



## AGENDA

### Regular Planning Commission Meeting

Monday, November 20, 2023 at 6:00 P.M.

Council Chamber, City Hall

1243 National City Boulevard, National City CA 91950

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*Richard Martin Miller, Chair*

*Randi Marie Castle, Vice-Chair*

*Claudia E. Valenzuela, Commissioner*

*Liliana Armenta, Commissioner*

*Pearl Quinones, Commissioner*

*Ricardo Sanchez, Commissioner*

*William J. Sendt, Commissioner*

*Asblin Y. Lutes, Deputy City Attorney*

*Martin Reeder, Planning Manager*

*David Welch, Associate Planner*

*Adan Pacheco, Planner Technician*

*Sarah Esendencia, Executive Secretary*

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Thank you for participating in local government and the City of National Planning Commission Meetings.

**Meetings:** Regular Planning Commission Meetings are held on the first and third Mondays of the month at 6:00 p.m. Special Closed Session Meeting and Workshops may be same day, the start time is based on needs. Check Special Agendas for times.

**Location:** Regular Planning Commission Meetings are held in the Council Chamber located at City Hall, 1243 National City Boulevard, National City, CA 91950, the meetings are open to the public.

**Agendas and Material:** [Agendas and Agenda Packet](#) for items listed are available on the City website, and distributed to the Planning Commission no less than 72 hours prior to the Planning Commission Meeting. Sign up for [E-Notifications](#) to receive alerts when items are posted.

**Public Participation:** Encouraged in a number of ways as described below. Members of the public may attend the Planning Commission Meeting in person, watch the Planning Commission Meeting via [live](#) web stream, or participate remotely via Zoom. [Recording of Meetings](#) are archived and available for viewing on the City's website.

**Public Comment:** Persons wishing to address the Planning Commission on matters not on the agenda may do so under Public Comments. Those wishing to speak on items on the agenda may do so when the item is being considered. Please submit a Speaker's Slip to the Executive Secretary prior to the meeting or immediately following the announcement of the item. All comments will be limited up to three (3) minutes. The Presiding Officer shall have the authority to reduce the time allotted to accommodate for a large number of speakers. *(City Council Policy 104)*

If you wish to submit written comment, [email](#) to the Planning Commission Secretary at least 4 hours prior to the Planning Commission Meeting to allow time for distribution to the Planning Commission.

**American Disabilities Act Title II:** In compliance with the American Disabilities Act (ADA) of 1990, persons with a disability may request an agenda in appropriate alternative formats as required by Title II. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the Planning Department, Sarah Esendencia (619) 336-4227 at least 24 hours in advance of the meeting.



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Gracias por participar en las reuniones del gobierno local y del Consejo de la Ciudad de National City.

**Reuniones:** Las reuniones regulares del Comisión de Planificación se llevan a cabo el primer y tercer martes del mes a las 6:00 p.m. La reunión especial de sesión privada y los talleres pueden ser el mismo día, la hora de inicio se basa en las necesidades. Consulte las agendas especiales para conocer los horarios.

**Ubicación:** Las reuniones regulares del Comisión de Planificación se llevan a cabo en la Cámara del Consejo ubicada en el Ayuntamiento, 1243 National City Boulevard, National City, CA 91950, las reuniones están abiertas al público.

**Agendas y Material:** Las Agendas y el Paquete de Agenda para los temas enumerados están disponibles en el sitio web de la Ciudad y se distribuyen al Comisión de Planificación no menos de 72 horas antes de la Reunión del Concejo Municipal. Regístrese para recibir notificaciones electrónicas cuando se publiquen artículos.

**Participación pública:** Se fomenta de varias maneras como se describe a continuación. Los miembros del público pueden asistir a la Reunión del Comisión de Planificación en persona, ver la Reunión del Concejo Municipal a través de la transmisión web en vivo o participar de forma remota a través de Zoom. Las grabaciones de las reuniones están archivadas y disponibles para su visualización en el sitio web de la Ciudad.

**Comentario Público:** Las personas que deseen dirigirse al Comisión de Planificación sobre asuntos que no están en la agenda pueden hacerlo bajo Comentarios públicos. Quienes deseen hacer uso de la palabra sobre los temas del programa podrán hacerlo cuando se esté examinando el tema. Por favor, envíe una solicitud del orador al Secretario de la Ciudad antes de la reunión o inmediatamente después del anuncio del artículo. Todos los comentarios estarán limitados a tres (3) minutos. El Presidente tendrá la autoridad para reducir el tiempo asignado para dar cabida a un gran número de oradores. (Política del Concejo Municipal 104)

Si desea enviar comentarios por escrito, envíe un correo electrónico al Secretario de la Comisión de Planificación al menos 4 horas antes de la reunión de la Comisión de Planificación para dar tiempo a su distribución al Concejo Municipal.

**Servicios de interpretación en español:** Los servicios de interpretación en español están disponibles, comuníquese con el Secretario de la Ciudad antes del inicio de la reunión para obtener ayuda.

**Título II de la Ley de Discapacidades Americanas:** En cumplimiento con la Ley de Discapacidades Americanas de 1990, las personas con discapacidad pueden solicitar una agenda en formatos alternativos apropiados según lo requerido por el Título II. Cualquier persona con una discapacidad que requiera una modificación o adaptación para participar en una reunión debe dirigir dicha solicitud a la Oficina del Secretario de la Ciudad (619) 336-4228 al menos 24 horas antes de la reunión.



# AGENDA

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1243 National City Boulevard, National City CA 91950

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### ROLL CALL

### PLEDGE OF ALLEGIANCE

Chair Martin Miller

### APPROVAL OF AGENDA

1. Approval of the Agenda for the Meeting on November 20, 2023.

### APPROVAL OF MINUTES OF PREVIOUS MEETING

2. Approval of Minutes from the Meeting of September 18, 2023.

### PUBLIC COMMENT (Limited up to three (3) minutes)

In accordance with State law, an item not scheduled on the agenda may be brought forward by the general public for comment; however, the Planning Commissioners will not be able to discuss or take action on any issue not included on the agenda. Speakers will have up to three (3) minutes.

### PUBLIC HEARINGS

3. Public Hearing – Determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 32 of the CEQA guidelines Section 15332 (In-Fill Development Projects) and Conditional Use Permit for a drive-through coffee shop (Dutch Bros Coffee) to be located at 1638 East Plaza Boulevard. Case File No.: 2023-12 CUP APN: 557-410-27.

### OTHER BUSINESS

4. Request to Initiate a Code Amendment to Title 18 (Zoning) of the National City Municipal Code amending Section 18.10.060 (E) related to the measurement of height for new structures.

### STAFF REPORTS

### ADJOURNMENT

Adjournment to the regularly scheduled meeting on December 4, 2023 at 6:00 p.m.



# AGENDA

## Regular Planning Commission Meeting

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Council Chamber, City Hall

1243 National City Boulevard, National City CA 91950

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### AFFIDAVIT OF POSTING MEETING AGENDA

STATE OF CALIFORNIA)  
COUNTY OF SAN DIEGO) SS  
CITY OF NATIONAL CITY)

I, Sarah Esendencia, Executive Secretary of the City of National City, hereby declare under penalty of perjury that a copy of the above Agenda of the Regular Meeting of the Planning Commission of the City of national City, California, was delivered and/or notice by email no less than 72 hours, before the hour of 6:00 p.m. on November 20, 2023, to the members of the Planning Commission, and caused the agenda to be posted on the City's website at [www.nationalcityca.gov](http://www.nationalcityca.gov) and at National City Hall, 1243 National City Blvd., National City, California 91950.

/s/: Sarah Esendencia

Sarah Esendencia, Executive Secretary



## Planning Commission Minutes

Regular Planning Commission  
Meeting of September 18, 2023  
**IN PERSON AND ONLINE MEETING**  
<https://www.nationalcityca.gov/webcast>  
**LIVE WEBCAST**  
Council Chambers, Civic Center  
1243 National City Boulevard  
National City, CA 91950

These minutes have been abbreviated. Video recordings of the full proceedings are on file and available to the public.

The meeting was called to order by Chair Miller at 6:03 p.m.

### **ROLL CALL**

Commissioners Present: Sendt, Sanchez, Quinones, Miller, Castle, Armenta.

Commissioner Valenzuela absent.

Staff Also Present: Planning Manager Martin Reeder, Deputy City Attorney Ashlin Y. Lutes, and Executive Secretary Sarah Esendencia.

1. Approval of Excused/Unexcused Absence of Member Sanchez.

Motion by Sendt, second by Castle, to not excuse Commissioner Sanchez from the August 21, 2023, Planning Commission Meeting.

### **Motion carried by the following vote:**

**Ayes:** Sendt, Quinones, Miller, Castle, Armenta.

**Noes:** None.

**Abstain:** Sanchez.

**Absent:** Valenzuela.

**Motion approved.**

2. Approval of Excused/Unexcused Absence of Member Valenzuela.

Motion by Castle, second by Sanchez, to excuse Commissioner Valenzuela from the September 18, 2023, Planning Commission Meeting.

**Motion carried by the following vote:**

**Ayes:** Sendt, Sanchez, Quinones, Miller, Castle, Armenta.

**Noes:** None.

**Abstain:** None.

**Absent:** Valenzuela.

**Motion approved.**

## **PLEDGE OF ALLEGIANCE**

Pledge of Allegiance by Commissioner Quinones.

## **APPROVAL OF AGENDA**

3. Approval of Agenda for the Meeting on September 18, 2023.

Motion by Sendt, second by Castle, to approve the Agenda for the Meeting on September 18, 2023.

**Motion carried by the following vote:**

**Ayes:** Sendt, Sanchez, Quinones, Miller, Castle, Armenta.

**Noes:** None.

**Abstain:** None.

**Absent:** Valenzuela.

**Motion approved.**

## **APPROVAL OF MINUTES**

4. Approval of Minutes from the Meeting of August 21, 2023.

Motion by Castle, second by Armenta, to approve the Minutes from the Meeting of August 21, 2023 including edits.

**Motion carried by the following vote:**

**Ayes:** Quinones, Miller, Castle, Armenta.

**Noes:** None.  
**Abstain:** Sendt, Sanchez.  
**Absent:** Valenzuela.

**Motion approved.**

## **PUBLIC HEARINGS**

5. Public Hearing – Determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 1 of the CEQA guidelines Section 15301 (Existing Facilities) and Conditional Use Permit modification for modified hours of operation at an existing retail store (The 99 Cents Only Store) located at 1320 Highland Avenue.

Applicant was not in attendance.

Commissioner Armenta disclosed that she has been there as well and walked around yesterday.

Vice Chair Castle disclosed that she has shopped there and walked around the store yesterday.

Commissioner Quinones discloses that she has been there.

Chair Miller disclosed that he has been there with his wife as well.

Motion by Castle, second by Sendt, to close the Public Hearing.

### **Motion carried by the following vote:**

**Ayes:** Sendt, Sanchez, Quinones, Miller, Castle, Armenta.  
**Noes:** None.  
**Abstain:** None.  
**Absent:** Valenzuela.

**Motion approved.**

Motion by Castle, second by Sanchez, to adopt Resolution No. 2023-21, a Resolution of the Planning Commission of the City of National City, California, determining that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 1 of the CEQA guidelines Section 15301 (Existing Facilities) and approving a Conditional Use Permit modification for modified hours of operation at an existing retail store (The 99 Cents Only Store) located at 1320 Highland Avenue. Case File No.: 2023-06 CUP APN: 560-050-11.

**Motion carried by the following vote:**

**Ayes:** Sendt, Sanchez, Quinones, Miller, Castle, Armenta.

**Noes:** None.

**Abstain:** None.

**Absent:** Valenzuela.

**Motion approved.**

6. Public Hearing – Determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 32 if the CEQA guidelines Section 15332 (In-Fill Development) and Conditional Use Permit modification for outdoor recreation to be located at 21 West 7<sup>th</sup> Street.

Planning Manager, Martin Reeder made a PowerPoint Presentation.

Representative of Applicant, Christopher Bernhardt was present and addressed questions made by the public.

Vice-Chair Castle disclosed that she did two different drive-by site visits.

Commissioner Armenta disclosed that she drove by the location.

Joan Rincon made a public comment.

Luis Fernando Anguiano made a public comment.

Motion by Castle, second by Armenta, to close the Public Hearing.

**Motion carried by the following vote:**

**Ayes:** Sendt, Sanchez, Quinones, Miller, Castle, Armenta.

**Noes:** None.

**Abstain:** None.

**Absent:** Valenzuela.

**Motion approved.**

Motion by Castle, second by Sanchez, to adopt Resolution No. 2023-22, A Resolution of the Planning Commission of the City of National City, California, determining that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 32 of the CEQA guidelines Section 15332 (In-Fill Development Projects) and approving a



conditional use permit for an outdoor commercial recreation facility to be located at 21 W 17<sup>th</sup> Street.

Case File No.: 2023-10 CUP APN: 555-052-15.

**Motion carried by the following vote:**

**Ayes:** Sendt, Sanchez, Quinones, Miller, Castle, Armenta.

**Noes:** None.

**Abstain:** None.

**Absent:** Valenzuela.

**Motion approved.**

7. Public Hearing – Determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 32 if the CEQA guidelines Section 15301 (In-Fill Development) and Conditional Use Permit for on-sale beer alcohol (Type-47) and karaoke at a new restaurant (Round 1 Bowling & Arcade) to be located at 3030 Plaza Bonita Road, Suite 1025.

Planning Manager, Martin Reeder made a PowerPoint Presentation.

Representative Steven Takeuchi of Round 1 Bowling & Arcade was present and gave a brief description of the business. He also addressed questions made by the public.

Commissioner Armenta discloses that she visits Plaza Bonita frequently and is familiar with the space.

Vice-Chair Castle discloses that she too visits Plaza Bonita frequently and has visited the space before when it was John's Incredible Pizza.

Commissioner Quinones discloses she has been there as well.

Chair Miller discloses he has been there as well.

Joan Rincon made a public comment.

Motion by Castle, second by Sanchez, to close the Public Hearing.

**Motion carried by the following vote:**

**Ayes:** Sendt, Sanchez, Quinones, Miller, Castle, Armenta.

**Noes:** None.

**Abstain:** None.

**Absent:** Valenzuela.

**Motion approved.**

Motion by Sendt, second by Sanchez, to adopt Resolution No. 2023-23, A Resolution of the Planning Commission of the City of National City, California, determining that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Class 1 of the CEQA guidelines Section 15301 (Existing Facilities) and approving a Conditional Use Permit for on-sale alcohol (Type-47) at a new entertainment center and eating place (Round 1 Bowling & Arcade) located at 3030 Plaza Bonita Road, Suite 1025.

Case File No.: 2023-11 CUP APN: 564-471-07.

**Motion carried by the following vote:**

**Ayes:** Sendt, Sanchez, Quinones, Miller, Castle, Armenta.

**Noes:** None.

**Abstain:** None.

**Absent:** Valenzuela.

**Motion approved.**

**STAFF REPORTS:**

**Legal Council:** None.

**Acting Director of Community Development:** None.

Planning Manager, Martin Reeder discloses that the Building Official who starts tomorrow will be the Acting Director of Community Development.

**Planning Manager:** None.

**COMMISSIONER REPORTS:**

**Vice-Chair Castle:** None.

**Commissioner Armenta:** States that she witnessed two teenagers running out of Vallarta Supermarket with chips and the loss prevention security guard chase them. Loss prevention security guard was able to get the chips back.

**Commissioner Quinones:** None.

**Commissioner Sanchez:** None.

**Commissioner Sendt:** Reported a phone scam. States he talked to the Fraud Division with Bank of America and states that the gentleman whom he was talking to stated that in the last few days, he had four or five individuals call about this scam. Discloses how the scam is conducted.

**Commissioner Valenzuela:** Absent.

**Chair Miller:** None.

## **ADJOURNMENT**

Chair Miller adjourned to the Regular Meeting of the Planning Commission of the City of National City, Monday, October 2, 2023 at 6:00 p.m. in the Council Chamber, located in City Hall, 1243 National City Boulevard, National City, California.

The meeting adjourned at 8:06 p.m.

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Sarah Esendencia, Executive Secretary

The foregoing minutes were approved at the Regular Meeting of November 20, 2023.

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Martin Miller, Chair



COMMUNITY DEVELOPMENT DEPARTMENT - PLANNING DIVISION  
1243 NATIONAL CITY BLVD., NATIONAL CITY, CA 91950

**PLANNING COMMISSION STAFF REPORT**

Title: PUBLIC HEARING – DETERMINATION THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) UNDER CLASS 32 OF THE CEQA GUIDELINES SECTION 15332 (IN-FILL DEVELOPMENT PROJECTS) AND CONDITIONAL USE PERMIT FOR A DRIVE-THROUGH COFFEE SHOP (DUTCH BROS COFFEE) TO BE LOCATED AT 1638 EAST PLAZA BOULEVARD.

Case File No.: 2023-12 CUP

Location: 1638 East Plaza Boulevard

Assessor's Parcel Nos.: 557-410-27

Staff report by: David Welch, Associate Planner

Approved by: Brian Hadley, Acting Community Development Director

Applicant: Russ Orsi

Zoning designation: Major Mixed-Use District (MXD-2)

Adjacent use and zoning:

North: Holiday Inn Express and various commercial across E. Plaza Blvd. / MXD-2

East: Multi-family residential and Stardust Inn / MXD-2

South: Multi-family residential / MXD-2

West: Shell gasoline station and single-family residential across Palm Ave. / MXD-2 and Small Lot Residential (RS-2)

Environmental review: The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and staff is recommending that the project be determined categorically exempt from environmental review pursuant to Class 32, Section 15332 (In-fill Development Projects) for which a Notice of Exemption will be filed subsequent to approval of this Conditional Use Permit

Staff recommendation: Approve

### Staff Recommendation

Staff is recommending approval of the Conditional Use Permit (CUP) request for a drive-through coffee shop, subject to the recommended conditions in the attached resolution and a determination that the project is exempt from CEQA.

### Executive Summary

The applicant proposes to construct a 950 square-foot coffee shop (Dutch Bros Coffee) with two drive-through lanes. In addition to the drive-through, the approximately 0.6-acre property would have a total of nine parking spaces. A CUP is required for a drive-through business.

