City of Santa Fe Springs

Planning Commission Meeting

AGENDA

FOR THE REGULAR MEETING OF THE
PLANNING COMMISSION
May 9, 2016
6:00 p.m.

Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670

Frank Ybarra, Chairperson
Ken Arnold, Vice Chairperson
Ralph Aranda, Commissioner
Gabriel Jimenez, Commissioner
John Mora, Commissioner

Public Comment: The public is encouraged to address the Commission on any matter listed on the agenda or on any other matter within its jurisdiction. If you wish to address the Commission, please complete the card that is provided at the rear entrance to the Council Chambers and hand the card to the Secretary or a member of staff. The Commission will hear public comment on items listed on the agenda during discussion of the matter and prior to a vote. The Commission will hear public comment on matters not listed on the agenda during the Oral Communications period.

Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda or unless certain emergency or special circumstances exist. The Commission may direct staff to investigate and/or schedule certain matters for consideration at a future Commission meeting.

Americans with Disabilities Act: In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the City Clerk's Office. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Please Note: Staff reports are available for inspection in the Planning & Development Department, City Hall, 11710 E. Telegraph Road, during regular business hours 7:30 a.m. – 5:30 p.m., Monday – Friday (closed every other Friday) Telephone (562) 868-0511.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL
Commissioners Aranda, Arnold, Jimenez, Mora, and Ybarra.

4. ORAL COMMUNICATIONS
This is the time for public comment on any matter that is not on today's agenda. Anyone wishing to speak on an agenda item is asked to please comment at the time the item is considered by the Planning Commission.

5. MINUTES
Approval of the minutes of the April 11, 2016 Regular Planning Commission Meetings.

6. PUBLIC HEARING
Tentative Parcel Map No. 73384
A request for approval to subdivide an existing parcel of 41,188 sq. ft. (.95 acre) into two parcels of 24,362 sq. ft. (.56 acre) and 16,826 sq. ft. (.39 acre) at 13303 Rosecrans Avenue (APN: 8056-030-034), within the M-1-BP, Light Manufacturing – Buffer Parking, Zone. (LA Shoji Partners, LLC)

7. PUBLIC HEARING
Resolution No. 54-2016 - Recommending that the City Council adopt Ordinance No. 1071, approving a Development Agreement by and between the City of Santa Fe Springs and Le Fiell Manufacturing Company.

8. PUBLIC HEARING
Resolution No. 57-2016 - Recommending that the City Council adopt Ordinance No. 1073, approving a Development Agreement by and between the City of Santa Fe Springs and Newport Diversified, INC.

9. PUBLIC HEARING
Lot Line Adjustment Case No. 2016-01
A request for approval to allow the subdivision of an existing +/-2.30-acre site into two (2) parcels measuring 71,094 sq. ft. (Proposed Parcel 1) and 29,156 sq. ft. (Proposed Parcel 2) on properties located at 9046 and 9201 Dice Road (APNs: 8168-006-026, 8168-006-051, and 8168-006-050), in the M-2 (Heavy Manufacturing) Zone. (Chalmers Equity Group)

10. PUBLIC HEARING
Development Plan Approval Case Nos. 906-907, Modification Permit Case No. 1266, and related Environmental Documents
DPA Case No. 906: A request for approval to allow the construction of a 35,500 sq. ft. concrete tilt-up building (Building 1); *DPA Case No. 907*: to allow the construction of a 13,500 sq. ft. concrete tilt-up building (Building 2); *MOD Case No. 1266:* A request

for approval to allow a reduction of the front yard setback requirement for Building 1 and a reduction of the front yard and corner side yard setback requirements for Building 2; and *Environmental Documents*: A request for approval of the proposed Mitigated Negative Declaration related to the proposed project, on properties located at 9046 and 9201 Dice Road (APNs: 8168-006-026, 8168-006-051, and 8168-006-050) within the M-2, Heavy Manufacturing, zone. (Chalmers Equity Group)

11. PUBLIC HEARING

Development Plan Approval Case No. 910 and Environmental Documents: A request for development plan approval to construct a ±18,557 sq. ft. grocery store building (ALDI) and appurtenant improvements on 1.94-acres of a 3.94-acre property at 13210 Telegraph Road (APN: 8011-013-017), in the C-4 Community Commercial, Zone.

12. PUBLIC HEARING

Conditional Use Permit Case No. 773 and Environmental Documents: A request to allow the construction of a freestanding sign measuring 20 ft.-high with a sign area of 30 sq. ft., for Aldi supermarket, on 1.94-acre of a 3.94-acre property.

13. PUBLIC HEARING

Development Plan Approval Case No. 911 and Environmental Documents: A request for development plan approval to construct a concrete tilt-up building of ±41,046 sq. ft. and appurtenant improvements on 2.00-acres of a 3.94-acre property at 13210 Telegraph Road.

14. PUBLIC HEARING

Tentative Parcel Map No. 73846 and Environmental Documents: A request for approval to subdivide an existing single parcel of 3.94-acres into two parcels: Parcel 1 of 1.94-acres and Parcel 2 of 2.00-acres. Parcel 1 is to be developed with a ±18,557 sq. ft. Aldi supermarket and Parcel 2 for a ±41,046 sq. ft. concrete tilt-up, spec building.

15. PUBLIC HEARING

General Plan Approval Case No. 26 and Environmental Documents: A request to change the existing General Plan Land Use designation of Commercial to Industrial on 2.00-acres (Parcel 2) of a 3.94-acre property at 13210 Telegraph Road.

16. PUBLIC HEARING

Zone Change Case No. 136 and Environmental Documents: A request to change the existing Zoning of C-4, Community Commercial to M-2, Heavy Manufacturing on 2.00-acres (Parcel 2) of a 3.94-acre property at 13210 Telegraph Road.

