



## PLANNING COMMISSION STAFF REPORT

**APPLICATION:** Six-Month Review of  
CUP2015-08/CUP2015-09

**AGENDA ITEM:** AR-1

**PREPARED BY:** Teresa Santilena  
Assistant Planner

**MEETING DATE:** October 12, 2016

**SUBJECT:** Six-Month Review of Starbucks' Conditions of Approval for Conditional Use Permit CUP2015-08 (Drive-thru) and Conditional Use Permit CUP2015-09 (Late Night Operation)  
860 West Foothill Boulevard

**REQUEST:** Six-month review of compliance with conditions for operations related to previously approved conditional use permits to construct a 950 square foot drive-thru Starbucks, operating during late-night hours (4:00 AM to 6:00 AM). This property is located in the NC (Neighborhood Commercial) zone.

**APPLICANT:** Blake Megdal (c/o Elliot Megdal & Associates)  
252-C South Beverly Drive  
Beverly Hills, CA 90212

**BACKGROUND:** On August 12, 2015, the Planning Commission approved the Starbucks development at 860 West Foothill Boulevard subject to 42 conditions of approval. CUP2015-08 *Business Operation Condition of Approval No. 3* requires that the Planning Commission conduct a review of the Starbucks operation six months from the date the business commences, and that the review focus primarily on compliance with the conditions of approval related to any noise impacts and any other impacts upon the surrounding properties.

The subject Starbucks opened for business in late February, 2015. This report will provide an overview of Starbucks' compliance with all business operation conditions of approval.

**SUBJECT PROPERTY:** The property is located on the southeast corner of West Foothill Boulevard and Madison Avenue. The parcel measures approximately 16,885 square feet with approximately 112 feet of frontage on Foothill Boulevard and 150 feet of frontage on Madison Avenue. The parcel is zoned NC (Neighborhood Commercial).

Surrounding property zoning is NC to the north and west. The property to the north (across Foothill Boulevard) is improved with a commercial center and the property to the west (across Madison Avenue) is improved with a gasoline service station. The property to the east is zoned RH (Residential High Density) and is currently improved with an office building for professional services. Monrovia High School is located on the property to the south.

Last summer, Starbucks Corporation received approval from the Planning Commission for the development of a new 950 square foot coffee shop with a drive-thru, operating during late

night hours (4:00 a.m. to 6:00 a.m.). Conditional use permits were required for the drive-thru and for business operations between the hours of midnight and 6:00 a.m. in accordance with Monrovia Municipal Code (MMC) §17.44.053 and §17.44.103.

The project was first presented to the Planning Commission for a public hearing on July 15, 2015. A copy of the staff report and meeting minutes have been included in this report as Attachment "A." During that meeting, the Commission had several questions about how the proposed drive-thru operations would impact traffic at the Foothill Boulevard and Madison Avenue intersection. The Commission noted that the intersection was already difficult, as Monrovia High School creates traffic congestion during the morning drop-off and afternoon pick-up hours. They also asked how the Monrovia School District buses would interact with the drive-thru, as the bus parking lot is located directly south of the subject parcel. The Commission requested a more thorough analysis of the traffic conditions at the intersection, as well as more information regarding the average time vehicles spend in the queue when visiting a similar drive-thru during peak hours. The item was continued to the August 12, 2015 Planning Commission meeting to allow the applicant and staff to address these concerns.

At the August 12, 2015 Planning Commission meeting, additional information was provided to the Commission regarding the potential traffic impacts to the surrounding neighborhood. A copy of the staff report and meeting minutes from the August 12, 2015 meeting have been included as Attachment "B." A queue length analysis based on a similar Starbucks operation was prepared to estimate the average number of cars in the drive-thru queue during peak hours. The applicant also provided video surveillance showing the average wait time at the pickup window for a similar drive-thru Starbucks location.

Additionally, the City Engineer, Dominic Milano, presented the Commission with a list of potential mitigation measures based on specific traffic movements caused by vehicles entering and exiting the site, included as "Attachment C". If needed, the mitigation measures would provide tools that could be applied to the site and surrounding streets to address specific traffic issues.

Since the application was brought to the Commission during the summer months, while the majority of Monrovia High students were on vacation, the Planning Commission amended the conditions of approval to include several traffic related conditions and approved the project.

**DISCUSSION/ANALYSIS:** The project included multiple improvements to the site, including a new 950 square foot café, an outdoor patio with seating, repaving and restriping of the parking lot area, and new landscaping. The project met all development standards for a commercial drive-thru location, and met the necessary findings for the two conditional use permits. The findings included adequate size, shape and topography of the parcel for the proposed use; adequate access to streets and highways; and conformity with the General Plan. Conditions of approval relating to traffic and circulation, property maintenance, or noise were required to ensure that the drive-thru coffee shop would not be detrimental to the public health, safety, and welfare of the surrounding properties. The Starbucks commenced operations at the beginning of March, 2016.

To verify Starbucks' compliance with conditions of approval, the Planning Division, Public Services Department, and the Police Department coordinated several site inspections over the course of the month of September. The following is a summary of staff's findings.

### ***Traffic and Circulation***

Per CUP2015-08 (Drive-thru) the following traffic and circulation related conditions of approval were required:

- The Applicant shall perform a traffic study after the commencement of the school year to obtain current and prospective traffic counts for traffic on West Foothill Boulevard and Madison Avenue and submit it to the City Traffic Engineer for review and approval (CUP 2015-08 General Requirements Condition No. 8)
- Within 90 days of the commencement of operation of the business while school is in session, the City's Traffic Engineer shall assess any changes in traffic patterns and volume caused by the operation of the Starbucks business. The City's Traffic Engineer shall provide the findings and recommendations to the Traffic Safety Committee at the next available Committee meeting (CUP 2015-08 General Requirements Condition No. 10).
- The Traffic Safety Committee shall review the use within three months from the date the business commences. The review shall focus primarily on compliance with the conditions of approval related to any traffic impacts or other impacts upon the surrounding properties (CUP 2015-08 Business Operation Condition No. 2).

In compliance with CUP 2015-08 General Requirements Condition No. 8, the applicant submitted a traffic study prepared by Albert Grover & Associates dated January 26, 2016 ("Attachment D"). The January 2016 study created baseline traffic data so that the true impact of Starbucks' operations could be analyzed, once the drive-thru began operations. The study reviewed existing traffic patterns at the location, as well as theoretical trips that could be generated by Starbucks once the operations began, especially during peak traffic hours related to school hours, and morning and evening rush hours. The study collected traffic turning movements for the morning (7:15 a.m. – 8:15 a.m.) and evening (5:00 p.m. – 6:00 p.m.) peak periods on Wednesday, November 18, 2015. The study concluded that the intersection of Foothill Boulevard and Madison Avenue operated at impacted levels of service (LOS) during morning and evening peak hours, LOS E and LOS D, respectively. The study further concluded that these levels of service would not be further degraded by the new Starbucks. The traffic study was reviewed by the City Engineer and deemed acceptable.

In compliance with CUP 2015-08 General Requirements Condition No. 10, a second traffic study, dated April 25, 2016 prepared by Albert Grover & Associates, was submitted to the City after business operations had commenced (Attachment "E"). This second analysis focused on morning (7:15 a.m. – 8:15 a.m.) and evening (4:30 p.m. – 5:30 p.m.) peak level traffic activity, on Wednesday, April 13, 2016. The study concluded that the intersection continued to operate at the same levels of service (LOS E during morning peak hours and LOS D during evening peak hours) as before the Starbucks opened. Some traffic congestion was observed during the morning peak hours, with Madison Avenue experiencing increased queuing and delays. Foothill Boulevard was not affected by queuing either in the morning or the afternoon peak hours. The study included some recommendations for on-and-off-site improvements to ease the traffic congestion. After both traffic studies had been reviewed and approved by the City Engineer, the project was scheduled for a Traffic Safety Committee meeting.

### ***Traffic Safety Committee Review***

On May 19, 2016, the Traffic Safety Committee reviewed the use to assess traffic impacts associated with the drive-thru operations. The Committee reviewed both traffic studies, as well as the list of potential mitigation measures that were presented to the Planning Commission during the public hearing process. The second traffic study included four recommendations to improve circulation: remove the stop sign and legend at the Foothill Boulevard driveway; remove the stop legend at the Madison Avenue driveway; consider installing a KEEP CLEAR legend on the street on the east side of Madison Avenue for northbound traffic; and consider removing two on-street parking spaces on the west side of Madison Avenue, just south of the gasoline service station.

Though the second traffic study states that stop signs and legends are not necessary at driveway exits, the Traffic Safety Committee decided to keep those that had already been installed as a precautionary measure. As noted in the study, the main traffic impact related to the site was southbound vehicles turning left into the site from Madison Avenue. Southbound through traffic was unable to continue down Madison Avenue until vehicles turning into the Starbucks site had completed the turn, causing some traffic queueing and delays. Queueing behind the turning vehicle had not been observed to back onto Foothill Boulevard. Based on the recommendations in the second traffic study, the Committee required that a strip of curb on the west side of Madison Avenue, just south of the gasoline service station be painted red. This would allow through traffic to continue to travel southbound on Madison Avenue around vehicles that were waiting for northbound traffic to clear so that they could turn left into the site. The Committee did not recommend any other mitigation measures and indicated that the traffic review conditions included in the project's conditions of approval had been satisfied. The red curb striping on Madison Avenue was implemented within two weeks of the Traffic Safety Committee meeting and has improved traffic circulation.

### ***Property Maintenance***

The six month review is focused primarily on the conditions of approval related to noise and any other impacts. Community Development staff reached out to the Police and Public Services Departments to determine what, if any, impacts to the surrounding neighborhoods are caused by the drive-thru. There have been no complaints regarding noise or loitering received by either the Police Department or the Public Services Department. Additionally, the City has not received any complaints related to litter, graffiti, outdoor storage of equipment, or any other property maintenance complaints. The Public Services Department has also been in contact with the Monrovia School District to ensure that the operations at the Starbucks are not having a detrimental effect on Monrovia High School or the school bus parking lot. The School District has not reported any problems with the drive-thru coffee shop. The use is operating in compliance with the conditions of approval.

### ***Planned City Improvements***

Additionally, the Public Services Department is planning improvements to the public right-of-way near the intersection of West Foothill Boulevard and South Madison Avenue. The planned improvements include restriping the left hand turn pocket on westbound Foothill Boulevard to create two double yellow lines and installing a KEEP CLEAR legend at the Madison Avenue driveway of the Starbucks for both northbound and southbound traffic. These improvements are intended to reinforce and supplement the directional signage that has been installed on-site at the Starbucks.



**Conclusion**

The drive-thru Starbucks located at 860 West Foothill Boulevard has been in operation for six months. The use has complied with all of the conditions of approval related to CUP2015-08 (Drive-Thru) and CUP2015-09 (Late Night Operations). The required traffic studies have been reviewed and approved by the City Engineer, and all traffic mitigation measures have been complied with. There have been no complaints received by the City related to noise, litter, loitering, or property maintenance related to the coffee shop. The site has been improved and is an attractive addition to the West Foothill Boulevard corridor.

**RECOMMENDATION:** Staff recommends that the Planning Commission receive and file the report.

**MOTION:**

**Receive and file the report.**



## **PLANNING COMMISSION STAFF REPORT**

**APPLICATION:** CUP2015-08/CUP2015-09      **AGENDA ITEM:** PH-2  
**PREPARED BY:** Teresa Santilena      **MEETING DATE:** July 15, 2015  
Assistant Planner

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**SUBJECT:** Conditional Use Permit CUP2015-08 (Drive-thru)/Conditional Use Permit CUP2015-09 (Late Night Operation)  
860 West Foothill Boulevard

**REQUEST:** Approve conditional use permits to construct a 950 square foot drive-thru coffee shop (Starbucks), operating during late-night hours (4:00 AM to 6:00 AM). The existing building will be demolished. This property is located in the NC (Neighborhood Commercial) zone.

**APPLICANT:** Blake Megdal (c/o Elliot Megdal & Associates)  
252-C South Beverly Drive  
Beverly Hills, CA 90212

**ENVIRONMENTAL DETERMINATION:** Categorical Exemption (Class 3)

**BACKGROUND:** Starbucks Corporation is proposing the development of a 950 square foot restaurant with a drive-thru, operating during late night hours (4:00 a.m. to 6:00 a.m.). CUPs are required for the drive-thru and for any commercial use that operates between the hours of midnight and 6:00 a.m. (M.M.C. §§ 17.44.053 and 17.44.103).

**SUBJECT PROPERTY:** The property is located on the southeast corner of West Foothill Boulevard and Madison Avenue. The parcel measures approximately 16,885 square feet with approximately 112 feet of frontage on Foothill Boulevard and 150 feet of frontage on Madison Avenue. The parcel is zoned NC (Neighborhood Commercial).

Surrounding property zoning is NC to the north and west. The property to the north (across Foothill Boulevard) is improved with a commercial center and the property to the west (across Madison Avenue) is improved with a gas station. The property to the east is zoned RH (Residential High) Density and is currently improved with an office building for professional services. Monrovia High School is located on the property to the south.

**DISCUSSION/ANALYSIS:** The parcel is currently improved with The Burger Shack restaurant, which has a drive-thru, and 21 parking spaces. The existing structure was built in 1952 and is situated toward the west property line. The existing building will be demolished and the new 950 square foot drive-thru Starbucks will be situated toward the east property line.

The proposed hours of operation will be from 4:00 a.m. until midnight. Both the drive-thru and late night operation require approval of conditional use permits. "Late night" operation is

defined in the Zoning Ordinance as businesses that operate between 12 midnight and 6:00 a.m. Although the site is located within 100' of a residential zone, which triggers the need for the conditional use permits, there are no residential developments adjacent to the site.

### ***Site Plan***

The proposed Starbucks building will be situated towards the east property line to maximize the number of vehicles to queue in the drive-thru. The drive-thru will wrap around the building on the south and will continue north along the east side of the building, where orders will be picked up. It will be accessed via Foothill Boulevard and Madison Avenue from the existing driveway approaches.

A walk-up order window will be situated on the west side of the building. No seating will be provided inside the building, however, tables and chairs will be located on the north, west and south sides of the exterior of the building.

A 10' wide landscaped area will be located along both street frontage property lines and a 5' landscaped area will separate the property from high school parking lot to the south. A 6' landscaped area will also be located on the east property line separating the site from the east property. A landscape and irrigation plan will be required as a condition of approval as indicated on the attached Data Sheet 1. Pursuant to AB1881, the landscape plan will have to meet the standards outlined in the Water Efficiency Landscape Ordinance.

### ***Floor Plan/Elevations***

Customers will not be served in the interior of the building, all customer transactions will take place at either the walk-up or drive-thru window. Two restrooms will be accessible to the public from the west side of the building. The remaining interior of the building consists of a backbar, workroom and storage area.

The building ranges in heights from 18' to 11' with the tallest elevation facing Foothill Boulevard on the north side and steps down to the lowest walls on the south end of the building. The exterior materials consist of a mixture of stucco and wood with awnings over the walk-up and drive-thru windows. A reclaimed wood detail will wrap around the exterior from midway through the east elevation, around the north elevation, to midway through the west elevation. Landscaping pockets to accommodate plant growth are proposed for the east and west elevations.

### ***Queueing/Parking***

Staff gave careful consideration to the location of the drive-thru driveway in an effort to minimize conflicts with the traffic generated by the high school. A queue length analysis based on a similar Starbucks operation was prepared to estimate the average number of cars in the drive-thru queue during peak hours. The analysis concludes that based upon a service rate of 32 seconds per vehicle and 90 vehicles served per hour, the 85<sup>th</sup> percentile queue length is approximately 8 vehicles. Locating the building on the east side of the parcel will allow more vehicles to queue for the drive-thru. The drive-thru driveway is expected to accommodate 10 vehicles, exceeding the Starbucks Corporation standard of 8 vehicles. To further reduce traffic conflicts, directional signage will be placed on the site, and exiting from the Foothill Boulevard driveway will require a right-turn only. Additionally, as a condition of approval, the Development Review Committee will review the use within three months from the date the business commences. The review will focus on traffic impacts.

The parking will be located on the west side of the property and will be accessed via the driveways from Foothill Boulevard and Madison Avenue. The 10 spaces proposed meet the minimum number of spaces required for fast food restaurants. There is one accessible space located at the northeast of the parking lot.

**Conclusion**

The drive-thru Starbucks will be located on the highly visible Foothill Corridor. The use is permitted in the Neighborhood Commercial zone. The proposed plan utilizes attractive materials and has been designed to maximize queueing and minimize traffic conflicts with the high school.

**RECOMMENDATION:** Staff recommends approval of the project. If the Planning Commission concurs with this recommendation then, following the public hearing, the adoption of the following resolution is appropriate:

The Planning Commission of the City of Monrovia hereby finds, determines and resolves as follows:

1. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the Planning Commission in the exercise of its independent judgment finds that CUP2015-08 and CUP2015-09 are categorically exempt from CEQA under Class 3.
2. The Planning Commission finds that the custodian of records for all other materials that constitute the record of proceeding upon which this decision is based is the Planning Division Manager. Those documents are available for public review in the Planning Division located at 415 South Ivy Avenue, Monrovia, California, 91016.
3. The Planning Commission in the exercise of its independent judgment hereby makes the findings listed on attached Data Sheet No. 3 for CUP2015-08 and CUP2015-09, which are incorporated herein by this reference.
4. The Planning Commission approves CUP2015-08 and CUP2015-09 subject to the attached Planning Conditions on Data Sheet No. 1, Public Works Conditions on Data Sheet 2 and recommendations in the Staff Report, all of which are incorporated herein by this reference.

**MOTION:**

**Adopt the Resolution CUP2015-08 and CUP2015-09, as presented in the Staff Report.**



# DATA SHEET 1

# Planning Conditions

CUP 2015-08 (Drive-thru)  
CUP 2015-09 (Late Night Operation)

860 West Foothill Boulevard

## **STANDARD CONDITIONS FOR COMMERCIAL/INDUSTRIAL DEVELOPMENT**

Development of the subject property and operations on the site must remain in substantial conformance at all times with the request and application forms and plans for CUP2015-08, allowing a drive thru establishment, and CUP2015-09, allowing late night operation, for a 950 square foot new commercial building with 10 parking spaces submitted by the applicant, as approved by the Planning Commission and placed on file in the office of the Planning Division, except as modified by the conditions imposed by the Planning Commission and by subsequent modifications determined by the Planning Division Manager to be in substantial compliance with the conditions of approval.

### **CUP2015-08 (Drive-thru)**

#### **DEVELOPMENT STANDARDS**

1. A decorative trash enclosure shall be constructed per City specifications and regulations, and shall be shown and indicated on the submitted site plan, subject to review and approval by the Planning Division Manager. Trash pickup shall be scheduled with enough frequency to ensure that the provided dumpster does not overflow. Trash pickup shall only occur between the hours of 6:00 a.m. to 6:00 p.m.
2. Electrical power lines, telephone lines, and any other transmission lines (including, without limitation, cable television lines, data transmission lines, communication lines, other utility lines, etc.) to and from the development, and within the development, shall be placed underground and provided to each tenant space.
3. No roof mounted mechanical equipment shall be permitted on the building unless completely screened by the proposed roof design.
4. All utilities and structures such as gas meters, electrical meters, telephone pedestal-mounted terminal boxes, surface mounted electrical transformers, or other potential obstructions shall be noted on the plans with provisions for appropriate screening.
5. If it is determined by the Community Development Director or Public Works Director that patrons are littering the surrounding streets, sidewalks, parking lots, parks, or adjoining private properties as a result of their coming or leaving the establishment, the business will provide employees to pick-up and properly dispose of all litter.

6. Any graffiti painted or marked upon the premises or on an adjacent area under the control of the licensee shall be removed or painted over within forty-eight hours, unless any law in effect at that time imposes a shorter time period for eradication.
7. Ground level mechanical equipment shall be placed a minimum of 5' from the interior property lines and shall be completely screened with landscaping or fencing. Ground level mechanical equipment shall not be located within the front and street side setbacks.
8. All exterior signs shall be submitted for review by the Development Review Committee and no exterior sign may be installed without prior approval of the Development Review Committee.
9. The existing nonconforming pole mounted sign on Foothill Boulevard shall be removed and may be replaced by a conforming monument sign, which shall be submitted for review by the Development Review Committee.
10. The outdoor furniture and patio trellis shall be reviewed and approved by the Planning Division Manager prior to installation.
11. The ordering and pick-up of food and beverages using drive-through facilities is only permitted from a motorized vehicle; any other means used to access drive-thru facilities, including without limitation, pedestrian and bicycle, are prohibited. Applicant shall be responsible for ensuring that its patrons do not loiter or panhandle on the premises outdoors.

## **BUSINESS OPERATION**

1. All supplies, products, materials, and equipment shall be stored within the building. Outdoor storage of supplies, products, materials, and equipment is prohibited.
2. The Development Review Committee (DRC) shall review the use within three months from the date the business commences. The review shall focus primarily on compliance with the conditions of approval related to any traffic impacts or other impacts upon the surrounding properties.

## **LANDSCAPING**

1. A Landscape and Irrigation Plan prepared by a licensed Landscape Architect shall be submitted to the Planning Division for plan check showing the size, type, and location of all planting areas and shall incorporate the following:
  - a. Landscaping shall be a combination of 24" and 36" box trees, shrubs, and groundcover, and shall be maintained in good condition by Applicant. Applicant shall promptly replace any landscaping that dies.
  - b. All landscaping shall be maintained by a permanent automatic irrigation sprinkler system.
  - c. The use of native and drought tolerant plants are strongly encouraged.

- d. Any City right-of-way contiguous with the property shall be landscaped and maintained by the Applicant and incorporated into the required landscape plan.
2. A landscape documentation package pursuant to the requirements of AB1881 and the Model Water Efficient Landscape Ordinance shall be submitted to the Planning Division for approval prior to landscape construction. A Landscape Certificate of Completion shall be submitted to the Planning Division at the completion of the installation, prior to request for a final inspection and Certificate of Occupancy.
3. If the existing screening shrubbery along the east property line is removed, a taller decorative block wall shall be provided for on the Landscape and Irrigation Plan and reviewed by the Planning Division Manager.

## **PARKING**

1. All parking spaces that are provided as part of the project shall be clearly marked by 2" wide pavement paint or alternate method if approved by the Development Review Committee. Double striping shall be used for delineating all parking spaces so as to provide a minimum parking area of 8'-6" in width by 18' in depth (see details in MMC §17.24.120).
2. Adequate wheel stops shall be installed and maintained as a safeguard to abutting property. The barrier shall be at least three feet from any property line, but in no case shall it be less than necessary to meet the intent of MMC §17.24.060 through §17.24.120.

## **CONSTRUCTION SITE REQUIREMENTS**

1. Applicant shall provide temporary perimeter fencing with view obscuring material during construction. If graffiti is painted or marked in any way upon the premises or on an adjacent area under the control of the Applicant (including without limitation, any temporary perimeter construction fencing or permanent wall), the graffiti shall be removed or painted over by Applicant within twenty-four hours, unless any law in effect at that time imposes a shorter time period for eradication. Fencing may be removed prior to landscape installation with Planning Division approval.
2. One waterproof sign (36" x 48") in both English and Spanish noting construction hours and a phone number for contact shall be posted by the Applicant at the front of the site prior to grading or construction.