### Site Characteristics

The project site is comprised of a 0.6-acre vacant parcel located at 1638 East Plaza Boulevard. A lot line adjustment is currently being processed to add approximately 1,155 square feet to the site from the adjacent property occupied by a gasoline service station. The new parcel boundary will completely contain the existing driveway access to the site from Palm Avenue. The parcel has an irregular shape with approximately 194 feet of frontage along East Plaza Boulevard and 35 feet of frontage along Palm Avenue. The buildable area is moderately constrained by a 20-foot drainage easement on the property along the East Plaza Boulevard frontage, a 10-foot sewer easement bisecting the property, and the access driveway to Palm Avenue. The property is zoned Major Mixed-Use District (MXD-2) and has a Major Mixed Use General Plan designation.

### Proposed Use

The applicant is proposing to construct a 950 square-foot drive-through Dutch Bros Coffee on a vacant parcel. A double lane drive-through aisle is proposed, which would accommodate queuing for approximately 15 vehicles. Vehicles would enter the site from either East Plaza Boulevard or Palm Avenue and enter the drive-through lanes that loop around the building in a counter-clockwise direction. All customer transactions are proposed to be conducted person to person with no electronic speaker system. The proposed building would also have a window for walk-up customers. However, no indoor or outdoor seating is proposed. Nine parking spaces are provided on site, which could alleviate some demand from the drive-through lanes during peak times. Per state law, minimum parking requirements may not be enforced by a local agency at this location due to proximity to a major transit stop. The applicant intends to operate 24 hours a day, if permitted. The new business would employ between 28 and 34 people

with the majority working on a part-time basis. During operations, four to twelve staff members would be present per shift.

## Analysis

### General Plan

A coffee shop is a commercial use, which is consistent with the mixed-use land use designation established for this area of the City and is permitted by right. However, some drive-through restaurants may be considered a “fast food” restaurant. A fast food eating place is defined as follows:

"Fast food eating place" means any retail food establishment that primarily provides short order food services for on-site dining or take-out service, where such food and beverage is served on paper, plastic, or other disposable containers, and including drive in and drive-through restaurants where ready-to-eat foods are served primarily to be consumed off the premises. This definition includes all self-service restaurants, except cafeterias, sit-down pizza parlors, and donut shops.

There are two General Plan policies that reference fast food restaurants:

**Policy HEJ-4.2:** Encourage the development of healthy food establishments in areas with a high concentration of fast food establishments, convenience stores, and liquor stores.

**Policy HEJ-5.4:** Discourage unhealthy fast food outlets from locating near schools.

This segment of East Plaza Boulevard (between Palm Avenue and I-805) has an approved In-N-Out drive-through. To the west of Palm Avenue, along East Plaza Boulevard, additional eating establishments exist that can be considered fast food. Despite this fact, California Produce is a pre-existing healthy food option in close proximity to Dutch Bros Coffee that is consistent with HEJ-4.2.

With regard to HEJ-5.4, the nearest school is Las Palmas Elementary, which is more than a half-mile away in walking distance. Therefore, the coffee shop is not near a school.

### Land Use Code

A coffee shop is a permitted use within the MXD-2 zone. However, businesses with a drive-through require the issuance of a CUP. In addition, Chapter 18.41 – Site Planning Standards – has specific design requirements for drive-through businesses, including:

- Minimum queuing distances (established by CUP).
- Minimum 25-foot interior turning radius for drive-through aisles.
- Location of drive-through window and landscaping requirements.

As part of traffic analysis conducted by the applicant team, a queuing study was performed based on the number of vehicles served at similar Dutch Bros Coffee locations, which was 58 to 80 vehicles per hour. The study found that the queuing would not exceed eight vehicles 95 percent of the time. The dual-lane drive-through, as proposed, can accommodate approximately 13 vehicles. It is anticipated that the queue would largely stay within the drive through lanes. An additional five cars could also be accommodated within the site's driveways. There are also nine proposed parking spaces that could handle additional waiting customers. The applicant utilizes person-to-person ordering, which reduces time spent in the drive-through, and an exit lane for customers receiving their orders earlier or large orders to wait further reducing queuing demand on site.

The Land Use Code (LUC) states that a drive-through window may not be located between the right-of-way and the building without a minimum 10-foot-wide landscape buffer. The buffer shall have a minimum three-foot high hedge with trees spaced at least every 20 feet. The site plan for the project is consistent with these requirements and is conditioned to be included with plans submitted for construction. The interior turning radii are less than the 25-foot minimum for drive-through aisles. However, the City Engineer may approve a lesser radius and the lanes have additional room for vehicles to maneuver beyond the standard 12-foot one-way drive aisle required by the LUC.

Design requirements for projects of this type in the MXD-2 zone are limited, with emphasis placed on architectural variation (avoiding long blank walls and providing fenestration). All setbacks are met, and the height of the development is well under the maximum allowed in the MXD-2 zone (65 feet). The proposed design of the 950 square-foot building includes both wall plane variation and attached awnings and canopies. The coffee shop, without a drive-through aisle, would be allowed by right.



### Traffic

The proposed design places the new coffee shop toward the center of the property and set back from East Plaza Boulevard to provide room for drainage, landscaping, the proposed drive-through lane, and an additional exit lane. There are nine parking spaces proposed, which are not required. Access to the drive-through lanes is at the south side of the property in a location that can accommodate vehicles entering from the property's two-way driveways on both East Plaza Boulevard and Palm Avenue. A dual-lane is proposed for the drive-through to increase queuing capacity on the site. Overall, there is approximately 320 linear feet of queuing space in the driveway, enough length to accommodate 13 vehicles. Another five vehicles would be able to queue without impacting the public right-of-way. According to the analysis by the applicant using similar Dutch Bros Coffee locations, there is only a 5% probability that the queue in the drive-through will exceed eight vehicles and the proposed lanes are expected to be sufficient for customer demand. Furthermore, the applicant is providing an exit lane that would allow customers in line to move out of the queue if they receive their orders earlier. The other locations studied averaged 58-80 vehicles per hour.

Based on a traffic impact analysis conducted by the applicant, the proposed project is projected to generate approximately 1,536 net new daily trips. The forecasted peak hour trips are 116 in the mornings and 112 in the evenings. Approximately half of the trips accounted for in the analysis are pass-by, which would mean they are trips that would already be utilizing the adjacent roadway system. Nearby intersections will continue to operate at an acceptable level of service (LOS). The proposed development is only forecasted to contribute insignificant delays of 1.7 seconds or less to the existing conditions at Palm Avenue and East Plaza Boulevard and the project's two proposed driveway entrances. The applicant used a 2% growth rate for future traffic along East Plaza Boulevard even though the regional traffic forecast from SANDAG predicts a future decrease in traffic.

Projects are also required to assess project impacts related to vehicle miles travelled (VMT) under the California Environmental Quality Act (CEQA). In this case, a detailed screening was not required due to the project's limited size and the anticipation that the use would be locally serving rather than a regional draw.

### Noise

Noise issues related to drive-through businesses are usually related to vehicle queuing and ordering windows/speakers. Recent approvals for drive-through businesses have required noise-attenuating speakers at the ordering window. However, in this instance the applicant does not intend to utilize an ordering window/speaker and will only take orders in person. It is not anticipated that the use, as proposed, will create nuisance noises. The Planning Commission may consider restrictions on the hours of operation of the business, which is proposing up to 24-hour a day operation. There are other 24 hour drive-through businesses currently operating within National City such as the Jack in the Box locations on Highland Avenue and East Plaza Boulevard.

### Mailing

All property owners and occupants within 300 feet are required to be notified of a public hearing for a CUP application. Notice of this public hearing was sent to 176 occupants and owners.

### Department Comments

Comments were provided by the Engineering Department related to standard requirements for new developments. No other comments were received. The Engineering comments have been incorporated as conditions of approval for the CUP. Adherence to building and fire codes have also been addressed in the Conditions of Approval.

### Public Comment

No public comments were received as of the writing of this staff report.

### Findings for Approval

The Municipal Code contains six required findings for CUPs as follows:

1. The proposed use is allowable within the applicable zoning district pursuant to a Conditional Use Permit and complies with all other applicable provisions of the Land Use Code.

Drive-through businesses are identified as a conditionally-allowed use in the Major Mixed-Use District (MXD-2) zone, and conditions of approval will assure the proposed drive-through aisles will meet all requirements as contained in NCMC §18. 41 – Site Planning Standards.

2. The proposed use is consistent with the General Plan and any applicable specific plan.

The Land Use Code conditionally allows drive-through businesses in the MXD-2 zone; the Land Use Code is consistent with the General Plan. Additionally, there are no Specific Plans affecting this location.

3. The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity.

The property will be developed based on provisions outlined in the Land Use Code. In addition, the proposed drive-through aisle, subject to the conditions of approval, meets all requirements for such uses outlined in the Land Use Code, as discussed above.

4. The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints.

The project is expected to generate approximately 1,536 net daily trips, which can be accommodated by the existing road network. Intersections in this location are currently operating at a Level of Service (LOS) of C or better (passing) and are calculated by the provided traffic impact analysis to continue to have a passing LOS after construction. The site is located within an urbanized area with access to all necessary utilities and services.

5. Granting the permit would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located.

Noise issues related to drive-through businesses are usually related to vehicle queuing and ordering windows/speakers. Noise is not an issue given that the applicant will utilize person to person ordering in lieu of an amplified ordering system. A vehicle miles traveled (VMT) analysis was also conducted for the site and it is presumed to have a less than significant impact on VMT. In addition, the new business will benefit the public interest by providing new jobs.

6. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and has been determined to be categorically exempt from environmental review pursuant to Class 32, Section 15332 (In-fill Development Projects) for which a Notice of Exemption will be filed subsequent to approval of this Conditional Use Permit. Class 32 consists of projects characterized as in-fill development that are consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; occurs within city limits on a project site no more than five acres substantially surrounded by urban uses; that the project site has no value as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. The proposed use is consistent with this description and there is no potential for the project to cause either a direct or a reasonably foreseeable indirect physical change in the environment.

#### Finding for Denial

There is one finding for denial as follows:

1. Granting the permit would constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because it would contribute to a concentration of unhealthy fast food eating places.

#### Conditions of Approval

Conditions of Approval are included that address comments from the Engineering Department. Additional conditions are included related to adherence to California Building and Fire Codes and the City's Land Use Code.

#### Summary

The proposed drive-through is consistent with the Land Use Code with the approval of a CUP. Conditions of Approval will ensure that the business operates in harmony with existing uses in the area. The potential impacts are minimal since design guidelines ensure an appropriately-designed project. In addition, the 12-vehicle

storage capacity of the drive-through aisles will avoid impacts to adjacent City streets. Staff is recommending approval of this CUP request.

#### Options

1. Find the project exempt from CEQA under Class 32 of the CEQA Guidelines Section 15332 or other exemption and approve 2023-12 CUP subject to the conditions included in the Resolution, or other conditions, and based on the findings included in the Resolution, or other findings to be determined by the Planning Commission; or,
2. Find the project not exempt from CEQA and/or deny 2023-12 CUP based on the attached findings, or findings to be determined by the Planning Commission; or,
3. Continue the item to a specific date in order to obtain additional information.

#### Attachments

1. Draft Resolutions
2. Overhead
3. Applicant's Plans (Exhibit A, Case File No. 2023-12 CUP, dated 11/13/2023)
4. Public Hearing Notice (Sent to 176 property owners and occupants)
5. Notice of Exemption
6. Transportation Impact Assessment

RESOLUTION NO. 2023-24

A RESOLUTION OF THE PLANNING COMMISSION OF  
THE CITY OF NATIONAL CITY, CALIFORNIA,  
DETERMINING THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM THE  
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) UNDER CLASS 32 OF THE  
CEQA GUIDELINES SECTION 15332 (IN-FILL DEVELOPMENT) AND  
APPROVING A CONDITIONAL USE PERMIT FOR A DRIVE-THROUGH COFFEE  
SHOP (DUTCH BROS COFFEE) TO BE LOCATED AT 1638 EAST PLAZA  
BOULEVARD.

CASE FILE NO. 2023-12 CUP

APN: 557-410-27

WHEREAS, the Planning Commission of the City of National City considered a Conditional Use Permit for a drive-through coffee shop (Dutch Bros Coffee) to be located at 1638 East Plaza Boulevard at a duly advertised public hearing held on November 20, 2023, at which time oral and documentary evidence was presented; and,

WHEREAS, at said public hearings the Planning Commission considered the staff report contained in Case File No. 2023-12 CUP maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and,

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law; and,

WHEREAS, the action recited herein is found to be essential for the preservation of public health, safety, and general welfare.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of National City, California, that the testimony and evidence presented to the Planning Commission at the public hearing held on November 20, 2023, support the following findings, which are hereby made:

1. That the proposed use is allowable within the applicable zoning district pursuant to a CUP and complies with all other applicable provisions of the Land Use Code, because drive-through businesses are identified as a conditionally-allowed use in the Major Mixed-Use District (MXD-2) zone, and the conditions of approval will

assure the proposed drive-through aisles will meet all requirements as contained in NCMC §18. 41 – Site Planning Standards.

2. That the proposed use is consistent with the General Plan and any applicable specific plan, because the Land Use Code conditionally allows drive-through businesses in the MXD-2 zone; the Land Use Code is consistent with the General Plan. There are no Specific Plans affecting this location.
3. That the design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity, because the property will be developed based on the provisions outlined in the Land Use Code. In addition, the proposed drive-through aisle, subject to the conditions of approval, meets all requirements for such uses outlined in the Land Use Code.
4. That the site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints, because a traffic impact analysis was conducted for the proposed use finding that the project is expected to generate approximately 1,536 net daily trips, which can be accommodated by the existing road network. Intersections in this location are currently operating at a Level of Service (LOS) of C or better (passing) and are calculated by the provided traffic impact analysis to continue to have a passing LOS after construction. The site is located within an urbanized area with access to all necessary utilities and services.
5. That granting the permit would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because noise issues related to drive-through businesses, which are usually related to vehicle queuing and ordering windows and speakers, will not be an issue given that the applicant will utilize person to person ordering in lieu of an amplified ordering system. A vehicle miles traveled (VMT) analysis was also conducted for the site and the project is presumed to have a less than significant impact on VMT. In addition, the new business will benefit the public interest by providing new jobs.
6. That the proposed project has been reviewed in compliance with the California Environmental Quality Act and has been determined to be categorically exempt from environmental review pursuant to Class 32 of the CEQA Guidelines, Section 15332 (In-fill Development Projects), for which a Notice of Exemption will be filed

subsequent to approval of this CUP. Class 32 consists of projects characterized as in-fill development that is consistent with applicable general plan and zoning designations, proposed on an urban site no more than five acres, has a site with no value as habitat for endangered, rare or threatened species, would not result in any significant effects relating to traffic, noise, air quality or water quality, and is adequately served by utilities and public services. The proposed use is consistent with this description and there is no potential for the project to cause either a direct or a reasonably foreseeable indirect physical change in the environment

BE IT FURTHER RESOLVED that the application for Conditional Use Permit is hereby approved subject to the following conditions:

### General

1. This *Conditional Use Permit* authorizes a drive-through coffee shop at 1638 East Plaza Boulevard. Except as required by conditions of approval, all plans submitted for permits associated with the project shall conform to Exhibit A, Case File No. 2023-12 CUP, dated 11/13/2023.
2. Before this *Conditional Use Permit* shall become effective, the applicant and the property owner both shall sign and have notarized an Acceptance Form, provided by the Planning Division, acknowledging and accepting all conditions imposed upon the approval of this permit. Failure to return the signed and notarized Acceptance Form within 30 days of its receipt shall automatically terminate the *Conditional Use Permit*. The applicant shall also submit evidence to the satisfaction of the Planning Division that a Notice of Restriction on Real Property is recorded with the County Recorder. The applicant shall pay necessary recording fees to the County. The Notice of Restriction shall provide information that conditions imposed by approval of the *Conditional Use Permit* are binding on all present or future interest holders or estate holders of the property. The Notice of Restriction shall be approved as to form by the City Attorney and signed by the City Manager or assign prior to recordation.
3. *Within four (4) days of approval*, pursuant to Fish and Game Code 711.4 and the California Code of Regulations, Title 14, Section 753.5, the applicant shall pay all necessary environmental filing fees for the San Diego County Clerk. Checks shall be made payable to the *County Clerk* and submitted to the National City Planning Department.
4. This permit shall become null and void if not exercised within one year after adoption of the resolution of approval unless extended according to procedures specified in Section 18.12.040 of the Municipal Code.



5. This permit shall expire if the use authorized by this resolution is discontinued for a period of 12 months or longer. This permit may also be revoked, pursuant to provisions of the Land Use Code, if discontinued for any lesser period of time.
6. This *Conditional Use Permit* may be revoked if the operator is found to be in violation of any Conditions of Approval or applicable law.

### Building

7. Building plans and permits shall be required to meet current California Building, Mechanical, Electrical, Plumbing, Accessibility, Green, Energy, and Fire Codes.

### Engineering

#### 8. Site Plan Requirements:

##### 1. Form and Content

##### i. Boundaries

1. Fully dimensioned
2. Bearing shown

##### ii. Existing

1. Highways, streets, roads – names, grades, widths, if private designated as such
2. Sidewalks, pavement, curbs, and gutters, street lights, driveways

##### iii. Utilities

1. Sewer – location, size, type, depth manholes
2. Water – location, size, type
3. Gas – location, size
4. Electrical, telephone, cable, TV lines – location, size, type, poles, overhead or underground
5. Water courses – widths, directions of flow, slope percent
6. Buildings/Structures – location with respect to lot lines
7. Trees – groves, orchards and trees of trunk diameter 4" (10cm) or more shown
8. Contours – maximum 5' (2m) interval
9. Easements – location, purpose, size, public or private

9. A Hydrology study (100 year flood) is required for the new project. The study should consider the proposed project area to the closest municipal storm drain collection point.

The study should consider the adequacy of the existing storm drain system to convey any additional run off. All Hydrology study findings and recommendations are part of Engineering Department requirements.