17. CONSENT ITEMS

Consent Agenda items are considered routine matters which may be enacted by one motion and roll call vote. Any item may be removed from the Consent Agenda and considered separately by the Planning Commission.

A. CONSENT ITEM

Alcohol Sales Conditional Use Permit Case No. 18

Compliance review of Alcohol Sales Conditional Use Permit Case No. 18 to allow the continued operation and maintenance of an alcoholic beverage sales use involving the serving of alcoholic beverages for on-site consumption at Mariscos Mazatlán Restaurant, located at 13345 Telegraph Road, Suite D, within the Neighborhood Commercial Zone (C-1). (Maricela Chavez, Owner)

B. CONSENT ITEM

Alcohol Sales Conditional Use Permit Case No. 29

Compliance review of Alcohol Sales Conditional Use Permit Case No. 29 to allow the continued operation and maintenance of an alcoholic beverage sales use involving an ARCO-AM/PM gas station with a mini-market located at 10717 Carmenita Road in the C-4-PD, Community Commercial – Planned Development, Zone. (Applicant: MJM Vallejo/AMPM Mini Market Inc.)

18. ANNOUNCEMENTS

- Commissioners
- Staff

19. ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda has been posted at the following locations; 1) City Hall, 11710 Telegraph Road; 2) City Library, 11700 Telegraph Road; and 3) Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.

Teresa Cavallo — Commission Secretary

May 3, 2016 — Date

MINUTES
REGULAR MEETING
SANTA FE SPRINGS PLANNING COMMISSION
April 11, 2016

1. CALL TO ORDER

Chairperson Ybarra called the meeting to order at 6:01 p.m.

2. PLEDGE OF ALLEGIANCE

Chairperson Ybarra led everyone in the Pledge of Allegiance.

3. ROLL CALL

Present: Chairperson Ybarra
Vice Chairperson Arnold
Commissioner Aranda
Commissioner Jimenez
Commissioner Mora

Staff: Wayne M. Morrell, Director of Planning
Steve Skolnik, City Attorney
Cuong Nguyen, Senior Planner
Paul Garcia, Planning Consultant
Teresa Cavallo, Planning Secretary
Vince Velasco, Planning Intern
Edgar Gonzalez, Planning Intern

Absent: None

4. ORAL COMMUNICATIONS

Oral Communications were opened at 6:02 p.m. There being no one wishing to speak, Oral Communications were closed at 6:02 p.m.

5. MINUTES

Approval of the minutes of the March 14, 2016 Regular Planning Commission Meetings.

Vice Chairperson Arnold moved to approve the minutes of the March 14, 2016; Commissioner Mora seconded the motion. There being no objections the minutes were unanimously approved and filed as submitted.

6. PUBLIC HEARING

Zone Determination No. 2016-01

A request that the Planning Commission determine that sales, rental, and servicing of construction and industrial equipment is a similar and compatible use with other listed uses permitted in the Freeway Overlay Zone. (Michael Baker International on behalf of King Equipment)

Chairperson Ybarra opened the Public Hearing for Item No. 6 at 6:03 p.m.

City Attorney Steve Skolnik addressed the Planning Commission and informed everyone that this matter has been withdrawn from the Agenda at the request of the Applicant, Michael Baker, for Zone Determination No. 2016-01, who no longer wishes to pursue this matter.

No action was necessary for Item No. 6.

7. PUBLIC HEARING

Conditional Use Permit Case No. 771, Modification Permit Case No. 1264, and Environmental Documents

A request to allow the establishment, operation, and maintenance of a tire recycling facility and open storage of trailers on the subject property; and a request for a Modification of Property Development standards allow the applicant to install and maintain a 14' high fence within the front setback area and to provide and maintain a total of 19 of 42 required parking stalls for located at 15605 Cornet Street (APN: 7005-003-061), in the M-2, Heavy Manufacturing, Zone. (Lakin Tire Company)

Chairperson Ybarra opened the Public Hearing for Item No. 7 at 6:03 p.m. and called upon Wayne Morrell, Director of Planning to present Item No. 7 before the Planning Commission. Present in the audience on behalf of the Applicant was: Randy Roth, Vice President of Lakin Tire, Architect Seth Bouman and Environmental Consultant Jaqueline McMillen.

Commissioner Mora inquired if the tires would be in enclosed trailers. Wayne Morrell deferred the question to Randy Roth who replied that they run all their collection routes to the major retailers in enclosed dry vans. They typical run the route and return the product back to the Spring Avenue facility were the tires are sorted. The tires that are able to be reused are stored in the warehouse in SFS or potentially in the building located at Cornet Street. The Cornet building will be primarily used for fleet storage and all sorting and recycling is done at the Spring Avenue facility.

Vice Chairperson Arnold inquired about the Conditions of Approval and the numbering used to implement the mitigation measures. A discussion ensued. It should be noted that the report indicated an incorrect number for the Condition of Approval and the correct number for the Condition was No. 27.

Chairperson Ybarra called upon anyone in the audience wishing to speak on this matter to please come forward. No one came forward.

Having no further questions or comments Chairperson Ybarra closed the Public Hearing at 6:17 p.m. and requested a motion on Item No. 7.

Commissioner Jimenez moved to approve Item No. 7; Commissioner Mora seconded the motion which was unanimously approved.