## **GENERAL REQUIREMENTS**

1. Any violation of these conditions of approval or the Monrovia Municipal Code may be subject to the Administrative Fine Ordinance, other available remedies and/or revocation or modification of this permit at the discretion of the City Attorney and City Prosecutor.

2. In addition to Planning (Data Sheet No. 1) and Public Works (Data Sheet No. 2) conditions of approval, the Applicant shall also comply with all requirements of the Monrovia Municipal Code, Building Division and Fire Department that are directly applicable to the project.
3. The term "Applicant" as used herein shall include the applicant, the property developer and all successors in interest to this conditional use permit.
4. This CUP may be called for review, including modification or revocation, at any time by City Staff, the City Council, or Planning Commission if a violation of the approved conditions or the Monrovia Municipal Code (MMC) is alleged, or if it is alleged that the establishment, or its patrons, are creating a public nuisance, and such violation or public nuisance is verified as valid by the Police Department, Code Enforcement, or other City department. In addition to any other remedy available to the City, security measures may be required such as adding an employee to monitor the area where problems are occurring.
5. Indemnification. As a condition of approval, Applicant agrees to defend, indemnify, protect and hold harmless City, its officers, officials, employees, agents and volunteers from and against any and all claims, actions, or proceeding against the City, its officers, officials, employees, agents and/or volunteers to attack, set aside, void or annul, an approval of the City, Planning Commission or City Council concerning this permit and the project. Such indemnification shall include damages, judgments, settlements, penalties, fines, defensive costs or expenses, including, but not limited to, interest, attorneys' fees and expert witness fees, or liability of any kind related to or arising from such claim, action, or proceeding. The City shall promptly notify the Applicant of any claim, action, or proceeding. Nothing contained herein shall prohibit City from participating in a defense of any claim, action or proceeding. The City shall have the option of coordinating the defense, including, but not limited to, choosing counsel for the defense at Applicant's expense.
6. The Applicant shall, within 30 days after approval by the Planning Commission, submit to the Community Development Department his/her written consent to all of the conditions of approval contained in Data Sheet Numbers 1 and 2. This CUP shall be void and of no force or effect unless such written consent is submitted to the City within the 30 day period.
7. The use or development associated with this CUP shall begin within one (1) year after its approval or it will expire without further action by the City.
8. All of the above conditions shall be complied with prior to commencement of the operation, unless an earlier compliance period is specified as part of a condition.

### **CUP2015-09 (Late Night Operation)**

#### **DEVELOPMENT STANDARDS**

1. No patrons shall be on the premises during closed hours.



2. No music is permitted during late night hours (midnight to 6:00 a.m.).
3. The exterior of the premises, including adjacent public sidewalks shall be illuminated, during the hours of darkness with sufficient lighting to illuminate and make easily discernible the appearance and conduct of all persons on or about the establishment.

### **BUSINESS OPERATION**

1. Hours of operation shall be limited to 4:00 a.m. to midnight. Before any change is made in these hours of operation, approval by the Planning Commission shall be obtained by Applicant.

### **GENERAL REQUIREMENTS**

1. Any violation of these conditions of approval or the Monrovia Municipal Code may be subject to the Administrative Fine Ordinance, other available remedies and/or revocation or modification of this permit at the discretion of the City Attorney and City Prosecutor.
2. In addition to Planning (Data Sheet No. 1) and Public Works (Data Sheet No. 2) conditions of approval, the Applicant shall also comply with all requirements of the Monrovia Municipal Code, Building Division and Fire Department that are directly applicable to the project.
3. The term "Applicant" as used herein shall include the applicant, the property developer and all successors in interest to this conditional use permit.
4. This CUP may be called for review, including modification or revocation, at any time by City Staff, the City Council, or Planning Commission if a violation of the approved conditions or the Monrovia Municipal Code (MMC) is alleged, or if it is alleged that the establishment, or its patrons, are creating a public nuisance, and such violation or public nuisance is verified as valid by the Police Department, Code Enforcement, or other City department. In addition to any other remedy available to the City, security measures may be required such as adding an employee to monitor the area where problems are occurring.
5. Indemnification. As a condition of approval, Applicant agrees to defend, indemnify, protect and hold harmless City, its officers, officials, employees, agents and volunteers from and against any and all claims, actions, or proceeding against the City, its officers, officials, employees, agents and/or volunteers to attack, set aside, void or annul, an approval of the City, Planning Commission or City Council concerning this permit and the project. Such indemnification shall include damages, judgments, settlements, penalties, fines, defensive costs or expenses, including, but not limited to, interest, attorneys' fees and expert witness fees, or liability of any kind related to or arising from such claim, action, or proceeding. The City shall promptly notify the Applicant of any claim, action, or proceeding. Nothing contained herein shall prohibit City from participating in a defense of any claim, action or proceeding. The City shall have the option of coordinating the defense,

including, but not limited to, choosing counsel for the defense at Applicant's expense.

6. The Applicant shall, within 30 days after approval by the Planning Commission, submit to the Community Development Department his/her written consent to all of the conditions of approval contained in Data Sheet Numbers 1 and 2. This CUP shall be void and of no force or effect unless such written consent is submitted to the City within the 30 day period.
7. The use or development associated with this CUP shall begin within one (1) year after its approval or it will expire without further action by the City.
8. All of the above conditions shall be complied with prior to commencement of the operation, unless an earlier compliance period is specified as part of a condition.



## DATA SHEET 2

## Public Works Conditions

CUP2015-08 (Drive-Thru)  
CUP2015-09 (Late Night Operation)

860 W. Foothill Blvd.

Development shall be subject to the conditions of approval listed below. The conditions shall be compiled with prior to the commencement of operations, unless an earlier or later compliance period is specified as part of a condition. The term "Applicant" shall include, without limitation, the applicant, the property developer, the property owner, and all successors in interest to this conditional use permit.

### Engineering Conditions

1. Submit existing site plan, topographic map of the project site, grading, drainage and utility plan to the Building Department for review and approval. The plans shall indicate existing and proposed structures, and all existing and proposed utilities such as gas, water and sewer line applicable within the project site. Applicant should be aware of a public sewer crossing the property near the overhead Southern California Edison overhead facilities. The plans shall be prepared on a maximum 24" x 36" sheets with City standard title block stamped and signed by a Registered Professional Civil Engineer in the State of California. The submittal of the plans shall include: required design calculations, geotechnical report, construction cost estimate, a plan check fee, and an inspection fee. The final submittal for final approval shall include the approved site, grading, drainage and utility plans on Mylar. The Mylar copy shall be approved by the Community Development and Public Works Department. Upon approval of the Mylar copy, applicable permit such as grading or construction permit will be issued. The applicant shall use the assigned drawing number G-\_\_\_ for this project. Partial or incomplete submittals will not be accepted. All site plans, grading plans, and drainage plans shall be coordinated for consistency prior to issuance of any permits.
2. Applicant shall remove and replace any public curb, gutter, sidewalk, driveway approach or pavement found by the City Engineer to be broken, uplifted, damaged or not meeting ADA standards and construct improvements as required, per City standard drawings to match existing improvements on adjacent properties. All ADA requirements shall be satisfied by the Applicant.
3. The City requires the restoration of the existing street pavement after utility installation and other street location such as pavement damaged by the construction operation of this project. Restoration is required from the outer limits of the area covering and encompassing all the utility cuts as shown on the plans, but actual limits shall be determined out in the field by City Engineer. Restoration of asphalt pavement may be up to 2-inch pavement grind and 2-inch asphalt overlay and/or Type II slurry seal, removal and replacement of existing pavement as determined by the City Engineer during field inspection.
4. All work such as, but not limited to demolition, construction and improvements within the public right-of-way shall be subject to review and approval of the Public Works Department, and will require construction and encroachment permits from the City's Public Works Department, prior to start of any construction. All work within the public right-of-way shall be in accordance with applicable standards of the City of Monrovia,

Standard Specifications for Public Works Construction (Green Book, latest edition) and the Manual on Uniform Traffic Control Devices (MUTCD, latest edition), whichever is applicable and further that construction equipment ingress and egress be controlled by a plan approved by the City Engineer. Applicant shall pay all applicable fees for Engineering Division services such as plan check fee and construction inspection fee as applicable.

5. All grading is to be done under the supervision of a licensed engineer in the State of California qualified in soils field. Upon completion of the grading, the Soils Engineer shall file a certification with the Building and Safety Department that he/she supervised the grading and that the grading was done pursuant to the City of Monrovia Municipal Code, Chapter 15.28, and the grading plan approved by the City.
6. Applicant shall provide an analysis and construct required infiltration and/or treatment of storm water from impervious surfaces prior to reaching direct connections leading to the main storm drainage system.
7. All required mitigation measures identified in the soils engineer's and geologist's reports shall be incorporated into the grading/drainage plans and made a part thereof. Drainage devices shall be designed to handle and prevent erosion from damaging the proposed structure and surrounding neighborhood.
8. Project drainage shall be collected on site and be discharged to an outlet approved by the City of Monrovia Department of Public Works. Site drainage discharge shall be subject to the requirements of the City of Monrovia Storm Water Management and Discharge Control Ordinance. Site drainage discharge shall not adversely affect off-site drainage structures. Design and construction of off-site drainage structures from this project shall be performed to the satisfaction of the City Engineer.
9. Prior to submittal of a grading plan for plan check, Applicant shall provide geotechnical report that addresses earthwork and foundation recommendations, including but not limited to, earthwork, retaining walls and foundation construction. The geotechnical report shall include data regarding the nature, distribution and strengths of existing soils, conclusions and recommendations for grading procedures, design criteria for and identified corrective measures, and opinions and recommendations regarding existing conditions and proposed grading. The report shall also include subsurface geology of the site, degree of seismic hazard if any, conclusions and recommendations regarding the effect of geologic conditions on the proposed development, opinions and recommended design criteria to mitigate any identified geologic hazards including locations of surface and subsurface fault lines in the area as applicable.
10. Applicant shall submit a utility plan showing all proposed utility cuts for services such as Water, Sewer, Gas, Edison, Telephone, Cable TV, etc. The Utility plan/Grading plan shall be submitted and approved prior to issuance of grading permits. Private or public utility plans including sewer, water, gas, including all abandoned, or to be removed facilities, etc. for the proposed development shall be submitted for review and approval by the City Engineer. Applicant shall pay all applicable fees for Engineering Division services for issuance of Public Works permits. All utility easements crossing the property including but, not limited to Southern California Edison and the City of Monrovia must be accurately shown on the plans. Submit a Title Report for verification of all basements.
11. This project shall obtain water service from the City of Monrovia. Apply to the City's Utilities Division for new water services and for removal of all unused meters by the

City. Construction costs will be based on actual time and material incurred by the City. Advance fee or deposit will apply upon request of any water service.

12. The Applicant shall install sanitary sewers to connect to Monrovia's sewer system to serve the development to the specifications of the City Engineer. The applicant shall connect all buildings to the public sewer and cap off all abandoned laterals at the main sewer line to the satisfaction of the City Engineer. Indicate on the Site/Grading/Utility plan the work to be done by Applicant. A CCTV inspection of the existing and newly installed sewer line connection to the main line is required prior to approval of the project.
13. The Applicant shall comply with the requirements of MMC Section 13.12.015 Non-Storm Water Discharges, Section 13.12.02 Deposit or Discharge of Specified Substances Prohibited, Section 13.12.030 Grease Traps Required and Section 13.12.040 Maintenance of Sewer Laterals. All sewer laterals shall be maintained by the owner of the property served by such lateral in a safe and sanitary operating condition so that there is no seepage of water at any point up to and including the junction of the sewer lateral and sewer main so that passage of waste through the lateral to the sewer main is free from stoppage and obstruction; all devices and safeguards required for the operation of sewer laterals shall be maintained in good working order. The Applicant shall provide the Department of Public Works a copy of a closed circuit television inspection report of the condition of the existing sewer lateral. Prior to CCTV, the owner/applicant shall notify the Department of Public Works 24-hours in advance, requesting to have the Public Works Inspector on site to witness the CCTV inspection. If the sewer lateral needs repair, it shall be completed to the satisfaction of the City Engineer prior to commencement of the applicant's operation or prior to issuance of certificate of occupancy.
14. Applicant shall provide a Transportation Plan formalizing the approved truck route, staging areas, radio control points and manpower, street sweeping activities along with loading/unloading of supplies/materials and parking for contractors and employees in/on and around the site prior to issuance of any demolition, grading, construction or encroachment permits for the project.
15. Applicant shall include on the site plan the following striping and signage: Stop bar, Stop legend, Stop sign, "Right Turn Only," and "Do Not Enter" legend at the exit of the Drive-Thru, a double yellow centerline from Foothill Blvd entrance to the ADA path of travel channelizing the exiting and entering movements to and from Foothill Blvd, Ballars protecting the Northerly outdoor seating from vehicles entering from Foothill Blvd and "Keep Clear" legend for the exiting lane to Madison Avenue.

### **Environmental Conditions**

16. Applicant shall comply with the requirements of the City's Stormwater Management Ordinance, MMC 12.36 and the Los Angeles County Municipal Storm Water National Pollutant Discharge Elimination System (MS4 NPDES) Permit issued by California Regional Water Quality Control Board, Los Angeles Region.
17. The Applicant shall integrate Best Management Practices to ensure compliance with NPDES guidelines and the City's Stormwater Management Ordinance, MMC 12.36 to the satisfaction of the City Engineer, prior to the issuance of the grading permit. The design, implementation, construction activities and maintenance of the management devices shall mitigate and reduce pollutants in storm water discharges to the maximum extent practicable and shall be identified on a "site specific mitigation plan". Site

Specific Mitigation Plan must specifically address and provide best management practices (BMPs) either structural or non-structural to mitigate pollutants.

18. The Applicant shall maintain the drainage devices such as paved swales, inlets, catch basins, pipes, and water quality devices as applicable in a good and functional condition to safeguard the adjoining properties from damage and pollution.
19. For projects which disturb soil during wet season (October 1- April 15), Applicant must submit a signed certification statement declaring that contractor will comply with Minimum Best Management Practices (BMPs) required by the National Pollutant Discharge Elimination System (NPDES), and also submit a Local Storm Water Pollution Prevention Plan/Wet Weather Erosion Control Plan.
20. The project demolition activities shall comply with the City's Construction and Demolition Recycling Program (C&D Recycling Program) by filing an application and submitting a deposit to Public Works Environmental Services prior to issuance of permits. The C&D Recycling Program requirements are enclosed as an attachment and made part of the Conditions of Approval.
21. Building, demolition, and grading permits will not be issued until the Applicant provides the City with the required forms and the waste management plan has been reviewed and approved by the Environmental Services. If the applicant chooses not to participate in the C& D Recycling Program, then the hauler must be identified on the demolition, building and grading plans. The C&D Recycling Program requirements are enclosed as an attachment and made part of the conditions of approval.
22. Trash containers shall be enclosed to prevent discharge of trash, and be equipped with lids, or screened, roofed or walled, and runoff should be diverted around trash areas to avoid flow through. Trash enclosure drainage if any should be directed to vegetative areas whenever feasible.



## **CONDITIONAL USE PERMIT 2015-08 (Drive Thru)**

As required by Section 17.52.290 of the Monrovia Municipal Code, the decision for granting Conditional Use Permit No. CUP2015-08 for a 950 square foot drive thru coffee shop with 10 parking spaces located at 860 West Foothill Boulevard is based on the following findings:

- A. The project site is adequate in size, shape and topography for the development of a 950 square foot drive thru coffee shop with 10 parking spaces. The site has sufficient width, depth and lot area to accommodate this type of development.
- B. The project site has sufficient access to streets and highways, adequate in width and pavement type to carry the quantity and quality of traffic generated by this 950 square foot drive thru coffee shop with 10 parking spaces with one ingress and egress access onto Foothill Boulevard and one ingress and egress access onto Madison Avenue.
- C. The 950 square foot drive thru coffee shop with 10 parking spaces will be compatible with the General Plan and will not adversely impact the objectives of the General Plan specifically the NC designation.
- D. The 950 square foot drive thru coffee shop with 10 parking spaces will comply with the applicable provisions of the zoning ordinance.
- E. The proposed location of the 950 square foot drive thru coffee shop with 10 parking spaces and the conditions under which it will be operated or maintained will not be detrimental to the public health, safety or welfare, nor will it be materially injurious to properties or improvements in the vicinity, with the conditions of approval imposed. The area is mainly commercial uses, with school use to the south.

## **CONDITIONAL USE PERMIT 2015-09 (Late-Night Operation)**

As required by Section 17.52.290 of the Monrovia Municipal Code, the decision for granting the conditional use permit for the drive-thru operation at 860 West Foothill Boulevard is based on the following findings:

- A. The project site is adequate in size, shape and topography for late night operation. The proposed layout of the restaurant will be able to accommodate the late night operation on the site in a manner that works well with the site and the surrounding land uses.

- B. The project site has sufficient access to streets and highways, adequate in width and pavement type to carry the quantity and quality of traffic generated by the late night operation. The access to and from the site will be designed in a manner that interacts well with the existing traffic on the surrounding streets. West Foothill Boulevard and Madison Avenue are adequate to carry the quantity and quality of traffic generated by the late night operation.
- C. The late night operation is compatible with the General Plan and will not adversely impact the objectives of the General Plan. The coffee shop with late night operation is a permitted use in the NC zone.
- D. The late night operation of the coffee shop will comply with the applicable provisions of the zoning ordinance, with approval of a conditional use permit and the conditions on the Data Sheets.
- E. The proposed location of the coffee shop and the conditions under which it will be operated or maintained will not be detrimental to the public health, safety or welfare, nor will it be materially injurious to properties or improvements in the vicinity, as the site is in a commercial zone and is adjacent to non-residential uses and has operated in a similar fashion for many years. The conditions of approval will ensure that the use will be compatible with the surrounding area.





# DATA SHEET 4

# Surrounding Land Uses

CUP2015-08/CUP2015-09

860 West Foothill Boulevard

## Property Description:

Located on the south east corner of West Foothill Boulevard and Madison Avenue. The lot measures approximately 112' wide on West Foothill Boulevard and 150' deep on Madison Avenue for a lot area of 16,885 square feet and is developed with a drive thru restaurant.

## Zoning

Subject site:

NC (Neighborhood Commercial)

Surrounding pattern:

north: NC (Neighborhood Commercial)

south: Monrovia High School

east: RH (Residential High) Density

west: NC (Neighborhood Commercial)

## Land Use

Subject site:

Drive thru coffee shop (Starbucks)

Surrounding pattern:

north: Commercial Condominium

south: Monrovia High School

east: Commercial Condominium

west: Gas Station

Environmental Determination:

Categorical Exemption Class 3

Applicable Ordinance Regulations:

MMC 17.52.020 Planning Commission Authority for CUP

To:           Garey Partners, LTD.  
                  c/o Anthony J. Karber

From:         Daryl Zerfass, PE, PTP  
                  Stantec

File:         273008660

Date:         May 30, 2014

**Reference:    Queue Length Analysis – Starbucks Drive Through at 1010 North Garey Avenue**

Stantec Consulting Services Inc. (Stantec) has prepared an on-site drive through queuing analysis for the proposed Starbucks located at 1010 North Garey Avenue in the City of Pomona. Following is a summary of the analysis that has been prepared in accordance with the scope of work approved by the City's Department of Public Works (attached). The work effort consists of a queuing analysis of the project's proposed drive-through lane based on actual measured data acquired from the drive-through of a similar Starbucks in the City of Pomona.

**Project Description**

The proposed project consists of a freestanding Starbucks building with a drive through lane (the proposed site-plan is attached for reference). The project site is located on the northeast corner of North Garey Avenue and East Alvarado Street. Access to the site is via a proposed driveway on East Alvarado Street, and from North Garey Avenue via an existing alleyway.

**Analysis**

To estimate the peak drive through queue lengths, data for drive through transactions was obtained from the freestanding Starbucks located on Fairplex Drive adjacent to the I-10 freeway and used to estimate the average peak queue length. Data was provided for seven consecutive days in early April, 2014 for the store's peak two-hour period.

Summarized below is the drive through transaction data for the Fairplex Starbucks. As shown, the peak period typically begins around 7:00 or 7:30 in the morning, with the exception of Sunday when the peak period began at 10:30 AM.

**Table 1 Peak Drive Through Transactions**

Day	Peak Period	Ave. Peak Transactions (per Half Hour)
Monday (3/31/2014)	7:30 AM – 9:30 AM	37
Tuesday (4/1/2014)	7:00 AM – 9:00 AM	43
Wednesday (4/2/2014)	7:00 AM – 9:00 AM	44
Thursday (4/3/2014)	7:00 AM – 9:00 AM	46
Friday (4/4/2014)	7:00 AM – 9:00 AM	56
Saturday (4/5/2014)	7:30 AM – 9:30 AM	37
Sunday (4/6/2014)	10:30 AM – 12:30 PM	34
<b>Average of 5 Highest Days</b>		<b>45</b>
Data Source: Starbucks (Fairplex/I-10 Location)		

**Reference: Queue Length Analysis – Starbucks Drive Through at 1010 North Garey Avenue**

As shown in the above table, the highest measured volume of drive through traffic at the Fairplex Starbucks was 56 transactions per half hour, which equates to 1.9 transactions per minute, on average, or 32 seconds per transaction. The peak drive-through volume based on the five highest days of the week equates to 45 transactions per half hour, or 90 vehicles per hour, on average. Given the measured peak service rate of 32 seconds per transaction and a 90 vehicle per hour random arrival rate, the 85<sup>th</sup> percentile<sup>1</sup> queue length is eight vehicles, or 160 feet. Attached for reference is the queue length calculation worksheet.

The proposed project site plan indicates that approximately 200 feet of on-site storage is available for vehicles in the drive through queue without extending onto East Alvarado Street or blocking the sidewalk. As such, the proposed site plan is expected to accommodate the peak hour queues of the proposed Starbucks without traffic spilling over onto the adjacent public roadways.

As shown in the attached site plan exhibit, customers can access the drive-through from either North Garey Avenue (via the alley) or from East Alvarado Street. At peak times when the queue extends into the parking lot drive aisle, vehicles may be approaching the drive-through lane from each direction. When that occurs, the drivers are expected to alternate (take turns) entering the drive-through lane. Alternatively, signs could be posted to require drivers to enter from one direction only, however there are two primary drawbacks to that approach. First, there is no feasible enforcement method, resulting in low compliance, and second, it unnecessarily limits access during the majority of the day when queues are short. Therefore, an attempt to regulate the direction of entering vehicles is not recommended.

Drivers leaving the pick-up window will have the option to turn left through the parking lot to exit to North Garey Avenue, or to turn right to exit to East Alvarado Street. At peak times when there is a queue of vehicles extending into the parking lot drive aisle, drivers leaving the pick-up window will naturally chose to make a right-turn to exit the parking lot, rather than be delayed by trying to turn left. During non-peak times, it is not recommended to artificially restrict left-turns from the drive through, as that would require all vehicles to exit onto East Alvarado Street and motorists would lose the benefit of having exits onto two separate roadways. Since the drive through aisle is wide enough (25') to allow cars to pass by a drive through queue, a gridlock situation should not occur. As such, an attempt to regulate the direction of exiting vehicles is not recommended.

