (bgs). A total of three groundwater samples (i.e., SB-3-GW, SB-4-GW, and SB-5-GW) were collected. Additionally, seven triple-nested soil vapor probes (i.e., SV-1 through SV-7) were installed at the project site.

Based on the collected samples, TPH as gasoline (TPH-g) and VOCs, including ethylbenzene and naphthalene, were detected at concentrations slightly exceeding their respective industrial/commercial environmental screening levels (ESLs). However, elevated TPH/VOC concentrations were found within soil at depths of 15 feet and greater. Additionally, in grab groundwater samples, benzene, toluene, ethylbenzene, TPH-g, and TPH as diesel (TPH-d) were detected at concentrations exceeding their respective screening levels. The highest total TPH concentrations were detected at SB-3-GW, whereas the highest concentrations of VOCs were detected at SB-4-GW. In groundwater monitoring well samples. TPH-g, benzene, xylene, and naphthalene exceeded their respective screening levels in only one sample (MW-1). Concentrations of detected constituents in monitoring wells were significantly lower than those detected in nearby grab groundwater samples, indicating that monitoring well data are more representative of groundwater conditions. In soil vapor, TPH-g and various VOCs were detected to the east of the former UST cavity. The Phase II ESA determined that TPH and VOCs (mostly benzene, toluene, ethylbenzene, and xylenes [BTEX]) in soil, soil vapor, and groundwater were identified at concentrations exceeding the regulatory screening levels at the project site. Thus, an additional round of soil vapor sampling was conducted.

Based on the additional round of soil vapor sampling, only one exceedance was identified for the detection of naphthalene in soil vapor at 630 ug/m^3 at five feet bgs in SB-2, which exceeded the State of California Low-Threat Underground Storage Tank Case Closure Policy (LTCP) criteria with no bio attenuation zone of 310 ug/m^3. The elevated concentration of naphthalene at 630 ug/m^3 was an isolated detection only in one soil vapor sample collected at SV-2. Additionally, the soil sample collected from the soil boring, SB-2, at 10 feet bgs, which is at the same location as the soil vapor probe, SV-2, indicated non-detect for naphthalene.

As part of the Phase II ESA, agency notification activities included post-redevelopment submittal of a completion report taking into account the following: 1) the implementation of a soil management plan (SMP) during development; 2) documentation of the vapor intrusion mitigation system (VIMS) installation; and 3) report of soil vapor and ground water monitoring results during the development activities, including compliance with the LTCP criteria. Consequently, on March 20, 2025, the LACDPW forwarded the Phase II ESA and supporting documents to the Los Angeles Regional Water Quality Control Board (RWQCB) for review. Based on the Phase II ESA and supporting documents, the Los Angeles RWQCB determined that residual concentrations of fuel constituents at the project site pose a low threat to human

health and the environment. Therefore, the RWQCB concluded that "no further action" was required and no additional case would be opened for the former USTs.

According to the Vapor Barrier Recommendations Memo, the proposed Dutch Bros Coffee building would be located cross-gradient and up-gradient of the former USTs/fueling station area. Nearby soil and soil vapor analytical data did not identify concentrations of constituents of concern above applicable screening levels. Nonetheless, as part of the project's design and characteristics, the proposed project would include an SMP that would be distributed to construction personnel prior to ground-disturbing activities. The SMP would establish protocols for handling, sampling, storage, and disposal of any suspected hydrocarbon/affected soils generated during construction activities associated with the proposed project. Moreover, a passive VIMS would be installed beneath the proposed Dutch Bros Coffee building. The passive VIMS would further minimize any potential vapor intrusion into the proposed commercial use.

Overall, the proposed project would not result in an activity where there is a reasonable possibility that the activity would have a significant effect on the environment due to unusual circumstances. Furthermore, the proposed project is a permitted use under the site's COMM land use designation and would meet all applicable development standards under the C-3 zoning district upon approval of a Site Plan Review, Conditional Use Permit, and Master Sign Program. As such, the proposed project would not result in any significant effects on the environment due to unusual circumstances, and Exception Criterion (c) would not apply.

4.4 Scenic Highways Exception

d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

Based on Caltrans' California Scenic Highway Mapping System, there are no scenic highways near the project site.[6] The closest officially designated or eligible State scenic highway is State Route 1 (SR-1), located approximately 12.75 miles to the southeast. Given the distance of the project site to SR-1, the project would not be visible from SR-1. Thus, the proposed project would have no impact on scenic resources within an eligible or designated State scenic highway, and Exception Criterion (d) would not apply.

4.5 Hazardous Waste Sites Exception

e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

Government Code Section 65962.5 requires the Department of Toxic Substances Control and the State Water Resources Control Board to compile and update a regulatory site listing (per the criteria of Government Code Section 65962.5). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not listed pursuant to Government Code Section 65962.5 (Cortese List).[7] As mentioned above, it is acknowledged that the project site (i.e., 7030 Atlantic Avenue [Jack's Car Wash]) has reported past storage, handling, and/or transport of hazardous materials, including two reported USTs, which leaked gasoline to soil and groundwater (for uses other than drinking water) on February 24, 1984. However, the LACDPW provided regulatory agency oversight

[6] California Department of Transportation. California Scenic Highway Mapping System. https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed March 24, 2026.
[7] California Environmental Protection Agency. Cortese List Data Resources. https://calepa.ca.gov/sitecleanup/corteselist/. Accessed July 8, 2026.

and issued a "no further action" determination for the release on March 28, 1994. Additionally, as detailed in the Phase I ESA, the Phase II ESA, and supporting documents, the Los Angeles RWQCB determined that residual concentrations of fuel constituents at the project site pose a low threat to human health and the environment. Therefore, the RWQCB concluded that "no further action" was required and no additional case would be opened for the former USTs. Therefore, the proposed project would not be located on a site which is included on any list compiled pursuant to Government Code Section 65962.5 (Cortese List), and Exception Criterion (e) would not apply to the project.

4.6 Historical Resources Exception

f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The project site is currently developed with Jack's Car Wash, which consists of a car wash structure in the central portion of the site and a detached lobby structure in the northwestern portion of the site. The 2,765-square-foot, one-lane car wash structure was constructed in 1950 and consists of a wood-frame with stucco and block exterior walls on concrete slab-on-grade foundations with a flat roof. The 488-square-foot detached lobby structure was constructed in 1963 and consists of similar building materials and features. Two surface parking spaces are located to the west of the detached lobby structure. Three car wash lanes (with overhead signage) are located to the east of the car wash structure, and five detailing stalls (with a small detailing staging area in the center) are located to the west of the car wash structure.

As mentioned above, both structures consist of standard wood-frame, stucco, and block materials and exhibit a utilitarian design typical of mid-20th-century service buildings. The structures lack architectural distinction, unique design features, or integrity of materials and workmanship, which could support eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, or local register. As such, the existing structures do not constitute historical resources pursuant to CEQA Guidelines Section 15064.5(a) and are ineligible for listing at the federal, State, and local levels. Overall, the proposed project would not impact a historical resource as defined by CEQA, and Exception Criterion (f) would not apply.

5. Conclusion

Based on the analysis presented in this Memorandum, the proposed project meets all criteria for a Class 32 Categorical Exemption pursuant to CEQA Guidelines Section 15332. Furthermore, none of the exceptions to the exemptions listed pursuant to CEQA Guidelines Section 15300.2 apply to the proposed project.

6. Exhibits

Exhibit 1: Regional Vicinity
Exhibit 2: Site Vicinity
Exhibit 3: Conceptual Site Plan
Exhibit 4a: Floor Plan – Ground Floor
Exhibit 4b: Floor Plan – Roof
Exhibit 5a: Building Elevations - North
Exhibit 5b: Building Elevations - East
Exhibit 5c: Building Elevations - South
Exhibit 5d: Building Elevations - West
Exhibit 6: Conceptual Landscape Plan

7. Appendices

Appendix A: Transportation and Traffic Studies
Appendix B: Noise Study
Appendix C: Air Quality Study
Appendix D: Hazardous Waste and Materials Documentation

AGENDA ITEM 1- ATTACHMENT 5 – APPENDIX A

LINK TO DOCUMENT:
HTTPS://WWW.CITYOFBELL.GOV/FILES/ASSETS/CITY/V/1/CITY-CLERK/DOCUMENTS/COMMISSIONS/PLANNING-COMMISSION/NEW-FOLDER-1/5.1-7030-ATLANTIC-AVENUE-DUTCH-BROS-PROJECT-CLASS-32-CE-APPENDICES_7.20.26-1.PDF

City of Bell
Planning Commission
Agenda Report

DATE: September 2, 2026

TO: Honorable Chair and Planning Commission Members

FROM: Javier Ochiqui, Community Development Director

PREPARED BY: Dennis Banks, Contract Planner

SUBJECT: Conditional Use Permit (CUP 2026-01)

PROJECT PROPOSAL / REQUEST:

Request to reapprove a Conditional Use Permit (originally CUP 2023-01) to allow a public charter high school (grades 9-12) to operate within an existing commercial building (formerly Westbrook High School). And, a request to permit the vacation of a publicly maintained 2,500 square foot, rectangular-shaped alley that runs through the middle and across the entire length of the subject property located at 4210 Gage Avenue. The project site is located in the C-3R (General Commercial & Residential) a R-3 (High-Density Multiple-family Residential) zones.