8. PUBLIC HEARING

Tentative Parcel Map No. 74025

Request for approval to consolidate two (2) existing parcels measuring approximately +/-51,436 sq. ft. into one (1) parcel located on the S/E corner of Los Nietos Rd. and Santa Fe Springs Rd. (APN: 8011-007-046 and 8011-007-047), in the M-2, Heavy Manufacturing, Zone. (Coory Engineering)

Chairperson Ybarra opened the Public Hearing for Item No. 7 at 6:18 p.m. and called upon

Planning Intern Edgar Gonzalez to present Item No. 8 before the Planning Commission. Present in the audience on behalf of the Applicant was Architect Roy Furuto.

Commissioner Mora inquired about future development plans for the parcels. Planning Intern Edgar Gonzalez replied that at the present time there are no development plans.

Chairperson Ybarra called upon anyone in the audience wishing to speak on this matter to please come forward. No one came forward.

Having no further questions or comments Chairperson Ybarra closed the Public Hearing at 6:22 p.m. and requested a motion on Item No. 8.

Vice Chairperson Arnold moved to approve Item No. 8; Commissioner Aranda seconded the motion which was unanimously approved.

9. PUBLIC HEARING

Revocation of Conditional Use Permit Case No. 557

Revocation of Conditional Use Permit Case No. 557, which granted approval to allow the operation and maintenance of a church use located at 13808 Imperial Highway, within the M-1-PD, Light Manufacturing-Planned Development, Zone. (Oikos Community Church)

Chairperson Ybarra opened the Public Hearing for Item No. 9 at 6:23 p.m. and called upon Planning Intern Vince Velasco to present Item No. 9 before the Planning Commission.

Commissioner Jimenez inquired to confirm that no one has been operating a church at the Imperial Highway location since 2011. Planning Intern Vince Velasco confirmed that no one has been utilizing the use.

City Attorney Steve Skolnik explained why the Conditional Use Permit is being revoked.

Vice Chairperson Arnold inquired why it took staff five (5) years to revoke the Conditional Use Permit. Director of Planning Wayne Morrell indicated that the adjacent church came to the office to notify staff that they would be occupying the Oikos location and at some point staff was unable to follow-up on this matter until the adjacent church came before the Planning Commission for a Compliance Review.

Chairperson Ybarra inquired about the number of churches located in the City. Planning Intern Vince Velasco indicating that there are 4-5 churches and that Mr. Velasco will be presenting all church matters before the Planning Commission.

Commissioner Aranda inquired if the property owner and/ or business owner has an obligation to notify the City if the occupant vacates the property. Planning Intern Vince Velasco replied that the City requests that the business owner notify the City when they are no longer in business; however, it is an unenforceable obligation.

Chairperson Ybarra called upon anyone in the audience wishing to speak on this matter to please come forward. No one came forward.

Having no further questions or comments Chairperson Ybarra closed the Public Hearing at 6:22 p.m. and requested a motion on Item No. 9.

Commissioner Aranda moved to approve Item No. 9; Commissioner Mora seconded the motion which was unanimously approved.

10. PUBLIC HEARING

2014 & 2015 General Plan Housing Element Annual Progress Reports

City of Santa Fe Springs General Plan Housing Element Annual Progress Report (APR) and Environmental Document.

Chairperson Ybarra opened the Public Hearing for Item No. 9 at 6:30 p.m. and called upon Director of Planning Wayne Morrell who introduced the City's Consultant Karen Warner to present Item No. 10 before the Planning Commission.

A discussion ensued regarding the various housing credits, and housing developments, etc.

Vice Chairperson Arnold inquired about the Villages development being credited towards the City's RHNA. Ms. Warner replied that the City did receive a RHNA credit for the Villages Development.

Chairperson Ybarra called upon anyone in the audience wishing to speak on this matter to please come forward. No one came forward.

Having no further questions or comments Chairperson Ybarra closed the Public Hearing at 6:28 p.m. and requested a motion on Item No. 6.

Vice Chairperson Arnold moved to approve Item No. 10; Commissioner Mora seconded the motion which was unanimously approved.

8. ANNOUNCEMENTS

- Commissioners

  Chairperson Ybarra congratulated City Attorney Steve Skolnik's golf team for winning the SFS Chambers Golf Tournament.

- Staff

9. ADJOURNMENT

At 6:55 p.m. Chairperson Ybarra adjourned the meeting to Monday, May 9, 2016 at 6:00 p.m.

_____

Chairperson Ybarra

ATTEST:

_____

Janet Martinez, City Clerk

PUBLIC HEARING

Tentative Parcel Map No. 73384

A request for approval to subdivide an existing parcel of 41,188 sq. ft. (.95 acre) into two parcels of 24,362 sq. ft. (.56 acre) and 16,826 sq. ft. (.39 acre) at 13303 Rosecrans Avenue (APN: 8056-030-034), within the M-1-BP, Light Manufacturing – Buffer Parking, Zone. (LA Shoji Partners, LLC)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Tentative Parcel Map No. 73384 and thereafter close the Public Hearing; and

2. Find that pursuant to Section 15315, Class 15, (Minor Land Divisions), of the California Environmental Quality Act (CEQA), this project is Categorically Exempt; and

3. Find that Tentative Parcel Map No. 73384 is consistent with the City's General Plan; and

4. Find that Tentative Parcel Map No. 73384 meets the standards set forth in Sections 66474 and 66474.6 of the Subdivision Map Act for the granting of approval of a tentative or final map; and

5. Approve Tentative Parcel Map No. 73384, subject to the conditions of approval as stated within this report.

LOCATION

The subject site, comprised of a single parcel (APN: 8056-030-034) totaling approximately 41,188 sq. ft., is located on the north side of Rosecrans Avenue and west of Carmenita Road, with an address of 13303 Rosecrans Avenue. The subject site is within the M-1-BP, Light Manufacturing – Buffer Parking, Zone. Properties to the east and west are also zoned M-1-BP, properties to the north are zoned M-2, Heavy Manufacturing, and properties to the south are within the City of Norwalk and are zoned for commercial and residential uses.