10. The Storm Water BMP Requirements Applicability Form I-1 and if required I-2 checklist for the National Pollutant Discharge Elimination System (NPDES) is required to be completed and submitted to the Engineering Department. The checklist will be required when a project site is submitted for review of the City Departments. The checklist is available at the Engineering Division web site at the link below \*. If it is determined that the project is subject to the "Priority Project Permanent Storm Water BMP Requirements" and the City of National City Storm Water Best Management Practices of the Jurisdictional Urban Runoff Management Program (JURMP) approved Standard Urban Storm Water Mitigation Plan (SUSMP) documentation will be required prior to issuance of an applicable engineering permit. The SUSMP shall be prepared by a Registered Civil Engineer. \*<http://www.nationalcityca.gov/city-government/engineering-public-works/engineering-division/online-services-forms-fees>
11. The Best Management Practices (BMPs) for the maintenance of the proposed construction shall be undertaken in accordance with the National Pollutant Discharge Elimination System (NPDES) regulations which may require a Storm Water Pollution Prevention Plan (SWPPP) for the project. An approved SWPPP will be required prior to issuing of a construction permit.
12. All surface run-off shall be treated with an approved Standard Urban Runoff Mitigation Plan (SUSMP) Best Management Practice (BMP) for all Priority SUSMP projects. No runoff will be permitted to flow over the sidewalk. Adjacent properties shall be protected from surface run-off resulting from this development.
13. All existing and proposed curb inlet on property shall be provided with a "No Dumping" signage in accordance with the NPDES program.
14. A hydromodification plan or a letter sealed and signed by the Engineer of Work explaining why the project is exempt from hydromodification requirements shall be submitted.
15. A grading and drainage plan shall be submitted showing all of the proposed and existing on-site and off-site improvements. The plan shall be prepared in accordance with the City's standard requirements by a Registered Civil Engineer. All necessary measures for prevention of storm water pollution and hazardous material run-off to the public storm drain system from the proposed parking lot or development shall be implemented with the design of the grading. This shall include the provision of such devices as storm drain interceptors, clarifiers, or filters. Best Management Practices for the maintenance of the parking lot, including sampling, monitoring, and cleaning of private catch basins and storm drains, shall be undertaken in accordance with the

National Pollution Discharge Elimination System (NPDES) regulations. A private storm water treatment maintenance agreement shall be signed and recorded. A check list for preparation of the grading plan/drainage plan is available at the Engineering Department.

16. A sewer permit will be required. The method of sewage collection and disposal shall be shown on the grading/drainage plan. Any new sewer lateral in the City right-of-way shall be 6 inch in size with a clean out. A sewer stamp "S" shall be provided on the curb to mark the location of the lateral.
17. Separate street and sewer plans prepared by Registered Civil Engineer, shall be submitted showing all of the existing and proposed improvements. The plans shall be in accordance with City requirements. Plans shall include street centerline stationing. All public improvements including proposed and existing to be removed driveways, sidewalks, curb and gutter, utility laterals, etc. shall have street centerline stations provided.
18. A soils engineering report shall be submitted for the Engineering Department's review, after Planning Commission approval. The report shall address the stability of all of the existing and proposed slopes on the property. It shall also address the adequacy of the building pads, the criteria for any new retaining wall design, the maximum allowable soil bearing pressure and the required pavement structural sections for the proposed streets, the parking areas, and the driveways. As a minimum, the parking lot pavement sections shall be 2 inch A.C. over 4 inch Class II aggregate base. The street pavement sections shall be in accordance with National City modified Standard Drawing G-34. All soils report findings and recommendations shall be part of the Engineering Department requirements.
19. Grading and street improvement plans shall be drawn on City of National City standard border with City of National City standard title block and notes.
20. A title report shall be submitted to the Engineering Department, after the Planning Commission approval, for review of all existing easements and the ownership at the property.
21. A cost estimate for all of the proposed grading, drainage, street improvements, landscaping and retaining wall work shall be submitted with the plans. A performance bond equal to the approved cost estimate shall be posted. Three percent (3%) of the estimated cost shall also be deposited with the City as an initial cost for plan checking and inspection services at the time the plans are submitted. The deposit is subject to adjustment according to actual worked hours and consultant services.
22. The property owner, or its successors and assigns shall be responsible for the maintenance, repair, or reconstruction of all irrigation and landscaping improvements installed within the public right-of-way. Sprinkler heads shall be adjusted so as to

prevent overspray upon the public sidewalk or the street. The proposed sprinkler heads shall be installed behind the sidewalk, and the irrigation mainline upon private property only, as required by the City. The property owner or, its successors or assigns, shall remove and relocate all irrigation items from the public right-of-way at no cost to the City, and within a reasonable time frame upon a written notification by the City Engineer.

23. Metallic identification tape shall be placed between the bottom layer of the finished surface and the top of all irrigation lines in the public right-of-way.
24. The existing street improvements along the property frontage(s) shall be kept free from weed growth by the use of special weed killers, or other approved methods.
25. All existing survey monuments, including any benchmark, within the boundaries of the project shall be shown on the plans. If disturbed, a licensed land surveyor or civil engineer shall restore them after completion of the work. A Corner Record shall be filed with the County of San Diego Recorder. A copy of the documents filed shall be given to the City of National City Engineering Department as soon as filed.
26. A permit shall be obtained from the Engineering Department for all improvement work within the public right-of-way, and any grading construction on private property.
27. Street improvements shall be in accordance with the City Standards. All missing street improvements shall be constructed. Abandoned driveway aprons shall be replaced with curb, gutter, and sidewalks.
28. All electrical, telephone and similar distribution service wires for the new structure(s) shall be placed underground.

### Planning

29. Prior to issuance of a building permit for this project, an adjustment plat shall be recorded with the San Diego County Clerk.
30. A landscape and underground irrigation plan shall be submitted as part of the construction permitting process in compliance with Land Use Code Chapter 18.44 (Landscaping), including Section 18.44.190 related to water efficient landscape requirements. Installation and continued maintenance of minimum landscaping items required by Section 18.41.020(C)(3), including a minimum three-foot hedge and ornamental trees spaced 20 feet on center along the Sweetwater Road and Orange Street frontages, shall be provided. The landscaping and irrigation required by this approval shall be maintained for the life of the project.
31. Plans submitted for construction shall conform to minimum turning radius requirements for drive-through businesses unless the City Engineer approves a lesser radius. Building permit plans shall be fully dimensioned and include all proposed signage and striping for the drive-through aisles, driveways, and parking spaces.

32. Business operations shall comply with Municipal Code Title 12 (Noise) at all times. Plans submitted for construction shall reflect the use of sound-attenuating speakers that automatically reduce the volume of ordering speakers during periods of low ambient noise should an electronic ordering system be installed.
33. Plans submitted for construction shall conform to Land Use Code Section 18.46 (Outdoor Lighting) and 18.42.040 (Screening mechanical equipment and elevator housing).
34. Plans submitted for construction shall comply with the guidelines stated in Land Use Code Section 18.42.050 (Commercial and institutional building design standards).
35. The trash enclosure design shall be in compliance with Municipal Code Title 7, Section 7.10.080 (Enclosures required), including the use of flame retardant materials.
36. Building plans and permits shall be required to meet current California Building, Mechanical, Electrical, Plumbing, Accessibility, Green, Energy, and Fire Codes. For further information, please contact the Building Division at 619-336-4210 or Fire Department at 619-336-4550.

#### Indemnification Agreement

The Applicant shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify the Applicant of any claim, action, or proceeding. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, the Applicant shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Applicant regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Applicant shall not be required to pay or perform any settlement unless such settlement is approved by the Applicant.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted forthwith to the applicant and to the City Council.

BE IT FINALLY RESOLVED that this Resolution shall become effective and final on the day following the City Council meeting where the Planning Commission

meeting, appeal the decision of the Planning Commission and set the matter for public hearing.

CERTIFICATION:

This certifies that the Resolution was adopted by the Planning Commission at their meeting of November 20, 2023, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

---

CHAIRPERSON

RESOLUTION NO. 2023-24

A RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF NATIONAL CITY, CALIFORNIA  
DENYING A CONDITIONAL USE PERMIT FOR A DRIVE-THROUGH COFFEE SHOP  
(DUTCH BROS COFFEE) TO BE LOCATED AT 1638 EAST PLAZA BOULEVARD.  
CASE FILE NO. 2023-12 CUP  
APN: 557-410-27

WHEREAS, the Planning Commission of the City of National City considered a Conditional Use Permit for a drive-through coffee shop (Dutch Bros Coffee) to be located at 1638 East Plaza Boulevard at a duly advertised public hearing held on November 20, 2023, at which time oral and documentary evidence was presented; and,

WHEREAS, at said public hearings the Planning Commission considered the staff report contained in Case File No. 2023-12 CUP maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and,

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of National City, California, that the testimony and evidence presented to the Planning Commission at the public hearing held on November 20, 2023, support the following finding:

1. Granting the permit would constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because it would contribute to a concentration of unhealthy fast food eating places.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted forthwith to the applicant and to the City Council.

BE IT FINALLY RESOLVED that this Resolution shall become effective and final on the day following the City Council meeting where the Planning Commission resolution is set for review, unless an appeal in writing is filed with the City Clerk prior to 5:00 p.m. on the day of that City Council meeting. The City Council may, at that

meeting, appeal the decision of the Planning Commission and set the matter for public hearing.

CERTIFICATION:

This certifies that the Resolution was adopted by the Planning Commission at their meeting of November 20, 2023, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

---

CHAIRPERSON

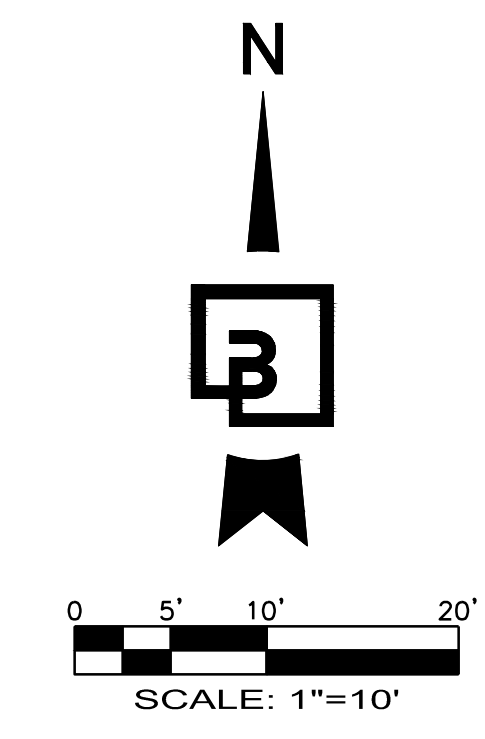


2023-12 CUP – 1638 E. Plaza Blvd. – Overhead



DUTCH BROS. COFFEE - CA4704, NATIONAL CITY, CA  
**PRELIMINARY SITE PLAN**

EXHIBIT A, CASE FILE NO. 2023-12 CUP, 11/13/2023



**ACCESSIBLE PATH OF TRAVEL NOTE:**

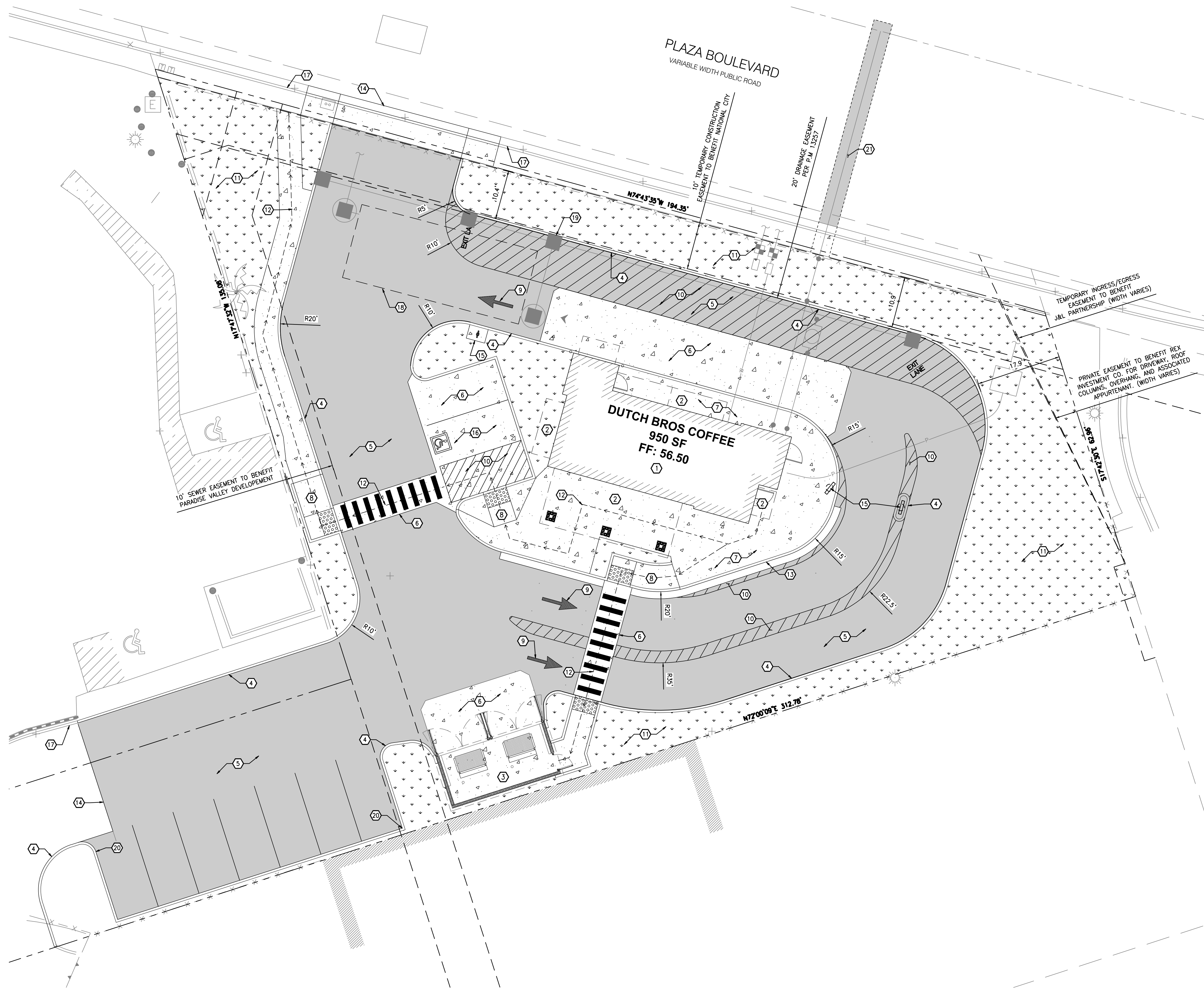
WALKWAYS ALONG ACCESSIBLE ROUTES OF TRAVEL SHALL BE CONTINUOUSLY ACCESSIBLE, A MINIMUM 48" IN WIDTH, HAVE A MAXIMUM 1.5% CROSS SLOPE, AND SHALL HAVE RAMPS COMPLYING WITH ADA STANDARDS WHERE NECESSARY TO CHANGE ELEVATION AT A LONGITUDINAL SLOPE EXCEEDING 5% (1:20).

**7 SITE PLAN NOTES:**

1. LOCATION OF DUTCH BROS COFFEE STAND. SEE ARCHITECTURAL PLANS FOR DETAILS.
2. LOCATION OF AWNING OUTLINE. SEE ARCHITECTURAL PLANS FOR DETAILS.
3. PROPOSED 22'X11' CMU TRASH ENCLOSURE WITH CONCRETE PAD.
4. PROPOSED CONCRETE BARRIER CURB, TYPICAL.
5. PROPOSED ASPHALT PAVEMENT, TYPICAL.
6. PROPOSED ON-SITE CONCRETE PAVEMENT, TYPICAL.
7. PROPOSED ON-SITE CONCRETE SIDEWALK (WIDTH VARIES), TYPICAL.
8. PROPOSED ACCESSIBLE RAMP, TYPICAL.
9. PROPOSED DIRECTIONAL PAVEMENT MARKINGS, TYPICAL.
10. PROPOSED NO PARKING STRIPING, STRIPES 4" WIDE, 45 DEGRESS, 24" O.C, SAFETY WHITE, TYPICAL.
11. PROPOSED LANDSCAPE AREA, TYPICAL.
12. PROPOSED ACCESSIBLE PATH, TYPICAL. SEE ACCESSIBLE NOTE THIS SHEET.
13. PROPOSED CURB AND GUTTER, TYPICAL.
14. NEAT SAWCUT LINE, HOT TAR SEAL JOINT, TYPICAL.
15. PROPOSED LOCATION OF SIGN. REFER CONSTRUCT CONCRETE PAD IF IN LANDSCAPED AREA.
16. PROPOSED ACCESSIBLE STALL.
17. EXISTING CURB TO REMAIN, TYPICAL.
18. PROPOSED UNDERGROUND DETENTION SYSTEM
- 18.1. ADS STORMTECH CHAMBERS MC3500 (VOL: 1908 CF)
19. PROPOSED 4'X6' MODULAR WETLAND.
20. PROPOSED 1.5' MAX CURB WALL BETWEEN KEYNOTES.
21. PAVEMENT/SIDEWALK PATCH AS REQUIRED TO FACILITATE UTILITY CONNECTON