RECOMMENDATION:

Staff recommends that the Bell Planning Commission re-approve the Conditional Use Permit to allow the applicant to operate a public charter school and, approve the proposed Alley Vacation. Staff makes the following recommendations to the Planning Commission:

1. Approve The Conditional Use Permit to a public charter school to operate within an existing commercial building.

2. Approve the adjoining Resolution of the Conditional Use Permit.

3. Approve the proposed alley vacation by making the finding it conforms with the City's General Plan.

4. Approve the adjoining Resolution of Intent to vacate the alley.

SITE SUMMARY/ZONING INFORMATION:

- General Plan Designation: Commercial

- Zoning: C-3R (Heavy Commercial) & R-3 (High Density Multiple-family Residential)

- Project Location: 4210 Gage Avenue

- Assessor's Parcel Number(s) of School Site: 6325-009-002, 6325-009-003, 6325-009-004, 6325-009-005, 6325-009-006, & 6325-009-007

BACKGROUND

The City of Bell Planning Commission on October 2, 2024, approved Conditional Use Permit 2023-01 for the organization Options for Youth to establish (permit) a public charter high school (grades 9-12) within an existing commercial building (formerly Westbrook High School) at 4210 East Gage Avenue. The Planning staff recommended approval of the public charter school with the condition the applicant apply for an alley vacation to remove the alley which runs through the middle of the subject property from east to west. The Planning staff also requested that the applicant complete the lot tie/merger and alley vacation processes in accordance with the City regulations and to the satisfaction of the City Engineering Department. Planning staff included this condition in the conditions of approval, the applicant stated they accepted the condition, and the Planning Commission approved the Conditional Use Permit with the recommended conditions of approval.

Due to several factors such as it taking several attempts by the applicant to receive approval of the alley vacation from the City Engineer and, the difficulty both city staff and the applicant had in receiving comments from utility companies regarding the alley vacation, staff could not process the alley vacation and lot merger within the original allotted amount of time. In addition, there was major turnover in the Planning Division in late 2025 with several staff members being laid off. Due to this layoff no action was taken on the application, and the original Conditional Use Permit had expired.

Pursuant to the City of Bell Municipal Code (BMC) Section 17.96.030(78)(a-d), "schools, charter, vocational, public" shall be permitted with the approval of a CUP. School uses shall:

a. Provide sidewalks, bike, and vehicle facilities necessary to accommodate vehicular, pedestrian, and bicycle traffic on site and between the nearest collector street and the school site;

b. Comply with the parking requirements in Chapter 17.76 of the Zoning Code, unless the applicant can provide and guarantee alternative parking arrangements, such as shared parking or bussing of staff and students, subject to the review and approval of the Planning Commission;

c. Construct a six-foot fence around all play areas at elementary schools adjacent to private or public streets; and

d. Landscaping shall be restricted to trees with canopies higher than ten feet (10') and bushes less than three feet (3') high to deter hiding.

California Government Code Section 65402 states "(a) If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, no street shall be vacated or abandoned, and no public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such acquisition or disposition, such street vacation or abandonment, or such public building or

structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof." The Bell General Plan was established in 2018 and the alley vacation is subject to the goals and policies set forth therein.

Project Overview

- Site Characteristics: The subject site is irregularly shaped, measures approximately 50,820 square feet, and comprises six parcels and a public alley. The primary site frontage is along Gage Avenue, and the secondary (side) frontages are along Otis and Fishburn Avenues. The site consists of three parcels located along the northern portion of the site, fronting Gage Avenue; a public alley, approximately 250 feet in length, spanning east-west from Otis Avenue to Fishburn Avenue that bisects the site approximately in half; and, three remaining parcels located at the southerly portion of the site, with two parcels fronting Fishburn Avenue and one parcel fronting Otis Avenue.

  The site is currently developed with a two-story commercial building that has a total area of approximately 15,142 square feet and is currently occupied by the applicant (Russell Westbrook-Why Not? Charter High School). The existing building is situated facing Otis Avenue, measures approximately 25.5 feet in height, is predominantly rectangular in shape, and consists of a flat roof with varying parapet heights and a main entrance canopy element with flat roofing along the westerly frontage. The existing site has also been developed with surface-level open parking spaces and landscaping planters along the westerly frontage of the site. Two steel storage containers, each measuring approximately 180 square feet and 360 square feet, are also situated along the southerly boundary of the site. Two large open spaces located throughout the easterly frontage of the site are dedicated to recess, lunch, and outdoor recreational activities for students.

- Surroundings: Surrounding properties include single-story, single-family homes and multi-family residential properties and a water purveyor facility (Golden State Water) adjacent to the south of the subject site; a mix of single-family and multi-family residential properties, and a liquor store across Fishburn Avenue to the east; single-family residences and a vacant two-story commercial building with a surface-level parking lot across Otis Avenue to the west; and one-story commercial buildings consisting of retail stores, a barber shop, dental office, youth center, and an automotive body shop across Gage Avenue to the north.

- Project Description: The project proposal includes a request for approval of a Conditional Use Permit (CUP) to permit a charter high school (Westbrook High School) serving grade levels 9 through 12 with a maximum enrollment of 250 students and 30 faculty and staff members. The new operator, Options For Youth (OFY), will operate a virtual high school, where classes are taught virtually and about a classroom size number of students on site participating in specialized activities.

- Required Findings for a CUP: Pursuant to BMC Section 17.96.040, a Conditional Use Permit may be approved only if all of the following findings are made:

  a. That the site for the proposed use is adequate in size, shape, and topography to accommodate the proposed use; and

b. That the site has sufficient access to public streets and highways adequate in width and pavement type to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated by the proposed use; and

c. That all buildings and structures proposed to be constructed or utilized in conjunction with the use will be architecturally compatible with existing and prospective uses of land located in the immediate vicinity of the site; and
d. That the location of the proposed use on the site will be compatible with existing and prospective uses of land located in the immediate vicinity of the site; and

e. That the conduct of the proposed use will be in compliance with the applicable provisions of any specific plan applicable to such site, and with the city's general plan.

ANALYSIS:

Description of Site Improvements

The project does not propose any additions in square footage or major alteration to the exterior of the existing building. In the past, the building had some required maintenance and unpermitted signage. Specifically, all the façades had significant dust and watermarks throughout the wall areas above the storefronts and along the parapets. In addition, the stucco finish on the exterior walls had significant cracks and perforations from previously removed wall signage. There were also vandalized/damaged door and window panels along the northern façade, some covered with unpermitted vinyl graphics. The applicant. OFY, once they took over addressed these issues and cleaned up the building and the surrounding site. The applicant also repaired and/or replace all the vandalized doors and windows. The applicant patched and painted the damaged wall areas be as needed to match the unaffected wall areas. In addition, the applicant washed or repainted the building facades to eliminate dust and watermarks. Lastly, the applicant removed all unpermitted vinyl graphics and banners throughout the site. The applicant also agreed that prior to installing any new signage on the facility, it shall be reviewed and approved in conformance with the signage development standards of the Zoning Code before installation. The Options For Youth operator has done a commendable job of improving the property's appearance and making it a positive addition to the overall neighborhood character.

Off-street Parking

Pursuant to the BMC Section 17.76.020(8)(b), high school uses require 1 parking space for each 5 students and 1 parking space for each faculty member and employee.

In accordance with the City's parking standards, a total of 80 off-street parking spaces would be required for the proposed enrollment of 250 students and 30 faculty members. The site currently has 25 existing parking spaces. The project proposes 24 standard parking spaces and 9 compact spaces, totaling 33 off-street parking spaces. The existing and combined spaces would bring the total number to 58 parking spaces. Therefore, the site will be deficient 22 parking spaces.

OFF-STREET PARKING REQUIREMENTS	
Parking Ratio	1 parking space for each 5 students: (250 students / 5 = 50 parking spaces) 1 parking space per faculty member/employee

	(30 employees = 30 parking spaces)
Required parking	50 + 30 parking spaces = 80 **parking spaces required**
Existing parking	25 parking spaces
Proposed parking	33 parking spaces
Existing and Proposed Parking Total	58 parking spaces
Parking Deficiency	22 parking spaces

However, since the facility will operate as a virtual campus, city staff anticipates that the number of parking spaces provided on the site will be acceptable to satisfy the school's parking needs as the majority of students will take classes away from school, and the faculty and staff will work at the site in group coordinated shifts, so there will be a low number of people and, therefore, automobiles at the site at a single time.

Currently, the site is developed with 25 on-site parking spaces. These spaces are located along the western and southern edges of the property. The eastern section of the property has two basketball courts, and those areas are used for physical education classes. Minor site improvements are also proposed to repurpose a portion of the existing open space at the southeasterly frontage of the site, which is the location of one of the facility's basketball courts, to accommodate additional off-street parking spaces. The operator added addition auto striping to create 33 additional parking spaces on the site for a total of 58 parking spaces. A new bicycle rack is also proposed to be installed in front of the building's main entry facing Otis Avenue. For a graphic representation of this description, you can see the parking lot in the attached Site Plan in the Attachments section.

Business Operations

The applicant requests approval for a public charter school that will offer virtual classes. The projected maximum enrollment for 2026-2027 school year is 250 students. They would be instructed by approximately 30 faculty and staff members. The majority of students would not be physically on the campus as they would take classes virtually. There would only be a small number, between 20 – 40 students, on site at any given time. The students that are on the campus would be there for possible nutrition needs and to participate in a physical education class. The only other reasons students might attend campus are for tutoring, counselling, or to attend the occasional on-site event, such as a special speaker event, a college fair, or a graduation ceremony.