BACKGROUND

At its meeting of February 13, 1979, the Planning Commission approved Tentative Parcel Map No. 11682, a request to subdivide approximately 18.5 acres into nine parcels on property located on the north side of Rosecrans, beginning approximately 230' west of Carmenita Road. Subsequently, on August 13, 1979,

the Planning Commission approved Development Plan Approval Case No. 283, a request to allow for the construction of five industrial buildings on three of the nine parcels. In summation, Tentative Parcel Map No. 11682 created the subject parcel and Development Plan Approval Case No. 283 approved the development of the parcel with industrial buildings of 8,500 sq. ft. and 7,490 sq. ft.

The applicant, LA Shoji Partners, LLC, is now seeking approval of Tentative Parcel Map No. 73384, a request to subdivide the existing parcel of 41,188 sq. ft. into two parcels. Parcel 1 will consist of 24,362 sq. ft. (.56 acre) and will be occupied by the existing 8,500 sq. ft. industrial building; Parcel 2 will consist of 16,826 sq. ft. (.39 acre) and will be occupied by the existing 7,490 sq. ft. industrial building. The intent is to create independent parcels for each building, which would allow the applicant to sell, if desired, either building on the newly created parcels.

STREETS AND HIGHWAYS

The subject site has frontage Rosecrans Avenue, with Carmenita Road to the west and Pontlavoy Avenue to the east. Both Rosecrans Avenue and Carmenita Road are designated as a "Major Arterial" within the Circulation Element of the City's General Plan. Pontlavoy Avenue is a local industrial street.

ZONING AND LAND USE

The subject property is zoned M-1-BP, Light Manufacturing – Buffer Parking, with a General Plan Land Use designation of Industrial. The zoning, General Plan and land use of the surrounding properties are as follows:

Table 1 – Current Zoning, General Plan and Land Use

Surrounding Zoning, General Plan Designation, Land Use			
Direction	**Zoning District**	**General Plan**	**Land Use / Address / Business Name(s)**
North	M-2 (Heavy Manufacturing, Zone)	Industrial	Heavy Manufacturing (14112 Pontlavoy Aveune / Style Craft Home Collection, Inc.)
East	M-1-BP (Light Manufacturing – Buffer Parking, Zone)	Industrial	Light Manufacturing (No Address / Southern California Edison)
South	City of Norwalk Commercial Zoned & Residential Properties	City of Norwalk	Commercial & Residential Uses
West	M-1-BP (Light Manufacturing – Buffer Parking, Zone)	Industrial	Light Manufacturing (13231 Rosecrans Avenue. / Multi-Tenant Building

LEGAL NOTICE OF PUBLIC HEARING

In accordance with the requirements of the State Subdivision Map Act, this Tentative Parcel Map (TPM Case No. 73384) was set for Public Hearing. Legal notice of the Public Hearing for the TPM was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on April 27, 2016. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on April 28, 2016, and published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. As of the date of this report, staff has not received any comments and/or inquiries regarding the proposed subdivision.

ENVIRONMENTAL DOCUMENTS

Staff finds that pursuant to Section 15315, Class 15 (Minor Land Divisions), of the California Environmental Quality Act (CEQA), this project is categorically exempt and has determined that additional environmental analysis is therefore not necessary to meet the requirements of the California Environmental Quality Act (CEQA). The proposed project consists of the subdivision of property in urbanized areas zoned for industrial use and involves four or fewer parcels that are in conformance with the General Plan and zoning regulations. Additionally, services and access to the proposed parcel are available, the subject parcels were not involved in a division of a larger parcel within the previous 2 years, and the parcels do not have an average slope greater than 20 percent.

TENTATIVE TRACT MAP – REQUIREMENTS FOR APPROVAL

Pursuant to Section 154.07 of the Municipal Code, a tentative map shall not be approved unless the Planning Commission finds that the proposed subdivision, together with the provisions for its design and improvements, is consistent with the General Plan as required by Section 66473.5 of the Subdivision Map Act.

Additionally, the Planning Commission shall deny a tentative map if it makes any of the following findings as set forth in Sections 66474 and 66474.6 of the Subdivision Map Act.

1. That the proposed map is not consistent with applicable general and specific plans.

2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plan.

3. That the site is not physically suitable for the type of development.

4. That the site is not physically suitable for the proposed density of development.

5. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public.

8. That the governing body of any local agency shall determine whether the discharge of waste from the proposed subdivision into an existing community sewer system would result in violation of existing requirements prescribed by a California regional water quality control board pursuant to Division 7 (commencing with Section 13000) of the Water Code. In the event that the governing body finds that the proposed waste discharge would result in or add to violation of requirements of such board, it may disapprove the tentative map or maps of the subdivision.

FINDINGS

The proposed Tentative Parcel Map, subject to the attached conditions, is in accordance with the Subdivision Map Act (California Government Code, Section 66474) in that:

1. *Approval of the proposed Parcel Map would promote a number of Specific General Plan Goal and Policies as described in "Table 2" below:*

Table 2
General Plan Consistency Analysis

General Plan Element	*Policy*	Project Consistency
Land Use	**Goal 9:** Provide for growth and diversification of industry and industrial related activities within the Santa Fe Springs industrial area.	The subdivision of the subject parcel will produce two separate parcels that will provide opportunity and flexibility for the property owner(s) to provide for growth and diversification.
	Goal 11: Support and encourage the viability of the industrial and commercial areas of Santa Fe Springs.	The subdivision of the subject parcels will support and encourage the continued viability of the industrial zoned property(s).