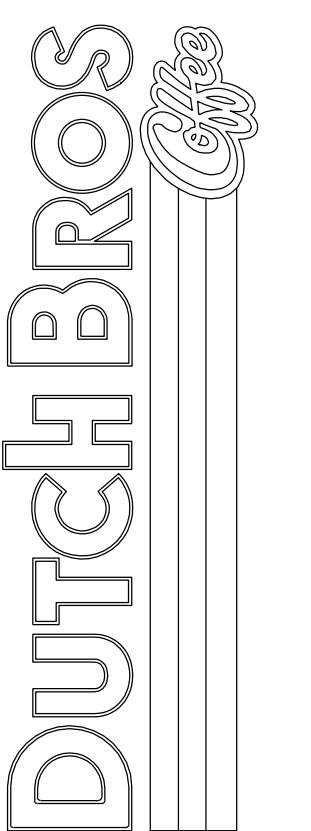
**LEGEND**

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

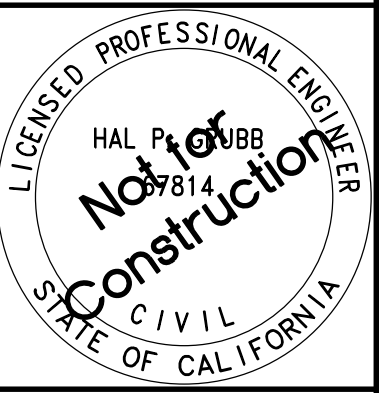


**PRELIMINARY SITE PLAN**  
 1606 EAST PLAZA BLVD  
 NATIONAL CITY, CA 91950

Title:



For:



Scale:

Horizontal 1"=10'

Vertical N/A

Designed MTL

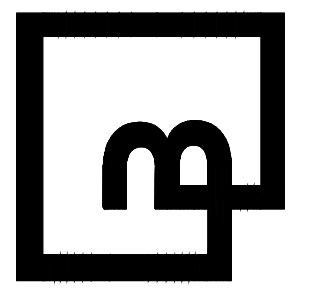
Drawn MTL

Checked JAH

Approved HPS

Date 11/19/23

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



Job Number  
**22132**

Sheet  
**C2.0**

2019 DB  
 Franchising USA, LLC

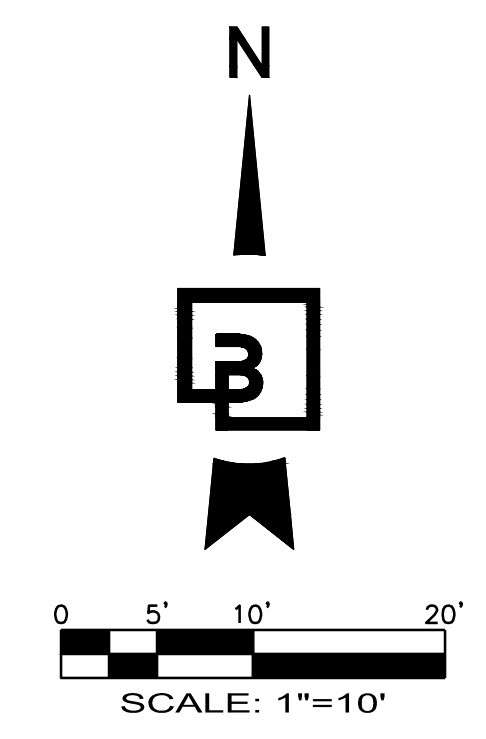
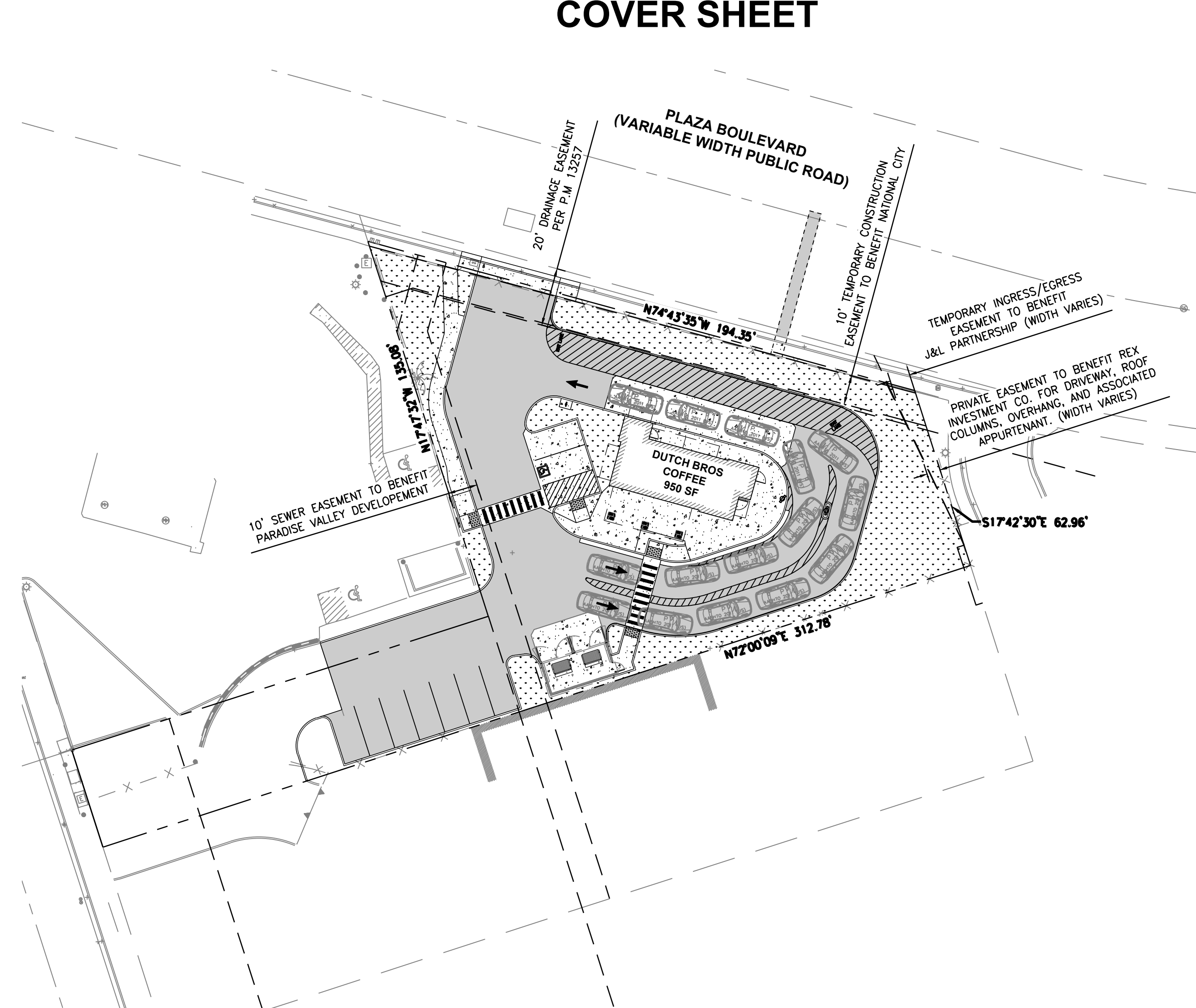
The name DUTCH BROS, and all associated logos, distinctive designs, content, information, and other materials featured, displayed, contained herein, and made available by Dutch Bros., including but not limited to, the "look and feel" of the establishments and products, all text, images, colors, configurations,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

# DUTCH BROS. COFFEE - CA4704, NATIONAL CITY, CA

## COVER SHEET

### GENERAL SITE NOTES:

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



**PROJECT DATA:**

LOCATION:	1606 E. PLAZA BLVD NATIONAL CITY, CA 91950
JURISDICTION:	CITY OF NATIONAL CITY
PARCEL IDENTIFICATION NUMBER:	5574102700
ZONING:	MAJOR MIXED-USE DISTRICT
ADJACENT ZONES:	MAJOR MIXED-USE DISTRICT MAJOR MIXED-USE DISTRICT MAJOR MIXED-USE DISTRICT SMALL LOT RED.
FLOOD ZONE:	ZONE AE
LOT AREA:	25,265± SQUARE FEET (0.58± ACRES)
DISTURBED AREA:	23,134± SQUARE FEET (0.53± ACRES)
BUILDING SETBACKS:	
REQUIRED FRONT:	15'
REQUIRED SIDES, REAR YARD:	15'
REQUIRED SIDES, INTERIOR:	15'
PARKING SETBACKS:	40'
PARKING CALCULATIONS:	
REQUIRED SPACES:	4
PROVIDED SPACES:	8
ACCESSIBLE SPACES:	1
TOTAL PARKING PROVIDED:	9
BUILDING REQUIREMENTS:	
MAXIMUM BUILDING HEIGHT:	65'
PROPOSED BUILDING HEIGHT:	24'
MAXIMUM GROSS FLOOR AREA:	950 S.F.
FLOOR AREA RATIO (PROVIDED):	17,888
SITE TOTAL IMPERVIOUS COVER:	77.3% (17,888± S.F.)
PROPOSED GROUND COVER SUMMARY BY USE (RESTAURANT DRIVE-THRU):	
BUILDING:	950 S.F. 4.1%
TRASH ENCLOSURE:	240 S.F. 5.6%
PARKING AND MANUEVERING:	14,767 S.F. 8.1%
SIDEWALKS:	1,931 S.F. 8.4%
LANDSCAPE:	5,246 S.F. 22.7%
TOTAL:	23,134 S.F. 100.0%

**LEGAL DESCRIPTION:**  
BEING PARCEL A OF "AMENDED AND RESTATED CERTIFICATE OF COMPLIANCE" RECORDED JUNE 11, 2007 AS FILED NO. 2007-0392909 OF OFFICIAL RECORDS DESCRIBES AS FOLLOWS:  
  
PARCEL 3 OF PARCEL MAP NO. 13257, IN THE CITY OF NATIONAL CITY, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON MAY 8, 1984 AS FILED NO. 84-170925 OF OFFICIAL RECORDS.

**FLOOD ZONE:**  
THE PROJECT IS LOCATED IN ZONE AE AND X OF THE FLOOD INSURANCE RATE MAP, MAP NO. 06073C1912G, EFFECTIVE 05/16/12.

**EXISTING TOPOGRAPHY-SURVEY INFORMATION NOTE:**  
AN A.L.T.A./N.S.P.S. TOPOGRAPHIC AND BOUNDARY SURVEY DATED SEPTEMBER 18, 2021; PERFORMED BY HARIYA INC. AND HAS BEEN PROVIDED TO BARGHAUSEN CONSULTING ENGINEERS, INC. BARGHAUSEN CONSULTING ENGINEERS, INC. HAS NOT VERIFIED THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. SITE DESIGN HAS BEEN BASED ON ABOVE REFERENCED SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH THE OWNER TO HAVE ALL IMPROVEMENTS FIELD VERIFIED PRIOR TO CONSTRUCTION. DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF BARGHAUSEN CONSULTING ENGINEERS, INC. IMMEDIATELY.

**MONUMENT PROTECTION NOTE:**  
ALL EXISTING SURVEY MONUMENTS ARE TO BE PRESERVED PER CALIFORNIA REVISED STATUTES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT MONUMENTS ARE PROPERLY PROTECTED AND/OR PERPETUATED. IF ANY OF THE MONUMENTS ARE DISTURBED OR ARE NEAR THE AREA OF CONSTRUCTION, A LICENSED SURVEYOR MUST CONFIRM THAT THE MONUMENTS HAVE BEEN PROTECTED AND/OR PERPETUATED AND THE APPROPRIATE DOCUMENTATION HAS BEEN RECORDED. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR OBTAINING PERMITS FROM ANY JURISDICTIONS HAVING AUTHORITY FOR REMOVING AND REPLACING ALL SURVEY MONUMENTATION THAT MAY BE AFFECTED BY CONSTRUCTION ACTIVITY. UPON COMPLETION OF CONSTRUCTION, ALL MONUMENTS DISPLACED, REMOVED, OR DESTROYED SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR, AT THE COST AND AT THE DIRECTION OF THE CONTRACTOR, PURSUANT TO THESE REGULATIONS. THE APPROPRIATE FORMS FOR REPLACEMENT OF SAID MONUMENTATION SHALL ALSO BE THE RESPONSIBILITY OF THE CONTRACTOR.

**UTILITY CONFLICT NOTE:**  
THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POT-HOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 811 AND THEN POT-HOLING ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL NOTIFY BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

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

**LANDSCAPE ARCHITECT**  
EVERGREEN DESIGN GROUP  
1600 BROADWAY, SUITE 1600  
DENVER, CO 80202  
CONTACT: RODNEY MCNABB  
TEL: (800) 680-6630  
WEBSITE: [HTTPS://WWW.GNICHARCH.COM](https://www.gnicharch.com)

**OWNER**  
THRIFTY OIL CO., A CALIFORNIA CORP  
PLAZA DRIVE,  
NATIONAL CITY, CA

**ENGINEER**  
BARGHAUSEN CONSULTING ENGINEERS, INC.  
18215 72ND AVE. SOUTH  
KENT, WA 98032  
TEL: (425) 251-6222  
CONTACT: HAL P. GRUBB, P.E.  
EMAIL: [HGRUBB@BARGHAUSEN.COM](mailto:HGRUBB@BARGHAUSEN.COM)  
WEBSITE: [HTTPS://WWW.BARGHAUSEN.COM](https://www.barghausen.com)

**SURVEYOR**  
HARIYA INC. - SURVEYING, CIVIL ENGINEERING, AND PROJECT MANAGEMENT COMPANY  
26121 WALLACK PLACE  
LOMA LINDA, CA 92354  
CONTACT: MANOJ HARIYA  
TEL: (909) 499-8270  
WEBSITE: [HTTPS://HARYAINC.COM/](https://haryainc.com/)

**DEVELOPER**  
DUTCH BROS COFFEE  
110 SW 4TH STREET  
GRANTS PASS, OR 97526  
CONTACT: RUSS ORSI  
TEL: (916) 765-7270  
EMAIL: [RUSS.ORSI@DUTCHBROS.COM](mailto:RUSS.ORSI@DUTCHBROS.COM)  
WEBSITE: [HTTPS://WWW.DUTCHBROS.COM](https://www.dutchbros.com)

SHEET INDEX	
Sheet Number	Sheet Title
C1.0	COVER SHEET
C2.0	PRELIMINARY SITE PLAN
C3.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C4.0	PRELIMINARY UTILITY PLAN
LP-1	LANDSCAPE PLANTING PLAN
LP-2	TREE PROTECTION DETAILS
LP-3	LANDSCAPE PLANTING SPECIFICATIONS AND DETAILS

PROPOSED LINES AND SYMBOLS	
CONCRETE	
ASPHALT PAVING	
LANDSCAPING	
CURB AND CUTTER	
BARRIER CURB	
EDGE OF PAVEMENT LINE	
GUARD POST/BOLLARD	
SIDEWALK LINE	
ACCESSIBLE ROUTE	
CONTOUR LINE	
SAW CUT LINE	
SANITARY SEWER	
WATER	
GAS	
ELECTRICAL/POWER	
DATA/COMMUNICATIONS	
PAINTED LINES	
STORM DRAIN	
SITE LOT LIGHT	
SIGN; SIGN AND POST	
SIGN PER ARCHITECTURAL	
GREASE INTERCEPTOR	
WATER METER/BACKFLOW	
STORM DRAIN CATCHBASIN	
CLEANOUT	

LEGEND	
	POWER POLE
	SEWER MANHOLE
	STORM DRAIN MANHOLE
	RETAINING/BLOCK WALL
	FOUND MONUMENT
	CONCRETE PAVEMENT
	EDGE OF PAVEMENT
	PALM TREE
	CATCH BASIN
	FIRE HYDRANT
	IRRIGATION CONTROL VALVE
	SEWER CLEANOUT
	GAS VALVE
	UTILITY PEDESTAL
	TRAFFIC SIGNAL BOX
	SIGN POST
	NORTH
	SOUTH
	EAST
	WEST
	RIGHT OF WAY
	LANDSCAPE
	TRAFFIC LIGHTS
	WOOD FENCE
	CHAIN LINK FENCE
	MONITORING WELL
	WATER METER
	TELEPHONE MANHOLE
	STREET LIGHT
	YARD LIGHT
	ELECTRIC VAULT
	GAS METER
	CHAIN LINK FENCE
	WATER VALVE
	PROPERTY LINE
	MEASURED
	CALCULATED
	ELECTRIC BOX
	GUY WIRE
	FEET
	DEGREES
	FEET OR MINUTES
	INCHES OR SECONDS
	SQUARE
	ELECTRIC TRANSFORMER
	FIRE DEP. CONNECTION
	BLDG. HEIGHT MEASUREMENT