At peak times when the queue extends into the parking lot drive aisle, the adjacent parking stalls will be temporarily impacted. The drive aisle is wide enough (25') to allow entering or exiting cars to

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<sup>1</sup> The 85<sup>th</sup> percentile is a commonly used threshold for design purposes, and it means that there is only a 15 percent probability that the queue will be longer than the estimated eight vehicles when the drive-through demand is greatest. Important to note is that this does not mean that the queue will exceed 8 vehicles 15 percent of the time, rather it means that the peak queue, which happens for a short period each day, only has a 15 percent probability that it would exceed eight vehicles during that peak time. Important to note is that a maximum queue for a drive through such as this cannot be accurately determined from a formula since drivers will alter their behavior based on their individual tolerance for waiting. In other words, the longer the queue gets, the more likely it is that drivers will choose to not enter the drive through and will instead chose another location. A maximum queue calculation using a formula will indicate a near infinite queue length, which is not a reasonable expectation under real world conditions.

**Reference: Queue Length Analysis – Starbucks Drive Through at 1010 North Garey Avenue**

pass by cars waiting in the drive through queue; however, the ability to enter or exit a parking stall may be temporarily delayed until a gap opens in the queue. This situation would only occur during times of peak drive through demand. The 25' aisle width meets the typical standard aisle width of 24' to 25' for 90 degree parking, and therefore is acceptable for two-way operation.

Drive-through queues for uses such as a coffee shop are partially self-regulating. Since there are typically many local options for coffee shops, potential customers can avoid an excessively long drive-through queue by utilizing another location. In this specific case, there is another Starbucks (without drive through), less than a mile south on Garey Avenue, and two other nearby Starbucks with drive-throughs that are each less than three miles from the project site.

In conclusion, our review of the proposed site plan indicates that it is expected to accommodate the peak drive-through queues without traffic spilling over onto the adjacent public roadways.

Thank you for requesting our assistance with your project. If you have any questions on the analysis presented here, please feel free to contact either Charlie Ho at (949) 932-6063 or myself.

**STANTEC CONSULTING SERVICES INC.**



Daryl Zerfass, PE, PTP  
Principal, Transportation Planning and Traffic Engineering  
Phone: (949) 923-6058  
Daryl.Zerfass@stantec.com



Attachment: Scope of Work – Approved 4/21/2014  
Site Plan – Starbucks 1010 N. Garey Ave., Pomona  
Queue Calculation Worksheet

c. Charlie Ho, Stantec



ALL CONCEPTUAL SITE PLANS AND SPECIFICATIONS SUBJECT TO THE REVIEW OF THE LOCAL AGENCIES AND SUBJECT TO FIELD INSPECTIONS BY A LOCAL AGENCY.

ALL CONCEPTUAL SITE PLANS AND SPECIFICATIONS SUBJECT TO THE REVIEW OF THE LOCAL AGENCIES AND SUBJECT TO FIELD INSPECTIONS BY A LOCAL AGENCY.



1 CONCEPTUAL SITE PLAN  
SCALE: 1/4" = 1'-0"



### PROJECT DATA

PROJECT NAME: NEW STARBUCKS DRIVE-THRU  
 PROJECT ADDRESS: 12345 MADISON AVENUE, SUITE 100, Foothill, CA 91008  
 CLIENT: STARBUCKS CORPORATION  
 ARCHITECT: COURTNEY+LE ARCHITECTS  
 DATE: 08/2024  
 SHEET NO.: 1 OF 1  
 PROJECT NO.: 2024-001

### LEGEND

- 1. EXISTING DRIVE-THRU
- 2. EXISTING PARKING
- 3. EXISTING LANDSCAPE
- 4. EXISTING UTILITY
- 5. EXISTING SIDEWALK
- 6. EXISTING CURB
- 7. EXISTING STREET LIGHT
- 8. EXISTING SIGN
- 9. EXISTING TREE
- 10. EXISTING BIKEWAY
- 11. EXISTING BIKEWAY SIGN
- 12. EXISTING BIKEWAY LIGHT
- 13. EXISTING BIKEWAY FURNITURE
- 14. EXISTING BIKEWAY SIGNAGE
- 15. EXISTING BIKEWAY LIGHTING
- 16. EXISTING BIKEWAY FURNITURE
- 17. EXISTING BIKEWAY SIGNAGE
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- 23. EXISTING BIKEWAY SIGNAGE
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- 25. EXISTING BIKEWAY FURNITURE
- 26. EXISTING BIKEWAY SIGNAGE
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- 29. EXISTING BIKEWAY SIGNAGE
- 30. EXISTING BIKEWAY LIGHTING
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- 47. EXISTING BIKEWAY SIGNAGE
- 48. EXISTING BIKEWAY LIGHTING
- 49. EXISTING BIKEWAY FURNITURE
- 50. EXISTING BIKEWAY SIGNAGE

### VICINITY MAP



COURTNEY+LE ARCHITECTS  
 12345 MADISON AVENUE, SUITE 100  
 FOOHILL, CA 91008  
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NEW CONSTRUCTION OF DRIVE-THRU STARBUCKS  
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CONCEPTUAL SITE PLAN  
 PROJECT NO.: 2024-001  
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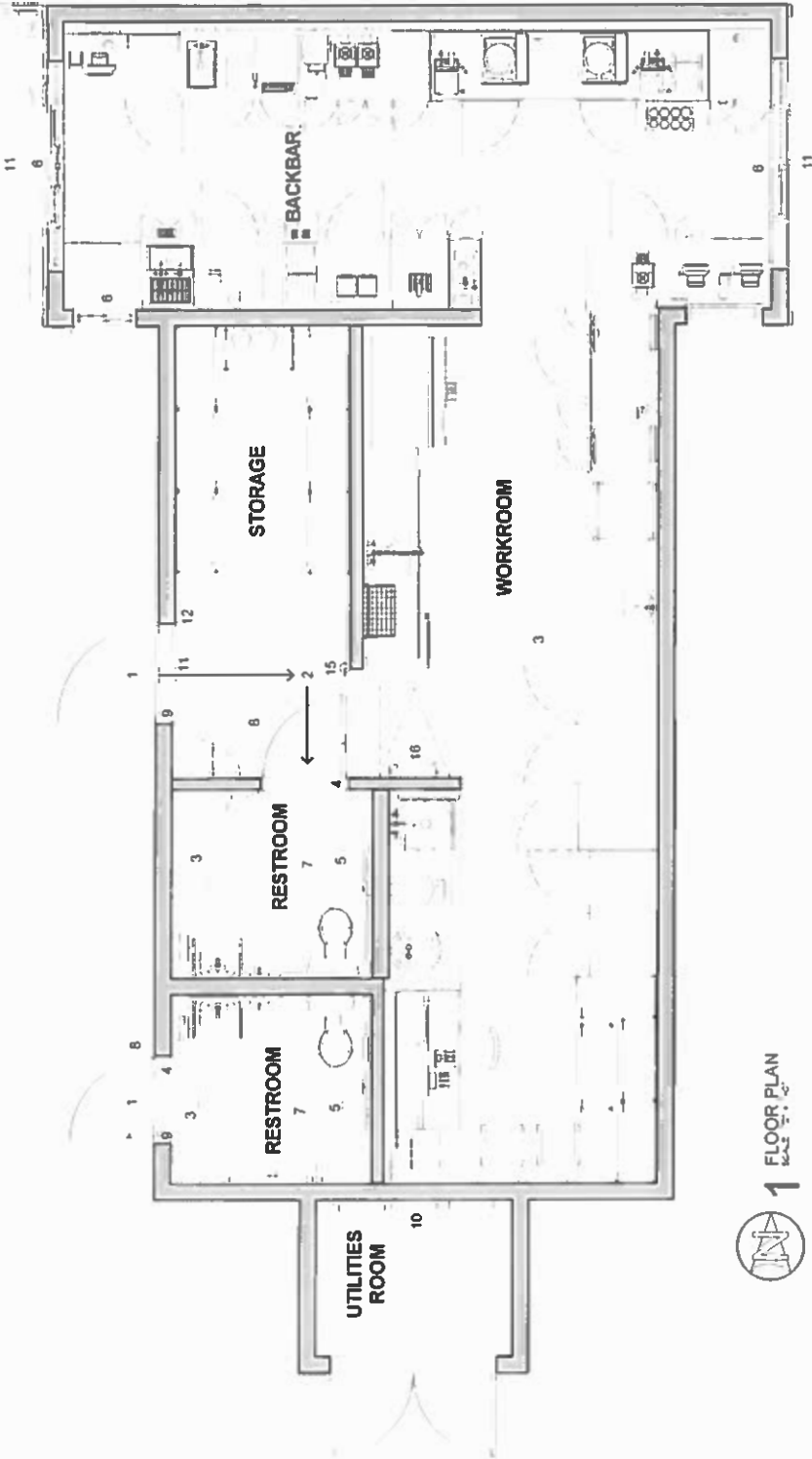
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 FOOHILL, CA 91008  
 TEL: (909) 555-1234  
 FAX: (909) 555-5678  
 WWW: SP.COM

# KEYNOTES

- 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
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- 18. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 19. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 20. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.



1 FLOOR PLAN  
1/2" = 1'-0"



**ELLIOTT MEDICAL & ASSOCIATES**  
 1000 W. Foothill Blvd.  
 Suite 100  
 Pasadena, CA 91104  
 Tel: (626) 799-7700

**NEW CONSTRUCTION**  
 for  
**DRIVE-THRU STARBUCKS**

1000 W. Foothill Blvd.  
 Suite 100  
 Pasadena, CA 91104

**FLOOR PLAN**  
 SCALE: 1/2" = 1'-0"  
 DATE: 01/15/2018  
 DRAWN BY: JLM  
 CHECKED BY: JLM  
 APPROVED BY: JLM

**COURTNEY+LE ARCHITECTS**

1000 W. Foothill Blvd.  
 Suite 100  
 Pasadena, CA 91104  
 Tel: (626) 799-7700

**FP**  
 FLOOR PLAN





✓ 2014  
 ✓ 2015  
 ✓ 2016  
 ✓ 2017  
 ✓ 2018  
 ✓ 2019

**ELLIOT MCGOAL & ASSOCIATES**  
 1822 SOUTH BAYVIEW AVENUE  
 SUITE 100  
 PALM BEACH, FL 33411  
 TEL: 561.833.1000  
 FAX: 561.833.1000

**NEW CONSTRUCTION DRIVE-THRU STARBUCKS**  
 1822 SOUTH BAYVIEW Blvd  
 Suite 100  
 Palm Beach, FL 33411

**ELEVATIONS**  
 PROJECT ARCHITECT: COURTNEY & LE ARCHITECTS  
 DRAWN BY: COURTNEY & LE ARCHITECTS  
 CHECKED BY: COURTNEY & LE ARCHITECTS  
 DATE: 08/14/2019

**COURTNEY & LE ARCHITECTS**  
 1000 N. MILITARY TRAIL, SUITE 100  
 WEST PALM BEACH, FL 33411  
 TEL: 561.833.1000  
 FAX: 561.833.1000

**EL ELEVATIONS**  
 1000 N. MILITARY TRAIL, SUITE 100  
 WEST PALM BEACH, FL 33411  
 TEL: 561.833.1000  
 FAX: 561.833.1000



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



KEY PLAN



LEGEND



## **PLANNING COMMISSION STAFF REPORT**

**APPLICATION:** CUP2015-08/CUP2015-09

**AGENDA ITEM:** PH-1

**PREPARED BY:** Teresa Santilena  
Assistant Planner

**MEETING DATE:** August 12, 2015

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**SUBJECT:** Conditional Use Permit CUP2015-08 (Drive-thru)/Conditional Use Permit CUP2015-09 (Late Night Operation)  
860 West Foothill Boulevard

**REQUEST:** Approve conditional use permits to construct a 950 square foot drive-through coffee shop (Starbucks), operating during late-night hours (4:00 AM to 6:00 AM). The existing building will be demolished. This property is located in the NC (Neighborhood Commercial) zone.

**APPLICANT:** Blake Megdal (c/o Elliot Megdal & Associates)  
252-C South Beverly Drive  
Beverly Hills, CA 90212

**ENVIRONMENTAL DETERMINATION:** Categorical Exemption (Class 3)

**BACKGROUND:** On July 15, 2015 the Planning Commission reviewed an application to construct a 950 square foot drive-through Starbucks coffee shop proposing to operate during late night hours (4:00 a.m. to 6:00 a.m.). Conditional Use Permits are required for a drive-through use and for a commercial business that operates between the hours of midnight and 6:00 a.m. (M.M.C. §§ 17.44.053 and 17.44.103).

Several concerns were raised by the Commission at that meeting. Specifically, the Commission was concerned with the flow of traffic in the intersection of Foothill Boulevard and Madison Avenue during the Monrovia High School morning drop-off and afternoon pick-up times. The Commission requested more information on traffic counts to determine how many vehicles move through the intersection during Starbucks' peak hours. The Commission also requested clarification of the traffic generated by the dispatch and return of school buses to the Monrovia School District bus yard, the amount of time each vehicle would spend at the pick-up window and recommended traffic mitigation measures to address potential impacts (prepared by the City Engineer). The Commission continued the item for one month in order to allow the applicant sufficient time to address these concerns.

**ANALYSIS:** Over the past few weeks, the applicant has worked to provide additional information to address the issues raised by the Commission in July. This Staff Report discusses those efforts. The Staff Report from the July 15, 2015, which describes the proposal has been attached.



### ***Traffic Counts***

The volume of traffic generated by Monrovia High School and potential conflicts with Starbucks' peak hours was discussed at length at the Planning Commission meeting. The High School parking lot and school bus storage yard are on Madison Avenue just below the Starbucks' site. Due to the timing of this project, with school not in session over the summer months, obtaining accurate traffic counts has not been possible. Staff contacted the Public Services Department to review any historic traffic information related to the Foothill Boulevard and Madison Avenue intersection to obtain an estimation of traffic in the area. The available information was compiled in 2006 and only provides daily counts along Foothill Boulevard between Fifth and Mayflower Avenues. The report shows that the total traffic carried by Foothill Boulevard is under the average daily traffic volume for a four lane roadway. It does not provide specific information that would help with the evaluation of the intersection (Foothill/Madison) at peak time usage. The report received from Public Services has been attached for reference.

### ***Bus Dispatch and Return***

At the Commission's request, the applicant contacted the Monrovia Unified School District to ascertain the time of day and the number of buses that are dispatched and return to the school bus storage yard on Madison Avenue, just south of the subject property. There are nine buses serving various schools within the Monrovia School District. The buses leave the Madison Avenue location between 6:30 a.m. and 6:40 a.m. They each serve different schools and return to the lot between 8:30 a.m. and 9:00 a.m. In the afternoon, buses leave the site between 1:15 p.m. and 1:30 p.m., and return between 3:30 p.m. and 4:00 p.m. Because the buses serve different schools and are not on a fixed route (drivers can alter their routes based on traffic conditions), both the exit and the entry into the lot is staggered.

### ***Window Service Time***

An analysis prepared for a similar Starbucks location and referenced at the July 15, 2015 Planning Commission meeting indicated a minimum service time of 32 seconds per vehicle. The Planning Commission requested further information regarding the window service time at the drive-thru pick-up window during peak hours. The applicant contacted the drive-thru Starbucks located at Azusa Avenue and Badillo Street in Covina, CA to verify the average window service times. At that location, the applicant was able to verify that during the peak hours of 8:00 a.m. to 9:30 a.m., the average window service time was between 30 and 40 seconds and vehicle stack does not spill onto the street.

### ***Potential Traffic Mitigation Measures***

As a condition of approval, the Traffic Safety Committee will review the use within three months from the date the business commences. The review will focus on traffic impacts. The City's Development Services Engineer, Dominic Milano, has consulted with the City's Public Services Engineer and generated a list of potential on and off site mitigation measures that can be implemented if the Starbucks operation has significant traffic impacts. These measures have been organized by location so that the City has the ability to implement mitigation to address specific traffic issues if they occur. The potential measures will restrict certain traffic movements at either the Foothill Boulevard driveway approach or the Madison Avenue driveway approach during peak operation hours. The complete list of potential mitigation measures has been attached for reference.

### **Community Outreach**

The applicant has also conducted outreach to the surrounding businesses, residents, and property owners to ensure that stakeholders are aware of the proposed project and able to express their concerns.

### **Conclusion**

The drive-through Starbucks will be located on the highly visible Foothill Boulevard corridor and will be an attractive addition that provides a desirable building design and a site plan layout that maximizes queuing and minimizes traffic conflicts. The use is permitted in the Neighborhood Commercial Zone and with the conditions of approval if potential traffic conflicts occur there are mitigation measures that can be considered as corrective measures.

**RECOMMENDATION:** Staff recommends approval of the project. If the Planning Commission concurs with this recommendation then, following the public hearing, the adoption of a motion approving the following is appropriate:

The Planning Commission of the City of Monrovia hereby finds, determines and resolves as follows:

1. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the Planning Commission in the exercise of its independent judgment finds that CUP2015-08 and CUP2015-09 are categorically exempt from CEQA under Class 3.
2. The Planning Commission finds that the custodian of records for all other materials that constitute the record of proceeding upon which this decision is based is the Planning Division Manager. Those documents are available for public review in the Planning Division located at 415 South Ivy Avenue, Monrovia, California, 91016.
3. The Planning Commission in the exercise of its independent judgment hereby makes the findings listed on attached Data Sheet No. 3 for CUP2015-08 and CUP2015-09, which are incorporated herein by this reference.
4. The Planning Commission approves CUP2015-08 and CUP2015-09 subject to the attached Planning Conditions on Data Sheet No. 1, Public Works Conditions on Data Sheet 2 and recommendations in the Staff Report, all of which are incorporated herein by this reference.

### **MOTION:**

**Adopt CUP2015-08 and CUP2015-09, as presented in the Staff Report.**



# DATA SHEET 1

# Planning Conditions

CUP 2015-08 (Drive-thru)  
CUP 2015-09 (Late Night Operation)

860 West Foothill Boulevard

## **STANDARD CONDITIONS FOR COMMERCIAL/INDUSTRIAL DEVELOPMENT**

Development of the subject property and operations on the site must remain in substantial conformance at all times with the request and application forms and plans for CUP2015-08, allowing a drive thru establishment, and CUP2015-09, allowing late night operation, for a 950 square foot new commercial building with 10 parking spaces submitted by the applicant, as approved by the Planning Commission and placed on file in the office of the Planning Division, except as modified by the conditions imposed by the Planning Commission and by subsequent modifications determined by the Planning Division Manager to be in substantial compliance with the conditions of approval.

### **CUP2015-08 (Drive-thru)**

#### **DEVELOPMENT STANDARDS**

1. A decorative trash enclosure shall be constructed per City specifications and regulations, and shall be shown and indicated on the submitted site plan, subject to review and approval by the Planning Division Manager. Trash pickup shall be scheduled with enough frequency to ensure that the provided dumpster does not overflow. Trash pickup shall only occur between the hours of 6:00 a.m. to 6:00 p.m.
2. Electrical power lines, telephone lines, and any other transmission lines (including, without limitation, cable television lines, data transmission lines, communication lines, other utility lines, etc.) to and from the development, and within the development, shall be placed underground and provided to each tenant space.
3. No roof mounted mechanical equipment shall be permitted on the building unless completely screened by the proposed roof design.
4. All utilities and structures such as gas meters, electrical meters, telephone pedestal-mounted terminal boxes, surface mounted electrical transformers, or other potential obstructions shall be noted on the plans with provisions for appropriate screening.
5. If it is determined by the Community Development Director or Public Works Director that patrons are littering the surrounding streets, sidewalks, parking lots, parks, or adjoining private properties as a result of their coming or leaving the establishment, the business will provide employees to pick-up and properly dispose of all litter.

6. Any graffiti painted or marked upon the premises or on an adjacent area under the control of the licensee shall be removed or painted over within forty-eight hours, unless any law in effect at that time imposes a shorter time period for eradication.
7. Ground level mechanical equipment shall be placed a minimum of 5' from the interior property lines and shall be completely screened with landscaping or fencing. Ground level mechanical equipment shall not be located within the front and street side setbacks.
8. All exterior signs shall be submitted for review by the Development Review Committee and no exterior sign may be installed without prior approval of the Development Review Committee.
9. The outdoor furniture and patio trellis shall be reviewed and approved by the Planning Division Manager prior to installation.
10. The ordering and pick-up of food and beverages using drive-through facilities is only permitted from a motorized vehicle; any other means used to access drive-thru facilities, including without limitation, pedestrian and bicycle, are prohibited. Applicant shall be responsible for ensuring that its patrons do not loiter or panhandle on the premises outdoors.

## **BUSINESS OPERATION**

1. All supplies, products, materials, and equipment shall be stored within the building. Outdoor storage of supplies, products, materials, and equipment is prohibited.
2. The Traffic Safety Committee shall review the use within three months from the date the business commences. The review shall focus primarily on compliance with the conditions of approval related to any traffic impacts or other impacts upon the surrounding properties.
3. The Planning Commission shall review the use six months from the date the business commences. The review shall focus primarily on compliance with the conditions of approval related to any noise impacts and any other impacts upon the surrounding properties.

## **LANDSCAPING**

1. A Landscape and Irrigation Plan prepared by a licensed Landscape Architect shall be submitted to the Planning Division for plan check showing the size, type, and location of all planting areas and shall incorporate the following:
  - a. Landscaping shall be a combination of 24" and 36" box trees, shrubs, and groundcover, and shall be maintained in good condition by Applicant. Applicant shall promptly replace any landscaping that dies.
  - b. All landscaping shall be maintained by a permanent automatic irrigation sprinkler system.
  - c. The use of native and drought tolerant plants are strongly encouraged.

- d. Any City right-of-way contiguous with the property shall be landscaped and maintained by the Applicant and incorporated into the required landscape plan.
2. A landscape documentation package pursuant to the requirements of AB1881 and the Model Water Efficient Landscape Ordinance shall be submitted to the Planning Division for approval prior to landscape construction. A Landscape Certificate of Completion shall be submitted to the Planning Division at the completion of the installation, prior to request for a final inspection and Certificate of Occupancy.
3. If the existing screening shrubbery along the east property line is removed, a taller decorative block wall shall be provided for on the Landscape and Irrigation Plan and reviewed by the Planning Division Manager.

## **PARKING**

1. All parking spaces that are provided as part of the project shall be clearly marked by 2" wide pavement paint or alternate method if approved by the Development Review Committee. Double striping shall be used for delineating all parking spaces so as to provide a minimum parking area of 8'-6" in width by 18' in depth (see details in MMC §17.24.120).
2. Adequate wheel stops shall be installed and maintained as a safeguard to abutting property. The barrier shall be at least three feet from any property line, but in no case shall it be less than necessary to meet the intent of MMC §17.24.060 through §17.24.120.

## **CONSTRUCTION SITE REQUIREMENTS**

1. Applicant shall provide temporary perimeter fencing with view obscuring material during construction. If graffiti is painted or marked in any way upon the premises or on an adjacent area under the control of the Applicant (including without limitation, any temporary perimeter construction fencing or permanent wall), the graffiti shall be removed or painted over by Applicant within twenty-four hours, unless any law in effect at that time imposes a shorter time period for eradication. Fencing may be removed prior to landscape installation with Planning Division approval.
2. One waterproof sign (36" x 48") in both English and Spanish noting construction hours and a phone number for contact shall be posted by the Applicant at the front of the site prior to grading or construction.