In summary, the proposed parcel map, subject to the attached conditions, is compatible with the goals and objectives of the City of Santa Fe Springs General Plan, and therefore, is in compliance with Government Code Section 66473.5, entitled "Subdivision must be consistent with General Plan or Specific Plan."

2. *The site is physically suitable for the type of development and proposed density of development.*

   The project involves the subdivision of a fully-developed parcel into two new parcels. Both newly created parcels, and the existing industrial buildings contained within them, will comply with (and any future development will need to comply) with the Santa Fe Springs Zoning Regulations, as well as the General Plan.

3. *The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat or is likely to cause serious public health concerns.*

   The proposed subdivision is located in an urbanized area that does not contain habitats or would otherwise injure fish and wildlife. The purpose of this request is to subdivide the subject property into two separate lots.

4. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.*

   The subject property has an existing Southern California Edison utility easement and a reciprocal access easement, both of which will remain in effect. The proposed Tentative Parcel Map will not conflict with the easements and, in addition, all easement holders on the site have been notified by mail. To date, staff has not received objection on the proposed subdivision from any easement holders.

5. *In accordance with Government Code Section 66474.6, it has been determined that the discharge of waste from the proposed subdivision, subject to the attached conditions, into the existing sewer system will not result in a violation of the requirements prescribed by the Regional Water Quality Control Board in that the developer is required to comply with the EIR Mitigation Monitoring Program, submit an erosion control plan and comply with the NPDES, Best Management Practices, during the grading and construction phases of the project.*

The project involves the subdivision of a single parcel into two new parcels. No new development nor discharge of waste will be generated at this time. Any future development will be reviewed to ensure that it meets all state and local ordinances and requirements including the California Regional Water Quality Control Board.

6. *That the proposed subdivision shall be in accordance with Government Code Section 66473.1, entitled "Design of Subdivisions to provide for Future Passive or Natural Heating and Cooling Opportunities."*

   The subject site is fully developed; however, if a new development is proposed Future Passive or Natural Heating and Cooling Opportunities will be incorporated into said development. To the extent feasible, staff will review future development to ensure that energy-saving devices or materials, including, but not limited to, insulation, double-pane windows, and high efficiency central heating and cooling systems will be incorporated.

STAFF REMARKS

Based on the reasons enumerated above, Staff believes that Tentative Parcel Map No. 73384, is consistent with and, in furtherance, of the policies and goals set forth in the City General Plan and is, therefore, recommending approval of Tentative Parcel Map No. 73384, subject to the conditions of approval as contained within this staff report.

AUTHORITY OF PLANNING COMMISSION

The Planning Commission, after receiving and hearing the results of investigations and reports on the design and improvements of any proposed division of real property for which a tentative map is filed, shall have the authority to impose requirements and conditions upon such division of land and to approve, conditionally approve or disapprove such map and division of land.

CONDITIONS OF APPROVAL

ENGINEERING / PUBLIC WORKS DEPARTMENT
(Contact: Robert Garcia 562.868-0511 x7545)

1. Final parcel map checking of $4,824 plus $285 per parcel shall be paid to the City. Developer shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

2. The applicant shall provide at no cost to the City, one mylar print of the recorded parcel map from the County of Los Angeles Department of Public

Works, P.O. Box 1460, Alhambra, CA 91802-1460, Attention: Bill Slenniken (626) 458-5131.

3. A reciprocal access easement Agreement covering each parcel of the subject map shall be prepared, executed and recorded in the Office of the Los Angeles County Recorder. Such Agreement and any CC&R's shall be subject to the approval of the City Attorney.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Paul M. Garcia 562.868-0511 x7354)

4. That each newly created parcel shall be provided with a sufficient number of approved outdoor trash enclosures subject to the approval of the Director of Planning or designee. Plans shall be submitted within 60 days of approval of the Final Map. The calculation to determine the required storage area is: 1% of the first 20,000 sq. ft. of floor area + ½% of floor area exceeding 20,000 sq. ft., but not less that 4 ½ feet in width nor than 6 feet in height (Calculations are subject to change).

5. That the Final Map to be recorded with the Los Angeles County Recorder shall substantially conform to the Tentative Parcel Map submitted by the applicant and on file with the case.

6. Currently, the County of Los Angeles Department of Public Works is utilizing a computerized system to update and digitize the countywide land use base. If the parcel map is prepared using a computerized drafting system, the applicant or their civil engineer shall submit a map in digital graphic format with the final Mylar map to the County of Los Angeles Department of Public Works for recordation and to the City of Santa Fe Springs Department of Public Works for incorporation into its GIS land use map. The City of Santa Fe Springs GIS Coordinate System shall be used for the digital file.

7. That Tentative Parcel Map No. 73384 shall expire 24 months after Planning Commission approval, on May 9, 2018, except as provided under the provisions of California Government Code Section 66452.6. During this time period the final map shall be presented to the City of Santa Fe Springs for approval. The subdivision proposed by Tentative Parcel Map No. 73384 shall not be effective until such time that a final map is recorded.

8. That as a condition for approval for Tentative Parcel Map No. 73384, the "Subdivider," LA Shoji Partners, LLC, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of

its councils, commissions, committees or boards concerning the subdivision when action is brought within the time period provided for in Government Code, Section 66499.37. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify subdivider of such claim, action or proceeding and shall cooperate fully in the defense thereof.