PRELIMINARY NOT FOR CONSTRUCTION

**COVER SHEET**  
1606 EAST PLAZA BLVD  
NATIONAL CITY, CA 91950

**DUTCH BROS**

**For:**  
LICENSED PROFESSIONAL ENGINEER  
Not for Construction  
HAL P. GRUBB  
P.E.  
CIVIL  
STATE OF CALIFORNIA

Scale: Horizontal 1"=30' Vertical N/A

Designed: MTL Drawn: MTL Checked: JAH Approved: HPG Date: 7/06/23

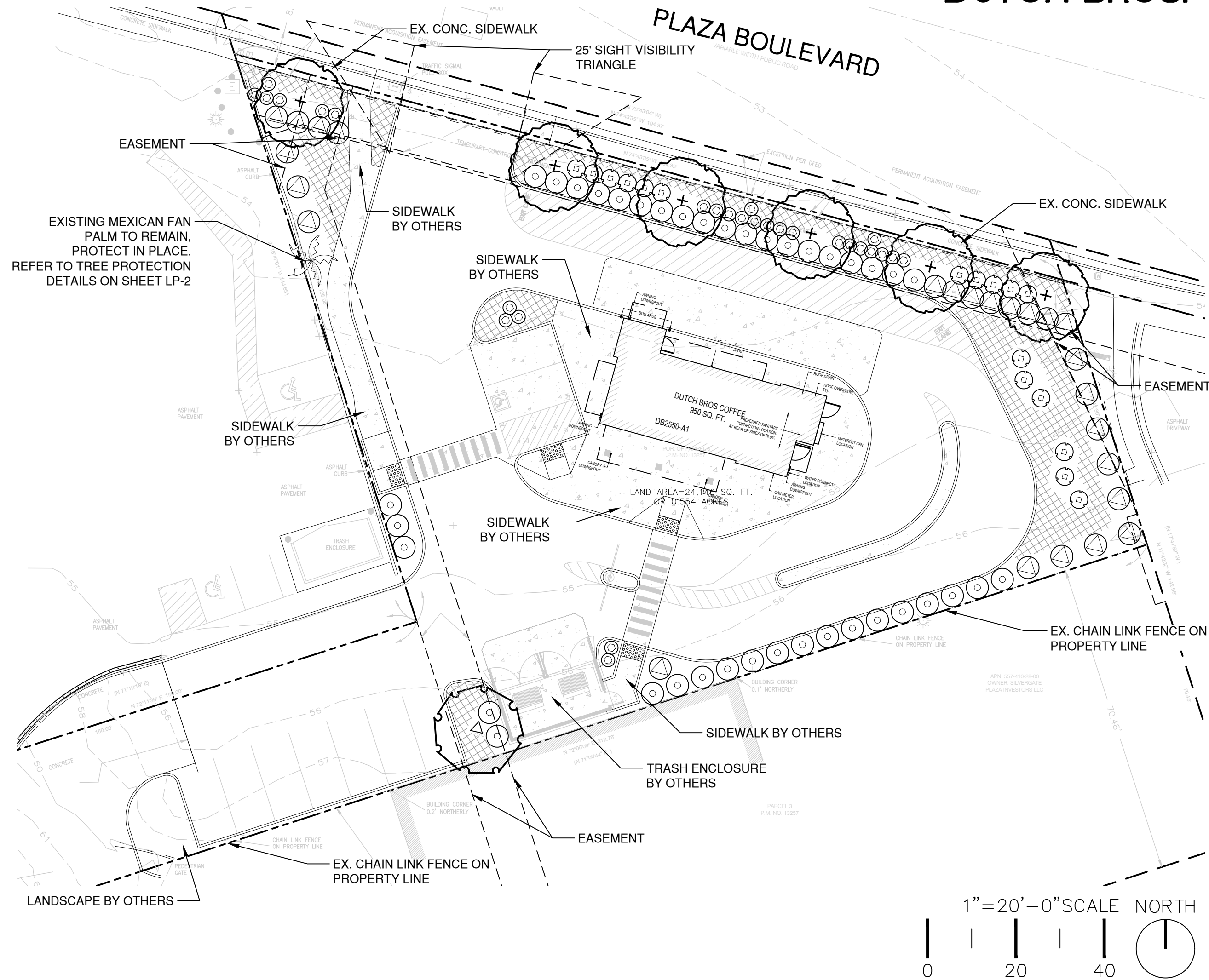
**Barghausen Consulting Engineers, Inc.**  
18215 72nd Avenue South  
Kent, WA 98032  
425-251-6222  
[barghausen.com](http://barghausen.com)

Job Number: 22132  
Sheet: C1.0  
2019 DB  
Franchising USA, LLC

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# DUTCH BROS. COFFEE - CA4704, NATIONAL CITY, CA



## PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	SIZE	WUCOLS	CAL	HEIGHT	QTY	
	ARBUTUS X 'MARINA' MARINA STRAWBERRY TREE	15 GAL	L	1.5" CAL.	8'-10'	1	
	KOELREUTERIA BIPINNATA CHINESE FLAME TREE	15 GAL	L	1.5" CAL.	8'-10'	6	
SHRUBS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	MATURE SIZE (W'X'H')	ADDITIONAL	SPACING	QTY
	ARCTOSTAPHYLOS HOOKERI 'WAYSIDE' WAYSIDE HOOKER'S MANZANITA	5 GAL	L			48" o.c.	17
	MUHLBERGIA CAPILLARIS PINK MUHLY GRASS	5 GAL	L			36" o.c.	28
	MUHLBERGIA RIGENS DEER GRASS	5 GAL	L			60" o.c.	25
	RHAMNUS CALIFORNICA 'EVE CASE' EVE CASE COFFEEBERRY	5 GAL	L			60" o.c.	39
GROUND COVERS	BOTANICAL / COMMON NAME	SIZE	WUCOLS	MATURE SIZE (W'X'H')	ADDITIONAL	SPACING	QTY
	BACCHARIS PILULARIS 'PIGEON POINT' PIGEON POINT COYOTE BRUSH	1 GAL	L			36" o.c.	184

## LANDSCAPE CALCULATIONS

<b>GENERAL CALCULATIONS:</b>	
PROJECT AREA:	24,146 SF
LANDSCAPE AREA REQUIRED:	4,829 SF
LANDSCAPE AREA PROVIDED:	4,612 SF PROPOSED + 233 SF EXISTING = TOTAL 4,845 SF (20%)
TURF AREAS PROPOSED:	0 SF (0%)
<b>STREETScape LANDSCAPE:</b>	
PLAZA BLVD:	194.35'
STREET TREES REQUIRED:	7 TREES (1 PER 30LF)
STREET TREES PROVIDED:	6 TREES*
SHRUBS REQUIRED:	65 FIVE GAL. SHRUBS (2 PER 6')
SHRUBS PROVIDED:	65 FIVE GAL. SHRUBS
<b>PARKING LOT LANDSCAPE:</b>	
PARKING SPACES:	9 SPACES
PARKING LOT TREES REQUIRED:	1 TREE (1 TREE PER 7 SPACES)
PARKING LOT TREE PROVIDED:	1 TREE
* FULL REQUIREMENT NOT MET DUE TO DRIVEWAY APRON AND SIGHT VISIBILITY REQUIREMENTS.	

## GENERAL GRADING AND PLANTING NOTES

- BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
- THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
- IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
  - BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
  - CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
  - THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (BASED ON A SOIL TEST, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
  - ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 3" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
  - ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
  - SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
- ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
  - THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES; PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
  - NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT. IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
  - THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
- THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
- SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

## MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF 1-1/2" SHREDDED WOOD MULCH, RECYCLED, NATURAL (UNDYED), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

## ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING OR CURBS. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

## DECLARATION OF WATER EFFICIENT LANDSCAPE

I HAVE COMPLIED WITH THE CRITERIA OF THE WATER EFFICIENT LA APPLIED SUCH CRITERIA FOR THE EFFICIENT USE OF WATER IN THE

I AM FAMILIAR WITH THE REQUIREMENTS FOR LANDSCAPE AND IRR IN THE CITY OF NATIONAL CITY WATER EFFICIENT LANDSCAPE REG SECTION 18.44.190). I HAVE PREPARED THIS PLAN IN COMPLIANCE V CERTIFY THAT THE PLAN IMPLEMENTS THOSE REGULATIONS TO PR WATER.

BLAKE RHINEHART, LANDSCAPE ARCHITECT

CA LICENSE #6255

REGISTRATION

EVERGREEN DESIGN GROUP  
11801 PIERCE STREET, SUITE 200  
RIVERSIDE, CA 92505

## EXISTING TREE INFORMATION

SPECIES	SIZE	DISPOSITION
MEXICAN FAN PALM - WASHINGTONIA ROBUSTA	NA	TO REMAIN

## CALIFORNIA WATER EFFICIENT LANDSCAPE WORKSHEET

REFERENCE EVAPOTRANSPIRATION (ET <sub>a</sub> )	46.6	PROJECT TYPE	Non-Residential	ETAF	0.45		
HYDROZONE #/ PLANTING DESCRIPTION*	PLANT FACTOR (PF)	IRRIGATION METHOD*	IRRIGATION EFFICIENCY	ETAF (PF/IE)	LANDSCAPE AREA (SQ. FT.)	ETAF X AREA	ESTIMATED TOTAL WATER USE (ETWU) <sup>2</sup>
<b>REGULAR LANDSCAPE AREAS</b>							
LOW WATER SHRUBS	0.2 DRIP		0.81	0.25	4612	1139	32901
LOW WATER TREES	0.2 DRIP		0.81	0.25	150	37	1070
<b>TOTALS</b>					4762	1176	33971
<b>SPECIAL LANDSCAPE AREAS</b>							
NONE				1	0	0	0
<b>TOTALS</b>					0	0	0
<b>ETWU TOTAL</b>						33971	
<b>MAXIMUM ALLOWED WATER ALLOWANCE (MAWA)<sup>3</sup></b>						61913	

## ETAF CALCULATIONS

REGULAR LANDSCAPE AREAS	TOTAL ETAF X AREA
TOTAL AREA	4762
AVERAGE ETAF	0.25

## ALL LANDSCAPE AREAS

TOTAL ETAF X AREA	TOTAL AREA
TOTAL AREA	4762
AVERAGE ETAF	0.25

PRELIMINARY NOT FOR CONSTRUCTION

LANDSCAPE PLANTING PLAN  
1606 EAST PLAZA BLVD  
NATIONAL CITY, CA 91950

Title:

DUTCH BROS  
Coffee

For:



Scale:

Horizontal

Vertical

Designed

Drawn

Checked

Approved

Date

06/12/23

Job Number

22132

Sheet

LP-1

2019 DB

Franchising

www.barghausen.com

8 (800) 680-6630

11801 Pierce Street, Suite 200

Riverside, CA 92505

www.EvergreenDesignGroup.com

6/23/2023 4:38 PM

BLAKE

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1

811

Know what's below.

Call before you dig.

811

Know what's below.

Call before you dig.

811

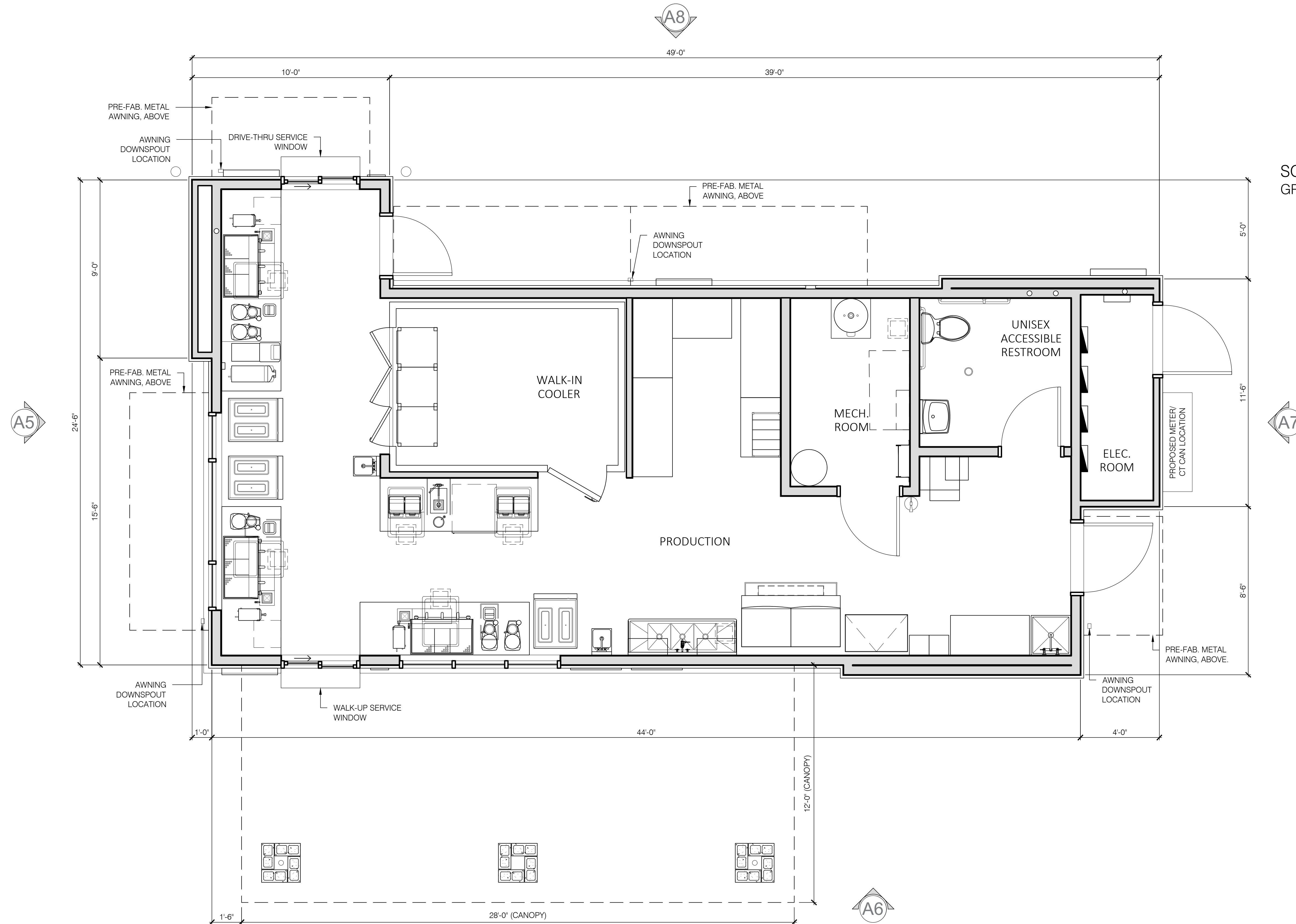
Know what's below.

Call before you dig.

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Know what's below.

Call before you dig.



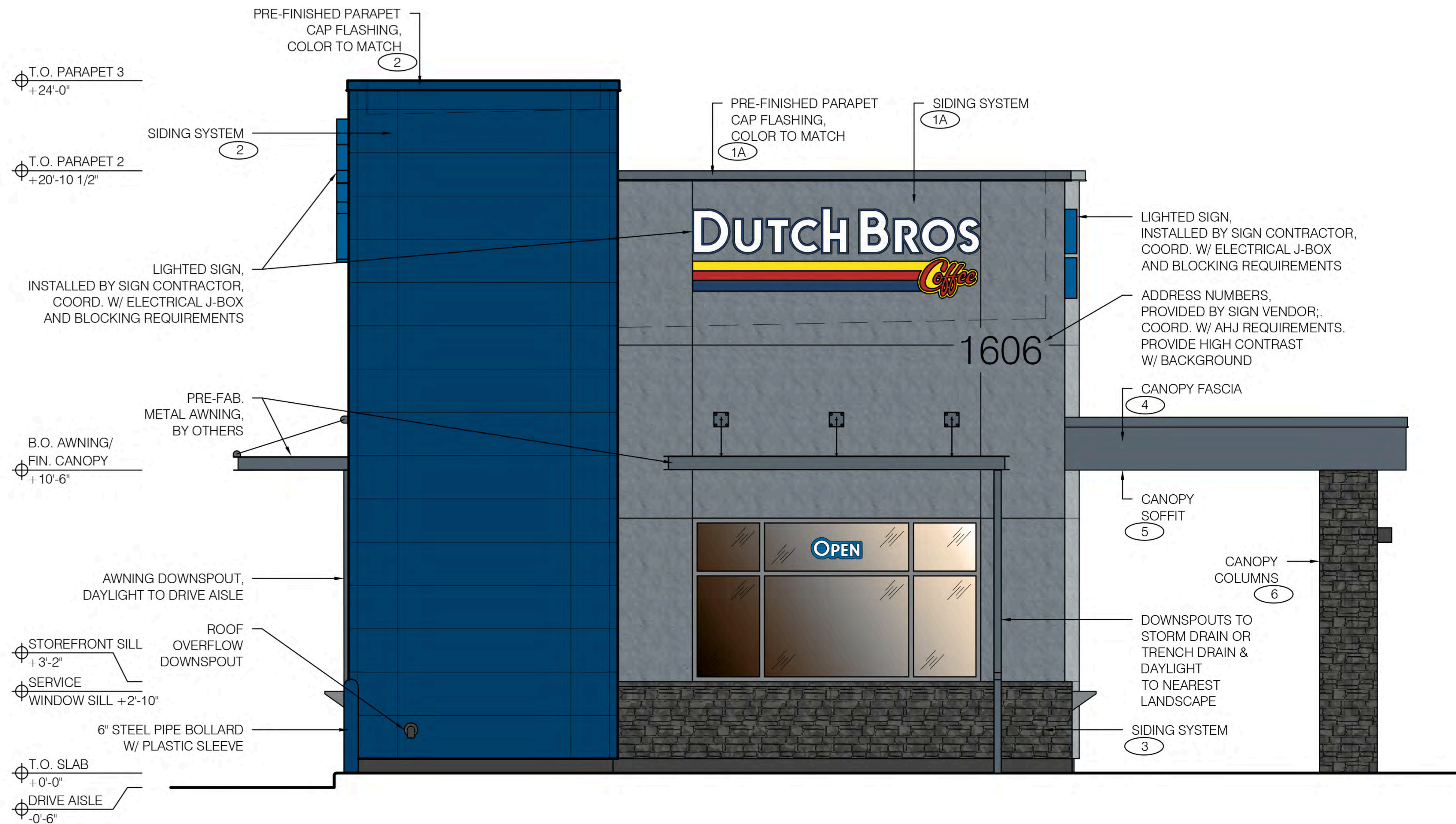
SQUARE FOOTAGE :  
GROSS = 950 SQ. FT.

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

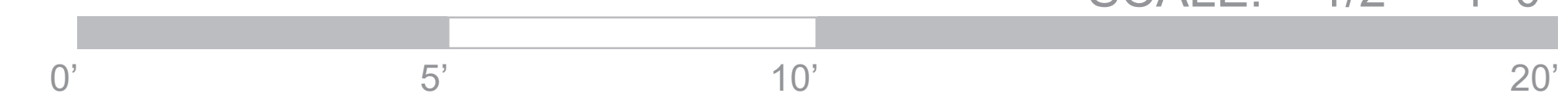


EXTERIOR FINISH SCHEDULE - ALTERNATE w/ CANOPY				
ID TAG	MATERIAL	MANUFACTURER	MODEL	REMARKS
ZONE 1 (BODY)				
1A	STUCCO	DRYVIT	CCP-2 SYSTEM, SANDPEBBLE FINE E FINISH; REVEALS AS SHOWN	PAINTED; COLOR: BLDG DB DARK GRAY
1B	STUCCO	DRYVIT	CCP-2 SYSTEM, SANDPEBBLE FINE E FINISH; REVEALS AS SHOWN	PAINTED; COLOR: BLDG DB LIGHT GRAY
ZONE 2 (TOWER)				
2	FIBER CEMENT SIDING	NICHIHA	ILLUMINATION, AWP 1818 w/ FACTORY PANEL CORNERS	COLOR: BLDG DB BLUE
ZONE 3 (BASE)				
3	STONE VENEER	ELDORADO STONE	CLIFFSTONE, BANFF SPRINGS	COLOR: PER MFR.
	STONE SILL	ELDORADO STONE	SNAPPED EDGE WAINSCOT SILL	COLOR: PEWTER
ZONE 4 (FRAMED CANOPY)				
4	FASCIA	WESTERN STATES METAL ROOFING	T-GROOVE, 10"	3 SIDES; COLOR: BLDG DB DARK GRAY
5	SOFFIT	HEWN ELEMENTS	NATURAL NORTHWESTERN SPRUCE	1x8, T&G, 1/8" REVEAL
6	COLUMNS	ELDORADO STONE	CLIFFSTONE, BANFF SPRINGS	COLOR: PER MFR.