## **GENERAL REQUIREMENTS**

1. Any violation of these conditions of approval or the Monrovia Municipal Code may be subject to the Administrative Fine Ordinance, other available remedies and/or revocation or modification of this permit at the discretion of the City Attorney and City Prosecutor.

2. In addition to Planning (Data Sheet No. 1) and Public Works (Data Sheet No. 2) conditions of approval, the Applicant shall also comply with all requirements of the Monrovia Municipal Code, Building Division and Fire Department that are directly applicable to the project.
3. The term "Applicant" as used herein shall include the applicant, the property developer and all successors in interest to this conditional use permit.
4. This CUP may be called for review, including modification or revocation, at any time by City Staff, the City Council, or Planning Commission if a violation of the approved conditions or the Monrovia Municipal Code (MMC) is alleged, or if it is alleged that the establishment, or its patrons, are creating a public nuisance, and such violation or public nuisance is verified as valid by the Police Department, Code Enforcement, or other City department. In addition to any other remedy available to the City, security measures may be required such as adding an employee to monitor the area where problems are occurring.
5. Indemnification. As a condition of approval, Applicant agrees to defend, indemnify, protect and hold harmless City, its officers, officials, employees, agents and volunteers from and against any and all claims, actions, or proceeding against the City, its officers, officials, employees, agents and/or volunteers to attack, set aside, void or annul, an approval of the City, Planning Commission or City Council concerning this permit and the project. Such indemnification shall include damages, judgments, settlements, penalties, fines, defensive costs or expenses, including, but not limited to, interest, attorneys' fees and expert witness fees, or liability of any kind related to or arising from such claim, action, or proceeding. The City shall promptly notify the Applicant of any claim, action, or proceeding. Nothing contained herein shall prohibit City from participating in a defense of any claim, action or proceeding. The City shall have the option of coordinating the defense, including, but not limited to, choosing counsel for the defense at Applicant's expense.
6. The Applicant shall, within 30 days after approval by the Planning Commission, submit to the Community Development Department his/her written consent to all of the conditions of approval contained in Data Sheet Numbers 1 and 2. This CUP shall be void and of no force or effect unless such written consent is submitted to the City within the 30 day period.
7. The use or development associated with this CUP shall begin within one (1) year after its approval or it will expire without further action by the City.
8. The Applicant shall perform a traffic study after the commencement of the school year to obtain current and prospective traffic counts for traffic on West Foothill Boulevard and Madison Avenue and submit it to the City Traffic Engineer for review and approval.
9. All of the above conditions shall be complied with prior to commencement of the operation, unless an earlier compliance period is specified as part of a condition

10. Within 90 days of the commencement of operation of the business while school is in session, the City's Traffic Engineer shall assess any changes in traffic patterns and volume caused by the operation of the Starbucks business. The City's Traffic Engineer shall provide the findings and recommendations to the Traffic Safety Committee at the next available Committee meeting.
11. The Applicant shall comply with all recommendations of the City's Traffic Engineer following the completion of the traffic study and analysis required by Conditions 8 and 10 above.

### **CUP2015-09 (Late Night Operation)**

#### **DEVELOPMENT STANDARDS**

1. No patrons shall be on the premises during closed hours.
2. No music is permitted during late night hours (midnight to 6:00 a.m.).
3. The exterior of the premises, including adjacent public sidewalks shall be illuminated, during the hours of darkness with sufficient lighting to illuminate and make easily discernible the appearance and conduct of all persons on or about the establishment.

#### **BUSINESS OPERATION**

1. Hours of operation shall be limited to 4:00 a.m. to midnight. Before any change is made in these hours of operation, approval by the Planning Commission shall be obtained by Applicant.

#### **GENERAL REQUIREMENTS**

1. Any violation of these conditions of approval or the Monrovia Municipal Code may be subject to the Administrative Fine Ordinance, other available remedies and/or revocation or modification of this permit at the discretion of the City Attorney and City Prosecutor.
2. In addition to Planning (Data Sheet No. 1) and Public Works (Data Sheet No. 2) conditions of approval, the Applicant shall also comply with all requirements of the Monrovia Municipal Code, Building Division and Fire Department that are directly applicable to the project.
3. The term "Applicant" as used herein shall include the applicant, the property developer and all successors in interest to this conditional use permit.
4. This CUP may be called for review, including modification or revocation, at any time by City Staff, the City Council, or Planning Commission if a violation of the approved conditions or the Monrovia Municipal Code (MMC) is alleged, or if it is alleged that the establishment, or its patrons, are creating a public nuisance, and such violation or public nuisance is verified as valid by the Police Department, Code Enforcement, or other City department. In addition to any other remedy

available to the City, security measures may be required such as adding an employee to monitor the area where problems are occurring.

5. Indemnification. As a condition of approval, Applicant agrees to defend, indemnify, protect and hold harmless City, its officers, officials, employees, agents and volunteers from and against any and all claims, actions, or proceeding against the City, its officers, officials, employees, agents and/or volunteers to attack, set aside, void or annul, an approval of the City, Planning Commission or City Council concerning this permit and the project. Such indemnification shall include damages, judgments, settlements, penalties, fines, defensive costs or expenses, including, but not limited to, interest, attorneys' fees and expert witness fees, or liability of any kind related to or arising from such claim, action, or proceeding. The City shall promptly notify the Applicant of any claim, action, or proceeding. Nothing contained herein shall prohibit City from participating in a defense of any claim, action or proceeding. The City shall have the option of coordinating the defense, including, but not limited to, choosing counsel for the defense at Applicant's expense.
6. The Applicant shall, within 30 days after approval by the Planning Commission, submit to the Community Development Department his/her written consent to all of the conditions of approval contained in Data Sheet Numbers 1 and 2. This CUP shall be void and of no force or effect unless such written consent is submitted to the City within the 30 day period.
7. The use or development associated with this CUP shall begin within one (1) year after its approval or it will expire without further action by the City.
8. All of the above conditions shall be complied with prior to commencement of the operation, unless an earlier compliance period is specified as part of a condition.





## DATA SHEET 2

## Public Works Conditions

CUP2015-08 (Drive-Thru)  
CUP2015-09 (Late Night Operation)

860 W. Foothill Blvd.

Development shall be subject to the conditions of approval listed below. The conditions shall be compiled with prior to the commencement of operations, unless an earlier or later compliance period is specified as part of a condition. The term "Applicant" shall include, without limitation, the applicant, the property developer, the property owner, and all successors in interest to this conditional use permit.

### Engineering Conditions

1. Submit existing site plan, topographic map of the project site, grading, drainage and utility plan to the Building Department for review and approval. The plans shall indicate existing and proposed structures, and all existing and proposed utilities such as gas, water and sewer line applicable within the project site. Applicant should be aware of a public sewer crossing the property near the overhead Southern California Edison overhead facilities. The plans shall be prepared on a maximum 24" x 36" sheets with City standard title block stamped and signed by a Registered Professional Civil Engineer in the State of California. The submittal of the plans shall include: required design calculations, geotechnical report, construction cost estimate, a plan check fee, and an inspection fee. The final submittal for final approval shall include the approved site, grading, drainage and utility plans on Mylar. The Mylar copy shall be approved by the Community Development and Public Works Department. Upon approval of the Mylar copy, applicable permit such as grading or construction permit will be issued. The applicant shall use the assigned drawing number G-\_\_\_ for this project. Partial or incomplete submittals will not be accepted. All site plans, grading plans, and drainage plans shall be coordinated for consistency prior to issuance of any permits.
2. Applicant shall remove and replace any public curb, gutter, sidewalk, driveway approach or pavement found by the City Engineer to be broken, uplifted, damaged or not meeting ADA standards and construct improvements as required, per City standard drawings to match existing improvements on adjacent properties. All ADA requirements shall be satisfied by the Applicant.
3. The City requires the restoration of the existing street pavement after utility installation and other street location such as pavement damaged by the construction operation of this project. Restoration is required from the outer limits of the area covering and encompassing all the utility cuts as shown on the plans, but actual limits shall be determined out in the field by City Engineer. Restoration of asphalt pavement may be up to 2-inch pavement grind and 2-inch asphalt overlay and/or Type II slurry seal, removal and replacement of existing pavement as determined by the City Engineer during field inspection.
4. All work such as, but not limited to demolition, construction and improvements within the public right-of-way shall be subject to review and approval of the Public Works Department, and will require construction and encroachment permits from the City's Public Works Department, prior to start of any construction. All work within the public right-of-way shall be in accordance with applicable standards of the City of Monrovia,

Standard Specifications for Public Works Construction (Green Book, latest edition) and the Manual on Uniform Traffic Control Devices (MUTCD, latest edition), whichever is applicable and further that construction equipment ingress and egress be controlled by a plan approved by the City Engineer. Applicant shall pay all applicable fees for Engineering Division services such as plan check fee and construction inspection fee as applicable.

5. All grading is to be done under the supervision of a licensed engineer in the State of California qualified in soils field. Upon completion of the grading, the Soils Engineer shall file a certification with the Building and Safety Department that he/she supervised the grading and that the grading was done pursuant to the City of Monrovia Municipal Code, Chapter 15.28, and the grading plan approved by the City.
6. Applicant shall provide an analysis and construct required infiltration and/or treatment of storm water from impervious surfaces prior to reaching direct connections leading to the main storm drainage system.
7. All required mitigation measures identified in the soils engineer's and geologist's reports shall be incorporated into the grading/drainage plans and made a part thereof. Drainage devices shall be designed to handle and prevent erosion from damaging the proposed structure and surrounding neighborhood.
8. Project drainage shall be collected on site and be discharged to an outlet approved by the City of Monrovia Department of Public Works. Site drainage discharge shall be subject to the requirements of the City of Monrovia Storm Water Management and Discharge Control Ordinance. Site drainage discharge shall not adversely affect off-site drainage structures. Design and construction of off-site drainage structures from this project shall be performed to the satisfaction of the City Engineer.
9. Prior to submittal of a grading plan for plan check, Applicant shall provide geotechnical report that addresses earthwork and foundation recommendations, including but not limited to, earthwork, retaining walls and foundation construction. The geotechnical report shall include data regarding the nature, distribution and strengths of existing soils, conclusions and recommendations for grading procedures, design criteria for and identified corrective measures, and opinions and recommendations regarding existing conditions and proposed grading. The report shall also include subsurface geology of the site, degree of seismic hazard if any, conclusions and recommendations regarding the effect of geologic conditions on the proposed development, opinions and recommended design criteria to mitigate any identified geologic hazards including locations of surface and subsurface fault lines in the area as applicable.
10. Applicant shall submit a utility plan showing all proposed utility cuts for services such as Water, Sewer, Gas, Edison, Telephone, Cable TV, etc. The Utility plan/Grading plan shall be submitted and approved prior to issuance of grading permits. Private or public utility plans including sewer, water, gas, including all abandoned, or to be removed facilities, etc. for the proposed development shall be submitted for review and approval by the City Engineer. Applicant shall pay all applicable fees for Engineering Division services for issuance of Public Works permits. All utility easements crossing the property including but, not limited to Southern California Edison and the City of Monrovia must be accurately shown on the plans. Submit a Title Report for verification of all basements.
11. This project shall obtain water service from the City of Monrovia. Apply to the City's Utilities Division for new water services and for removal of all unused meters by the

City. Construction costs will be based on actual time and material incurred by the City. Advance fee or deposit will apply upon request of any water service.

12. The Applicant shall install sanitary sewers to connect to Monrovia's sewer system to serve the development to the specifications of the City Engineer. The applicant shall connect all buildings to the public sewer and cap off all abandoned laterals at the main sewer line to the satisfaction of the City Engineer. Indicate on the Site/Grading/Utility plan the work to be done by Applicant. A CCTV inspection of the existing and newly installed sewer line connection to the main line is required prior to approval of the project.
13. The Applicant shall comply with the requirements of MMC Section 13.12.015 Non-Storm Water Discharges, Section 13.12.02 Deposit or Discharge of Specified Substances Prohibited, Section 13.12.030 Grease Traps Required and Section 13.12.040 Maintenance of Sewer Laterals. All sewer laterals shall be maintained by the owner of the property served by such lateral in a safe and sanitary operating condition so that there is no seepage of water at any point up to and including the junction of the sewer lateral and sewer main so that passage of waste through the lateral to the sewer main is free from stoppage and obstruction; all devices and safeguards required for the operation of sewer laterals shall be maintained in good working order. The Applicant shall provide the Department of Public Works a copy of a closed circuit television inspection report of the condition of the existing sewer lateral. Prior to CCTV, the owner/applicant shall notify the Department of Public Works 24-hours in advance, requesting to have the Public Works Inspector on site to witness the CCTV inspection. If the sewer lateral needs repair, it shall be completed to the satisfaction of the City Engineer prior to commencement of the applicant's operation or prior to issuance of certificate of occupancy.
14. Applicant shall provide a Transportation Plan formalizing the approved truck route, staging areas, radio control points and manpower, street sweeping activities along with loading/unloading of supplies/materials and parking for contractors and employees in/on and around the site prior to issuance of any demolition, grading, construction or encroachment permits for the project.
15. Applicant shall include on the site plan the following striping and signage: Stop bar, Stop legend, Stop sign, "Right Turn Only," and "Do Not Enter" legend at the exit of the Drive-Thru, a double yellow centerline from Foothill Blvd entrance to the ADA path of travel channelizing the exiting and entering movements to and from Foothill Blvd, Ballars protecting the Northerly outdoor seating from vehicles entering from Foothill Blvd and "Keep Clear" legend for the exiting lane to Madison Avenue.

### **Environmental Conditions**

16. Applicant shall comply with the requirements of the City's Stormwater Management Ordinance, MMC 12.36 and the Los Angeles County Municipal Storm Water National Pollutant Discharge Elimination System (MS4 NPDES) Permit issued by California Regional Water Quality Control Board, Los Angeles Region.
17. The Applicant shall integrate Best Management Practices to ensure compliance with NPDES guidelines and the City's Stormwater Management Ordinance, MMC 12.36 to the satisfaction of the City Engineer, prior to the issuance of the grading permit. The design, implementation, construction activities and maintenance of the management devices shall mitigate and reduce pollutants in storm water discharges to the maximum extent practicable and shall be identified on a "site specific mitigation plan". Site

Specific Mitigation Plan must specifically address and provide best management practices (BMPs) either structural or non-structural to mitigate pollutants.

18. The Applicant shall maintain the drainage devices such as paved swales, inlets, catch basins, pipes, and water quality devices as applicable in a good and functional condition to safeguard the adjoining properties from damage and pollution.
19. For projects which disturb soil during wet season (October 1- April 15), Applicant must submit a signed certification statement declaring that contractor will comply with Minimum Best Management Practices (BMPs) required by the National Pollutant Discharge Elimination System (NPDES), and also submit a Local Storm Water Pollution Prevention Plan/Wet Weather Erosion Control Plan.
20. The project demolition activities shall comply with the City's Construction and Demolition Recycling Program (C&D Recycling Program) by filing an application and submitting a deposit to Public Works Environmental Services prior to issuance of permits. The C&D Recycling Program requirements are enclosed as an attachment and made part of the Conditions of Approval.
21. Building, demolition, and grading permits will not be issued until the Applicant provides the City with the required forms and the waste management plan has been reviewed and approved by the Environmental Services. If the applicant chooses not to participate in the C& D Recycling Program, then the hauler must be identified on the demolition, building and grading plans. The C&D Recycling Program requirements are enclosed as an attachment and made part of the conditions of approval.
22. Trash containers shall be enclosed to prevent discharge of trash, and be equipped with lids, or screened, roofed or walled, and runoff should be diverted around trash areas to avoid flow through. Trash enclosure drainage if any should be directed to vegetative areas whenever feasible.



## **CONDITIONAL USE PERMIT 2015-08 (Drive Thru)**

As required by Section 17.52.290 of the Monrovia Municipal Code, the decision for granting Conditional Use Permit No. CUP2015-08 for a 950 square foot drive thru coffee shop with 10 parking spaces located at 860 West Foothill Boulevard is based on the following findings:

- A. The project site is adequate in size, shape and topography for the development of a 950 square foot drive thru coffee shop with 10 parking spaces. The site has sufficient width, depth and lot area to accommodate this type of development.
- B. The project site has sufficient access to streets and highways, adequate in width and pavement type to carry the quantity and quality of traffic generated by this 950 square foot drive thru coffee shop with 10 parking spaces with one ingress and egress access onto Foothill Boulevard and one ingress and egress access onto Madison Avenue.
- C. The 950 square foot drive thru coffee shop with 10 parking spaces will be compatible with the General Plan and will not adversely impact the objectives of the General Plan specifically the NC designation.
- D. The 950 square foot drive thru coffee shop with 10 parking spaces will comply with the applicable provisions of the zoning ordinance.
- E. The proposed location of the 950 square foot drive thru coffee shop with 10 parking spaces and the conditions under which it will be operated or maintained will not be detrimental to the public health, safety or welfare, nor will it be materially injurious to properties or improvements in the vicinity, with the conditions of approval imposed. The area is mainly commercial uses, with school use to the south.

## **CONDITIONAL USE PERMIT 2015-09 (Late-Night Operation)**

As required by Section 17.52.290 of the Monrovia Municipal Code, the decision for granting the conditional use permit for the drive-thru operation at 860 West Foothill Boulevard is based on the following findings:

- A. The project site is adequate in size, shape and topography for late night operation. The proposed layout of the restaurant will be able to accommodate the late night operation on the site in a manner that works well with the site and the surrounding land uses.

- B. The project site has sufficient access to streets and highways, adequate in width and pavement type to carry the quantity and quality of traffic generated by the late night operation. The access to and from the site will be designed in a manner that interacts well with the existing traffic on the surrounding streets. West Foothill Boulevard and Madison Avenue are adequate to carry the quantity and quality of traffic generated by the late night operation.
- C. The late night operation is compatible with the General Plan and will not adversely impact the objectives of the General Plan. The coffee shop with late night operation is a permitted use in the NC zone.
- D. The late night operation of the coffee shop will comply with the applicable provisions of the zoning ordinance, with approval of a conditional use permit and the conditions on the Data Sheets.
- E. The proposed location of the coffee shop and the conditions under which it will be operated or maintained will not be detrimental to the public health, safety or welfare, nor will it be materially injurious to properties or improvements in the vicinity, as the site is in a commercial zone and is adjacent to non-residential uses and has operated in a similar fashion for many years. The conditions of approval will ensure that the use will be compatible with the surrounding area.



# DATA SHEET 4

# Surrounding Land Uses

CUP2015-08/CUP2015-09

860 West Foothill Boulevard

## Property Description:

Located on the south east corner of West Foothill Boulevard and Madison Avenue. The lot measures approximately 112' wide on West Foothill Boulevard and 150' deep on Madison Avenue for a lot area of 16,885 square feet and is developed with a drive thru restaurant.

## Zoning

Subject site:

NC (Neighborhood Commercial)

Surrounding pattern:

north: NC (Neighborhood Commercial)

south: ~~Monrovia High School~~ Monrovia School District Bus Dispatch Yard

east: RH (Residential High) Density

west: NC (Neighborhood Commercial)

## Land Use

Subject site:

Drive thru coffee shop (Starbucks)

Surrounding pattern:

north: Commercial Condominium

south: Monrovia High School

east: Commercial Condominium

west: Gas Station

Environmental Determination:

Categorical Exemption Class 3

Applicable Ordinance Regulations:

MMC 17.52.020 Planning Commission Authority for CUP



## **PLANNING COMMISSION STAFF REPORT**

**APPLICATION:** CUP2015-08/CUP2015-09      **AGENDA ITEM:** PH-2  
**PREPARED BY:** Teresa Santilena      **MEETING DATE:** July 15, 2015  
Assistant Planner

---

**SUBJECT:** Conditional Use Permit CUP2015-08 (Drive-thru)/Conditional Use Permit CUP2015-09 (Late Night Operation)  
860 West Foothill Boulevard

**REQUEST:** Approve conditional use permits to construct a 950 square foot drive-thru coffee shop (Starbucks), operating during late-night hours (4:00 AM to 6:00 AM). The existing building will be demolished. This property is located in the NC (Neighborhood Commercial) zone.

**APPLICANT:** Blake Megdal (c/o Elliot Megdal & Associates)  
252-C South Beverly Drive  
Beverly Hills, CA 90212

**ENVIRONMENTAL DETERMINATION:** Categorical Exemption (Class 3)

**BACKGROUND:** Starbucks Corporation is proposing the development of a 950 square foot restaurant with a drive-thru, operating during late night hours (4:00 a.m. to 6:00 a.m.). CUPs are required for the drive-thru and for any commercial use that operates between the hours of midnight and 6:00 a.m. (M.M.C. §§ 17.44.053 and 17.44.103).

**SUBJECT PROPERTY:** The property is located on the southeast corner of West Foothill Boulevard and Madison Avenue. The parcel measures approximately 16,885 square feet with approximately 112 feet of frontage on Foothill Boulevard and 150 feet of frontage on Madison Avenue. The parcel is zoned NC (Neighborhood Commercial).

Surrounding property zoning is NC to the north and west. The property to the north (across Foothill Boulevard) is improved with a commercial center and the property to the west (across Madison Avenue) is improved with a gas station. The property to the east is zoned RH (Residential High) Density and is currently improved with an office building for professional services. Monrovia High School is located on the property to the south.

**DISCUSSION/ANALYSIS:** The parcel is currently improved with The Burger Shack restaurant, which has a drive-thru, and 21 parking spaces. The existing structure was built in 1952 and is situated toward the west property line. The existing building will be demolished and the new 950 square foot drive-thru Starbucks will be situated toward the east property line.

The proposed hours of operation will be from 4:00 a.m. until midnight. Both the drive-thru and late night operation require approval of conditional use permits. "Late night" operation is



defined in the Zoning Ordinance as businesses that operate between 12 midnight and 6:00 a.m. Although the site is located within 100' of a residential zone, which triggers the need for the conditional use permits, there are no residential developments adjacent to the site.

### ***Site Plan***

The proposed Starbucks building will be situated towards the east property line to maximize the number of vehicles to queue in the drive-thru. The drive-thru will wrap around the building on the south and will continue north along the east side of the building, where orders will be picked up. It will be accessed via Foothill Boulevard and Madison Avenue from the existing driveway approaches.

A walk-up order window will be situated on the west side of the building. No seating will be provided inside the building, however, tables and chairs will be located on the north, west and south sides of the exterior of the building.

A 10' wide landscaped area will be located along both street frontage property lines and a 5' landscaped area will separate the property from high school parking lot to the south. A 6' landscaped area will also be located on the east property line separating the site from the east property. A landscape and irrigation plan will be required as a condition of approval as indicated on the attached Data Sheet 1. Pursuant to AB1881, the landscape plan will have to meet the standards outlined in the Water Efficiency Landscape Ordinance.

### ***Floor Plan/Elevations***

Customers will not be served in the interior of the building, all customer transactions will take place at either the walk-up or drive-thru window. Two restrooms will be accessible to the public from the west side of the building. The remaining interior of the building consists of a backbar, workroom and storage area.