9. That should the Planning Commission agree with staff's recommendation that the project is Categorically Exempt from the California Environmental Quality Act (CEQA), specifically Class 15 (Minor Land Division), the applicant understand and agrees that they will need to provide the Planning Department with cash or check, made payable to the City of Santa Fe Springs, in the amount of $75.00, for the recordation of a Notice of Exemption (NOE) with the County Clerk's office. The payment shall be made within 3 calendar days from the Planning Commission's decision.

10. That all other requirements of the City's Zoning Regulations, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.

11. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.

Wayne M. Morrell
Director of Planning

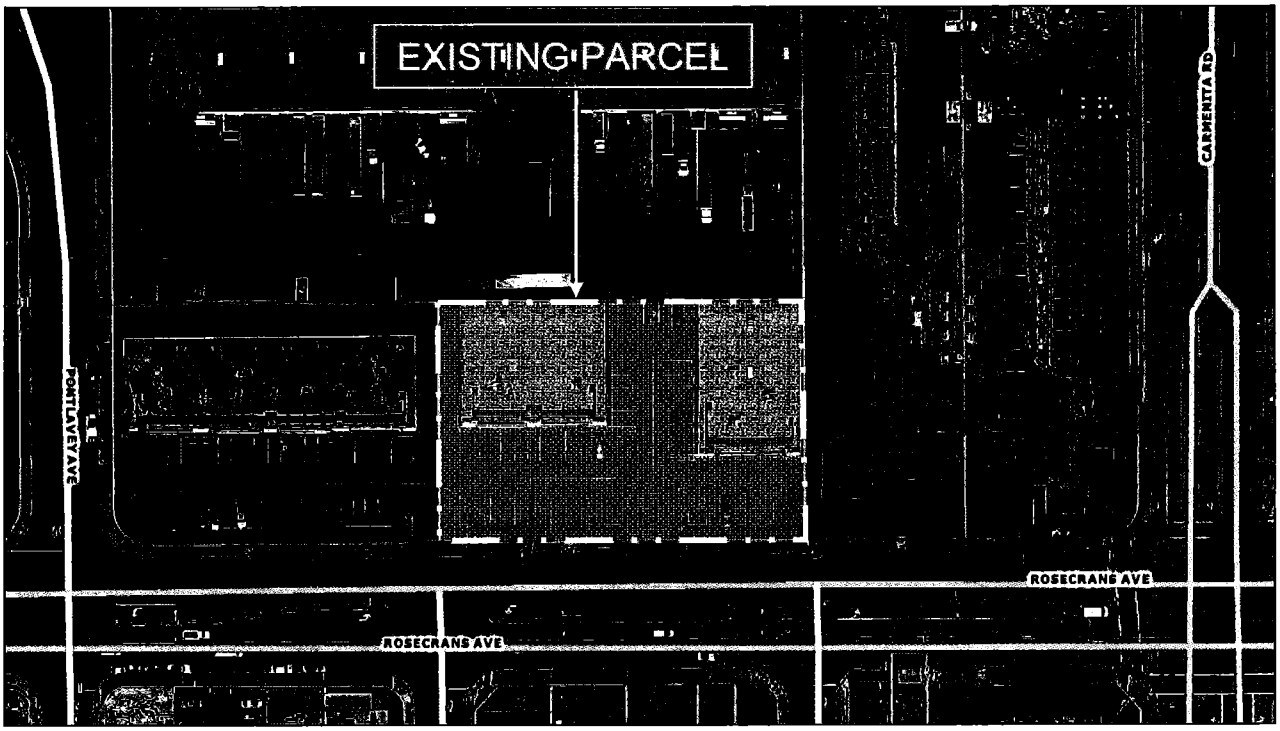
Attachments:
1. Aerial Photograph
2. Proposed Tentative Parcel Map (TPM 73384)
3. Tentative Parcel Map Application
4. Public Hearing Notice
5. Radius Map for Public Hearing Notice

Report Submitted By: Paul M. Garcia
Planning and Development Dept.