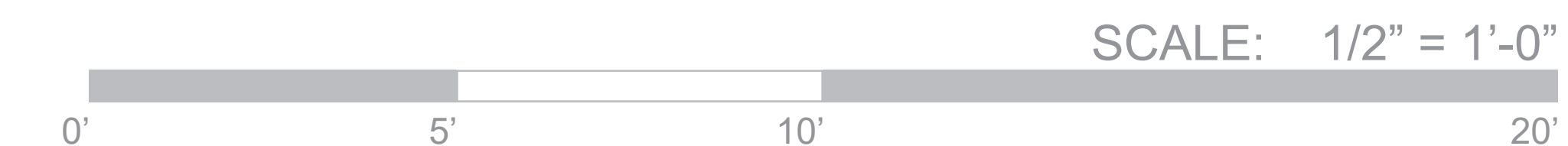
NOTE: GC TO PROVIDE 3"x2" SMOOTH DOWNSPOUTS, AND ALL NECESSARY ADAPTORS, AT AWNING AND CANOPY LOCATIONS; COLOR: BLDG DB DARK GRAY



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

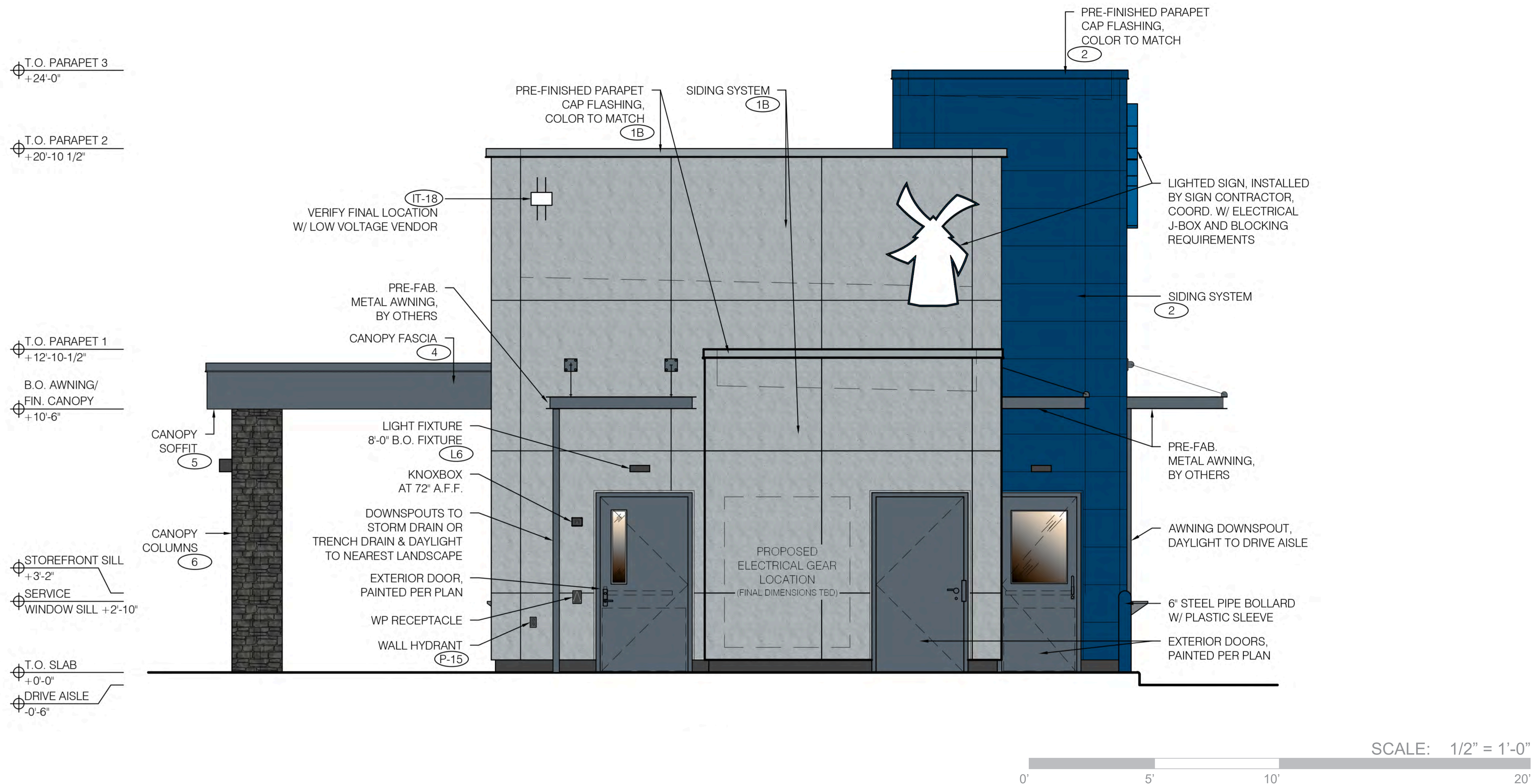


EXTERIOR FINISH SCHEDULE - ALTERNATE w/ CANOPY				
ID TAG	MATERIAL	MANUFACTURER	MODEL	REMARKS
ZONE 1 (BODY)				
1A	STUCCO	DRYVIT	CCP-2 SYSTEM, SANDPEBBLE FINE E FINISH; REVEALS AS SHOWN	PAINTED; COLOR: BLDG DB DARK GRAY
1B	STUCCO	DRYVIT	CCP-2 SYSTEM, SANDPEBBLE FINE E FINISH; REVEALS AS SHOWN	PAINTED; COLOR: BLDG DB LIGHT GRAY
ZONE 2 (TOWER)				
2	FIBER CEMENT SIDING	NICHIHA	ILLUMINATION, AWP 1818 w/ FACTORY PANEL CORNERS	COLOR: BLDG DB BLUE
ZONE 3 (BASE)				
3	STONE VENEER	ELDORADO STONE	CLIFFSTONE, BANFF SPRINGS	COLOR: PER MFR.
	STONE SILL	ELDORADO STONE	SNAPPED EDGE WAINSCOT SILL	COLOR: PEWTER
ZONE 4 (FRAMED CANOPY)				
4	FASCIA	WESTERN STATES METAL ROOFING	T-GROOVE, 10"	3 SIDES; COLOR: BLDG DB DARK GRAY
5	SOFFIT	HEWN ELEMENTS	NATURAL NORTHWESTERN SPRUCE	1x8, T&G, 1/8" REVEAL
6	COLUMNS	ELDORADO STONE	CLIFFSTONE, BANFF SPRINGS	COLOR: PER MFR.
NOTE: GC TO PROVIDE 3"x2" SMOOTH DOWNSPOUTS, AND ALL NECESSARY ADAPTORS, AT AWNING AND CANOPY LOCATIONS; COLOR: BLDG DB DARK GRAY				



EXTERIOR FINISH SCHEDULE - ALTERNATE w/ CANOPY				
ID TAG	MATERIAL	MANUFACTURER	MODEL	REMARKS
ZONE 1 (BODY)				
1A	STUCCO	DRYVIT	CCP-2 SYSTEM, SANDPEBBLE FINE E FINISH; REVEALS AS SHOWN	PAINTED; COLOR: BLDG DB DARK GRAY
1B	STUCCO	DRYVIT	CCP-2 SYSTEM, SANDPEBBLE FINE E FINISH; REVEALS AS SHOWN	PAINTED; COLOR: BLDG DB LIGHT GRAY
ZONE 2 (TOWER)				
2	FIBER CEMENT SIDING	NICHIHA	ILLUMINATION, AWP 1818 w/ FACTORY PANEL CORNERS	COLOR: BLDG DB BLUE
ZONE 3 (BASE)				
3	STONE VENEER	ELDORADO STONE	CLIFFSTONE, BANFF SPRINGS	COLOR: PER MFR.
	STONE SILL	ELDORADO STONE	SNAPPED EDGE WAINSCOT SILL	COLOR: PEWTER
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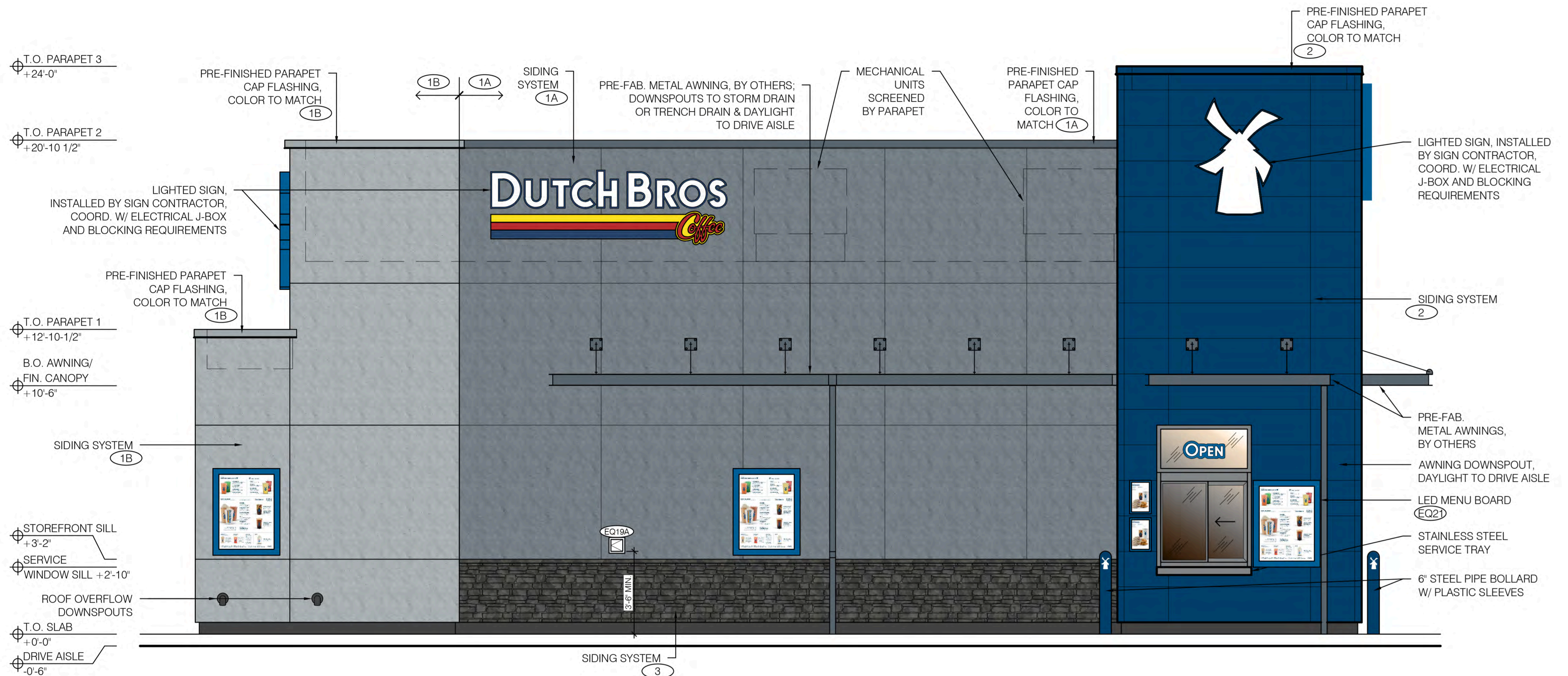
NOTE: GC TO PROVIDE 3"x2" SMOOTH DOWNSPOUTS, AND ALL NECESSARY ADAPTORS, AT AWNING AND CANOPY LOCATIONS; COLOR: BLDG DB DARK GRAY





EXTERIOR FINISH SCHEDULE - ALTERNATE w/ CANOPY				
ID TAG	MATERIAL	MANUFACTURER	MODEL	REMARKS
ZONE 1 (BODY)				
1A	STUCCO	DRYVIT	CCP-2 SYSTEM, SANDPEBBLE FINE E FINISH; REVEALS AS SHOWN	PAINTED; COLOR: BLDG DB DARK GRAY
1B	STUCCO	DRYVIT	CCP-2 SYSTEM, SANDPEBBLE FINE E FINISH; REVEALS AS SHOWN	PAINTED; COLOR: BLDG DB LIGHT GRAY
ZONE 2 (TOWER)				
2	FIBER CEMENT SIDING	NICHIHA	ILLUMINATION, AWP 1818 w/ FACTORY PANEL CORNERS	COLOR: BLDG DB BLUE
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3	STONE VENEER	ELDORADO STONE	CLIFFSTONE, BANFF SPRINGS	COLOR: PER MFR.
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NOTE: GC TO PROVIDE 3"x2" SMOOTH DOWNSPOUTS, AND ALL NECESSARY ADAPTORS, AT AWNING AND CANOPY LOCATIONS; COLOR: BLDG DB DARK GRAY





NOTICE OF PUBLIC HEARING

DETERMINATION THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) UNDER CLASS 32 OF THE CEQA GUIDELINES SECTION 15332 (IN-FILL DEVELOPMENT PROJECTS) AND CONDITIONAL USE PERMIT FOR A DRIVE-THROUGH COFFEE SHOP (DUTCH BROS COFFEE) TO BE LOCATED AT 1638 EAST PLAZA BOULEVARD.

CASE FILE NO.: 2023-12 CUP

APN: 557-410-27

The National City Planning Commission will hold a public hearing after the hour of 6:00 p.m. **Monday, November 20, 2023**, in the City Council Chambers, Civic Center, 1243 National City Boulevard, National City, California, on the proposed request. (Applicant: Russ Orsi)

The applicant proposes to construct a 950 square-foot coffee shop (Dutch Bros Coffee) with two drive-through lanes. The Planning Commission will also consider the staff determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Class 32, Section 15332 (In-fill Development Projects).

Information is available for review at the City's Planning Division, Civic Center. Members of the public are invited to comment. Written comments should be received by the Planning Division on or before 2:00 p.m., **November 20, 2023** by submitting it to [PlcPubComment@nationalcityca.gov](mailto:PlcPubComment@nationalcityca.gov). Planning staff can be contacted at 619-336-4310 or [planning@nationalcityca.gov](mailto:planning@nationalcityca.gov).

If you challenge the nature of the proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

NATIONAL CITY PLANNING DEPARTMENT



COMMUNITY DEVELOPMENT DEPARTMENT – PLANNING DIVISION  
1243 NATIONAL CITY BLVD., NATIONAL CITY, CA 91950

**NOTICE OF EXEMPTION**

TO: Assessor/Recorder/County Clerk  
Attn: Fish and Wildlife Notices  
1600 Pacific Highway, Suite 260  
San Diego, CA 92101  
MS: A-33

**Lead Agency:** City of National City

**Project Title:** 2023-12 CUP

**Project Location:** 1638 E. Plaza Blvd., National City, CA.

**Contact Person:** David Welch

**Telephone Number:** (619) 336-4224

**Description of Nature, Purpose and Beneficiaries of Project:**

Conditional Use Permit for a drive-through coffee shop on a 0.6-acre lot. The 950 square-foot coffee shop will be served by dual drive-through lanes with queuing capacity for 13 vehicles.

**Applicant:**

Russ Orsi  
[Redacted]

**Telephone Number:**

[Redacted]  
russ.orsi@dutchbros.com

**Exempt Status:**

**Categorical Exemption – Section 15332 (In-Fill Development)**

**Reasons why project is exempt:**

It can be seen with certainty that the project will not have a significant effect on the environment. The 0.6-acre property is surrounded by urban uses and can be found consistent with the General Plan and the regulations applicable to the Major Mixed-Use District zone. The project has no habitat for endangered, rare or threatened species. There is no potential for significant impacts related to traffic, noise, air quality, or water quality and the site is adequately served by required utilities and public services. A traffic analysis was also conducted with findings that the project will have no significant impacts to the surrounding roadways or vehicle miles traveled (VMT). Furthermore, the proposed use is conditioned to ensure that it will operate in harmony with adjacent uses.

Date:

DAVID WELCH  
Associate Planner

DUTCH BROS  
TRANSPORTATION IMPACT  
ASSESSMENT

October 12, 2023

# Dutch Bros Transportation Impact Assessment National City, CA

Prepared for:  
Dutch Bros  
110 SW 4th Street  
Grants Pass, OR 97526

Prepared by:  
Kittelson & Associates, Inc.  
3919 30th Street, Suite 107  
San Diego, CA 92104  
714.468.1180

Project Manager:  
Mychal Loomis  
Associate Engineer

Project Analyst:  
Samantha Liu  
Transportation Analyst

Project Number 29512

October 12, 2023



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- Appendix B: Scoping Agreement
- Appendix C: Traffic Count Data
- Appendix D: Signal Timing Plans
- Appendix E: Vistro Analysis Reports

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# EXECUTIVE SUMMARY

This report presents the findings of the analysis conducted under the California Environmental Quality Act (CEQA) and the local transportation analysis for the proposed development of the 1606 East Plaza Boulevard site in National City, California.

The project is planned to be located on the south side of East Plaza Boulevard, just east of Palm Avenue and adjacent to an existing gas station. The proposed site plan has a right-in, right-out only access from East Plaza Boulevard and a full access on Palm Avenue that is shared with an adjacent multi-family building. The proposed coffee shop aligns with the zoning and land use specifications outlined in the City's General Plan.

The 950 square foot coffee shop would be built on a vacant 0.58-acre parcel and include two drive-through lanes, a queue early exit lane, and nine parking spaces. The drive-through will consist of two lanes merging at the service window and will have the capacity to accommodate a queue of up to 13 vehicles. Queue calculations found that anticipated queue would exceed 8 vehicles 5% of the peak times, and would not rarely exceed the 13 vehicle storage area. Further, Dutch Bros has several queue management strategies they proactively use to minimize queue lengths.