The building ranges in heights from 18' to 11' with the tallest elevation facing Foothill Boulevard on the north side and steps down to the lowest walls on the south end of the building. The exterior materials consist of a mixture of stucco and wood with awnings over the walk-up and drive-thru windows. A reclaimed wood detail will wrap around the exterior from midway through the east elevation, around the north elevation, to midway through the west elevation. Landscaping pockets to accommodate plant growth are proposed for the east and west elevations.

### ***Queueing/Parking***

Staff gave careful consideration to the location of the drive-thru driveway in an effort to minimize conflicts with the traffic generated by the high school. A queue length analysis based on a similar Starbucks operation was prepared to estimate the average number of cars in the drive-thru queue during peak hours. The analysis concludes that based upon a service rate of 32 seconds per vehicle and 90 vehicles served per hour, the 85<sup>th</sup> percentile queue length is approximately 8 vehicles. Locating the building on the east side of the parcel will allow more vehicles to queue for the drive-thru. The drive-thru driveway is expected to accommodate 10 vehicles, exceeding the Starbucks Corporation standard of 8 vehicles. To further reduce traffic conflicts, directional signage will be placed on the site, and exiting from the Foothill Boulevard driveway will require a right-turn only. Additionally, as a condition of approval, the Development Review Committee will review the use within three months from the date the business commences. The review will focus on traffic impacts.

The parking will be located on the west side of the property and will be accessed via the driveways from Foothill Boulevard and Madison Avenue. The 10 spaces proposed meet the minimum number of spaces required for fast food restaurants. There is one accessible space located at the northeast of the parking lot.

**Conclusion**

The drive-thru Starbucks will be located on the highly visible Foothill Corridor. The use is permitted in the Neighborhood Commercial zone. The proposed plan utilizes attractive materials and has been designed to maximize queueing and minimize traffic conflicts with the high school.

**RECOMMENDATION:** Staff recommends approval of the project. If the Planning Commission concurs with this recommendation then, following the public hearing, the adoption of the following resolution is appropriate:

The Planning Commission of the City of Monrovia hereby finds, determines and resolves as follows:

1. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the Planning Commission in the exercise of its independent judgment finds that CUP2015-08 and CUP2015-09 are categorically exempt from CEQA under Class 3.
2. The Planning Commission finds that the custodian of records for all other materials that constitute the record of proceeding upon which this decision is based is the Planning Division Manager. Those documents are available for public review in the Planning Division located at 415 South Ivy Avenue, Monrovia, California, 91016.
3. The Planning Commission in the exercise of its independent judgment hereby makes the findings listed on attached Data Sheet No. 3 for CUP2015-08 and CUP2015-09, which are incorporated herein by this reference.
4. The Planning Commission approves CUP2015-08 and CUP2015-09 subject to the attached Planning Conditions on Data Sheet No. 1, Public Works Conditions on Data Sheet 2 and recommendations in the Staff Report, all of which are incorporated herein by this reference.

**MOTION:**

**Adopt the Resolution CUP2015-08 and CUP2015-09, as presented in the Staff Report.**

# ENGINEERING AND TRAFFIC SURVEY

CITY OF MONROVIA



**FOOTHILL BOULEVARD**

**5TH STREET TO MAYFLOWER AVENUE**

DATE: 12/1/2006

SURVEY BY: C. BUENDIA

TIME: 11:45 AM - 12:30 PM

CHECKED BY: JERRY STOCK

<b>PREVAILING SPEED DATA</b>	
LOCATION OF SURVEY	EAST OF MADISON
DATE OF SURVEY	12/1/2006
85th PERCENTILE	40.7 MPH
10 MPH PACE	32 - 41 MPH
PERCENT IN PACE	77.3 %
POSTED SPEED LIMIT	35 MPH

<b>ACCIDENT HISTORY</b>	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	4
TOTAL ACCIDENTS	17
ANNUAL ACCIDENT RATE	1.33 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.23 ACCIDENTS PER MVM (SPEED RELATED ONLY)

<b>TRAFFIC FACTORS</b>	
AVERAGE DAILY TRAFFIC	26,000
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - 5TH / MADISON / VIOLET / MAYFLOWER
CROSSWALKS	AT 5TH / SUNSET / VIOLET / MAYFLOWER / MADISON
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES - TRUCK ROUTE
ON-STREET PARKING	YES
OTHER	AREAS OF RED CURB

<b>ROADWAY FACTORS</b>	
LENGTH OF SEGMENT (MILES)	0.62
VERTICAL CURVE	VERY SLIGHT UPHILL / DOWNHILL GRADES
HORIZONTAL CURVE	NONE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	SHORT DISTANCE BETWEEN INTERSECTION (north-side)

<b>ADJACENT LAND USE</b>	RESIDENTIAL / COMMERCIAL
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<b>RECOMMENDED SPEED LIMIT</b>	35 MPH
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<b>SPEED LIMIT CHANGE</b>	NO CHANGE
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**JUSTIFICATION:**  
 This portion of Foothill Boulevard is a four lane roadway. It has a 35 mph speed limit. The adjacent land uses are residential and heavy commercial. Field observations include many intersecting street on north-side of roadway, heavy truck traffic, and heavy driveway access. The speed survey resulted with an 85th percentile speed of 40.7 mph and a 10 mph pace range 32 to 41 mph. Keeping consistency with speeds of adjacent segments, 10 mph pace, four speed related accidents, and engineering judgment, it is recommended that the existing 35 mph remain.

# RADAR SPEED DISTRIBUTION SHEET



CITY OF MONROVIA  
FOOTHILL BOULEVARD

5TH STREET TO MAYFLOWER AVENUE

DATE: 12/1/2006

SURVEY BY: C. BUENDIA

TIME: 11:45 AM - 12:30 PM

CHECKED BY: JERRY STOCK

SPEED	NUMBER OF VEHICLES					VEH.	PCT.	CUM. PCT.
	5	10	15	20	25			
60								100.0%
								100.0%
								100.0%
								100.0%
								100.0%
55								100.0%
								100.0%
								100.0%
50								100.0%
	X X					2	1.0%	100.0%
	X X					2	1.0%	99.0%
	X					1	0.5%	98.0%
	X					1	0.5%	97.5%
45	X X X					3	1.5%	97.0%
	X X X X X					5	2.5%	95.5%
	X X X X X					5	2.5%	92.9%
	X X X X X X X X X					8	4.0%	90.4%
	X X X X X X X X X					8	4.0%	86.4%
40	X X X X X X X X X X X X					12	6.1%	82.3%
	X X X X X X X X X X X X X X					15	7.6%	76.3%
	X X X X X X X X X X X X X X X X X					18	9.1%	68.7%
	X X X X X X X X X X X X X X X X X X X					20	10.1%	59.6%
	X X X X X X X X X X X X X X X X X					17	8.6%	49.9%
35	X X X X X X X X X X X X X X X X					17	8.6%	40.9%
	X X X X X X X X X X X X X X X X					16	8.1%	32.3%
	X X X X X X X X X X X X X X X X X X					20	10.1%	24.2%
	X X X X X X X X X X					10	5.1%	14.1%
	X X X X X X X X					8	4.0%	9.1%
30	X X					2	1.0%	5.1%
	X X X X X					5	2.5%	4.0%
	X					1	0.5%	1.5%
	X X					2	1.0%	1.0%
25								0.0%
								0.0%
								0.0%
								0.0%
20								0.0%
								0.0%
								0.0%
15								0.0%
TOTAL VEHICLES						198		

UPPER LIMIT 10 MPH PACE:	41	MPH	85th PERCENTILE SPEED:	40.7	MPH
LOWER LIMIT 10 MPH PACE:	32	MPH	MEDIAN SPEED:	36.1	MPH
PERCENT OVER PACE:	17.7	%	15th PERCENTILE SPEED:	32.1	MPH
PERCENT IN PACE:	77.3	%			
PERCENT UNDER PACE:	9.1	%			



TO: TERESA SANTILENA, ASSISTANT PLANNER

FROM: DOMINIC MILANO

DATE: AUGUST 4, 2015

RE: SUGGESTED MITIGATION TO SPECIFIC TRAFFIC MOVEMENTS FOR PROPOSED STARBUCKS PROJECT

The following are the Suggested Mitigations to Specific Traffic Movements:

- Left turns out of project on to Madison blocking south bound traffic on Madison.
  - Restrict Driveway to Right (North Bound) movements only during peak hours (AM and/or PM) for the Project or for the High School by temporarily stalling during peak times Right Turn Only signs.
  - Enforcement will be difficult.
  
- Left turns into the Project from Madison blocking south bound traffic on Madison.
  - Temporary block the entry side of the Madison Driveway to traffic during peak hours (AM and/or PM) for the Project or for the High School with cones or barricades. Restrict left turn outs also if necessary.
  - If the problem persists beyond the school's peak hours, then permanently close the entry side of the driveway and restrict exiting to right turn only.
  
- Foothill entering and exiting becomes an issue.
  - The exiting on Foothill is proposed to be restricted to right turns in and out. If the right turn out is not being adhered to, then the west bound turn pocket on Foothill to south bound Madison should be improved with the installation of large 8" raised yellow pavement markers on the centerline. These large pavement markers generally stop vehicles from crossing.

- The Developer has agreed to widen the drive approach on Foothill from approximately 20 feet to 30 feet in order to improve turning movements into the Project from the West.
- Foothill turn pocket length is not adequate.
  - The existing West bound Foothill to South bound Madison is approximately 50 feet which can accommodate 2-3 vehicles. If this distance is not adequate, it may be possible to double the length of the turn pocket and still maintain turning movements into the Dentist Office. Parking in front of the Dentist Office would have to be eliminated. An Engineering Study with traffic volumes would need to be presented with formal City Council action to implement.





ALL SITE CONCEPTS, SITE PLANS AND UTILITIES SUBJECT TO THE REVIEW OF ALL LOCAL, COUNTY AND STATE AGENCIES. LOCAL AND STATE PERMITS ARE SUBJECT TO FIELD INSPECTIONS BY A LICENSED PROFESSIONAL ENGINEER.

PROJECT INFORMATION SHEET (PIS) SHEET 001



1 CONCEPTUAL SITE PLAN  
SCALE: 1/4" = 1'-0" (20:1)



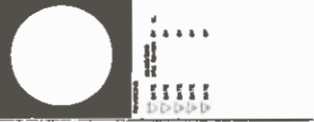
### PROJECT DATA

PROJECT NO. 2023-001  
 CLIENT: STARBUCKS CORPORATION  
 ADDRESS: 12345 MAIN STREET, SUITE 100, SAN FRANCISCO, CA 94102  
 DATE: 08/15/2023  
 DRAWN BY: J. SMITH  
 CHECKED BY: A. JONES  
 PROJECT DESCRIPTION: NEW DRIVE-THRU STARBUCKS STORE WITH 20 CAR PARKING SPACES AND 20' WIDE DRIVEWAY. THE SITE IS ADJACENT TO EXISTING DEVELOPMENT AND IS SUBJECT TO THE REVIEW OF ALL LOCAL, COUNTY AND STATE AGENCIES. LOCAL AND STATE PERMITS ARE SUBJECT TO FIELD INSPECTIONS BY A LICENSED PROFESSIONAL ENGINEER.

### LEGEND

- 1. EXISTING DRIVEWAY
- 2. EXISTING DRIVEWAY
- 3. EXISTING DRIVEWAY
- 4. EXISTING DRIVEWAY
- 5. EXISTING DRIVEWAY
- 6. EXISTING DRIVEWAY
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- 9. EXISTING DRIVEWAY
- 10. EXISTING DRIVEWAY
- 11. EXISTING DRIVEWAY
- 12. EXISTING DRIVEWAY
- 13. EXISTING DRIVEWAY
- 14. EXISTING DRIVEWAY
- 15. EXISTING DRIVEWAY
- 16. EXISTING DRIVEWAY
- 17. EXISTING DRIVEWAY
- 18. EXISTING DRIVEWAY
- 19. EXISTING DRIVEWAY
- 20. EXISTING DRIVEWAY

### VICINITY MAP



**ELLIOTT MEDICAL & ASSOCIATES**  
 2500 COLTON AVENUE, SUITE 100  
 BERKELEY, CA 94705  
 TEL: (925) 835-7800  
 FAX: (925) 835-7801

**NEW CONSTRUCTION FOR DRIVE-THRU STARBUCKS**  
 PROJECT NO. 2023-001  
 CLIENT: STARBUCKS CORPORATION  
 ADDRESS: 12345 MAIN STREET, SUITE 100, SAN FRANCISCO, CA 94102

**COURTNEY+LE ARCHITECTS**  
 1000 MARKET STREET, SUITE 100  
 SAN FRANCISCO, CA 94102  
 TEL: (415) 774-2200  
 FAX: (415) 774-2201

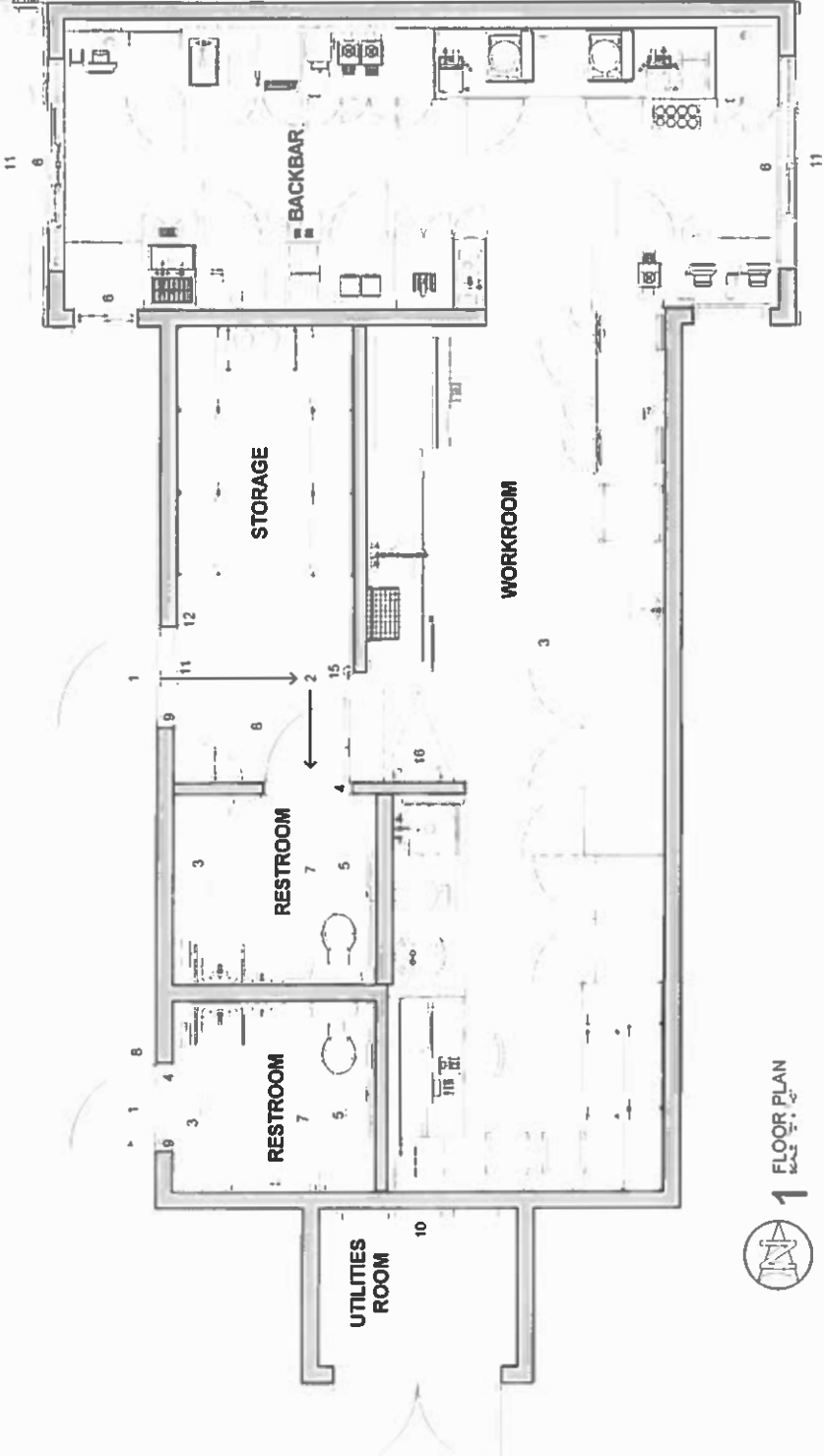
**CONCEPTUAL SITE PLAN**  
 PROJECT NO. 2023-001  
 CLIENT: STARBUCKS CORPORATION  
 ADDRESS: 12345 MAIN STREET, SUITE 100, SAN FRANCISCO, CA 94102

**COURTNEY+LE ARCHITECTS**  
 1000 MARKET STREET, SUITE 100  
 SAN FRANCISCO, CA 94102  
 TEL: (415) 774-2200  
 FAX: (415) 774-2201

**SP**  
 SITE PLAN  
 SHEET 001

# KEYNOTES

- 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
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- 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 11. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 12. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 13. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 14. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
- 15. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.



ELLIOTT MEDICAL & ASSOCIATES  
 100 W. Foothill Blvd  
 Suite 100  
 Pasadena, CA 91105  
 Tel: 626 799 7700

NEW CONSTRUCTION for DRIVE-THRU STARBUCKS

100 W Foothill Blvd  
 Pasadena, CA 91105

FLOOR PLAN

COURTNEY + LE ARCHITECTS

FP FLOOR PLAN

100 W Foothill Blvd  
 Pasadena, CA 91105

100 W Foothill Blvd  
 Pasadena, CA 91105

100 W Foothill Blvd  
 Pasadena, CA 91105

100 W Foothill Blvd  
 Pasadena, CA 91105





✓ 2014  
 ✓ 2015  
 ✓ 2016  
 ✓ 2017  
 ✓ 2018  
 ✓ 2019

**ELLIOT MCGOAL & ASSOCIATES**  
 1822 SOUTH BAYVIEW AVENUE  
 SUITE 100  
 PALM BEACH, FL 33411  
 TEL: (561) 848-1000  
 FAX: (561) 848-1000

**NEW CONSTRUCTION DRIVE-THRU STARBUCKS**  
 1822 SOUTH BAYVIEW Blvd  
 Suite 100  
 Palm Beach, FL 33411

**ELEVATIONS**  
 PROJECT ARCHITECT: COURTNEY & LE ARCHITECTS  
 DRAWN BY: COURTNEY & LE ARCHITECTS  
 CHECKED BY: COURTNEY & LE ARCHITECTS  
 DATE: 08/14/2019

**COURTNEY & LE ARCHITECTS**  
 1000 N. W. 10th Ave., Suite 100  
 Ft. Lauderdale, FL 33304  
 TEL: (754) 561-1111  
 FAX: (754) 561-1112  
 WWW.COURTNEYANDLE.COM

**EL ELEVATIONS**  
 1000 N. W. 10th Ave., Suite 100  
 Ft. Lauderdale, FL 33304  
 TEL: (754) 561-1111  
 FAX: (754) 561-1112  
 WWW.COURTNEYANDLE.COM



SOUTH ELEVATION  
PAGE 10



NORTH ELEVATION  
PAGE 11



EAST ELEVATION  
PAGE 12



WEST ELEVATION  
PAGE 13

**KEY PLAN**

**LEGEND**

- 1. Dark Green Material
- 2. Light Green Material
- 3. Tan Material
- 4. Dark Brown Material
- 5. Light Brown Material



TO: TERESA SANTILENA, ASSISTANT PLANNER  
FROM: DOMINIC MILANO  
DATE: AUGUST 4, 2015  
RE: SUGGESTED MITIGATION TO SPECIFIC TRAFFIC MOVEMENTS FOR PROPOSED STARBUCKS PROJECT

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January 26, 2016

Mr. Blake Megdal  
Megdal Monrovia, LLC  
252 S. Beverly Drive, Suite C  
Beverly Hills, California 90212

**RE: Trip Generation, Trip Distribution, and Intersection Analyses for the Proposed Starbucks at the intersection of Foothill Boulevard and Madison Avenue in the City of Monrovia**

Dear Mr. Megdal:

Albert Grover & Associates (AGA) is pleased to present to you this trip generation, trip distribution, and intersection analysis for the proposed Starbucks to be located on the southeast corner at the intersection of Foothill Boulevard and Madison Avenue in the City of Monrovia. The existing building will be demolished and a new 950 square-foot Starbucks with a drive-through will be constructed on the lot.

Once the Starbucks is operational, it will generate vehicle trips on both Foothill Boulevard and Madison Avenue. To determine how the signalized intersection of Foothill Boulevard/Madison Avenue will perform with the addition of the Starbucks, an intersection analysis was completed.

### **Project Location and Description**

This project, located on the southeast corner of Foothill Boulevard and Madison Avenue, proposes to demolish the existing 2,054 square foot (sf) building and construct a new 950 sf Starbucks with a drive-through on the lot. The project is expected to open within a year. **Figure 1** shows the location of the proposed Starbucks. Access to the proposed Starbucks will be served by one full access driveway on the south side of Foothill Boulevard, east of Madison Avenue, and one full access driveway on the east side of Madison Avenue, south of Foothill Boulevard. The proposed site plan is shown on **Figure 2**.

Intersection analysis was performed to determine if the trips generated by the proposed Starbucks development are expected to cause traffic operations (Level of Service) to degrade significantly at the intersection of Foothill Boulevard/Madison Avenue.

### **Intersection Level of Service Analysis and Methodology**

Level of Service (LOS) for the signalized intersection was determined using Intersection Capacity Utilization (ICU) methodology. This methodology is based on the ratio of the volume of vehicles utilizing the intersection to the overall capacity of the intersection (V/C). The V/C ratio thresholds used to determine the LOS for signalized intersections are shown in **Table 1**.