Date of Report: May 3, 2016

CITY OF SANTA FE SPRINGS

Aerial Photograph



TENTATIVE PARCEL MAP NO. 73384

13303 Rosecrans Avenue

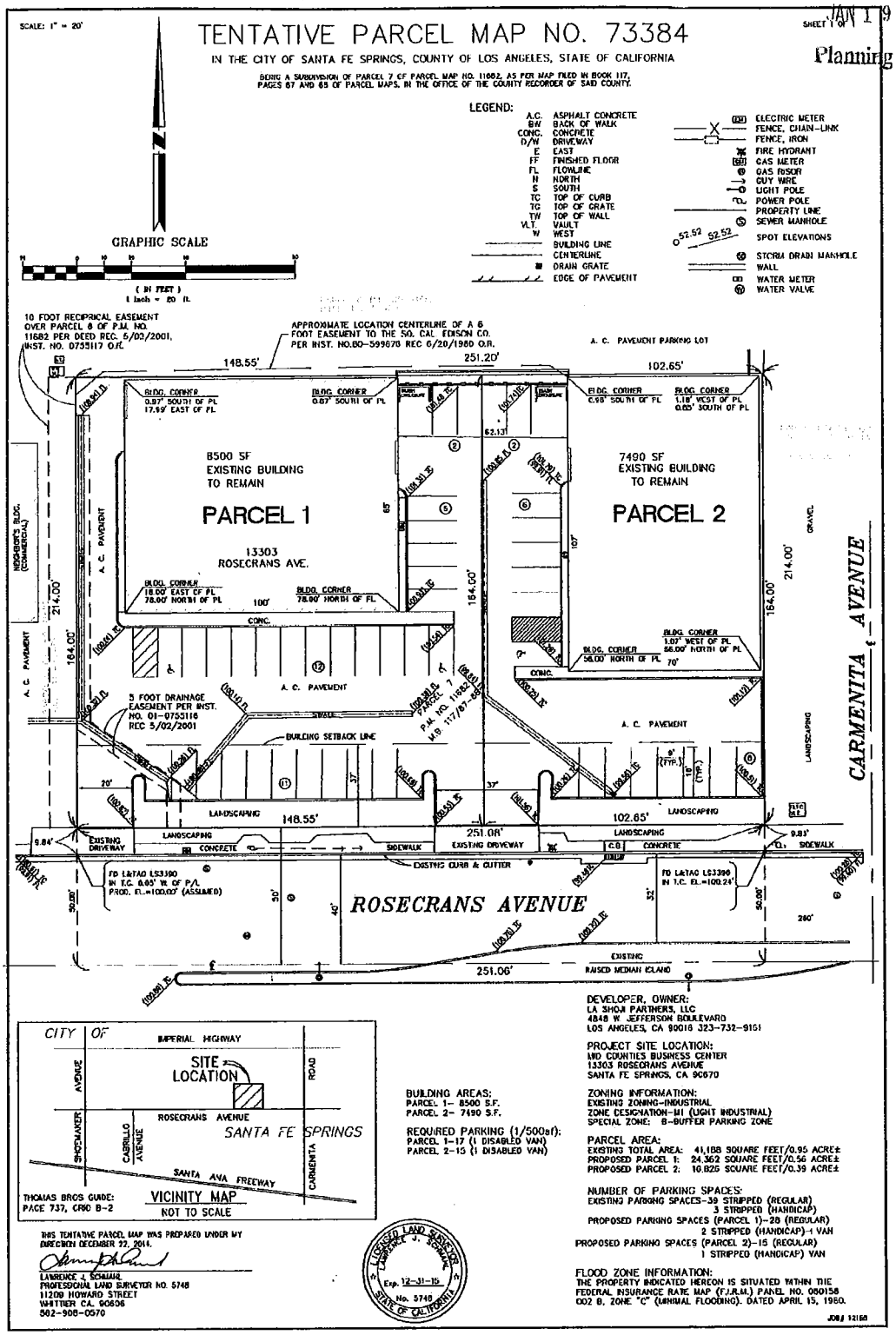
L.A. Shoji Partners, LLC

Report Submitted By: Paul M. Garcia
Planning and Development Dept.

Date of Report: May 3, 2016

Tentative Parcel Map No. 73384

RECEIVED
JAN 19 2016
Planning Dept.



Report Submitted By: Paul M. Garcia
Planning and Development Dept.

Date of Report: May 3, 2016

Tentative Parcel Map Application

City of Santa Fe Springs

SUBDIVISION/TRACT/PARCEL MAP APPLICATION AND OWNER'S STATEMENT

All applications, plans, maps, exhibits, and other documents must be accurate and complete for submission to the Planning and Development Department. Instructions for filing the Subdivision application are attached to this application, which contain general information, definitions, public hearing requirements, processing procedures and required fees. In addition, further supporting documents may be required upon the discretion of the Planning and Development Department. If the application is determined to be incomplete, the Planning and Development Department will notify the applicant via mail detailing the required document(s). Submission of an incomplete application will impede and prolong the application process.

PROPERTY LOCATION:

Address: 13303 ROSECRANS AVE

Assessor's Parcel Number: 8059-030-034

PURPOSE OF PARCEL (SUBDIVISION) MAP & LEGAL DESCRIPTION:

SPLIT EXISTING PARCEL INTO 2 LOTS

PROJECT AND LAND USE DATA:

Existing Land Use: LIGHT INDUSTRIAL

Zoning Classification: M-1

Intended Land Uses of Lots within the Subdivision: LIGHT INDUSTRIAL / COMMERCIAL

General Plan Land Use Classification: LIGHT INDUSTRIAL, BUFFER PARKING

Surrounding Land Uses:

North: INDUSTRIAL
South: (NOT IN CITY), COMMERCIAL
East: UTILITY (SO CAL EDISON)
West: LIGHT INDUSTRIAL / COMMERCIAL

Existing No. of Lots: 1

Proposed No. of Lots: 2

Tentative Parcel Map Application (Cont.)

Lot Area-per Parcel (S.F./Acres):
1) 24,362 SF/.56 ACRE 2) 16,826 SF/.39 ACRE

Building (footprint) Area-per Parcel:
1) 8500 SF 2) 7490 SF

Are dedications or public improvements required?
NO

PROJECT FINDING:

After submittal of the completed application, Planning and Development staff will review all documents prior to scheduling a public hearing at the earliest agenda before the Planning Commission of the City of Santa Fe Springs. The application will be evaluated based on the proposed (parcel map) subdivision, public testimony at the hearing, and the finding listed below (Subdivision Map Act, Section 66474). Please provide support for the required findings below and additional comments. Please

PROJECT FINDING	YES	NO	COMMENTS
Is the proposed map consistent with applicable general and specific plans?	✓		
Is the design or improvement of the proposed subdivision consistent with applicable general or specific plans?	✓		
Is the site physically suitable for the proposed density of development?	✓		
Is the design of the subdivision or the proposed improvements likely to cause substantial environmental damage of likely to injure fish or wildlife or their habitat?		✓	
Is the design of the subdivision or the type of improvements likely to cause serious public health problems?		✓	
Will the design of the subdivision or the type of improvements conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision?		✓	

UTILITIES:

Grading: Is any grading of lots contemplated? NO (If yes, show details on the tentative map.)