The proposed hours of operation are as follows:

- Regular school hours:
  Monday through Friday (8:30 am – 4:30 pm)

- Breakfast/ Nutrition/Lunch:
  Breakfast: Monday through Friday (8:00 am – 8:30 am)
  Nutrition: Monday, Tuesday, Thursday, & Friday (10:56 am – 11:09 am)
  Wednesday (10:03 am – 10:13 am)

  Lunch: Monday, Tuesday, Thursday, & Friday (12:35 pm – 1:05 pm)
  Wednesday (11:49 am – 12:19 pm)

- Physical education hours:
  Monday, Tuesday, Thursday, & Friday (8:30 am – 12:35 pm & 1:05 pm – 3:35 pm)
  Wednesday (8:30 am – 11:49 am & 12:19 pm – 1:55 pm)

Some students walk or bike to and from school, while others are dropped off and picked up via private vehicles. Private vehicle drop-off and pick-up zones are proposed within the parking lot and alley areas of the campus, including one staff member to monitor and guide on-site traffic. Access to the site is from the vehicle entry on Otis Avenue.

The proposed drop-off and pick-up times are as follows:

Drop-off: Monday through Friday 7:00 am – 8:30 am

Pick-up: Monday through Friday (3:30 pm – 4:30 pm)

General Plan Conformance

Land Use and Sustainability Element Policy 1 specifies, "the City of Bell shall promote development and land uses consistent with the General Plan that will address the current and future needs of all of the residential and business sectors. The City shall ensure that future land uses will be in compliance with current zoning codes. The City's Zoning Code and map shall also be updated to ensure conformity with the General Plan." The proposed high school is an allowable use within the City's C-3R and R3 zoning districts subject to the approval of a Conditional Use Permit. Therefore, if the CUP is granted, the proposed project will be consistent with Land Use and Sustainability Element Policy 1.

Alley Vacation and Lot Tie/Merger

The site comprises six parcels (6325-009-002, 6325-009-003, 6325-009-004, 6325-009-005, 6325-009-006, & 6325-009-007) and an existing 10-foot-wide public alley that separates parcels 6325-009-002, 6325-009-003, 6325-009-004 from parcels 6325-009-005, 6325-009-006, & 6325-009-007 between Otis and Fishburn Avenues. The parcels and alley are shown in the corresponding Assessor's Map. The City of Bell requires that the applicant obtain an Alley Vacation in order to perform a lot tie and connect all of the lots together into a contiguous parcel.

The project request includes using the alley as a student drop-off/pick-up zone for private vehicles. The alley also currently serves access to the parking areas within the site and is the only egress point within the site. Staff recommends that the parcels be merged or tied and that the alley be vacated to grant full rights to the property owner of the school site. A lot of ties/mergers would prevent non-conforming conditions to the site if the use changes or it is redeveloped in the future. An alley vacation would also allow for adequate on-site circulation and access to the proposed use's parking areas within the site.

Project Description

The site is comprised of six parcels and an existing 10-foot-wide public alley that spans a length of approximately 250 feet between Otis and Fishburn Avenues, bisecting the subject site. There are three power poles located in the alley. One pole where the alley intersects Otis Avenue, another pole where the alley intersects Fishburn Avenue, and one pole that lies in the center of the alley, approximately 125 feet away from Otis and Fishburn Avenues. There is also a manhole cover that lies on the sidewalk, in the curb cut area, where the alley exits onto Otis Avenue. There is an existing wrought iron gate that separates the alley from Fishburn Avenue. Vehicles can access the site by using the curb cut adjacent to Otis Avenue that allows entrance or exist from the property.

ANALYSIS

The project request includes use of the alley as a student drop-off/pick-up zone for private vehicles. The alley also currently serves access to the parking areas within the site and is the only ingress/egress point on the site. Staff recommends that the alley be vacated to grant full rights to the property owner of the school site. An alley vacation would prevent non-conforming conditions from being created on the site if the land use were to change or it is redeveloped in the future. An alley vacation would also allow for adequate on-site circulation and access to the parking areas within the site for the proposed use.

Approval of the alley vacation would also not produce additional traffic impacts as the alley vacation would occur to an existing piece of land on the property and would not add additional parking spaces or square footage to the site. To address other impacts, the Planning staff forwarded the proposal via email to the city's Public Works Department, the city's water purveyor Golden State Water, Southern California Edison; and to Spectrum, AT&T, and Verizon telecommunications companies. Planning also sent follow up emails and spoke on the phone to all potentially affected parties. Public Works was not opposed to the alley vacation as the manhole cover is located on the public right of way (sidewalk), adjacent to Otis Avenue and is just beyond the area proposed to be vacated and they would have access to it anytime they need. The utility companies also expressed no concern about the alley vacation. To address any concerns about future access to the alley, staff has added the condition that the city and any utility companies that have service equipment such as, but not limited to, meters and panels in the alley, will keep their access to the alley for maintenance provided a minimum 24-hour prior notice is given to the school or, immediate access in times of emergency. The applicant has stated they will accept and follow this condition of approval. Furthermore, if the project is approved, staff recommends a condition requiring the applicant to submit a complete lot tie application within three months of approval of the CUP/alley vacation and complete the entire lot tie/merger process within six months of the lot tie/merger application being deemed complete, in accordance with the City regulations and to the satisfaction of the City Engineering Department.

General Plan Conformance:

The proposed project conforms to the Bell General Plan because it achieves several land use objectives. In 2018, the City of Bell enacted General Plan 2030 to serve as a guide for development in the city. The general plan lists the goals and objectives that each development project should satisfy when the city considers its approval. The alley vacation will permit full use of the site, which the applicant plans to operate as a public charter high school. The alley vacation will promote the maximum use, circulation, and efficiency of the proposed high school which will satisfy several specific general plan objectives and policies. One policy is the proposed land use

will address the current and future needs of the residential sector by providing an educational facility for teenagers/young adults residing within the surrounding residential areas. This satisfies the Land Use and Sustainability Element Policy 1 of the General Plan. The approval of the alley vacation will also allow the operator of the school to physically develop the site in a manner that meets the present needs of students and faculty without comprising the ability to meet the needs of future generations. This satisfies Land Use and Sustainability Element objectives 2 and 3.

Conclusion

The applicant, Options for Youth was approved to open and operate a new public charter high school. Due to various factors the requirements for the Conditional Use Permit (CUP) were not completed in the allotted time and wish to have the CUP reapproved. In addition, the applicant was also required to obtain an Alley Vacation and a Lot Tie to make six parcels and the alley a contiguous property. Vacation of this alley would grant the property owner full development rights to the site. The vacation would also allow for automobile and pedestrian circulation to be designed in the maximum and most efficient manner. The applicant will operate a virtual high school where the majority of students will take courses online and only a small number (20-40) students, faculty, and staff will be at the site at a single time. Since taking over the site the applicant has made significant improvements to the cleanliness and appearance of the building and surrounding property. The proposed public charter school and alley vacation both satisfy goals and objectives of the city's General Plan. Therefore, staff recommends approval of the alley vacation for 4210 East Gage Avenue.

ATTACHMENTS:
Exhibit A Site Plan
Exhibit B Resolution of Intent to Vacate

Conditional Use Permit

A CUP is required to allow the establishment/operation of a high school use. In of approving a CUP, the Planning Commission must make certain findings, as set forth in the BMC. CUP may be approved only if all of the following findings are made:

A. The site for the proposed use is adequate in size, shape and topography to accommodate the proposed use. ***The site is developed with an existing two-story building with multiple staff offices, restrooms, and storage facilities previously occupied by a vocational school. The proposed high school will occupy the existing building without needing tenant improvements. The existing site is predominantly flat and contains parking areas and landscaping planters. Therefore, the existing building and site are adequate in size, shape, and topography to accommodate the proposed high school operations.***

B. The site has sufficient access to public streets and highways adequate in width and pavement type, to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated by the proposed use. ***The proposed parking layout on the site will provide 58 parking spaces for faculty, staff, and students. Since the majority of students will take classes online, and only 20-40 students on site at a single time, staff anticipates this amount of parking will satisfy the needs of the people who are on the site.***

C. All buildings and structures proposed to be constructed or utilized in conjunction with the use will be architecturally compatible with existing and prospective uses of land located in the immediate vicinity of the site. ***Since taking over the building the operator has repaired and/or replace all the vandalized doors and windows. The applicant has patched and painted the damaged wall areas be as needed to match the unaffected wall areas. In addition, the applicant washed or repainted the building facades to eliminate dust and watermarks. Lastly, the applicant removed all unpermitted vinyl graphics and banners throughout the site. The applicant new regularly maintains the cleanliness and appearance of the site, therefore, the use will not adversely impact the subject site or surrounding area.***

D. The location of the proposed use on the site will be compatible with existing and prospective uses of land located in the immediate vicinity of the site. ***The site was previously re-developed with an educational facility, and no tenant improvements are being proposed. In addition, the site has been previously occupied by other similar uses, including a vocational school, which has some similar operating characteristics of class settings and offices that are compatible with the existing surrounding commercial and residential land uses within the immediate vicinity.***

E. The conduct of the proposed use will be in compliance with the City's General Plan. ***The subject site's General Plan Land Use Designations are Commercial and Medium Density Residential. The high school uses allowable within all zoning districts of the City, subject to the approval of a CUP. Therefore, with the approval of a CUP, the proposed high school use will be in compliance with the Zoning Code requirements and the City's General Plan. The proposed land use will address the current and future needs of the residential sector by providing an educational facility for children residing within the surrounding residential areas. Therefore, the proposed project satisfies the Land Use and Sustainability Element Policy 1 of the General Plan.***

Conclusion

Based on the above analysis, the staff has determined that with the recommended conditions of approval, the proposed project complies with the BMC, and all of the required findings in support of a Conditional Use Permit can be made.