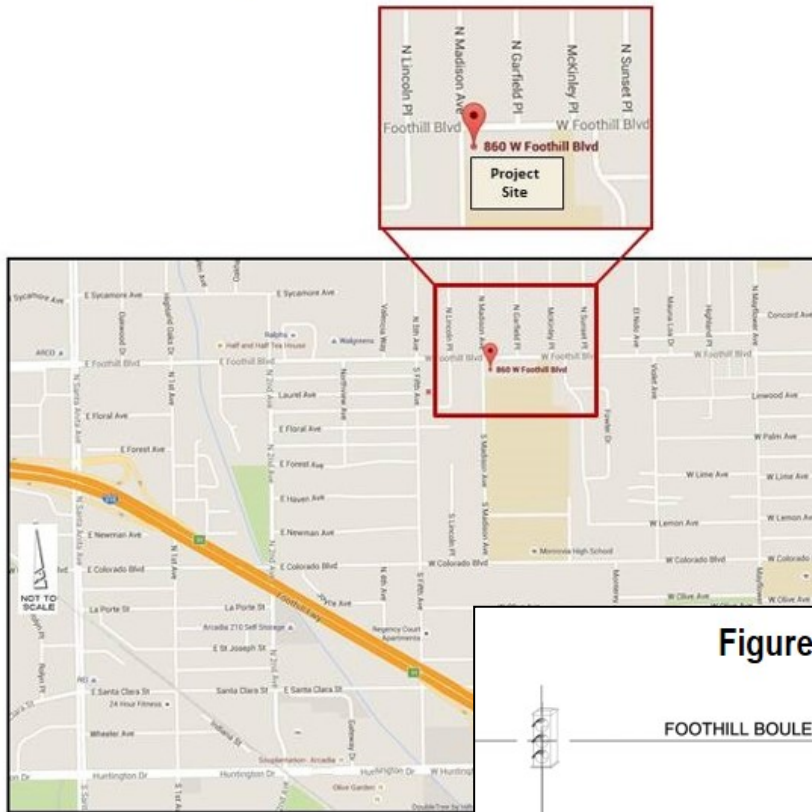
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**TRANSPORTATION CONSULTING ENGINEERS**

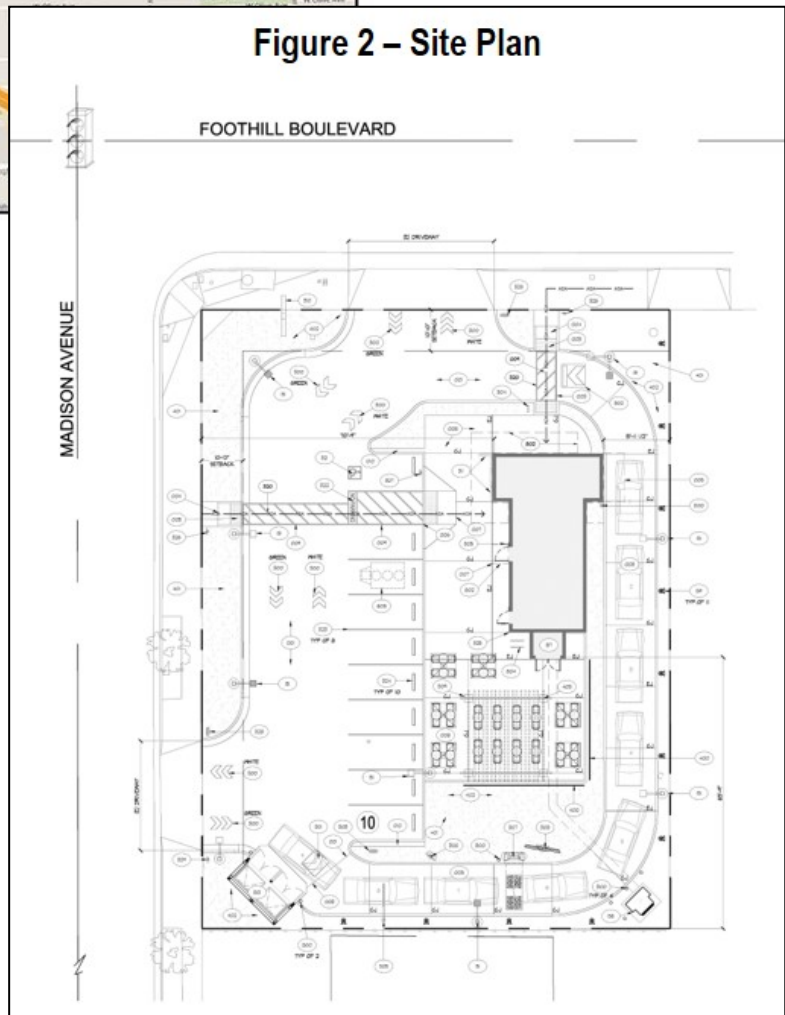
211 Imperial Highway, Suite 208, Fullerton, CA 92835  
(714) 992-2990 FAX (714) 992-2883 E-Mail: [aga@albertgrover.com](mailto:aga@albertgrover.com)



**Figure 1 – Project Location**



**Figure 2 – Site Plan**



**Table 1 – Signalized Intersection LOS Criteria**

LOS	V/C Ratio
A	0 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	> 1.00

Intersection LOS analyses were conducted for existing (2015) conditions with and without the project trips for both the AM and PM peak hours.

**Significant Impact Criteria**

The City of Monrovia uses specific V/C ratio thresholds, provided in **Table 2**, to determine if a project will result in a significant impact.

**Table 2 – Intersection Significant Impact Thresholds**

Pre-Project		Increase in V/C Ratio
LOS	V/C Ratio	
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E/F	> 0.91	0.01 or more

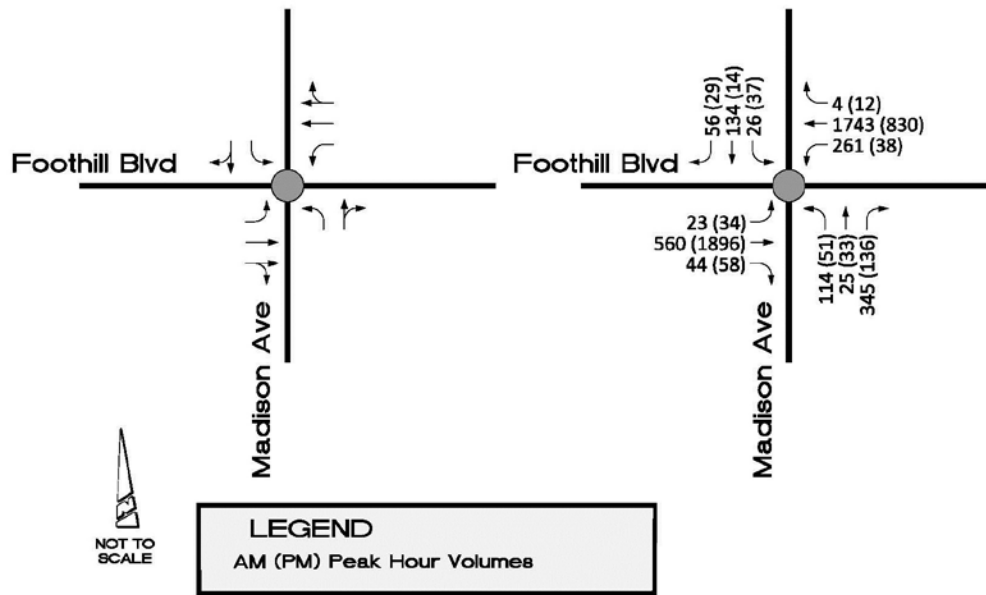
**Existing (Without Project) Level of Service Analysis**

Turning movement counts were collected in the AM and PM peak periods on Wednesday, November 18, 2015, at the intersection of Foothill Boulevard/Madison Avenue. Existing turning movement counts are provided in the Appendix.

The existing lane geometry and turning movement counts for the intersection of Foothill Boulevard/Madison Avenue are shown on **Figure 3**.

Under existing conditions, the signalized intersection operates at LOS E during the AM peak and LOS D during the PM peak periods with V/C ratios of 0.91 and 0.87, respectively. The LOS analysis worksheets for existing conditions are provided in the Appendix.

Figure 3 – Existing Lanes and Turning Movement Counts



**Trip Generation: Theoretical Trips**

To estimate new trips generated by the Starbucks, the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition was used. This manual estimates the number of trips that are generated from a specific land use based on data collected at similar land uses throughout the United States. Trip generation rates are provided for the peak hours of the sites.

Trip generation estimates for the Starbucks with drive-through are based on the ITE Land Use Category "Coffee/Donut Shop with Drive-Through Window" (ITE Land Use 937).

The proposed Starbucks will generate 818.58 daily trips per 1,000 square-feet of gross floor area. In the AM peak period (7:15 AM – 8:15 AM) each 1,000 sf of gross floor space is estimated to attract 100.58 vehicle trips, with 51% of the vehicles entering and 49% exiting. In the PM peak period (5:00 PM – 6:00 PM) each 1,000 sf of gross floor area is estimated to attract 42.80 vehicle trips, with 50% of the vehicles entering and 50% exiting. Based on these criteria, 778 trips are generated daily, 96 trips are generated in the AM peak hour and 40 trips are generated in the PM peak hour.

Theoretical vehicle trips entering and exiting the Starbucks are summarized in Table 3.

Table 3 – Trip Generation: Theoretical Trips

Gross Floor Area (sf)	Daily Trips	AM Trips	PM Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
950	778	96	40	49	47	96	20	20	40

### Trip Generation: Passby Trips

It is important to note that while the above theoretical trip generation represent trips entering and exiting Starbucks driveway accesses, many of the trips are by motorists already on the adjacent streets. As a result, the amount of new traffic added to the roadways by the Starbucks is expected to be less than the theoretical trips generated. Since ITE does not list passby trip rates for Land Use Code 937, Land Use Code 935, "Fast Food Restaurant with Drive-Through Window and No Indoor Seating (Specialized Land Use: Coffee/Espresso Stand)" was used to estimate passby trips. The passby trip rates at the survey locations vary from 83% to 95%. To be conservative, a passby rate of 80% was assumed for each of the analysis periods. The resulting new vehicle trips generated by the Starbucks are shown in **Table 4**.

**Table 4 – New Vehicle Trips (Theoretical Trips Minus Passby Trips)**

Gross Floor Area (sf)	Daily Trips	AM Trips	PM Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
950	156	20	8	11	9	20	4	4	8

Assuming that only 20% of the trips generated by the Starbucks are new vehicle trips, the new peak hour trips generated by the proposed Starbucks is 20 vehicle trips during the AM peak hour and eight vehicle trips during the PM peak hour.

### Trip Distribution and Assignment

Full access driveways to the proposed Starbucks will be provided on Foothill Boulevard and Madison Avenue. Trip distribution for the two driveway accesses adjacent to the intersection of Foothill Boulevard/Madison Avenue was developed.

With the approximate number of vehicles trips generated by the Starbucks known, and based on the existing AM and PM peak hour turning movement distributions, **Figure 4** shows the resulting trip distribution.

Using the number of trips entering and exiting each driveway access, the traffic can be distributed and assigned to a specific route for each trip, as shown in **Figure 5**.

### Existing (With Project) Level of Service Analysis

To evaluate how the intersection will operate when the Starbucks is active, the site generated traffic was added to the existing turning movement counts. **Figure 6** shows the turning movement volumes for the existing plus site generated traffic for the AM and PM peak periods.



Figure 4 - Trip Distribution

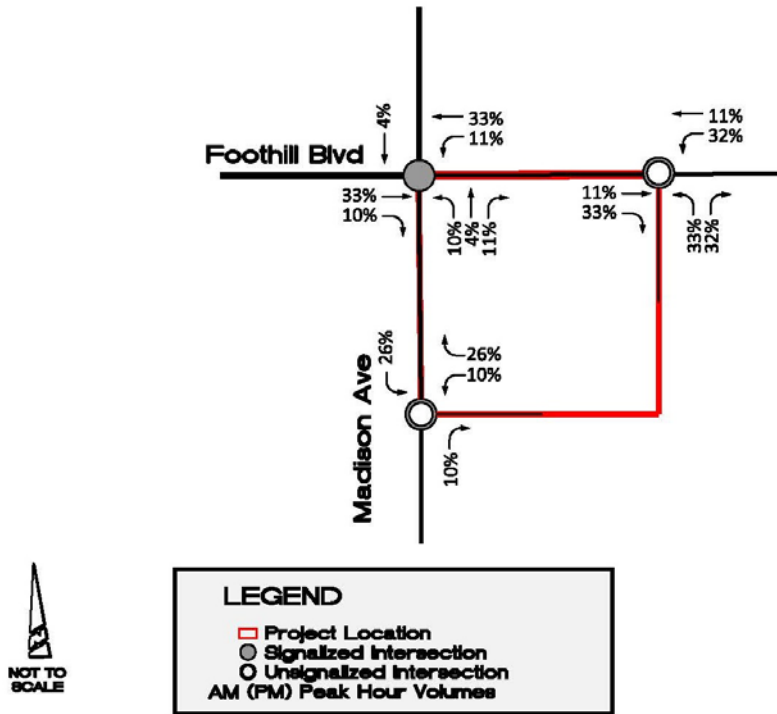


Figure 5 - New Project Trips (Theoretical Trips Minus Passby Trips)

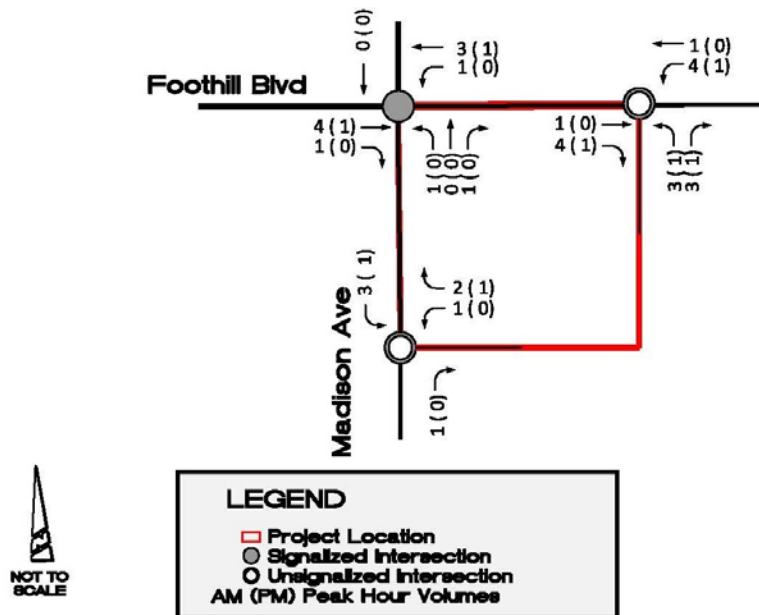
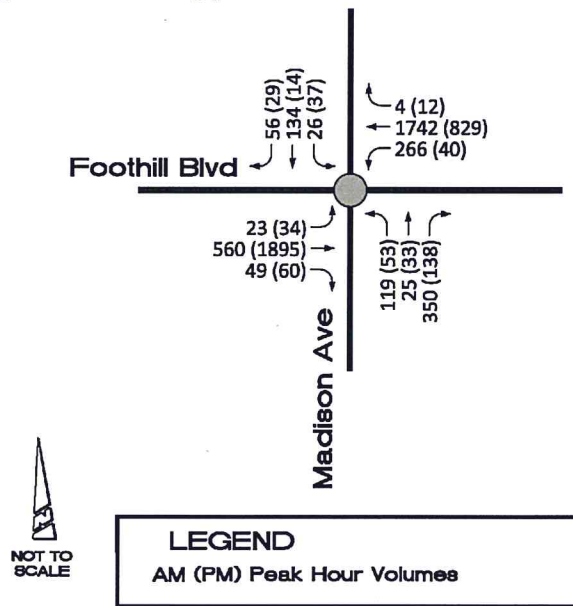


Figure 6 – Existing plus Site Generated Traffic



With the site generated traffic added, the intersection of Foothill Boulevard/Madison Avenue still operates at LOS E during the AM peak and LOS D during the PM peak periods with V/C ratios of 0.91 and 0.87, respectively. The LOS analysis worksheets for the existing plus site condition are provided in the **Appendix**.

**Conclusions**

The intersection of Foothill Boulevard/Madison Avenue currently operates at LOS E in the AM peak period and at LOS D in the PM peak period. The addition of the Starbucks with drive-through in the southeast quadrant of the intersection will not degrade the LOS or change the V/C ratios at this intersection, and it will continue to operate at LOS E (V/C = 0.91) and LOS D (V/C = 0.87) during the AM and PM peak hours, respectively, when the Starbucks is operational.

Should you have any questions regarding this analysis, please contact me.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES

David L. Chen, P.E.  
 Design Engineer

**A  
P  
P  
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N  
D  
I  
X**

**Turning Movement Counts**  
*Existing Conditions 2015*  
**Level of Service Analysis Worksheets**  
*Existing Conditions 2015*  
*Existing Conditions 2015 With Project*





# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

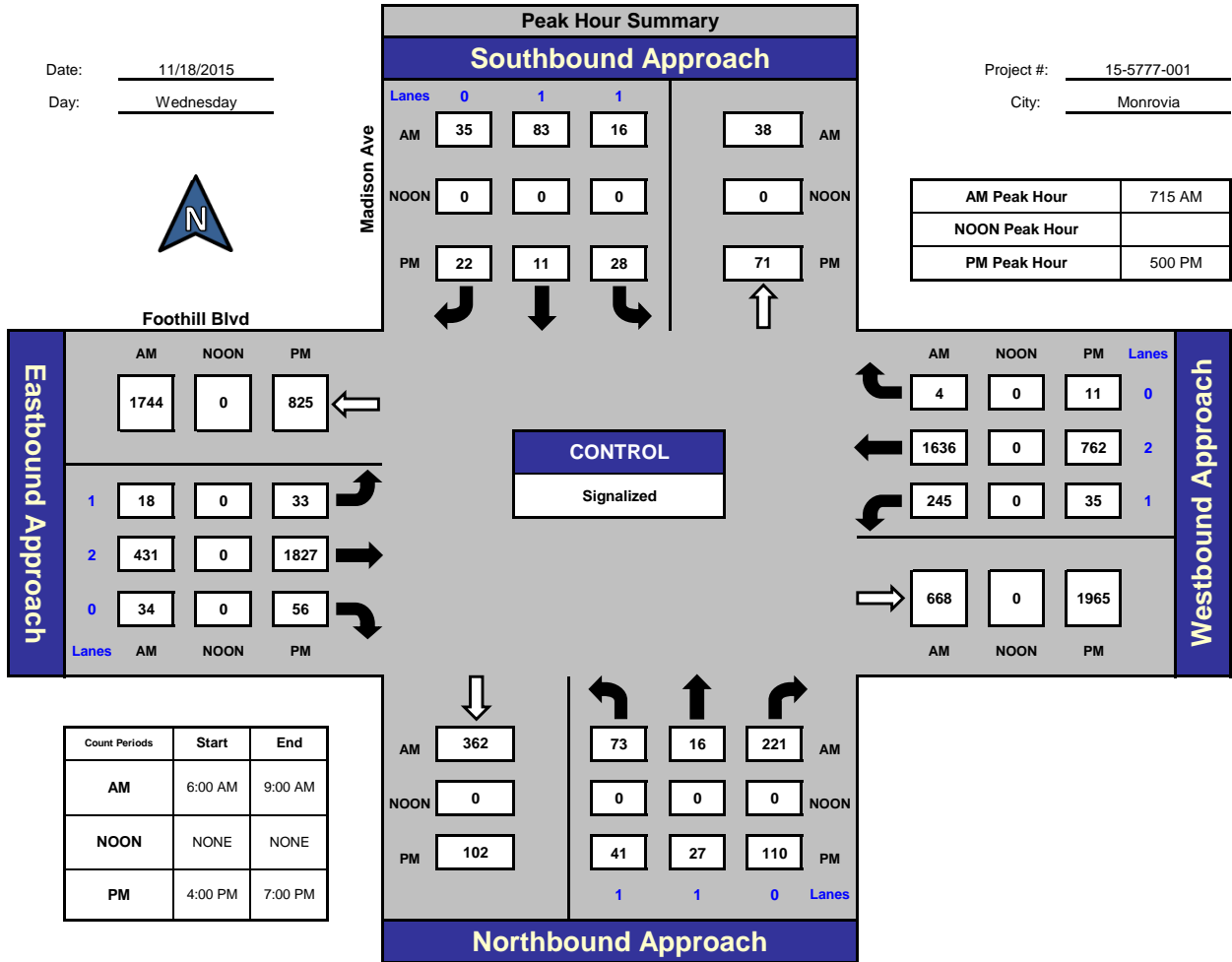
## Madison Ave and Foothill Blvd, Monrovia

Date: 11/18/2015

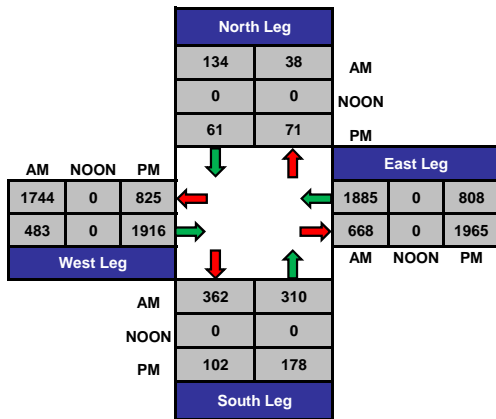
Day: Wednesday

Project #: 15-5777-001

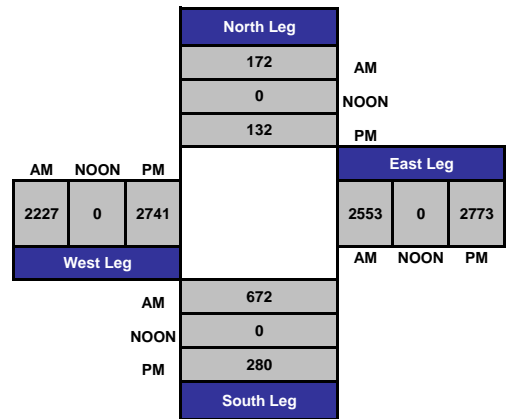
City: Monrovia



### Total Ins & Outs



### Total Volume Per Leg



# INTERSECTION CAPACITY UTILIZATION

Intersection: Foothill Boulevard & Madison Avenue

Analysis Year: 2015

Analyst: DLC

Analysis Scenario: Existing Conditions

Peak Hr: 7:15 - 8:15 AM

Agency: City of Monrovia

Movement	Volume	No. of Lanes	Capacity*	V/C Ratio	Critical V/C	Total
NB Left	114	1	1600	114/1,600= 0.07		
NB Thru	25	1	1600	370/1,600= 0.23	< ==	
NB Right	345			----		
SB Left	26	1	1600	26/1,600= 0.02	< ==	
SB Thru	134	1	1600	190/1,600= 0.12		
SB Right	56			----		
EB Left	23	1	1600	23/1,600= 0.01	< ==	
EB Thru	560	2	3200	604/3,200= 0.19		
EB Right	44			----		
WB Left	261	1	1600	261/1,600= 0.16		
WB Thru	1743	2	3200	1,747/3,200= 0.55	< ==	
WB Right	4			----		
Sum of Critical V/C Ratios						0.81
Adjustment for Lost Time						0.10
Intersection Capacity Utilization (ICU)						<b>0.91</b>
Level of Service (LOS) - Refer to table below						<b>E</b>

**\* NOTES**

Per-lane Capacity = 1,600 vehicles/hour

dual left turn lane capacity = 2,880 vph

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

# INTERSECTION CAPACITY UTILIZATION

Intersection: Foothill Boulevard & Madison Avenue

Analysis Year: 2015

Peak Hr: 5:00 - 6:00 PM

Analyst: DLC

Agency: City of Monrovia

Analysis Scenario: Existing Conditions

Movement	Volume	No. of Lanes	Capacity*	V/C Ratio	Critical V/C	Total
NB Left	51	1	1600	51/1,600= 0.03		
NB Thru	33	1	1600	169/1,600= 0.11	< ==	
NB Right	136			----		
SB Left	37	1	1600	37/1,600= 0.02	< ==	
SB Thru	14	1	1600	43/1,600= 0.03		
SB Right	29			----		
EB Left	34	1	1600	34/1,600= 0.02		
EB Thru	1896	2	3200	1,954/3,200= 0.61	< ==	
EB Right	58			----		
WB Left	38	1	1600	38/1,600= 0.02	< ==	
WB Thru	830	2	3200	842/3,200= 0.26		
WB Right	12			----		
Sum of Critical V/C Ratios						0.77
Adjustment for Lost Time						0.10
Intersection Capacity Utilization (ICU)						<b>0.87</b>
Level of Service (LOS) - Refer to table below						<b>D</b>

**\* NOTES**

Per-lane Capacity = 1,600 vehicles/hour  
 dual left turn lane capacity = 2,880 vph

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a



# INTERSECTION CAPACITY UTILIZATION

Intersection: Foothill Boulevard & Madison Avenue

Analysis Year: 2015

Analyst: DLC

Analysis Scenario: Existing Conditions with Project

Peak Hr: 7:15 - 8:15 AM

Agency: City of Monrovia

Movement	Volume	No. of Lanes	Capacity*	V/C Ratio	Critical V/C	Total
NB Left	119	1	1600	119/1,600= 0.07		
NB Thru	25	1	1600	375/1,600= 0.23	< ==	
NB Right	350			----		
SB Left	26	1	1600	26/1,600= 0.02	< ==	
SB Thru	134	1	1600	190/1,600= 0.12		
SB Right	56			----		
EB Left	23	1	1600	23/1,600= 0.01	< ==	
EB Thru	560	2	3200	609/3,200= 0.19		
EB Right	49			----		
WB Left	266	1	1600	266/1,600= 0.17		
WB Thru	1742	2	3200	1,746/3,200= 0.55	< ==	
WB Right	4			----		
Sum of Critical V/C Ratios						0.81
Adjustment for Lost Time						0.10
Intersection Capacity Utilization (ICU)						<b>0.91</b>
Level of Service (LOS) - Refer to table below						<b>E</b>

**\* NOTES**

Per-lane Capacity = 1,600 vehicles/hour

dual left turn lane capacity = 2,880 vph

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

# INTERSECTION CAPACITY UTILIZATION

Intersection: Foothill Boulevard & Madison Avenue

Analysis Year: 2015

Peak Hr: 5:00 - 6:00 PM

Analyst: DLC

Agency: City of Monrovia

Analysis Scenario: Existing Conditions with Project

Movement	Volume	No. of Lanes	Capacity*	V/C Ratio	Critical V/C	Total
NB Left	53	1	1600	53/1,600= 0.03		
NB Thru	33	1	1600	171/1,600= 0.11	< ==	
NB Right	138			----		
SB Left	37	1	1600	37/1,600= 0.02	< ==	
SB Thru	14	1	1600	43/1,600= 0.03		
SB Right	29			----		
EB Left	34	1	1600	34/1,600= 0.02		
EB Thru	1895	2	3200	1,955/3,200= 0.61	< ==	
EB Right	60			----		
WB Left	40	1	1600	40/1,600= 0.03	< ==	
WB Thru	829	2	3200	841/3,200= 0.26		
WB Right	12			----		
Sum of Critical V/C Ratios						0.77
Adjustment for Lost Time						0.10
Intersection Capacity Utilization (ICU)						<b>0.87</b>
Level of Service (LOS) - Refer to table below						<b>D</b>

**\* NOTES**

Per-lane Capacity = 1,600 vehicles/hour  
 dual left turn lane capacity = 2,880 vph

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a



April 25, 2016

Mr. Blake Megdal  
Megdal Monrovia, LLC  
252 S. Beverly Drive, Suite C  
Beverly Hills, California 90212

**RE: Intersection Analyses and Traffic Circulation Observations for Starbucks at the intersection of Foothill Boulevard and Madison Avenue in the City of Monrovia**

Dear Mr. Megdal:

Albert Grover & Associates (AGA) is pleased to present to you this letter report for an intersection analysis and operational observations for the Starbucks located on the southeast corner at the intersection of Foothill Boulevard and Madison Avenue in the City of Monrovia.