The analysis of intersection operations considered peak periods in the morning (7-9 am) and afternoon (4-6 pm) to assess the potential impacts of the project. Based on analysis of existing and opening year conditions, the intersection of East Plaza Boulevard / Palm Avenue and the project driveways would operate at LOS C or better during the peak periods and no adverse effects would occur.

The project would be screened out of detailed Vehicle Miles Traveled (VMT) analysis on the basis of being a small retail and local-serving retail project and the project is considered to have a less than significant impact on VMT.



# INTRODUCTION

Dutch Bros is proposing to locate a Dutch Bros coffee shop at 1606 East Plaza Boulevard in National City. The 950 square foot coffee shop would be built on a vacant 0.58-acre parcel and include two drive-through lanes and nine parking spaces. The proposed site plan has a right-in, right-out only access from East Plaza Boulevard and a full access on Palm Avenue that is shared with an adjacent multi-family building.

Kittelson and Associates, Inc (Kittelson) prepared this transportation impact assessment report for Dutch Bros to determine the expected transportation-related effects of the project. The analyses documented in this report were performed to evaluate CEQA transportation vehicle miles travelled (VMT) analysis and to assess transportation effects in coordination with the City of National City. The report covers the following transportation analyses:

- Project trip generation and trip distribution
- Operations analyses (adjacent roadway and site access performance)
- On-site circulation and queue assessment
- VMT assessment

# PROJECT LOCATION

The existing conditions of nearby roadways and intersections were reviewed to gain an understanding of the project site area. The existing conditions review involved mapping, reviewing, and documenting existing land use, multi-modal transportation infrastructure, and roadway characteristics. The findings from the existing conditions review are summarized below.

## ROADWAY FACILITIES

The project site connects with two streets in National City – East Plaza Boulevard and Palm Avenue. An explanation of each roadway is provided below:

- East Plaza Boulevard is classified as an arterial per National City Roadway Classifications<sup>1</sup>. East Plaza Boulevard is typically four to six lanes (two or three lanes in each direction) with turn lanes at intersections. Both approaches to the signalized intersection of East Plaza Boulevard and Palm Avenue have three through lanes with a shared right-turn movement and one left turn lane. The posted speed limit is 35 miles per hour (mph).
- Palm Avenue is classified as a collector per National City Roadway Classifications. Palm Avenue is typically two lanes (one lane each direction) with turn lanes at intersections. Both approaches to the signalized intersection of East Plaza Boulevard and Palm Avenue have one through lane with a shared right-turn movement and one left turn lane. The posted speed limit is 30 mph.

## PEDESTRIAN FACILITIES

The existing sidewalk network provides access between the project site and nearby land uses. Sidewalks are available on both sides of East Plaza Boulevard and Palm Avenue and standard crosswalks are located on almost all legs of the signalized intersections within the project vicinity. At the intersection of East Plaza Boulevard and Palm Avenue, there is no crossing allowed on the east leg of East Plaza Boulevard.

<sup>1</sup> City of National City Transportation Element (July 2023). *Figure T-6: National City Roadway Classification.*

## BICYCLE FACILITIES

There are no existing bicycle facilities along East Plaza Boulevard and Palm Avenue that provide access to the project site. Future recommended facilities in the **Transportation Element of the City's General Plan** include a Class III bicycle facility along Palm Avenue.

## TRANSIT FACILITIES

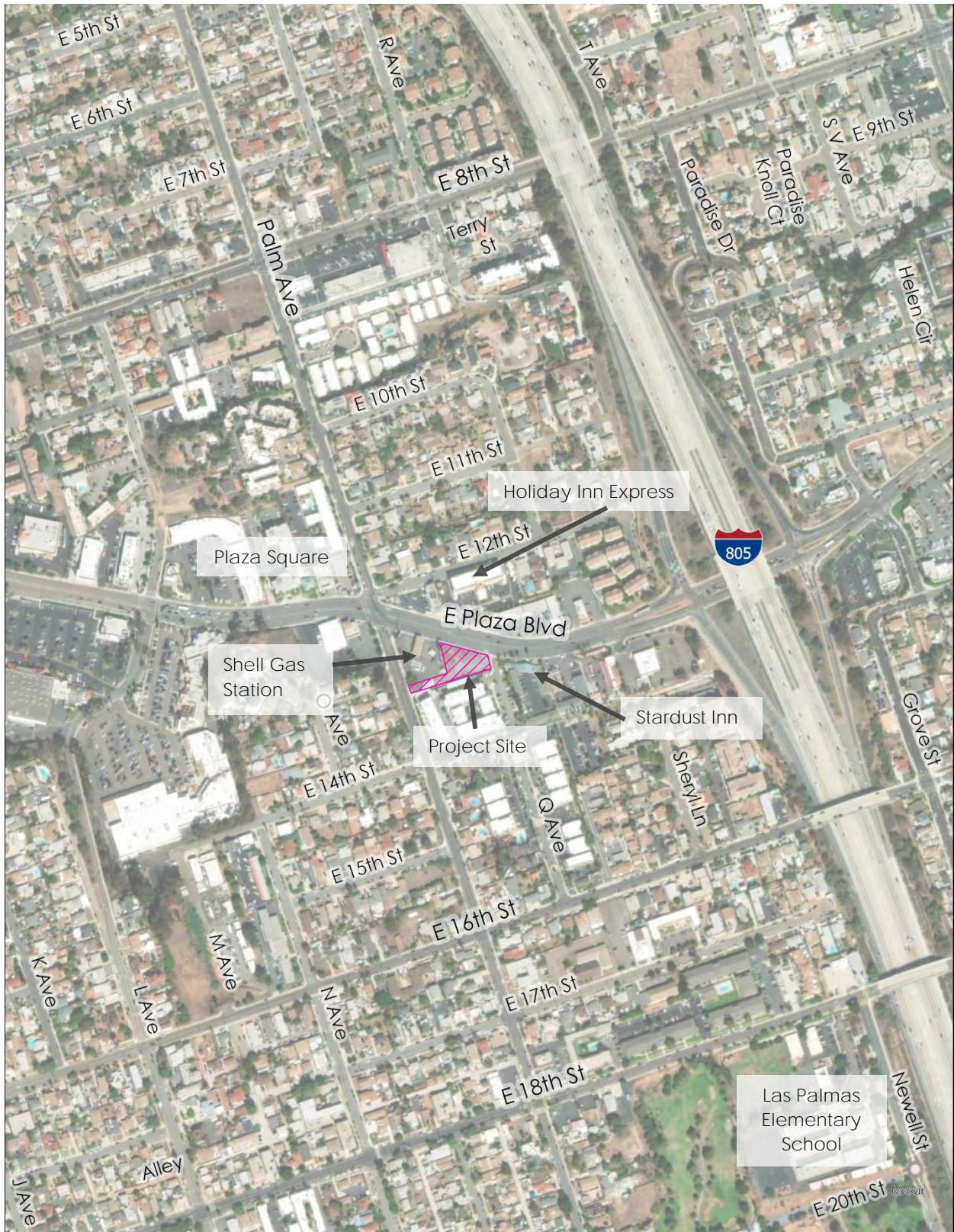
The San Diego Metropolitan Transit System (MTS) is the primary transit operator in National City. Within the project area, MTS operates the 962 and 963 bus routes along Plaza Boulevard from the 8<sup>th</sup> Street Transit Center to Spring Valley and Paradise Hills, respectively. The routes travel between Spring Valley, Paradise Hills, and National City seven days a week from around 5:30 AM to 11:00 PM. Buses along the 962 route are scheduled to arrive every 15 minutes during the hours of 6:00 AM and 6:00 PM and arrive every 30 minutes thereafter. During the weekend, buses arrive every 30 minutes. Buses along the 963 route are scheduled to arrive every 30 minutes during the weekdays and 60 minutes during the weekend.<sup>2</sup>

## LAND USE CONTEXT

The project parcel is located adjacent to an existing gas station with surrounding commercial, office, and residential uses. Surrounding commercial uses include the Plaza Square shopping mall. Two inns are also located near the project site. The project location can be visualized in Figure 1.

<sup>2</sup> [https://www.sdmts.com/sites/default/files/attachments/962-963\\_1.pdf](https://www.sdmts.com/sites/default/files/attachments/962-963_1.pdf)

Figure 1: Site Location



## PROPOSED PROJECT

The proposed project is located on the south side of East Plaza Boulevard and just east of Palm Avenue as shown in Figure 1. The facility would be built on an existing vacant lot. The parcel is currently zoned as Major Mixed-Use District (MXD-2), per the National City 2019 Zoning Map. The proposed coffee shop would be consistent with the General Plan zoning and land use. The proposed site plan is provided in Appendix A.

The project site would consist of a 950-sf retail structure, nine vehicle parking stalls including 1 ADA stall, and two vehicle drive-through lanes served by a single service window. The drive-through has two lanes that converge at the service window and is designed to accommodate a queue of 13 vehicles at one time assuming an average of 25 feet per vehicle which includes space between each vehicle.

The project would have two driveways accessible from either East Plaza Boulevard or Palm Avenue. The proposed site plan has a right-in, right-out only access from East Plaza Boulevard and full access on Palm Avenue that is shared with an adjacent multi-family building.

## TRIP GENERATION

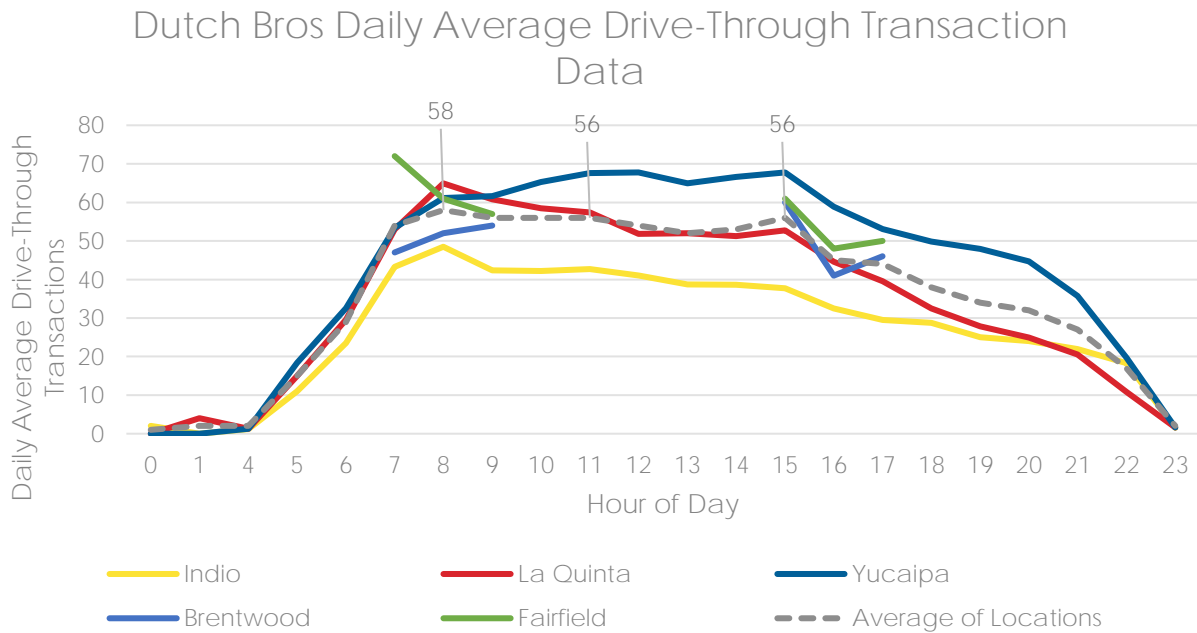
Project-related trip estimates were calculated to assess the project's traffic impact on local roads. The information presented in this section was included in the Scoping Agreement (provided in Appendix B).

Trip generation for the project uses a combination of the Institute of Transportation Engineers (ITE) *Trip Generation Manual (11<sup>th</sup> edition)* and historical drive-through transaction data of five existing similar Dutch Bros. The five similar Dutch Bros were selected based on similarities with respect to market service area characteristics, layout, and traffic conditions.

Figure 2 visualizes the hourly transaction data of the Dutch Bros stores.

The ITE Trip Generation Manual was used to develop the proportional traffic inflow and outflow rates experienced during weekday morning (AM), midday (MD), and afternoon (PM) peak hours and pass-by rate assumptions. Historical Dutch Bros transaction data for three locations and Dutch Bros traffic volume data were used to approximate the total trips daily and during the weekday AM and PM peak hours. For the transaction-based data, it was assumed that each transaction is associated with a single and separate vehicle. This is a conservative overestimate of actual historic trip generation characteristics for at least two reasons: 1) occasionally more than one transaction occurs with a single vehicle; and 2) some transactions are made by persons using other travel modes including walking, biking, and transit. Table 1 presents the weekday trip generation rates used in the analysis and Table 2 presents the resulting trip generation estimates.

Figure 2: Dutch Bros Daily Average Drive-Through Transactions



SOURCE: DUTCH BROS (2023)

Table 1: Weekday Trip Generation Inbound and Outbound Rates

Land Use	AM Peak Hour		PM Peak Hour		Daily	
	In	Out	In	Out	In	Out
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	50%	50%	50%	50%	50%	50%

SOURCE: INSTITUTE OF TRAFFIC ENGINEERS TRIP GENERATION MANUAL, 11<sup>TH</sup> EDITION

Table 2: Weekday Trip Generation Estimates

Trip Type	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Primary Trips	30	30	60	28	28	56	392	392	784
Pass-By Trips	28	28	56	28	28	56	376	376	752
Total Trips	58	58	116	56	56	112	768	768	1,536

SOURCE: DUTCH BROS (2023) COMPILED BY KITTELSON AND ASSOCIATES (2023)

Pass-by trips are a crucial aspect in trip generation for coffee shops since they are likely to receive similar or more pass-by trips than primary trips. A pass by trip reduction of 49% for the AM Peak Hour and daily traffic, and a 50% reduction for the PM Peak Hour was applied, consistent with pass-by trip rates from ITE Trip Generation Manual for fast-food restaurants.

## TRIP DISTRIBUTION

The proposed project's trip distribution was developed based on a review of the adjacent roadway network and surrounding land uses to determine anticipated origins and paths of travel. The trip generation volumes were applied to the trip distribution to calculate the number of vehicle trips the project would add to the surrounding roadway network. The total net new project trip assignment for the study area intersections during the weekday AM and PM peak hours are shown in Figure 3 and Figure 4, respectively.

The net new project trips are based on the combined primary and pass-by trip distributions which are elaborated in the following subsections.

## PRIMARY TRIPS

Primary trips to and from the site were distributed was created based on recent daily traffic volume counts along East Plaza Boulevard and Palm Avenue that informed traffic patterns. Inbound and outbound trip patterns are illustrated in the scoping agreement in Appendix B, and generally consist of the following distribution:

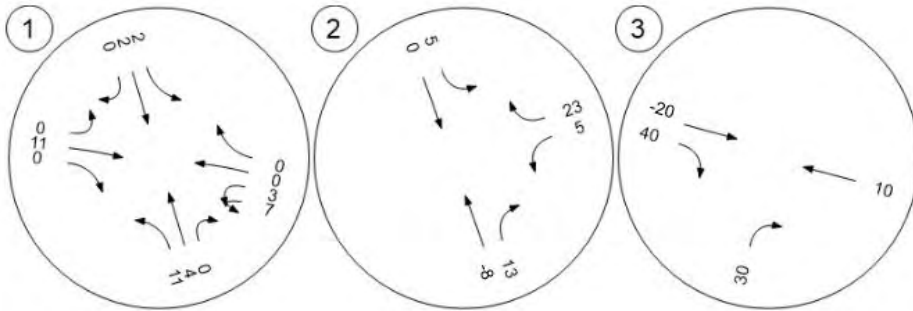
- 15% of trips to and from local roads in the north
- 15% of trips to and from local roads in the south
- 35% of trips to and from local roads in the east
- 35% of trips to and from local roads in the west

## PASS-BY TRIPS

Pass-by trips to and from the site account for attracting trips already occurring on East Plaza Boulevard and Palm Avenue that now would divert their original path to stop at the proposed project site. It is assumed 70% of pass-by trips would be generated by eastbound traffic on East Plaza Boulevard due to its connection to Interstate 805. The remaining pass-by trips are assumed to come from northbound traffic on Palm Avenue. The diverted trip patterns are also illustrated in the scoping agreement in Appendix B.

Figure 3: Net New Project Trips during AM Peak

Generated with **PTV VISTRO**







# OPERATIONS ANALYSIS

A level-of-service (LOS) analysis was conducted to determine if there are potential adverse effects to intersections or roadways near the project. The project is planned to open in 2024 and the baseline intersection data was collected in 2023.

## INTERSECTION ANALYSIS METHODOLOGY

LOS describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at a LOS A experience very little delay, while those using a facility that operates at a LOS F will experience long delays. Intersection analyses for the four study intersections were conducted using the operational methodologies outlined in the 7<sup>th</sup> Edition of the Highway Capacity Manual (HCM) methodology (Transportation Research Board, Washington, D.C., 2016), calculated with Vistro software.

Using the HCM procedure, the level of service designation for a signalized intersection is determined by calculating a weighted average control delay in seconds per vehicle, based on signal timings obtained from the City of Cathedral City. For unsignalized intersections, the HCM methodology is also used to calculate the weighted average control delay for each controlled intersection leg and for the intersection as a whole. In the case of two-way stop-controlled intersections, the LOS for the worst approach is used as the performance measure for the level of service.

Table 3 presents the relationship of average delay to level of service for both signalized and unsignalized intersections.

Table 3 Level of Service Definition for Intersections

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

SOURCE: HIGHWAY CAPACITY MANUAL

## REGULATORY STANDARDS

To determine potential adverse effects, LOS D was used as the allowable peak hour system performance for the study. If the intersection operates at LOS E or F, mitigation should be identified to restore operations to LOS D or better.