ENVIRONMENTAL ANALYSIS:

Staff has reviewed the CUP application and determined that in accordance with the California Environmental Quality Act (CEQA), this project qualifies for a categorical exemption under CEQA Guidelines Section 15301, (Class 1) "Existing Facilities", in that the project does not involve any alterations or expansion to an existing commercial building, and thereby is exempt from CEQA.

Traffic Impact and Air Quality Analyses

Although not required by CEQA, a transportation analysis was conducted and determined that the Project is screened-out for vehicle miles traveled (VMT) as well as transportation impact analysis per County of Los Angeles Transportation Impact Analysis Guidelines (July 23, 2020) given that the number of net new trips generated is less than 110 daily trips. Therefore, the Project can be presumed to have a less than significant transportation impact on VMT, and no further

VMT analysis is required. In addition, an air quality analysis was conducted and determined that there are no significant impacts on air quality.

COMMENTS FROM OTHER DEPARTMENTS

Staff routed the project for comments to the Building & Safety Division. The Building & Safety Division provided comments that pertain to Building Code requirements. If the project is approved, the comments will be incorporated as conditions of approval.

RECOMMENDATION

Based on the evidence presented, Staff recommends that the Planning Commission find that the project is categorically exempt from the CEQA under Section 15301, (Class 1) "Existing Facilities", make the required findings and requirements set forth in the Bell Municipal Code, and **approve the application for Conditional Use Permit (ENT-7)** subject to the following proposed conditions of approval and/or other conditions that the Planning Commission may wish to impose.

CONDITIONS OF APPROVAL:

Planning Division

1. The applicant shall agree to defend, indemnify, and hold harmless the City of Bell, its agents, officers, and employees from any claim, action, or proceeding against the City of Bell or its agents, officers, or employees to attach, set aside, void or annul, approval of the City of Bell, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of Bell will promptly notify the Applicant of any such claim, action, or proceeding against the City of Bell, and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of Bell fails to promptly notify the applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnifying, or holding harmless the City of Bell. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. Except as set forth in subsequent conditions, which are all-inclusive and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

3. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

4. The Applicant and property owner shall submit plans to the Los Angeles County Fire Department for review for compliance with Fire regulations prior to the issuance of Building Permits. Proof of Fire Department approval (including sprinkler plan approval) is required. If revisions are made to the project plans (i.e. setbacks, building height, building design, driveway width, driveway configuration, landscaping, etc.) as a result of Fire Department requirements, changes to the plans may require Planning Commission review and approval as determined by the Community Development Director.

5. The Conditional Use Permit approval shall expire if the alley vacation, lot tie/merger, and building permits are not completed/issued within six months from the date of approval, unless the Planning Commission grants an extension.

6. An anti-graffiti finish, as approved by the Planning Division, shall be applied to all exterior building surfaces that are visible to the public and likely to attract graffiti prior to the issuance of the Certificate of Occupancy.

7. Any graffiti placed on any building or structure located on the property shall be removed promptly after its placement. Failure on the Applicant's behalf to remove such graffiti upon twenty-four (24) hours written notice shall empower the City to enter upon the property and cause such removal, or painting over, of said graffiti, at the expense of the Applicant. The Applicant shall promptly pay, upon receipt of an invoice from the City, all the City's reasonable costs of such work.

8. The Community Development Director is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

9. The applicant shall clean, repair, and/or replace all the vandalized storefront doors and windows fronting Gage Avenue.

10. All the building wall areas exhibiting stucco cracking and perforations from previously removed wall signage shall be patched and painted to match the unaffected facade areas. And all water and dirt/dust stains throughout all sides of the building shall be washed off or repainted.

11. All unpermitted vinyl graphics, banners, and wall signage throughout the site shall be removed. Prior to installation, all new signage shall be reviewed and approved in conformance with the zoning code's sign development standards.

12. The parking areas shall be re-striped as noted on the approved plans to include 41 off-street parking spaces, which shall always be maintained. Any future changes in the school operations that may impact the off-street parking, including but not limited to the curriculum, an increase in student enrollment, or employees, shall be subject to review and approval by the Planning Commission.

13. The applicant shall complete a lot tie/merger and an alley vacation process within six months of the approval of the CUP, in accordance with the City regulations and to the satisfaction of the City Engineering Department.

CONDITIONS OF APPROVAL:

Planning Division

14. The applicant shall agree to defend, indemnify and hold harmless the City of Bell, its agents, officers, and employees from any claim, action, or proceeding against the City of Bell or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of Bell, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of Bell will promptly notify the Applicant of any such claim, action, or

proceeding against the City of Bell and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of Bell fails to promptly notify the applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnify or hold harmless the City of Bell. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

15. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

16. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

17. The Community Development Director is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

18. The applicant shall clean, repair, and/or replace all the vandalized storefront doors and windows fronting Gage Avenue.

19. All the building wall areas exhibiting stucco cracking and perforations from previously removed wall signage shall be patched and painted to match the unaffected facade areas. And all water and dirt/dust stains throughout all sides of the building shall be washed off or repainted.

20. All unpermitted vinyl graphics, banners, and wall signage throughout the site shall be removed. All new signage shall be reviewed and approved in conformance with the sign development standards of the Zoning Code prior to installation.

21. The applicant shall complete a lot tie/merger in addition to the approval of the CUP, in accordance with the City regulations and to the satisfaction of the City Engineering Department.

22. The applicant and property owner shall agree in writing to the above conditions.

23. A legal description of the alley vacation must be prepared and stamped by an active license surveyor or engineer and submitted to the City Planning Department and approved in accordance with City regulations and to the satisfaction of the City Engineer.

Building & Safety

24. If the project will not be funded by the Charter School Facilities Program, the project must be submitted to either:

- DSA for plan review and construction oversight (see Education Code Section 47610.5(a)); or
- The local building enforcement agency with jurisdiction over the area in which the charter school is located (see Education Code Section 47610(d)).

25. Plan review by DSA, if applicable, in general only covers disciplines of accessibility, structural, and fire and life safety. Plan review for other areas of disciplines may have to be deferred to the Building Division.

26. Unless a lot merger is executed and properly recorded between two contiguous parcels (APN 6325-009-003 and 6325-009-004), the opening at existing egress door at southeast corner of the building is not permitted and shall be infilled to maintain fire safety requirement Table 705.8 of the Building Code. As an alternate, an easement for egress shall be established and properly recorded within the parcel with APN 6325-009-004 for the benefit of existing building.

27. The applicant and property owner shall agree in writing to the above conditions.

Building & Safety

28. Charter school facilities construction projects must be submitted to the Division of the State Architect (DSA) for plan review and construction oversight if the project will be funded by the Charter School Facilities Program, independent of land ownership (see Education Code Section 17078.54). Construction projections includes new building and facility construction, reconstruction, rehabilitation, alterations, and additions. Occupying an existing school that was not under DSA jurisdiction previously may be subject to plan review by DSA due to the new source of funding.

29. If the project will not be funded by the Charter School Facilities Program, the project must be submitted to either:
    - DSA for plan review and construction oversight (see Education Code Section 47610.5(a)); or
    - The local building enforcement agency with jurisdiction over the area in which the charter school is located (see Education Code Section 47610(d)).

30. Plan review by DSA, if applicable, in general only covers disciplines of accessibility, structural, and fire and life safety. Plan review for other areas of disciplines may have to be deferred to the Building Division.

31. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

32. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

33. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

34. The proposed work involving the creation of new parking spaces shall be limited to the actual striping itself. The existing pavement and its drainage pattern within the striping area

shall not be altered in any way unless separate grading and drainage plans are submitted for additional review.

35. All State of California disability access regulations for accessibility shall be complied with.

36. Project shall comply with the CalGreen Non-Residential mandatory requirements.

37. An allowable building area analysis shall be provided to justify that the as-built floor area for the existing 2-story building of Education Group E Occupancy with Type VB construction is not exceeded per Chapter 5 of the Building Code.

38. Unless a lot merger is executed and properly recorded between two contiguous parcels (APN 6325-009-003 and 6325-009-004), the opening at existing egress door at southeast corner of the building is not permitted and shall be infilled to maintain fire safety requirement Table 705.8 of the Building Code. As an alternate, an easement for egress shall be established and properly recorded within the parcel with APN 6325-009-004 for the benefit of existing building.

ATTACHMENTS:

1. Resolution No 2026-04PC
2. Resolution No 2026-05PC
3. Applicant Submittal, Including Current Plans and Elevations

RESOLUTION NO. 2026-04PC

A RESOLUTION OF INTENT BY THE PLANNING COMMISSION OF THE CITY OF BELL TO APPROVE AN ALLEY VACATION (2024-03), THAT EXTENDS ACROSS THE ENTIRE PROPERTY AT 4210 E. GAGE AVENUE TO GRANT FULL DEVELOPMENT RIGHTS TO THE PROPERTY OWNER WHO WISHES TO DEVELOP A PREVIOUSLY APPROVED PUBLIC CHARTER HIGH SCHOOL (GRADES 9-12) WITHIN AN EXISTING COMMERCIAL BUILDING. THE PROPERTY IS LOCATED AT 4210 GAGE AVENUE, IN THE C-3R (GENERAL COMMERCIAL & RESIDENTIAL) AND R-3 (HIGH DENSITY MULTIPLE-FAMILY RESIDENTIAL) ZONES.