This report compares the Level of Service (LOS) at the intersection of Foothill Boulevard and Madison Avenue before the Starbucks opened, the predicted LOS in the traffic report dated March 1, 2016 (**Attachment "A"**), and the actual LOS now that the Starbucks is fully operational. In addition, traffic circulation observations were made during both the AM and PM peak hours at the intersection of Foothill Boulevard/Madison Avenue, the project driveway on Madison Avenue, the project driveway on Foothill Boulevard, and on-site.

#### **LEVEL OF SERVICE ANALYSIS**

Based on the traffic report dated March 1, 2016, before the Starbucks opened the signalized intersection of Foothill Boulevard/Madison Avenue operated at LOS E during the AM peak hour and LOS D during the PM peak hour, with volume-to-capacity (V/C) ratios of 0.91 and 0.87, respectively. This report also stated that with the predicted Starbucks site generated traffic added, the intersection of Foothill Boulevard/Madison Avenue would still operate at LOS E during the AM peak hour and LOS D during the PM peak hour, with V/C ratios of 0.91 and 0.87, respectively.

To verify that the LOS at the intersection was maintained after the Starbucks was operational, turning movement counts were collected in the AM and PM peak periods on Tuesday, April 19, 2016. Turning movement count data is provided in **Attachment "B"**.

Using the new traffic count data collected, an intersection analysis was prepared. The analysis shows that the intersection of Foothill Boulevard/Madison Avenue still operates at LOS E during the AM peak hour and LOS D during the PM peak hour, with V/C ratios of 0.91 and 0.85, respectively. The LOS analysis worksheets are provided in **Attachment "C"**.

## SITE OBSERVATIONS

Traffic circulation observations, both on-site and off-site, were completed on Wednesday, April 13, 2016 between 7:15-8:15 AM and 4:30-5:30 PM. Peak hours for observations were based on the traffic counts collected for the original traffic report. The following observations were made:

### 7:15-8:15 AM

- ◆ There were no left turns out of the site onto Foothill Boulevard. The driveway is posted with a STOP sign and RIGHT TURN ONLY sign.
- ◆ Left and right turns out of Starbucks at the Madison Avenue driveway were readily made without any significant queuing on-site.
- ◆ Northbound traffic on Madison Avenue was queued southerly for about 15 minutes from 7:50-8:05 AM. The driveway on Madison Avenue was blocked for several cycles; however, many northbound drivers would allow vehicles to enter or exit Starbucks.
- ◆ At no time was there queuing of more than three vehicles in the southbound direction by a vehicle making a left turn into Starbucks. No vehicles were backing onto Foothill Boulevard.
- ◆ The on-site storage area for the drive-through can accommodate about ten vehicles before blocking the sidewalk on Madison Avenue. The queue of vehicles extended only to the sidewalk area one time during the morning peak hour observation.
- ◆ Walk-in patrons were comprised of mostly high school students. At most, about 20 students were waiting at one time for their orders. There was plenty of outdoor seating to accommodate these patrons.
- ◆ There were six to eight baristas serving the drive-through window and walk-in patrons, which accommodated the flow of patrons sufficiently.

### 4:30-5:30 PM

- ◆ There were no left turns out of the site onto Foothill Boulevard.
- ◆ There were no issues observed at the driveway on Madison Avenue with regard to ingress or egress of vehicles.
- ◆ The queue of vehicles in the drive-through storage area never exceeded ten vehicles, nor was the sidewalk blocked on Madison Avenue.
- ◆ The number of walk-in patrons at one time was about four, being mostly adults.
- ◆ There were approximately five baristas serving the drive-through window and walk-in patrons.
- ◆ There were more vehicles parked on-site in the PM peak hour than the AM, but did exceed capacity of the marked stalls.

## CONCLUSION/RECOMMENDATIONS

The intersection LOS remained the same as the LOS prior to Starbucks opening (LOS E during the AM peak hour and LOS D during the PM peak hour). Based on observations at the site, I would recommend the following:

1. Remove the STOP sign and legend at the existing driveway exit onto Foothill Boulevard and install a right turn arrow on the pavement to accompany the existing sign.
2. Remove the STOP legend at the Madison Avenue driveway. (STOP legends are not necessary for driveways.)
3. Consider installing a KEEP CLEAR legend for northbound traffic at the driveway onto Madison Avenue. This would facilitate ingress and egress, and reduce potential queuing both on-site and for southbound traffic on Madison Avenue.
4. Consider removing two on-street parking spaces (50 feet) south of the southerly 76 gas station driveway on the west side of Madison Avenue directly across from the Starbucks driveway. This would allow any southbound vehicles to use the curb lane to continue south if a vehicle is making a left turn into Starbucks.

Should you have any questions regarding this analysis, please contact me.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES



Mark Miller, P.E.  
*Executive Vice President*

# **ATTACHMENT A**

Letter Report Dated March 1, 2016



March 1, 2016

Mr. Blake Megdal  
Megdal Monrovia, LLC  
252 S. Beverly Drive, Suite C  
Beverly Hills, California 90212

**RE: Trip Generation, Trip Distribution, and Intersection Analyses for the Proposed Starbucks at the intersection of Foothill Boulevard and Madison Avenue in the City of Monrovia**

Dear Mr. Megdal:

Albert Grover & Associates (AGA) is pleased to present to you this trip generation, trip distribution, and intersection analysis for the proposed Starbucks to be located on the southeast corner at the intersection of Foothill Boulevard and Madison Avenue in the City of Monrovia. The existing building will be demolished and a new 950 square-foot Starbucks with a drive-through will be constructed on the lot.

Once the Starbucks is operational, it will generate vehicle trips on both Foothill Boulevard and Madison Avenue. To determine how the signalized intersection of Foothill Boulevard/Madison Avenue will perform with the addition of the Starbucks, an intersection analysis was completed.

#### **PROJECT LOCATION AND DESCRIPTION**

This project, located on the southeast corner of Foothill Boulevard and Madison Avenue, proposes to demolish the existing 2,054 square foot (sf) building and construct a new 950 sf Starbucks with a drive-through on the lot. The project is expected to open within a year. **Figure 1** shows the location of the proposed Starbucks. Access to the proposed Starbucks will be served by one full access driveway on the south side of Foothill Boulevard, east of Madison Avenue, and one full access driveway on the east side of Madison Avenue, south of Foothill Boulevard. The proposed site plan is shown on **Figure 2**.

Intersection analysis was performed to determine if the trips generated by the proposed Starbucks development are expected to cause traffic operations (Level of Service) to degrade significantly at the intersection of Foothill Boulevard/Madison Avenue.

#### **INTERSECTION LEVEL OF SERVICE ANALYSIS AND METHODOLOGY**

Level of Service (LOS) for the signalized intersection was determined using Intersection Capacity Utilization (ICU) methodology. This methodology is based on the ratio of the volume of vehicles utilizing the intersection to the overall capacity of the intersection (V/C). The V/C ratio thresholds used to determine the LOS for signalized intersections are shown in **Table 1**.

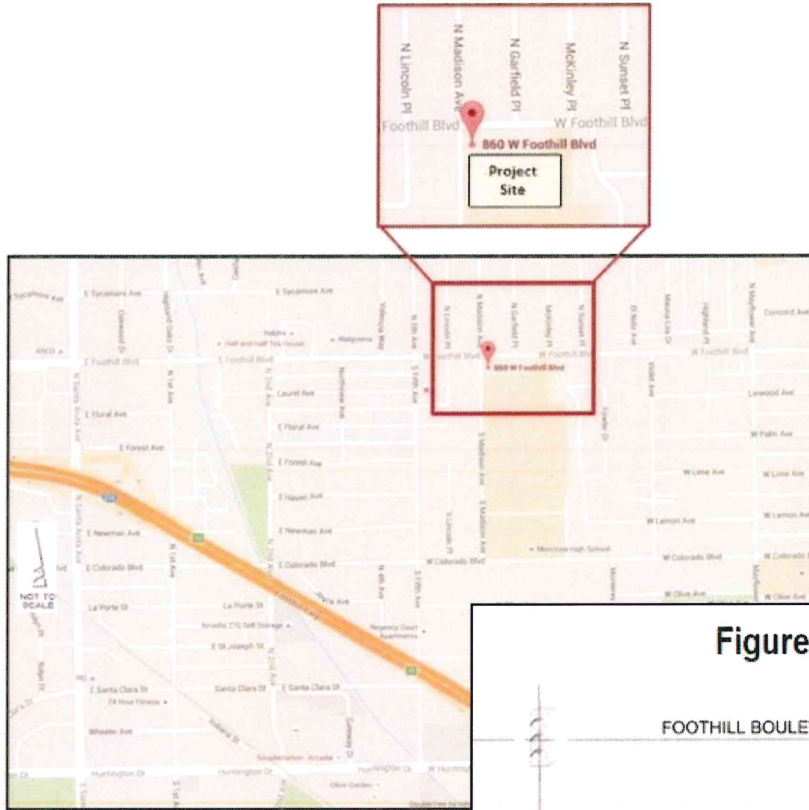
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#### **TRANSPORTATION CONSULTING ENGINEERS**

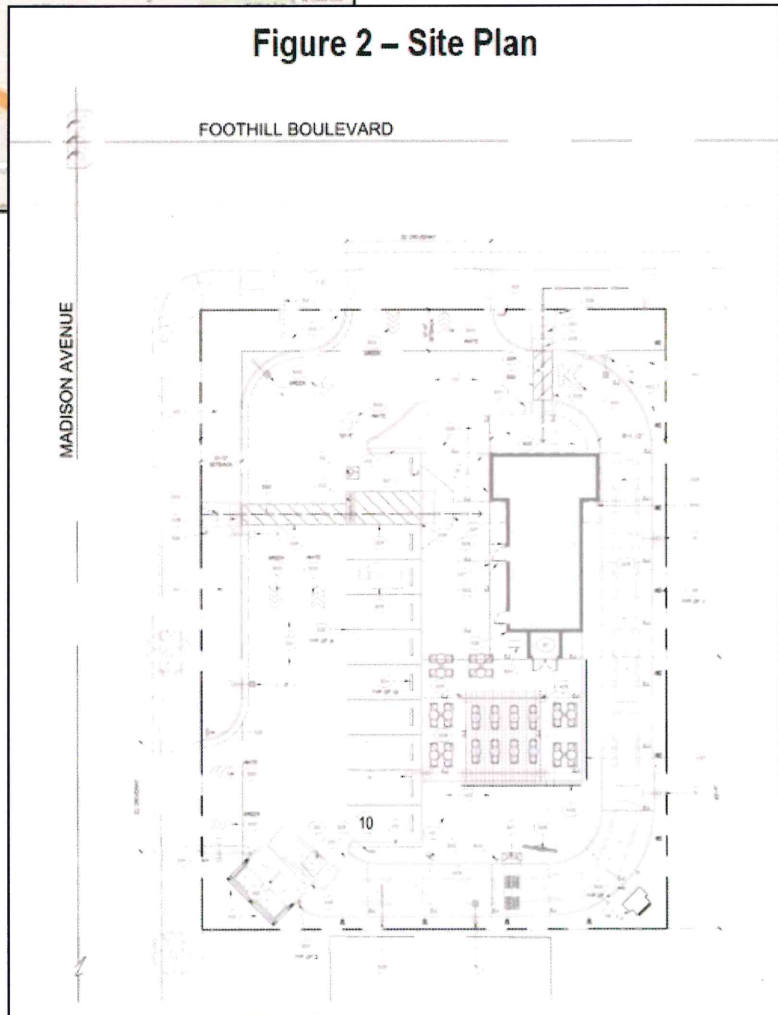
211 Imperial Highway, Suite 208, Fullerton, CA 92835  
(714) 992-2990 FAX (714) 992-2883 E-Mail: aga@albertgrover.com



**Figure 1 – Project Location**



**Figure 2 – Site Plan**





**Table 1 – Signalized Intersection LOS Criteria**

LOS	V/C Ratio
A	0 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	> 1.00

Intersection LOS analyses were conducted for existing (2015) conditions with and without the project trips for both the AM and PM peak hours.

**SIGNIFICANT IMPACT CRITERIA**

The City of Monrovia uses specific V/C ratio thresholds, provided in **Table 2**, to determine if a project will result in a significant impact.

**Table 2 – Intersection Significant Impact Thresholds**

Pre-Project		Increase in V/C Ratio
LOS	V/C Ratio	
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E/F	> 0.91	0.01 or more

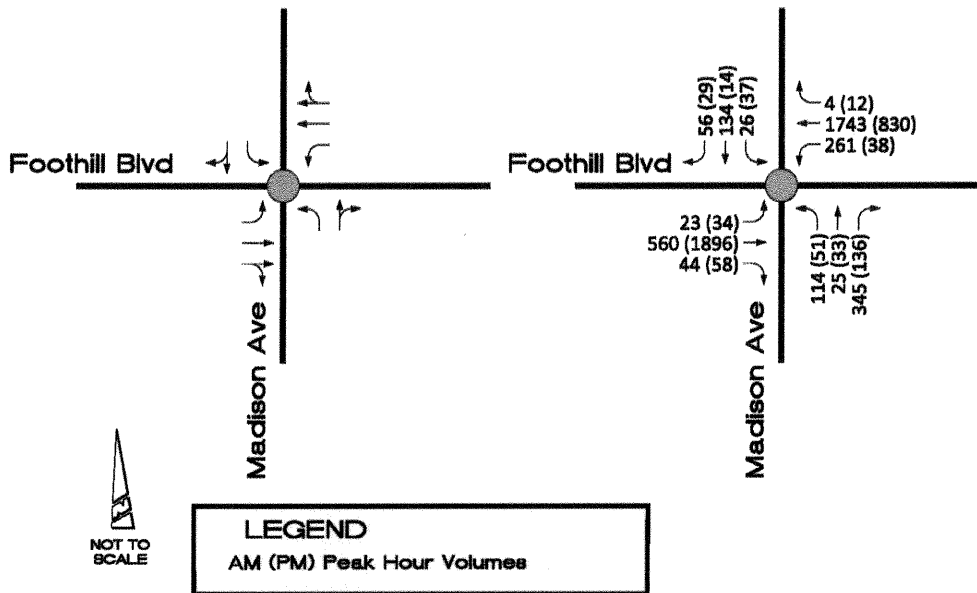
**EXISTING (WITHOUT PROJECT) LEVEL OF SERVICE ANALYSIS**

Turning movement counts were collected in the AM and PM peak periods on Wednesday, November 18, 2015, at the intersection of Foothill Boulevard/Madison Avenue. Existing turning movement counts are provided in the **Appendix**.

The existing lane geometry and turning movement counts for the intersection of Foothill Boulevard/Madison Avenue are shown on **Figure 3**.

Under existing conditions, the signalized intersection operates at LOS E during the AM peak and LOS D during the PM peak periods with V/C ratios of 0.91 and 0.87, respectively. The LOS analysis worksheets for existing conditions are provided in the **Appendix**.

Figure 3 – Existing Lanes and Turning Movement Counts



**TRIP GENERATION: THEORETICAL TRIPS**

To estimate new trips generated by the Starbucks, the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition was used. This manual estimates the number of trips that are generated from a specific land use based on data collected at similar land uses throughout the United States. Trip generation rates are provided for the peak hours of the sites.

Trip generation estimates for the Starbucks with drive-through are based on the ITE Land Use Category "Coffee/Donut Shop with Drive-Through Window" (ITE Land Use 937).

The proposed Starbucks will generate 818.58 daily trips per 1,000 square-feet of gross floor area. In the AM peak period (7:15 AM – 8:15 AM) each 1,000 sf of gross floor space is estimated to attract 100.58 vehicle trips, with 51% of the vehicles entering and 49% exiting. In the PM peak period (5:00 PM – 6:00 PM) each 1,000 sf of gross floor area is estimated to attract 42.80 vehicle trips, with 50% of the vehicles entering and 50% exiting. Based on these criteria, 778 trips are generated daily, 96 trips are generated in the AM peak hour and 40 trips are generated in the PM peak hour.

Theoretical vehicle trips entering and exiting the Starbucks are summarized in **Table 3**.

**Table 3 – Trip Generation: Theoretical Trips**

Gross Floor Area (sf)	Daily Trips	AM Trips	PM Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
950	778	96	40	49	47	96	20	20	40

**TRIP GENERATION: PASSBY TRIPS**

It is important to note that while the above theoretical trip generation represent trips entering and exiting Starbucks driveway accesses, many of the trips are by motorists already on the adjacent streets. As a result, the amount of new traffic added to the roadways by the Starbucks is expected to be less than the theoretical trips generated. Since ITE does not list passby trip rates for Land Use Code 937, Land Use Code 935, "Fast Food Restaurant with Drive-Through Window and No Indoor Seating (Specialized Land Use: Coffee/Espresso Stand)" was used to estimate passby trips. The passby trip rates at the survey locations vary from 83% to 95%. To be conservative, a passby rate of 80% was assumed for each of the analysis periods. The resulting new vehicle trips generated by the Starbucks are shown in **Table 4**.

**Table 4 – New Vehicle Trips (Theoretical Trips Minus Passby Trips)**

Gross Floor Area (sf)	Daily Trips	AM Trips	PM Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
950	156	20	8	11	9	20	4	4	8

Assuming that only 20% of the trips generated by the Starbucks are new vehicle trips, the new peak hour trips generated by the proposed Starbucks is 20 vehicle trips during the AM peak hour and eight vehicle trips during the PM peak hour.

**TRIP DISTRIBUTION AND ASSIGNMENT**

Full access driveways to the proposed Starbucks will be provided on Foothill Boulevard and Madison Avenue. Trip distribution for the two driveway accesses adjacent to the intersection of Foothill Boulevard/Madison Avenue was developed.

With the approximate number of vehicles trips generated by the Starbucks known, and based on the existing AM and PM peak hour turning movement distributions, **Figure 4** shows the resulting trip distribution.

Using the number of trips entering and exiting each driveway access, the traffic can be distributed and assigned to a specific route for each trip, as shown in **Figure 5**.

**EXISTING (WITH PROJECT) LEVEL OF SERVICE ANALYSIS**

To evaluate how the intersection will operate when the Starbucks is active, the site generated traffic was added to the existing turning movement counts. **Figure 6** shows the turning movement volumes for the existing plus site generated traffic for the AM and PM peak periods.