## DATA COLLECTION

Daily roadway volume counts were obtained from the City collected for a 24-hour period along the following roadway segments on Thursday, October 13, 2022 to confirm trip distribution and pass-by trip assumptions along Palm Avenue:

1. Palm Avenue between East Plaza Boulevard and 16<sup>th</sup> Street
2. Palm Avenue between 8<sup>th</sup> Street and East Plaza Boulevard

Daily roadway volume counts were obtained from the City collected for a 24-hour period along the following roadway segments on Wednesday, November 2, 2022 to confirm trip distribution and pass-by trip assumptions along Plaza Boulevard, in particular:

1. East Plaza Boulevard between Palm Avenue and Interstate 805

Daily roadway volume counts were obtained from the City collected for a 24-hour period along the following roadway segments on Wednesday, November 29, 2022 to confirm trip distribution and pass-by trip assumptions along Plaza Boulevard, in particular:

1. East Plaza Boulevard between Highland Avenue and Palm Avenue

Weekday intersection vehicle turning movement counts were collected at the following study intersections during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods on Tuesday, August 15, 2023:

1. Palm Avenue and East Plaza Boulevard
2. Palm Avenue and Palm Plaza (Apartment Driveway)

Intersection 3 (East Plaza Boulevard and Project Driveway) would be a new driveway installed as part of the project so existing turning movement counts are not applicable. Peak hour volumes for through traffic at the driveway were estimated based on the approaching and departing volumes at intersection 1 (Palm Avenue / East Plaza Boulevard).

The study intersections can be visualized in Figure 5. Original traffic count information is provided in Appendix C.

Figure 5: Study Area



● Study Intersections

▨ Project Site



**Study Intersections  
National City, CA**

SOURCE: KITTELSON AND ASSOCIATES, INC (2023)

# RESULTS

The intersection operations were analyzed for the following scenarios during morning (7 - 9 am) and afternoon (4 - 6 pm) peak periods to determine potential project effects:

- Existing Conditions
- Opening Year Conditions
- Opening Year Plus Project Conditions

Detailed Vistro reports with volume and intersection geometry summary figures are available for reference in Appendix E.

## Existing Conditions

Table 4 summarizes the delay and LOS analysis results for each study intersection under existing conditions. Existing signal timing was obtained to best approximate current operating conditions. The signal timing plans are provided in Appendix D. As shown in the table, none of the study intersections operates worse than LOS C during AM and PM peak hours.

Table 4: Existing Conditions Level-of-Service Analyses Results

ID	Intersection	Control Type	Delay (s/veh)		LOS	
			AM	PM	AM	PM
1	Palm Avenue & E Plaza Boulevard	Signalized	29.0	30.2	C	C
2	Palm Avenue & Palm Plaza Apartment Driveway	SSSC	16.0	13.8	C	B
3	Project Driveway and E Plaza Boulevard	SSSC	Does not exist under this scenario			

Note:

SSSC = Side-Street Stop-Controlled  
 Bold indicates intersections performing at LOS E or F

SOURCE: KITELSON AND ASSOCIATES, INC (2023)

## Opening Year Conditions

The planned opening year for the project is 2024. Information from SANDAG's Transportation Forecast Information Center (TFIC) AMB2+ model shows an anticipated decrease in daily traffic over the years along East Plaza Boulevard along the project frontage:

- Year 2016 (25,500 ADT)
- Year 2025 (23,500 ADT)
- Year 2035 (21,200 ADT)

Although the model shows decreases, an ambient growth rate of 2% was used to grow existing traffic volumes for this scenario. Signal timing for the intersection of East Plaza Blvd / Palm Ave remained the same as existing conditions.

Table 5 summarizes the delay and LOS analysis results for each study intersection under an estimated opening year condition. As shown in the table, none of the study intersections operates worse than LOS C during AM and PM peak hours.

Table 5: Opening Year (Existing Plus Ambient Growth) Conditions Level-of-Service Analyses Results

ID	Intersection	Control Type	Delay (s/veh)		LOS	
			AM	PM	AM	PM
1	Palm Avenue & E Plaza Boulevard	Signalized	29.9	31.0	C	C
2	Palm Avenue & Palm Plaza Apartment Driveway	SSSC	16.3	13.9	C	B
3	Project Driveway and E Plaza Boulevard	SSSC	Does not exist under this scenario			

Note:

SSSC = Side-Street Stop-Controlled

Bold indicates intersections performing at LOS E or F

SOURCE: KITTELSON AND ASSOCIATES, INC (2023)

### Opening Year Plus Project Conditions

Table 6 summarizes the delay and LOS analysis results for each study intersection under an estimated existing plus ambient growth future condition. For this scenario, an ambient growth rate of 2% per year was used to grow existing traffic volumes and the net new project trips were added. Signal timing for the intersection of East Plaza Blvd / Palm Ave remained the same as existing conditions. As shown in the table, none of the intersections operates worse than LOS C during AM and PM peak hours. Compared to opening year conditions at existing intersections, delays slightly increased and LOS did not change.

Table 6: Opening Year Plus Project Conditions Level-of-Service Analyses Results

ID	Intersection	Control Type	Delay (s/veh)		LOS	
			AM	PM	AM	PM
1	Palm Avenue & E Plaza Boulevard	Signalized	30.4	31.9	C	C
2	Palm Avenue & Palm Plaza Apartment Driveway	SSSC	17.0	14.4	C	B
3	Project Driveway and E Plaza Boulevard	SSSC	11.9	17.1	B	C

Note:

SSSC = Side-Street Stop-Controlled

Bold indicates intersections performing at LOS E or F

SOURCE: KITTELSON AND ASSOCIATES, INC (2023)

## SITE PERFORMANCE ANALYSES

The site performance analysis reviews site access, project queues, and operational needs to determine if the project requires additional considerations to operate functionally.

### DRIVEWAY SPACING

New driveways comply with National City Municipal Code standards such that there is no more than one driveway approach provided for every fifty feet of street frontage. Curb cuts that provide access to the driveways at East Plaza Boulevard and Palm Avenue shall be separated a minimum distance of 35 feet from any other curb cut.

Sight distance from the project driveways were evaluated and no anticipated issues were identified. The proposed layout has clear sight distance of oncoming traffic to turn out of the driveways. The site plan indicates that there will not be any landscaping, signage, or other additions that will obstruct sight distance and should be maintained as such. Visibility from the service window area where vehicles will be exiting is

sufficient for monitoring the approach of cyclists or vehicles driving within the lot or along the parking aisles, or pedestrians crossing the driveway.

## QUEUE ASSESSMENT

Queuing at coffee shop drive throughs often are where potential impacts to the roadway network occur. To estimate the potential queueing conditions and how often it may affect public right-of-way, an M/M/1 queueing model was used. This model assumes that customer arrivals and service times are randomly distributed across the analysis time period and requires the average arrival and service rates as inputs. Using the data from similar Dutch Bros stores, 58 and 80 vehicles per hour were used as average arrival and service rates, respectively, for the proposed store.

Using the model with the designated arrival and service rates, it was determined that there is a 5% probability that the number of vehicles waiting to be served will be longer than 8 vehicles. With two drive-through lanes accommodating a total of approximately 13 vehicles, it is expected that queues would regularly remain within the designated queue storage area.

To acknowledge potential for longer queues based on fluctuations in demand and market factors, it was determined that the site could accommodate at least 18 vehicles in queue before spilling into the public right-of-way. Queues on-site would affect on-site circulation by preventing vehicles exiting the drive-through from being able to exit onto Palm Avenue and be forced to exit onto East Plaza Boulevard. Queues extending beyond the storage area is not anticipated to be an issue based on other similar market area sites; however, there are several strategies that Dutch Bros uses to proactively manage queues. These include:

- Dutch Bros staff takes orders and payments from and makes deliveries to the queued drive-through lanes to minimize the wait time at the service window.
- The site plan includes a queue exit lane adjacent to the pick-up window. This is an important queue length management feature because it allows vehicles that receive their fulfilled orders prior to reaching the pick-up window to exit out of the queue early, thereby reducing the overall length of the queue.
- Dutch Bros staff can act as temporary traffic control personnel who can effectively manage queues and prevent blockage situations.
- Parking on site can be used as waiting areas for vehicles that make large orders. This is an important operations factor that provides the ability to remove vehicles with long order fulfillment times from the queue and provide a significant positive effect on the overall queue length.

## SITE ACCESS

### *Vehicles*

There are two ingress/egress driveways to access the proposed development. The existing driveway on Palm Avenue is shared with an adjacent multi-family building. Traffic patterns will be altered in this location as residents will no longer be the only users of the driveway. Adjacent to the project site is a gas station that has two driveways that enter and exit from East Plaza Boulevard. The addition of the proposed project driveway on East Plaza Boulevard will add another driveway with frequent inbound and outbound vehicles that will be slowing down to enter and then merging into traffic along the corridor.

The site plan provides adequate driveway throat depth to allow vehicles to enter the parking area and utilize the parking spaces. This assumes that queues are within the designated storage area and not blocking the parking spaces. The site plan provides adequate turning areas for vehicles entering either drive-through lane.

The drive-through exit is approximately 25 feet north of the drive-through entry lanes. Potential driveway impact issues would occur if the queuing extends beyond the allocated storage area and into the traffic

lanes of East Plaza Boulevard and Palm Avenue. Creating delays on these roads would create the biggest circulation issue. Other potential circulation issues may include the Palm Avenue exit being blocked by the queues forcing drivers to exit onto East Plaza Boulevard.

### *Pedestrian Connections*

Pedestrian access to the site would include new walkways, ramps, and crosswalks along the project frontage that would facilitate pedestrian access by connecting on-site parking and the store frontage to the existing sidewalks along East Plaza Boulevard and Palm Avenue.

### *Bicyclist Connections*

There are no bicycle facilities currently provided along East Plaza Boulevard or Palm Avenue. Bicyclists must use the existing roadways and/or sidewalk to access the project site. Furthermore, bicycle parking is not provided on-site.

### *Transit Connections*

The nearest bus stop to the project is approximately 500 feet from the walk-up window, on foot. It is located approximately 130 feet west of the intersection of East Plaza Boulevard and Palm Avenue, on the south side of East Plaza Boulevard and serves eastbound buses. There is a sidewalk that connects riders from the bus stop to the crosswalk at Palm Avenue and the sidewalk continues to the proposed project site. The nearest westbound bus stop is about the same distance but on the north side of East Plaza Boulevard, requiring one additional crossing at the intersection of Palm Avenue and East Plaza Boulevard. The site is conveniently located to the bus stops with existing connections in place. Correspondingly, some transactions occurring that are assumed in the analysis may be transit trips instead of vehicle trips.

## PARKING

Nine parking spaces, including one accessible parking space, are provided on-site. This should be sufficient to accommodate the employees expected to be on site at a given time and help with large order fulfillment. Should overflow parking occur, street parking is available along Palm Avenue.

## VMT ASSESSMENT

CEQA analysis requires an evaluation of project impacts related to vehicle miles travelled (VMT). However, a detailed CEQA assessment is not required for land use elements of a project that meet certain screening criteria, described below.

### SCREENING CRITERIA

According to the County of San Diego Transportation Analysis Guidelines and supporting Scoping Agreement for Transportation Studies, a project can meet screening criteria for project type or project location.

Project type screening looks at the following five screening criteria that would assume the project to have a less than significant impact to VMT:

1. Small Projects. Projects that generate or attract fewer than 110 vehicle trips per day are classified as 'small projects'.
2. Small Service/Retail Projects. Projects that are a service or retail use with 50,000 square feet gross floor area or less.

3. Mixed-Use Projects. Projects screened out based on their location on the SANDAG screening map for VMT/service population.
4. Local-Serving Retail/Public Facility/Recreational. Projects that are locally serving and are either a retail or public service or recreational land use.
5. Redevelopment Projects. Projects that are replacing an existing VMT-generating land use and do not result in a net overall increase or projects that redevelop an affordable housing site with all proposed units as affordable housing units.

Additional screening criteria related to project location are also included if the project type is not screened out. These include considerations of VMT/resident, VMT/employee, VMT/service population, and designated infill areas based on screening maps and the project location and type. This level of screening was not needed for the proposed project.

## SCREENING RESULTS

A review of the screening criteria has determined that the project meets two of the five VMT project type screening criteria – small service/retail and locally serving retail. Therefore, the project is presumed to have a less than significant impact on VMT and is exempt from detailed VMT analysis. Furthermore, a significant portion of trips are pass-by and already are trips on the network. Table 7 provides a VMT screening summary for the project.

Table 7: VMT Screening Summary

VMT Screening Criteria	Criterion Met?	Reasoning
Small Projects	No	The proposed project would generate 784 daily primary vehicle trips which is greater than the 110 threshold.
Small Service/Retail Project	Yes	The proposed project is a service or retail land use with a small footprint including a 950 sf building.
Mixed-Use Project	No	The proposed project does not include a mix of land uses.
Locally Serving Retail / Public Facility / Recreational	Yes	The project is a locally serving retail use that is anticipated to attract short trips from the surrounding neighborhood.
Redevelopment Projects	No	The project is not a redevelopment project.

SOURCE: KITTELSON & ASSOCIATES, INC., 2023

## FINDINGS

Based on the findings of the analyses performed in this study, the proposed 950 sf Dutch Bros coffee shop at 1606 East Plaza Boulevard in National City, California, there were no potential adverse impacts to the surrounding roadway network identified. The increase in trips on the network would have a nominal impact to intersection operations. Queues are anticipated to remain within the drive-through lane storage area provided on the site plan; and Dutch Bros does also provide several strategies to proactively manage queues.

The project is presumed to have a less than significant impact on VMT and is exempt from detailed VMT analysis.





COMMUNITY DEVELOPMENT DEPARTMENT - PLANNING DIVISION  
1243 NATIONAL CITY BLVD., NATIONAL CITY, CA 91950

**PLANNING COMMISSION STAFF REPORT**

Title: REQUEST TO INITIATE A CODE AMENDMENT TO TITLE 18 (ZONING) OF THE NATIONAL CITY MUNICIPAL CODE AMENDING SECTION 18.10.060 (E) RELATED TO THE MEASUREMENT OF HEIGHT FOR NEW STRUCTURES.

Case File No.: 2023-16 A

Staff report by: Martin Reeder, AICP – Planning Manager

Approved by: Brian Hadley, Acting Community Development Director

Applicant: City-initiated

Environmental review: The proposed ordinance has been reviewed in compliance with the California Environmental Quality Act (CEQA) and has been determined to not be a project as defined in Section 15378.

**BACKGROUND**

Staff Recommendation

Staff recommends that the Planning Commission initiate proceedings to amend Section 18.10.060 (E) of Title 18 (Zoning) of the Municipal Code related to the measurement of height for new structures.

Background

Section 18.10.060 of the Land Use Code (Zoning Ordinance) regulates “Rules of Measurement”. This includes how to calculate fractions (e.g. for parking spaces), distance, height, Lot width and depth, and floor area (among others). Subsection (E) deals specifically with measuring height.

Generally, height is defined as “the vertical distance from the highest point of any structure to the ground level directly below”. For sloped lots, this measurement is

taken from any point along the perimeter walls. On lots with significant slopes, this definition results in the need to “step” buildings. This form of construction is significantly more expensive to produce and prevents medium-sized lots with an irregular shape or significant topography from developing to a reasonable potential, thus stymying mixed-use or residential development in certain cases. While the Zone Variance process would traditionally cover this scenario (hardship based on the size, shape, or topography of the lot), using the average grade definition would allow more projects without the need for this extra discretionary step, thus allowing for more affordable housing units to be constructed.

#### Proposal

Rather than a strict measurement from the highest portion of a building at any point along its perimeter, staff is suggesting using an “average grade” measurement, which allows the measurement to be taken from the average grade, rather than the point opposite the tallest point of the building, as is the case currently.

In the case of a regularly-shaped lot with little topography, there will likely be no change to the current standards. However, with the incentives now granted by the state, including limitations on minimum parking requirements, lots previously not economically feasible to develop can now be developed, such as those of irregular shape and/or those with significant slopes.

The pertinent portions of Section 18.10.060 (E) currently read as follows:

#### E. Measuring Height.

1. General. Height shall be considered the vertical distance from the highest point of any structure to the ground level directly below, except as otherwise provided in this section.
2. Measuring Building Height on Sloped Lots. Height shall be measured from any point on top of the building to a line directly below which connects to opposite perimeter walls, or other perimeter support systems, at the lower of natural or finished grade. All parts of a building, except for allowed projections specifically listed in this Land Use Code, shall comply with maximum height limits.

Staff is suggesting the following changes:

E. Measuring Height.

1. General. Height shall be considered the vertical distance from the highest point of any structure to the ground level directly below, except as otherwise provided in this section. **On sloped lots, the height shall be measured from the average grade to the tallest point of the structure.**
2. ~~Measuring Building Height on Sloped Lots. Height shall be measured from any point on top of the building to a line directly below which connects to opposite perimeter walls, or other perimeter support systems, at the lower of natural or finished grade. All parts of a building, except for allowed projections specifically listed in this Land Use Code, shall comply with maximum height limits.~~

Analysis

At the time this Land Use Code section was written, no mixed-use zoning was in place and larger developments were less of an occurrence. With the advent of the City's mixed-use zones and the increase in higher-density and affordable housing projects, this code section has proved more challenging in the current development climate and has, at times, been onerous and inflexible. In addition to development pressures resulting from increased flexibility at the state level, the forthcoming Focused General Plan Update and House National City program will likely exacerbate this condition in the coming years.

California Environmental Quality Act (CEQA)

The ordinance being proposed is considered exempt from CEQA because it is not a project as defined in Section 15378. No increase in density or additional permissions will be granted and there would therefore be no potential to result in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

Summary

Staff is suggesting amending the code section related to measuring height. The change would be minor but allow all properties to be developed to their maximum potential, while potentially reducing construction costs. This will also have the effect of lowering costs for the end-user. [The amendment would also make National City consistent with other](#)

surrounding jurisdictions. If this process is initiated, staff will return with additional details and recommend Ordinance language at a public hearing. The subsequent recommendation of the Planning Commission will then be taken up by the City Council.

### **RECOMMENDATION**

1. Initiate proceedings to amend Title 18 (Zoning) of the National City Municipal Code;  
or,
2. File the report and deny the request.