WHEREAS, LA Promise Fund/Option for Youth ("the Applicant"), filed a complete application requesting the approval of an Alley Vacation for the alley at 4210 E. Gage Avenue described herein ("Application"); and

WHEREAS, the Application pertains to an approximate 50,820 square-foot property with Los Angeles County Assessor's Parcel Numbers 6325-009-002, 6325-009-003, 6325-009-004, 6325-009-005, 6325-009-006, 6325-009-007, more commonly known as 4210 Gage Avenue, Bell California ("Property");

WHEREAS, the Applicant requests approval of an alley vacation to establish (permit) a public charter high school (grades 9-12). Pursuant to the City of Bell Municipal Code (BMC) Section 17.96.030(78)(a-d), "schools, charter, vocational, public" shall be permitted with the approval of a CUP; and

WHEREAS, the City staff reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code §§ 21000, *et seq.*, "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines") and determined that the project is exempt under a Class 1 Categorical Exemption pursuant to section 15301(a) (Existing Facilities) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations); and

WHEREAS, notice of the Planning Commission public hearing of September 2, 2026, was published in compliance with State law in a local newspaper of general circulation. In addition, a public notice was mailed 10 days in advance of the hearing to each property owner, occupants and resident within a 300-foot radius of the project site, indicating the date and time of the public hearing in accordance with California Government Code 65091; and

WHEREAS, on September 2, 2026, the Planning Commission held a public hearing to receive public testimony and other evidence regarding the Application, including without limitation, information provided to the Planning Commission by City staff and public testimony; and

WHEREAS, this Resolution and its findings are made based upon evidence presented to the Commission at its public hearing including, without limitation, the staff report submitted by the Community Development Department; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have been met**.**

NOW, THEREFORE, THE PLANNING COMMISSION DOES HEREBY FIND, DETERMINE AND DECLARE AS FOLLOWS:

SECTION 1. All of the facts set forth in the recitals are true and correct and are incorporated herein by reference.

SECTION 2. Based upon substantial evidence presented to this Planning Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony, site plans, and Conditions of Approval ("Conditions") attached hereto as Exhibit "A," the Planning Commission hereby specifically finds as follows:

A. The site for the proposed use is adequate in size, shape and topography to accommodate the proposed use. ***The site is developed with an existing two-story building with multiple staff offices, restrooms, and storage facilities previously occupied by a vocational school. The proposed high school will occupy the existing building without needing tenant improvements. The existing site is predominantly flat and contains parking areas and landscaping planters. Therefore, the existing building and site are adequate in size, shape, and topography to accommodate the proposed high school operations.***

B. The site has sufficient access to public streets and highways adequate in width and pavement type, to carry the quantity and quality of vehicular and pedestrian traffic expected to be generated by the proposed use. ***The proposed parking layout on the site will provide 58 parking spaces for faculty, staff, and students. Since the majority of students will take classes online, and only 30-50 students on site at a single time, staff anticipates this amount of parking will satisfy the needs of the people who are on the site.***

C. All buildings and structures proposed to be constructed or utilized in conjunction with the use will be architecturally compatible with existing and prospective uses of land located in the immediate vicinity of the site. ***Since taking over the building the operator has repaired and/or replaced all the vandalized doors and windows. The applicant has patched and painted the damaged wall areas be as needed to match the unaffected wall areas. In addition, the applicant washed or repainted the building facades to eliminate dust and watermarks. Lastly, the applicant removed all unpermitted vinyl graphics and banners throughout the site. The applicant regularly maintains the cleanliness and appearance of the site, therefore, the use will not adversely impact the subject site or surrounding area.***

D. The location of the proposed use on the site will be compatible with existing and prospective uses of land located in the immediate vicinity of the site. ***The site was previously re-developed with an educational facility, and no tenant improvements or additions to the building's square feet are being proposed. In addition, the site has been previously occupied by other similar uses, including***

a vocational school, which has some similar operating characteristics of class settings and offices that are compatible with the existing surrounding commercial and residential land uses within the immediate vicinity.

E. The conduct of the proposed use will be in compliance with the City's General Plan. ***The subject site's General Plan Land Use Designations are Commercial and Medium Density Residential. The high school uses allowable within all zoning districts of the City, subject to the approval of a CUP. Therefore, with the approval of a CUP, the proposed high school use will be in compliance with the Zoning Code requirements and the City's General Plan. The proposed land use will address the current and future needs of the residential sector by providing an educational facility for children residing within the surrounding residential areas. Therefore, the proposed project satisfies the Land Use and Sustainability Element Policy 1 of the General Plan.***

SECTION 3. The Planning Commission reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines") and finds the project to be exempt under a Class 1 Categorical Exemption pursuant to section 15301(a) (Existing Facilities) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations); and

SECTION 4. The Planning Commission hereby approves ENT-7 subject to the execution and fulfillment of Conditions of Approval set forth in Exhibit "A" attached to this Resolution.

SECTION 5. That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED, APPROVED, AND ADOPTED this 2nd day of September 2026

_____
Luis Mesa, Chair

APPROVED AS TO FORM:

_____
Matthew E. Cohen, Deputy City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, Marisa Craft, Planning Commission Secretary of the City of Bell, do hereby certify that the foregoing **Resolution 2026-04PC** was adopted at a regular meeting of the Planning Commission of the City of Bell held on the 2nd day of September 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____

Marisa Craft,
Planning Commission Secretary

EXHIBIT “A”

CONDITIONS OF APPROVAL:

Planning Division

1. The applicant shall agree to defend, indemnify, and hold harmless the City of Bell, its agents, officers, and employees from any claim, action, or proceeding against the City of Bell or its agents, officers, or employees to attach, set aside, void or annul, approval of the City of Bell, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of Bell will promptly notify the Applicant of any such claim, action, or proceeding against the City of Bell, and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of Bell fails to promptly notify the applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnifying, or holding harmless the City of Bell. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. Except as set forth in subsequent conditions, which are all-inclusive and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

3. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

4. The Applicant and property owner shall submit plans to the Los Angeles County Fire Department for review for compliance with Fire regulations prior to the issuance of Building Permits. Proof of Fire Department approval (including sprinkler plan approval) is required. If revisions are made to the project plans (i.e. setbacks, building height, building design, driveway width, driveway configuration, landscaping, etc.) as a result of Fire Department requirements, changes to the plans may require Planning Commission review and approval as determined by the Community Development Director.

5. The Conditional Use Permit approval shall expire if the lot tie/merger is not completed/issued within six months from the date of approval, unless the Planning Commission grants an extension.

6. An anti-graffiti finish, as approved by the Planning Division, shall be applied to all exterior building surfaces that are visible to the public and likely to attract graffiti prior to the issuance of the Certificate of Occupancy.

7. Any graffiti placed on any building or structure located on the property shall be removed promptly after its placement. Failure on the Applicant's behalf to remove such graffiti upon twenty-four (24) hours written notice shall empower the City to enter upon the property and cause such removal, or painting over, of said graffiti, at the expense of the Applicant. The Applicant shall promptly pay, upon receipt of an invoice from the City, all the City's reasonable costs of such work.

8. The Community Development Director is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

9. The applicant shall clean, repair, and/or replace all the vandalized storefront doors and windows fronting Gage Avenue.

10. All the building wall areas exhibiting stucco cracking and perforations from previously removed wall signage shall be patched and painted to match the unaffected facade areas. And all water and dirt/dust stains throughout all sides of the building shall be washed off or repainted.

11. All unpermitted vinyl graphics, banners, and wall signage throughout the site shall be removed. Prior to installation, all new signage shall be reviewed and approved in conformance with the zoning code's sign development standards.

12. The parking areas shall be re-striped as noted on the approved plans to include 41 off-street parking spaces, which shall always be maintained. Any future changes in the school operations that may impact the off-street parking, including but not limited to the curriculum, an increase in student enrollment, or employees, shall be subject to review and approval by the Planning Commission.

13. The applicant shall complete a lot tie/merger process within six months of the approval of the CUP and alley vacation, in accordance with the City regulations and to the satisfaction of the City Engineering Department.

14. Charter school facilities construction projects must be submitted to the Division of the State Architect (DSA) for plan review and construction oversight if the project will be funded by the Charter School Facilities Program, independent of land ownership (see Education Code Section 17078.54). Construction projections includes new building and facility construction, reconstruction, rehabilitation, alterations, and additions. Occupying an existing school that was not under DSA jurisdiction previously may be subject to plan review by DSA due to the new source of funding.

Building and Safety

15. If the project will not be funded by the Charter School Facilities Program, the project must be submitted to either:
    - DSA for plan review and construction oversight (see Education Code Section 47610.5(a)); or
    - The local building enforcement agency with jurisdiction over the area in which the charter school is located (see Education Code Section 47610(d)).

16. Plan review by DSA, if applicable, in general only covers disciplines of accessibility, structural, and fire and life safety. Plan review for other areas of disciplines may have to be deferred to the Building Division.

17. Unless a lot merger is executed and properly recorded between two contiguous parcels (APN 6325-009-003 and 6325-009-004), the opening at existing egress door at southeast corner of the building is not permitted and shall be infilled to maintain fire safety requirement Table 705.8 of the Building Code. As an alternate, an easement for egress shall be established and properly recorded within the parcel with APN 6325-009-004 for the benefit of existing building.

18. Charter school facilities construction projects must be submitted to the Division of the State Architect (DSA) for plan review and construction oversight if the project will be funded by the Charter School Facilities Program, independent of land ownership (see Education Code Section 17078.54). Construction projections includes new building and facility construction, reconstruction, rehabilitation, alterations, and additions. Occupying an existing school that was not under DSA jurisdiction previously may be subject to plan review by DSA due to the new source of funding.