Figure 4 – Trip Distribution

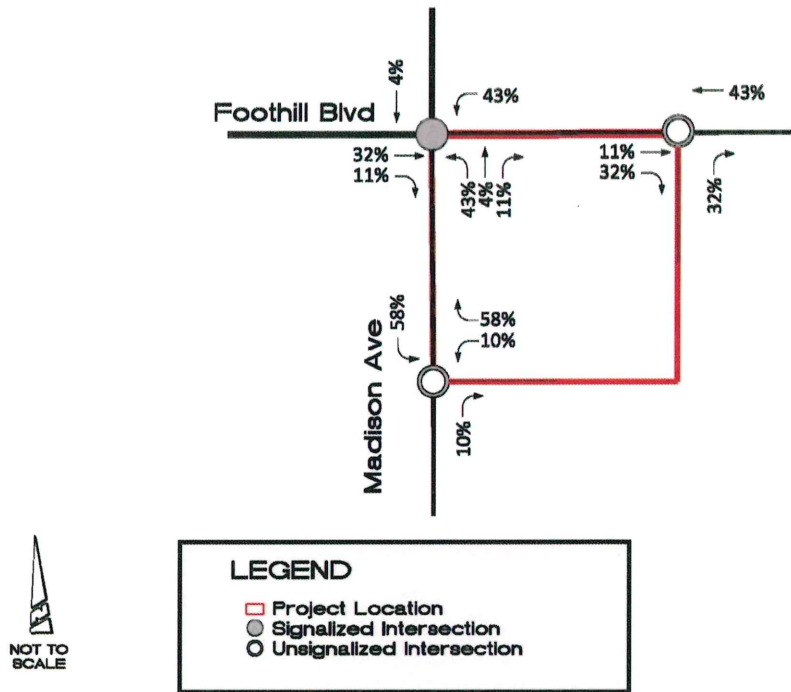


Figure 5 – New Project Trips (Theoretical Trips Minus Passby Trips)

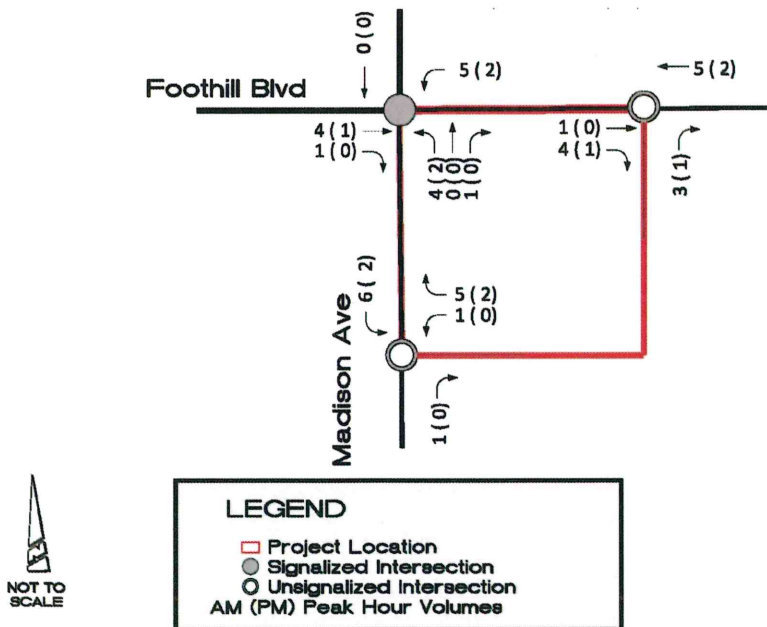
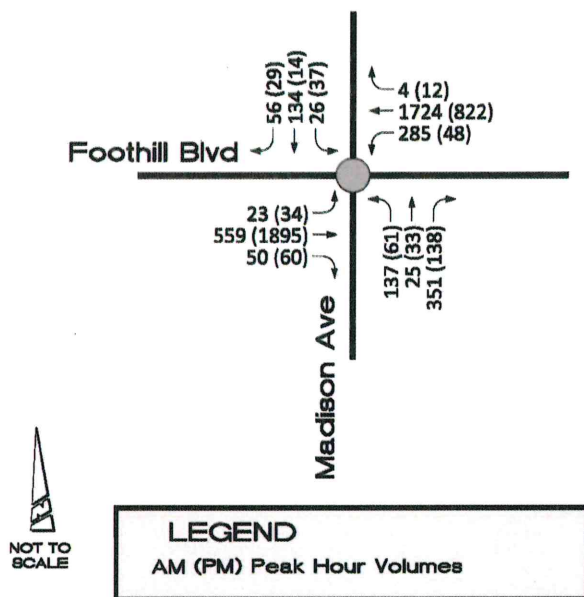


Figure 6 – Existing plus Site Generated Traffic



With the site generated traffic added, the intersection of Foothill Boulevard/Madison Avenue still operates at LOS E during the AM peak and LOS D during the PM peak periods with V/C ratios of 0.91 and 0.87, respectively. The LOS analysis worksheets for the existing plus site condition are provided in the **Appendix**.

**CONCLUSIONS**

The intersection of Foothill Boulevard/Madison Avenue currently operates at LOS E in the AM peak period and at LOS D in the PM peak period. The addition of the Starbucks with drive-through in the southeast quadrant of the intersection will not degrade the LOS or change the V/C ratios at this intersection, and it will continue to operate at LOS E (V/C = 0.91) and LOS D (V/C = 0.87) during the AM and PM peak hours, respectively, when the Starbucks is operational.

Should you have any questions regarding this analysis, please contact me.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES

David L. Chen, P.E.  
 Design Engineer

**A  
P  
P  
E  
N  
D  
I  
X**

**Turning Movement Counts**  
*Existing Conditions 2015*  
**Level of Service Analysis Worksheets**  
*Existing Conditions 2015*  
*Existing Conditions 2015 With Project*

# ITM Peak Hour Summary

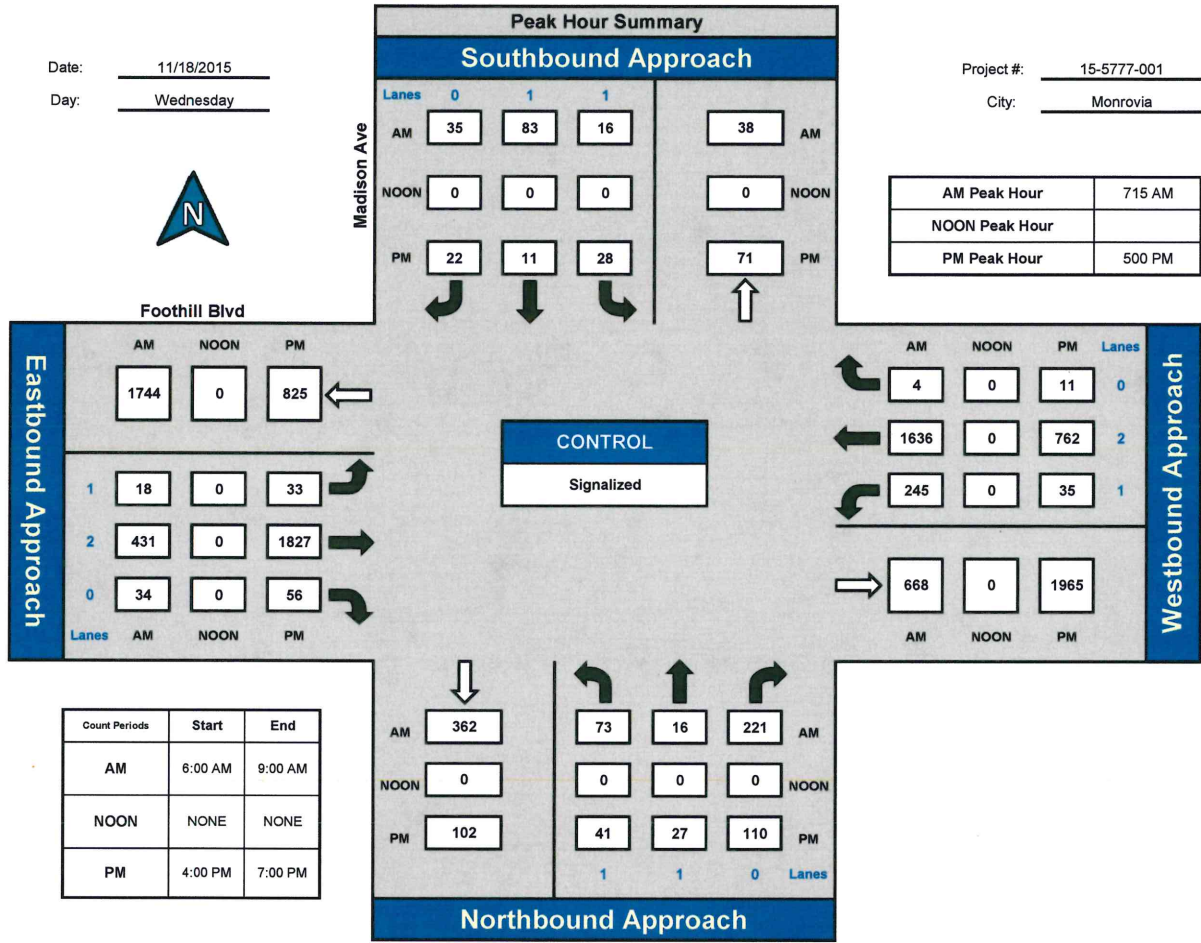


Prepared by:  
National Data & Surveying Services

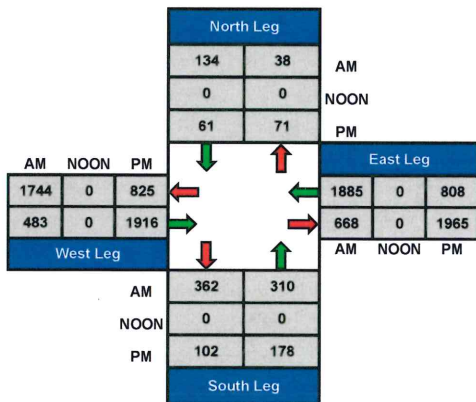
## Madison Ave and Foothill Blvd, Monrovia

Date: 11/18/2015  
Day: Wednesday

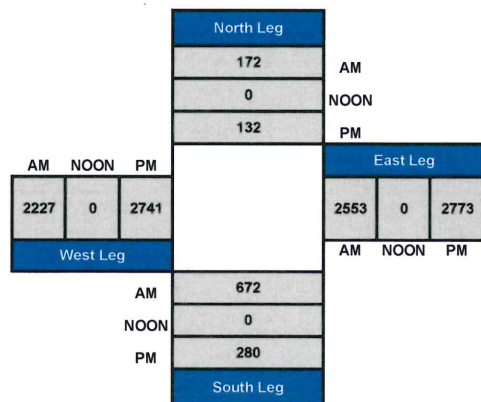
Project #: 15-5777-001  
City: Monrovia



### Total Ins & Outs



### Total Volume Per Leg









## INTERSECTION CAPACITY UTILIZATION

Intersection: Foothill Boulevard & Madison Avenue

Analysis Year: 2015

Peak Hr: 7:15 - 8:15 AM

Analyst: DLC

Agency: City of Monrovia

Analysis Scenario: Existing Conditions

Movement	Volume	No. of Lanes	Capacity*	V/C Ratio	Critical V/C	Total
NB Left	114	1	1600	114/1,600= 0.07		
NB Thru	25	1	1600	370/1,600= 0.23	< ==	
NB Right	345			----		
SB Left	26	1	1600	26/1,600= 0.02	< ==	
SB Thru	134	1	1600	190/1,600= 0.12		
SB Right	56			----		
EB Left	23	1	1600	23/1,600= 0.01	< ==	
EB Thru	560	2	3200	604/3,200= 0.19		
EB Right	44			----		
WB Left	261	1	1600	261/1,600= 0.16		
WB Thru	1743	2	3200	1,747/3,200= 0.55	< ==	
WB Right	4			----		
Sum of Critical V/C Ratios						0.81
Adjustment for Lost Time						0.10
Intersection Capacity Utilization (ICU)						<b>0.91</b>
Level of Service (LOS) - Refer to table below						<b>E</b>

**\* NOTES**

Per-lane Capacity = 1,600 vehicles/hour  
 dual left turn lane capacity = 2,880 vph

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

## INTERSECTION CAPACITY UTILIZATION

Intersection: Foothill Boulevard & Madison Avenue

Analysis Year: 2015

Peak Hr: 5:00 - 6:00 PM

Analyst: DLC

Agency: City of Monrovia

Analysis Scenario: Existing Conditions

Movement	Volume	No. of Lanes	Capacity*	V/C Ratio	Critical V/C	Total
NB Left	51	1	1600	$51/1,600=$ 0.03		
NB Thru	33	1	1600	$169/1,600=$ 0.11	< ==	
NB Right	136			----		
SB Left	37	1	1600	$37/1,600=$ 0.02	< ==	
SB Thru	14	1	1600	$43/1,600=$ 0.03		
SB Right	29			----		
EB Left	34	1	1600	$34/1,600=$ 0.02		
EB Thru	1896	2	3200	$1,954/3,200=$ 0.61	< ==	
EB Right	58			----		
WB Left	38	1	1600	$38/1,600=$ 0.02	< ==	
WB Thru	830	2	3200	$842/3,200=$ 0.26		
WB Right	12			----		
Sum of Critical V/C Ratios						0.77
Adjustment for Lost Time						0.10
Intersection Capacity Utilization (ICU)						<b>0.87</b>
Level of Service (LOS) - Refer to table below						<b>D</b>

**\* NOTES**

Per-lane Capacity = 1,600 vehicles/hour  
 dual left turn lane capacity = 2,880 vph

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

## INTERSECTION CAPACITY UTILIZATION

Intersection: Foothill Boulevard & Madison Avenue

Analysis Year: 2015

Peak Hr: 7:15 - 8:15 AM

Analyst: DLC

Agency: City of Monrovia

Analysis Scenario: Existing Conditions with Project

Movement	Volume	No. of Lanes	Capacity*	V/C Ratio	Critical V/C	Total
NB Left	137	1	1600	137/1,600= 0.09		
NB Thru	25	1	1600	376/1,600= 0.24	< ==	
NB Right	351			----		
SB Left	26	1	1600	26/1,600= 0.02	< ==	
SB Thru	134	1	1600	190/1,600= 0.12		
SB Right	56			----		
EB Left	23	1	1600	23/1,600= 0.01	< ==	
EB Thru	559	2	3200	609/3,200= 0.19		
EB Right	50			----		
WB Left	285	1	1600	285/1,600= 0.18		
WB Thru	1724	2	3200	1,728/3,200= 0.54	< ==	
WB Right	4			----		
Sum of Critical V/C Ratios						0.81
Adjustment for Lost Time						0.10
Intersection Capacity Utilization (ICU)						<b>0.91</b>
Level of Service (LOS) - Refer to table below						<b>E</b>

**\* NOTES**

Per-lane Capacity = 1,600 vehicles/hour  
 dual left turn lane capacity = 2,880 vph

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

## INTERSECTION CAPACITY UTILIZATION

Intersection: Foothill Boulevard & Madison Avenue

Analysis Year: 2015

Peak Hr: 5:00 - 6:00 PM

Analyst: DLC

Agency: City of Monrovia

Analysis Scenario: Existing Conditions with Project

Movement	Volume	No. of Lanes	Capacity*	V/C Ratio	Critical V/C	Total
NB Left	61	1	1600	$61/1,600=$ 0.04		
NB Thru	33	1	1600	$171/1,600=$ 0.11	< ==	
NB Right	138			----		
SB Left	37	1	1600	$37/1,600=$ 0.02	< ==	
SB Thru	14	1	1600	$43/1,600=$ 0.03		
SB Right	29			----		
EB Left	34	1	1600	$34/1,600=$ 0.02		
EB Thru	1895	2	3200	$1,955/3,200=$ 0.61	< ==	
EB Right	60			----		
WB Left	48	1	1600	$48/1,600=$ 0.03	< ==	
WB Thru	822	2	3200	$834/3,200=$ 0.26		
WB Right	12			----		0.64
Sum of Critical V/C Ratios						0.77
Adjustment for Lost Time						0.10
Intersection Capacity Utilization (ICU)						<b>0.87</b>
Level of Service (LOS) - Refer to table below						<b>D</b>

**\* NOTES**

Per-lane Capacity = 1,600 vehicles/hour  
 dual left turn lane capacity = 2,880 vph

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

# **ATTACHMENT B**

Turning Movement Count Data

# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

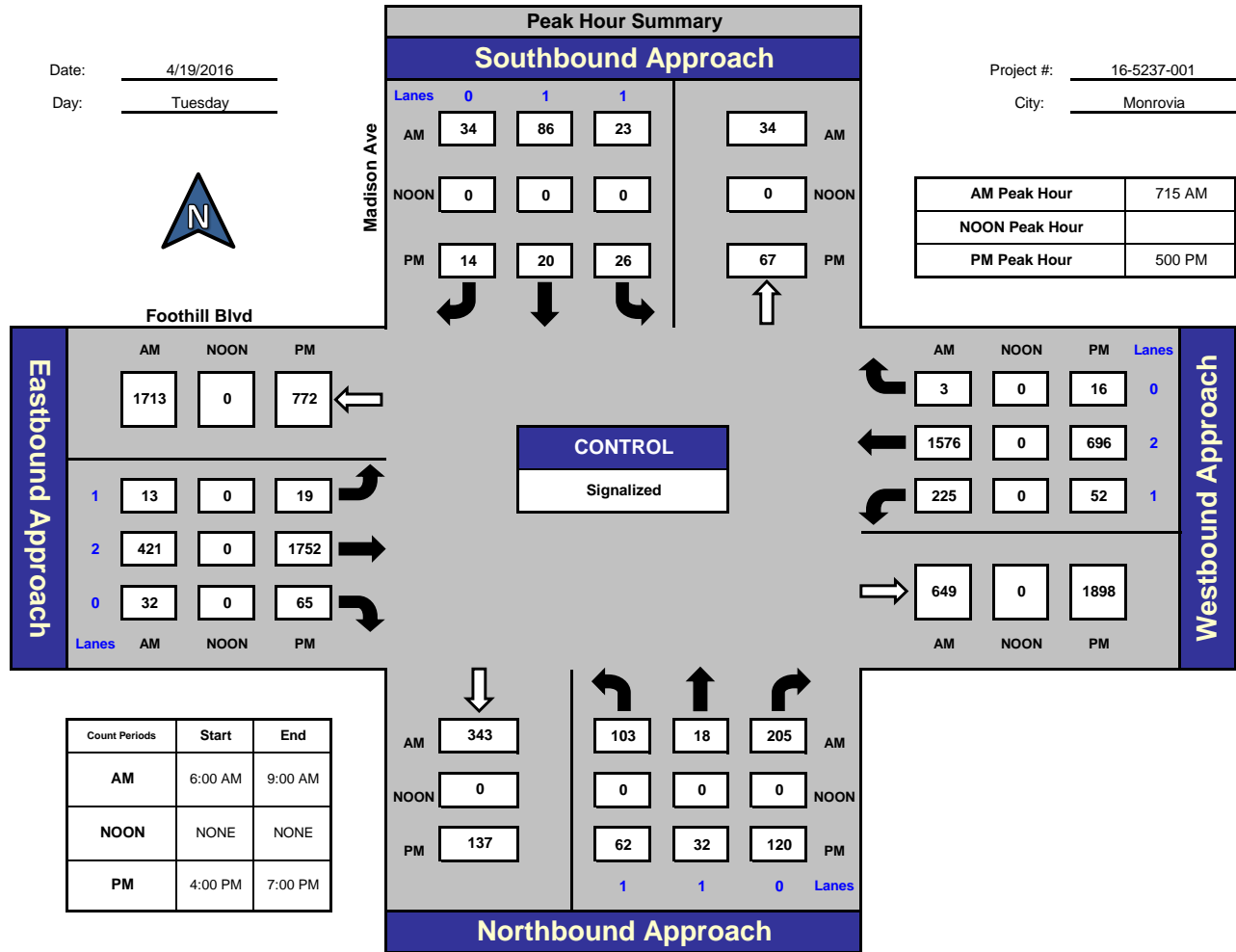
## Madison Ave and Foothill Blvd, Monrovia

Date: 4/19/2016

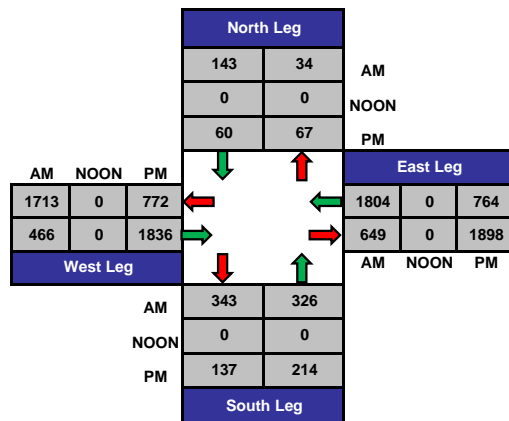
Day: Tuesday

Project #: 16-5237-001

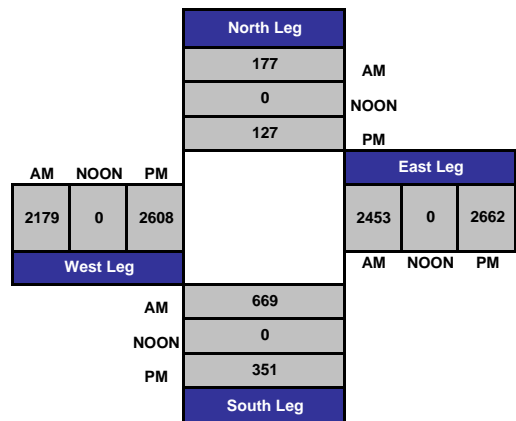
City: Monrovia



### Total Ins & Outs



### Total Volume Per Leg









# **ATTACHMENT C**

LOS Analysis Worksheets

# INTERSECTION CAPACITY UTILIZATION

Intersection: Foothill Boulevard & Madison Avenue

Analysis Year: 2016

Peak Hr: 7:15 - 8:15 AM

Analyst: DLC

Agency: City of Monrovia

Analysis Scenario: Existing Conditions (SBUX Open)

Movement	Volume	No. of Lanes	Capacity*	V/C Ratio	Critical V/C	Total
NB Left	155	1	1600	155/1,600= 0.10		
NB Thru	27	1	1600	336/1,600= 0.21	< ==	
NB Right	309			----		
SB Left	40	1	1600	40/1,600= 0.03	< ==	
SB Thru	149	1	1600	208/1,600= 0.13		
SB Right	59			----		
EB Left	18	1	1600	18/1,600= 0.01	< ==	
EB Thru	585	2	3200	629/3,200= 0.20		
EB Right	44			----		
WB Left	257	1	1600	257/1,600= 0.16		
WB Thru	1803	2	3200	1,806/3,200= 0.56	< ==	
WB Right	3			----		
Sum of Critical V/C Ratios						0.81
Adjustment for Lost Time						0.10
Intersection Capacity Utilization (ICU)						<b>0.91</b>
Level of Service (LOS) - Refer to table below						<b>E</b>

**\* NOTES**

Per-lane Capacity = 1,600 vehicles/hour  
 dual left turn lane capacity = 2,880 vph

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a

# INTERSECTION CAPACITY UTILIZATION

Intersection: Foothill Boulevard & Madison Avenue

Analysis Year: 2015

Peak Hr: 5:00 - 6:00 PM

Analyst: DLC

Agency: City of Monrovia

Analysis Scenario: Existing Conditions (SBUX Open)

Movement	Volume	No. of Lanes	Capacity*	V/C Ratio	Critical V/C	Total
NB Left	75	1	1600	$75/1,600=$ 0.05		
NB Thru	39	1	1600	$185/1,600=$ 0.12	< ==	
NB Right	146			----		
SB Left	35	1	1600	$35/1,600=$ 0.02	< ==	
SB Thru	27	1	1600	$46/1,600=$ 0.03		
SB Right	19			----		
EB Left	19	1	1600	$19/1,600=$ 0.01		
EB Thru	1779	2	3200	$1,845/3,200=$ 0.58	< ==	
EB Right	66			----		
WB Left	56	1	1600	$56/1,600=$ 0.04	< ==	
WB Thru	754	2	3200	$771/3,200=$ 0.24		
WB Right	17			----		
Sum of Critical V/C Ratios						0.75
Adjustment for Lost Time						0.10
Intersection Capacity Utilization (ICU)						<b>0.85</b>
Level of Service (LOS) - Refer to table below						<b>D</b>

**\* NOTES**

Per-lane Capacity = 1,600 vehicles/hour  
 dual left turn lane capacity = 2,880 vph

LOS	Maximum V/C
A	0.60
B	0.70
C	0.80
D	0.90
E	1.00
F	n/a