19. If the project will not be funded by the Charter School Facilities Program, the project must be submitted to either:
    - DSA for plan review and construction oversight (see Education Code Section 47610.5(a)); or
    - The local building enforcement agency with jurisdiction over the area in which the charter school is located (see Education Code Section 47610(d)).

20. Plan review by DSA, if applicable, in general only covers disciplines of accessibility, structural, and fire and life safety. Plan review for other areas of disciplines may have to be deferred to the Building Division.

21. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

22. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

23. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

24. The proposed work involving the creation of new parking spaces shall be limited to the actual striping itself. The existing pavement and its drainage pattern within the striping area shall not be altered in any way unless separate grading and drainage plans are submitted for additional review.

25. All State of California disability access regulations for accessibility shall be complied with.

26. Project shall comply with the CalGreen Non-Residential mandatory requirements.

27. An allowable building area analysis shall be provided to justify that the as-built floor area for the existing 2-story building of Education Group E Occupancy with Type VB construction is not exceeded per Chapter 5 of the Building Code.

28. Unless a lot merger is executed and properly recorded between two contiguous parcels (APN 6325-009-003 and 6325-009-004), the opening at existing egress door at southeast corner of the building is not permitted and shall be infilled to maintain fire safety requirement Table 705.8 of the Building Code. As an alternate, an easement for egress shall be established and properly recorded within the parcel with APN 6325-009-004 for the benefit of existing building.

29. The applicant and property owner shall agree in writing to the above conditions.

RESOLUTION NO. 2026-05PC

A RESOLUTION OF INTENT TO VACATE BY THE PLANNING COMMISSION OF THE CITY OF BELL TO APPROVE AN ALLEY VACATION (ENT-7), THAT EXTENDS ACROSS THE ENTIRE PROPERTY AT 4210 E. GAGE AVENUE TO GRANT FULL DEVELOPMENT RIGHTS TO THE PROPERTY OWNER WHO WISHES TO DEVELOP A PREVIOUSLY APPROVED PUBLIC CHARTER HIGH SCHOOL (GRADES 9-12) WITHIN AN EXISTING COMMERCIAL BUILDING. THE PROPERTY IS LOCATED AT 4210 EAST GAGE AVENUE, IN THE C-3R (GENERAL COMMERCIAL & RESIDENTIAL) AND R-3 (HIGH DENSITY MULTIPLE-FAMILY RESIDENTIAL) ZONES.

WHEREAS, Option for Youth ("the Applicant"), filed a complete application requesting the approval of an Alley Vacation for the alley at 4210 E. Gage Avenue described herein ("Application"); and

WHEREAS, the Application pertains to a 10-foot wide approximately 225-foot long alley that is adjacent to the following Los Angeles County Assessor's Parcel Numbers 6325-009-002, 6325-009-003, 6325-009-004, 6325-009-005, 6325-009-006, 6325-009-007, all together more commonly known as 4210 Gage Avenue, Bell California ("Property");

WHEREAS, the Applicant requests approval of an alley vacation to have grant full rights to establish (permit) a public charter high school (grades 9-12) and develop the site as the needs of the students and faculty dictate.;

WHEREAS, the City staff reviewed the proposed alley vacation and determined it complies with the City of Bell General Plan. Specifically, the alley vacation satisfies General Plan Land Use and Sustainability Element Policy 1 and General Plan Land Use and Sustainability Element Objectives 2 and 3; and

WHEREAS, notice of the Planning Commission public hearing of September 2, 2026, was published in compliance with State law in a local newspaper of general circulation. In addition, a sign was posted in the front of the subject property on Gage Avenue as it was the affected party since the alley is completely within the boundaries of the subject property. The public sign contained the date, time, and location of the public hearing in accordance with California Government Code 65091; and

WHEREAS, on September 2, 2026, the Planning Commission held a public hearing to receive public testimony and other evidence regarding the Application, including without limitation, information provided to the Planning Commission by City staff and public testimony; and

WHEREAS, this Resolution and its findings are made based upon evidence presented to the Commission at its public hearing including, without limitation, the staff report submitted by the Community Development Department; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have been met**.**

NOW, THEREFORE, THE PLANNING COMMISSION DOES HEREBY FIND, DETERMINE AND DECLARE AS FOLLOWS:

SECTION 1. All of the facts set forth in the recitals are true and correct and are incorporated herein by reference.

SECTION 2. Based upon substantial evidence presented to this Planning Commission during the public hearing conducted with regard to the Application, including written staff reports, verbal testimony, site plans attached hereto as Exhibit "A," and the Resolution with Intent to Vacate hereto as Exhibit "B" the Planning Commission hereby specifically finds as follows:

A. **The conduct of the proposed use will be in compliance with the City's General Plan.** The proposed project conforms to the Bell General Plan because it achieves several land use objectives. In 2018, the City of Bell enacted General Plan 2030 to serve as a guide for development in the city. The general plan lists the goals and objectives that each development project should satisfy when the city considers its approval. The alley vacation will permit full use of the site, which the applicant plans to operate as a public charter high school. The alley vacation also promotes the maximum use, circulation, and efficiency of the proposed high school, which will allow the school operator to physically develop the site in a manner that meets the present needs of students and faculty without comprising the ability to meet the needs of future generations. Therefore, the alley vacation satisfies General Plan Land Use and Sustainability Element Policy 1 and Land Use and Sustainability Element Objectives 2 and 3.

SECTION 3. The Planning Commission reviewed the project and finds the proposed alley vacation complies with Government Code Section 65402 and finds that the alley vacation is in conformance with the City's General Plan. The alley vacation is also in accordance with Streets and Highways Section 8320.

SECTION 4. The Planning Commission hereby approves Alley Vacation, ENT-7 subject to the execution and fulfillment of Conditions of Approval set forth in Exhibit "A" attached to this Resolution.

SECTION 5. That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED, APPROVED, AND ADOPTED this 2nd day of September 2026

_____
Luis Mesa, Chair

APPROVED AS TO FORM:

_____
Matthew E. Cohen, Deputy City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, Marisa Craft, Planning Commission Secretary of the City of Bell, do hereby certify that the foregoing **Resolution 2026-05PC** was adopted at a regular meeting of the Planning Commission of the City of Bell held on the 2nd day of September 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Marisa Craft,
Planning Commission Secretary

EXHIBIT “A”

CONDITIONS OF APPROVAL:

Planning

1. The applicant shall agree to defend, indemnify and hold harmless the City of Bell, its agents, The applicant shall agree to defend, indemnify and hold harmless the City of Bell, its agents, officers, and employees from any claim, action, or proceeding against the City of Bell or its agents, officers or employees to attach, set aside, void or annul, an approval of the City of Bell, its legislative body, advisory agencies, or administrative officers concerning the subject Application. The City of Bell will promptly notify the Applicant of any such claim, action, or proceeding against the City of Bell and the Applicant will either undertake the defense of the matter and pay the City's associated legal or other consultant costs or will advance funds to pay for the defense of the matter by the City Attorney. If the City of Bell fails to promptly notify the applicant of any such claim, action, or proceeding or fails to cooperate fully in the defense, the Applicant shall not, thereafter, be responsible for defending, indemnify or hold harmless the City of Bell. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent, but should it do so, the City shall waive the indemnification herein, except the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

2. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

3. The proposed project shall comply with all Federal, State, County, and Local laws and ordinances that may apply to this permit, stated herein or not.

4. The Community Development Director is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications achieve substantially the same results, as with strict compliance with said plans and conditions.

5. The applicant shall maintain the cleanliness and appearance of the building and surrounding area on the property at 4210 East Gage Avenue.

6. All the building wall areas exhibiting stucco cracking and perforations from previously removed wall signage shall be patched and painted to match the unaffected facade areas. And all water and dirt/dust stains throughout all sides of the building shall be washed off or repainted.

7. All unpermitted vinyl graphics, banners, and wall signage throughout the site shall be removed. All new signage shall be reviewed and approved in conformance with the sign development standards of the Zoning Code prior to installation.

8. The applicant shall complete a lot tie/merger in addition to the approval of the Alley Vacation, in accordance with the City regulations and to the satisfaction of the City Engineering Department.

9. A legal description of the alley vacation must be prepared and stamped by an active license surveyor or engineer and submitted to the City Planning Department and approved in accordance with City regulations and to the satisfaction of the City Engineer.

Building & Safety

10. If the project will not be funded by the Charter School Facilities Program, the project must be submitted to either:
    - DSA for plan review and construction oversight (see Education Code Section 47610.5(a)); or
    - The local building enforcement agency with jurisdiction over the area in which the charter school is located (see Education Code Section 47610(d)).

11. Plan review by DSA, if applicable, in general only covers disciplines of accessibility, structural, and fire and life safety. Plan review for other areas of disciplines may have to be deferred to the Building Division.

12. Unless a lot merger is executed and properly recorded between two contiguous parcels (APN 6325-009-003 and 6325-009-004), the opening at existing egress door at southeast corner of the building is not permitted and shall be infilled to maintain fire safety requirement Table 705.8 of the Building Code. As an alternate, an easement for egress shall be established and properly recorded within the parcel with APN 6325-009-004 for the benefit of existing building.

13. The applicant and property owner shall agree in writing to the above conditions.

EXHIBIT "A"
LEGAL DESCRIPTION
ALLEY VACATION

BEING THAT CERTAIN EAST-WEST ALLEY IN THE CITY OF BELL, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

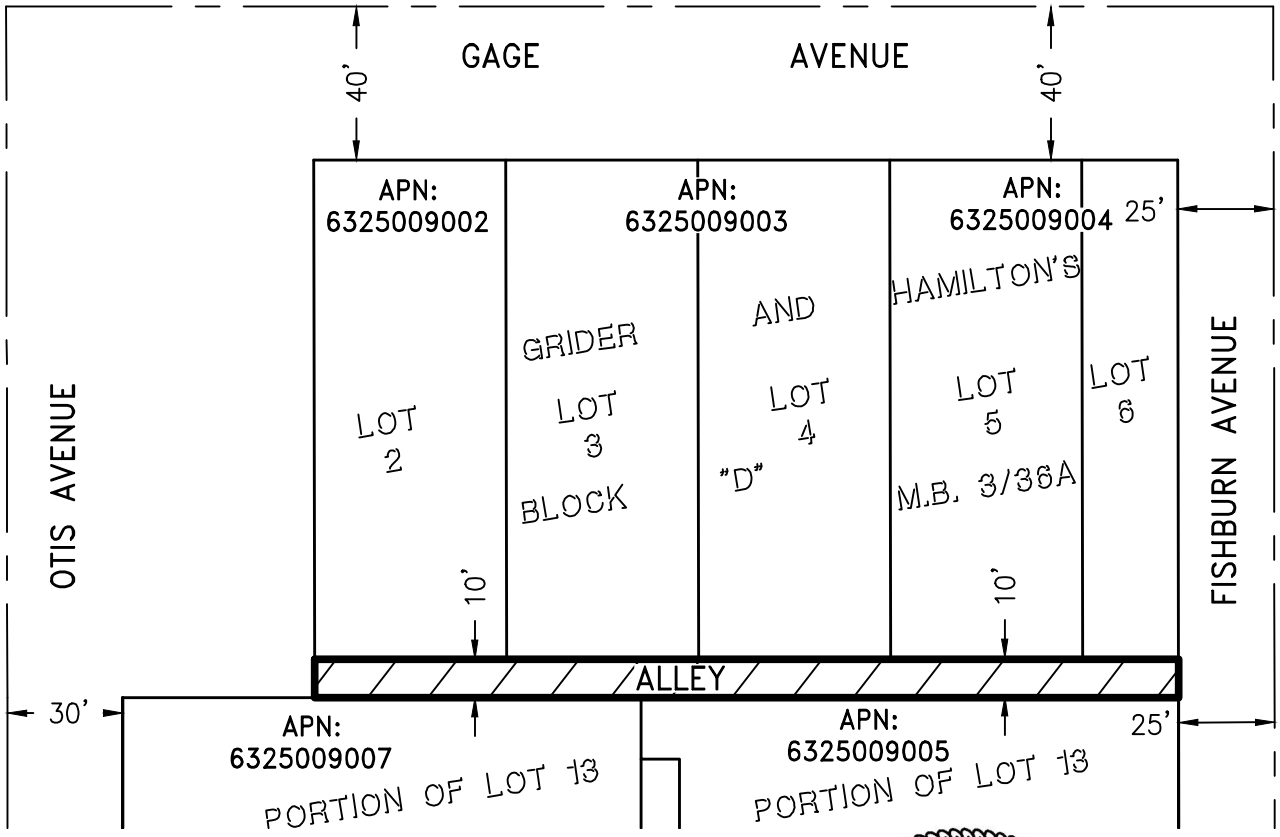
THE SOUTHERLY 10 FEET OF LOT 2, 3, 4, 5 AND THE SOUTHERLY 10 FEET OF THE WESTERLY 25.00 FEET OF LOT 6 IN BLOCK "D" OF GRIDER AND HAMILTON'S SUBDIVISION OF THE EASTERLY POTION OF THE BELL TRACT, RANCHO SAN ANTONIO AS PER MAP RECORDED IN BOOK 3 PAGE 36A OF MAPS IN OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

THIS DESCRIPTION WAS PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS' ACT.

KURT R. TROXELL, P.L.S. 7854
DATE PREPARED: 5/8/2025



EXHIBIT B



PROFESSIONAL LAND SURVEYOR
KURT R. TROXELL
No. 7854
STATE OF CALIFORNIA

5/8/2025

LINE LEGEND:

ALLEY

CENTERLINES

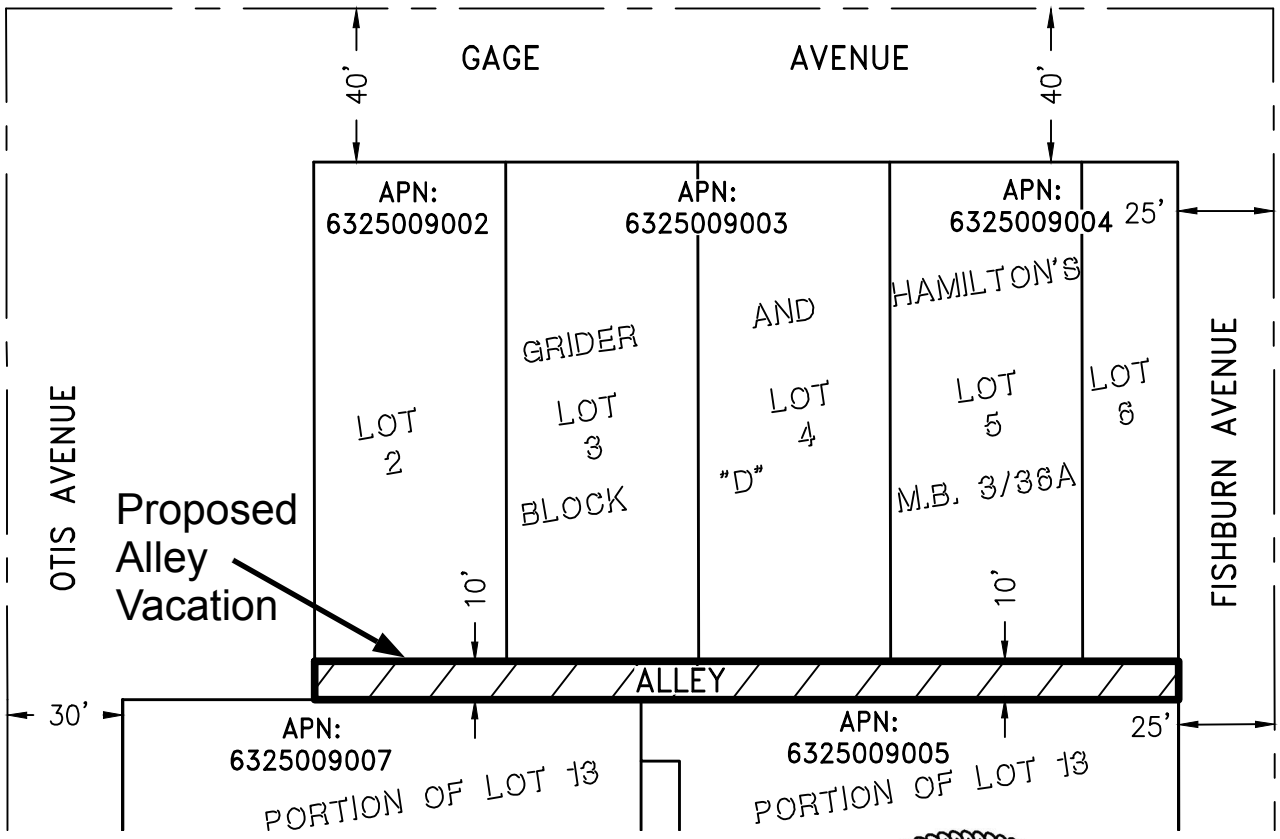
50' 0' 25' 50'

SCALE: 1" = 50'

FUSCOE ENGINEERING
16795 Von Karman, Suite 100
Irvine, California 92606
tel 949.474.4960 fax 949.474.5315 www.fuscoe.com

EXHIBIT B	DATE: November 14, 2022
PLAT TO ACCOMPANY LEGAL DESCRIPTION	FN: 4116-001streetvacation
of: PUBLIC ALLEY	DRAWN BY: SZJ
	CHECKED BY: KRT
	SHEET 1 OF 1

EXHIBIT B



PROFESSIONAL LAND SURVEYOR
KURT R. TROXELL
No. 7854
STATE OF CALIFORNIA

5/8/2025

LINE LEGEND:

ALLEY

CENTERLINES

50' 0' 25' 50'

SCALE: 1" = 50'

FUSCOE ENGINEERING
16795 Von Karman, Suite 100
Irvine, California 92606
tel 949.474.4960 fax 949.474.5315 www.fuscoe.com

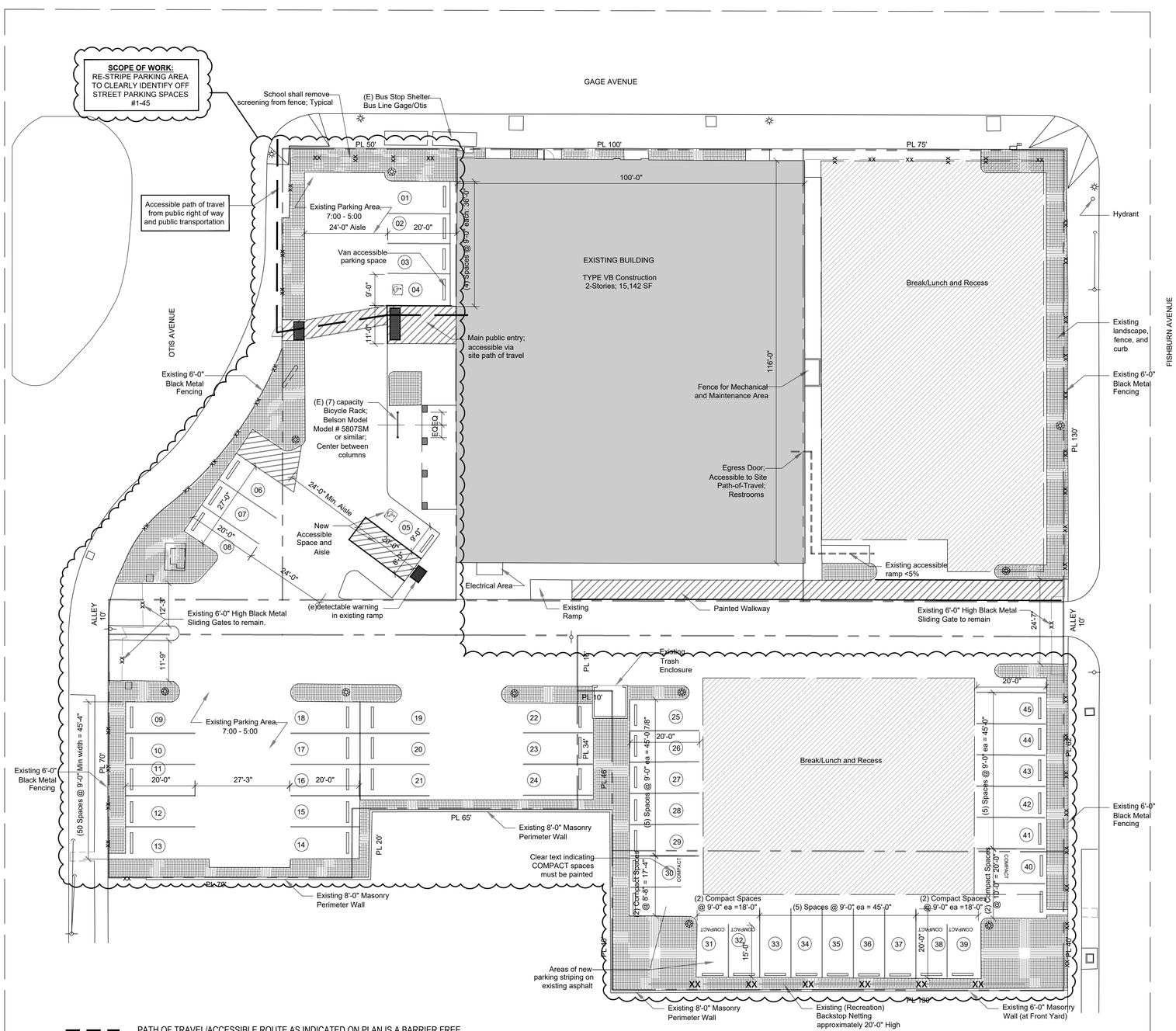
EXHIBIT B

PLAT TO ACCOMPANY LEGAL DESCRIPTION

of: PUBLIC ALLEY

DATE: November 14, 2022
FN: 4116-001streetvacation
DRAWN BY: SZJ
CHECKED BY: KRT

SHEET 1 OF 1



PATH OF TRAVEL/ACCESSIBLE ROUTE AS INDICATED ON PLAN IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT LEVEL CHANGES EXCEEDING ¼" IF BEVEL AT 1:2 MAX. SLOPE, OR VERTICAL LEVEL CHANGES NOT EXCEEDING ¼" AND AT LEAST 48" IN WIDTH. THE SURFACE IS STABLE, FIRM, AND SLIP RESISTANT. CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS LESS THAN 5% SLOPE, UNLESS OTHERWISE INDICATED. LANDING AT DOORWAYS SHALL BE 2% MAX.

SITE PLAN: 4210 GAGE AVE.

SCALE: 1/16" = 1'-0"

N

SITE KEY

- = Accessible Path of Travel
- (#) = Parking Space Count
- PL XX' = Property Line
- xx = 6'-0" High Black Metal Fence
- XX = 20'-0" High Backstop Netting
- = Outdoor Play Area

EDWIN MOHABIR
EM
ARCHITECT, INC.
25206 BISHOP CT.
STEVENSON RANCH, CA 91381
tel: 323-4598809 . edwinmohabir@gmail.com

LICENSED ARCHITECT
EDWIN R MOHABIR
C23674
Exp. 02-28-28
STATE OF CALIFORNIA
CASp 601

A PROJECT FOR:

Options For Youth
Public Charter Schools

4210 GAGE AVENUE
BELL, CA 90201

APN: 6325-009-003

CLIENT:

LUPINE
CONSTRUCTION & DEVELOPMENT
715 ARROW GRAND CIRCLE
COVINA, CA 91722

REVISIONS

PROJECT DATA

DATE	06-01-2025
ARCHITECT	EM
CHECKED BY	EM
DRAWN BY	AA
PROJECT NO.	-
SCALE	AS NOTED

SHEET TITLE

SITE PLAN/
PATH OF TRAVEL

SHEET NO.

A-1.0

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6325	9 SHEET	P. A. 6325-9	TRA 516 518	REVISED 861210-87 20211207730160001-12				SEARCH NO		OFFICE OF THE ASSESSOR COUNTY OF LOS ANGELES COPYRIGHT © 2002

2022

MAPPING AND GIS SERVICES
SCALE 1" = 60'

OTIS AVE

BK 6317 CF 1725

80 GAGE AVE 80

GRIDER & HAMILTON'S SUB

AVE

FISHBURN AVE

CF 1725

CF 993

N 7°09'E

S 82°45'E

8150±SF

8220±SF

15930±SF

10350 SF

65 1/2

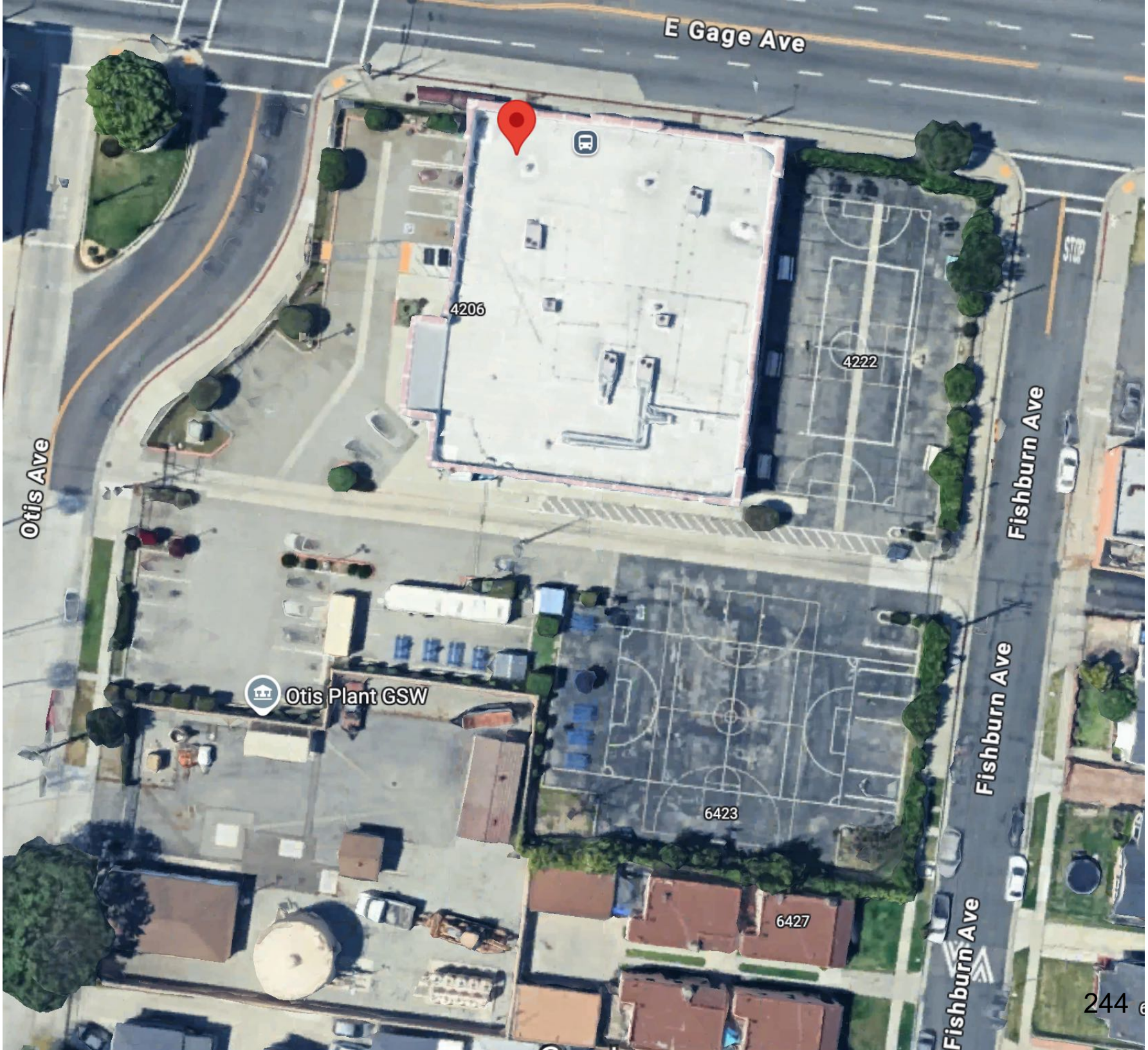
M B 3 - 36

PG 7

PG 10

PG 12

PG 13


E Gage Ave
4206
4222
Otis Ave
Fishburn Ave
Fishburn Ave
Fishburn Ave
Otis Plant GSW
6423
6427