Water: What provisions are being made to provide an adequate water system? YES (EXISTING)

Sewers: What provisions are being made to provide an adequate sewer system? YES (EXISTING)

Gas and Electricity: Are the appropriate utility companies being contacted to ensure service to the subject property?
ELECTRICITY YES (EXISTING)
GAS - NO

Streets: Will each resulting parcel or lot front on a dedicated and improved street? YES

Have you discussed street improvement requirements with the Department of Public Works? NO

Deed Restrictions: State nature of deed restrictions, existing and proposed: NONE

Tentative Parcel Map Application (Cont.)

RESPONSIBLE PARTIES:

Gas Agency:	N/A	Water Agency:	CITY OF SANTA FE SPRINGS
Address:		Address:	
E-Mail:		E-mail:	
Contact Person:		Contact Person:	
Phone Number:		Phone Number:	
Sewer Agency:	CITY OF SANTA FE SPRINGS	Electric Agency:	SO CAL EDISON
Address:		Address:	501 E. MARENGO ALHAMBRA 91801
E-Mail:		E-Mail:	
Contact Person:		Contact Person:	
Phone Number:		Phone Number:	(800) 655-4555

THE APPLICATION IS BEING FILED BY:

____ Record Owner of the Property

X Authorized Agent of the Owner (Written authorization must be attached to application.)

STATUS OF AUTHORIZED AGENT (Engineer, Attorney, Purchaser, Developer, Lessee, etc.): V

I HEREBY CERTIFY THAT the facts, statements and information furnished above are true and correct to the best of my knowledge and belief.

SIGNED: Calvin Hirahara

(If signed by other than the Record Owner, written authorization must be attached to this application.)

OWNER AGENT (ARCHITECT)

Name:	STEVEN CHO
Contact:	
Address:	4712 ADMIRALTY WAY #612
City:	MARINA DEL REY
State:	CA
Zip Code:	90292
Phone:	310) 989-2312
E-Mail:	steven@choarchitecture.com

RECORD OWNER

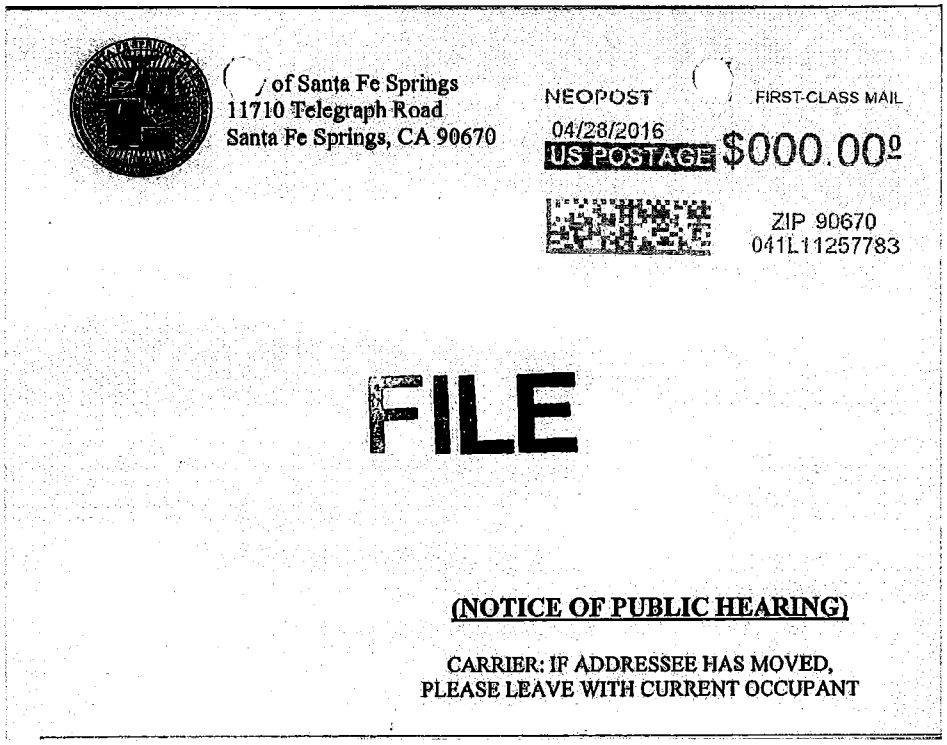
Name:	LA SHOJI PARTNERS, LLC
Contact:	CALVIN HIRAHARA
Address:	4848 W. JEFFERSON BLVD
City:	LA
State:	CA
Zip Code:	90016
Phone:	323) 732-9161
E-Mail:	calvin@lashoji.com

ENGINEER LICENSE SURVEY

Name:	LARRY SCHMAHL
Contact:	
Address:	11209 HOWARD ST
City:	WHITTIER
State:	CA
Zip Code:	90606
Phone:	562-908-0570
E-Mail:	larschmahl@aol.com

FOR DEPARTMENTAL USE ONLY	
TRACT/PARCEL MAP NO.:	TPM 73384
DATE FILED:	10/8/15
FILING FEE:	$5,422
RECEIPT NO.:	CL2948
APPLICATION COMPLETE?	

Public Hearing Notice



of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

NEOPOST FIRST-CLASS MAIL
04/28/2016
US POSTAGE $000.00º

ZIP 90670
041L11257783

FILE

(NOTICE OF PUBLIC HEARING)

CARRIER: IF ADDRESSEE HAS MOVED,
PLEASE LEAVE WITH CURRENT OCCUPANT

CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Santa Fe Springs Planning Commission will conduct a public hearing at a regular meeting on Monday, May 9 2016 at 6:00 p.m., in the Council Chambers of City Hall located at 11710 Telegraph Road, on the following matter:

Applicant: L.A. Shoji Partners, LLC
Property located at: 13303 Rosecrans Avenue (APN: 8056-030-034)

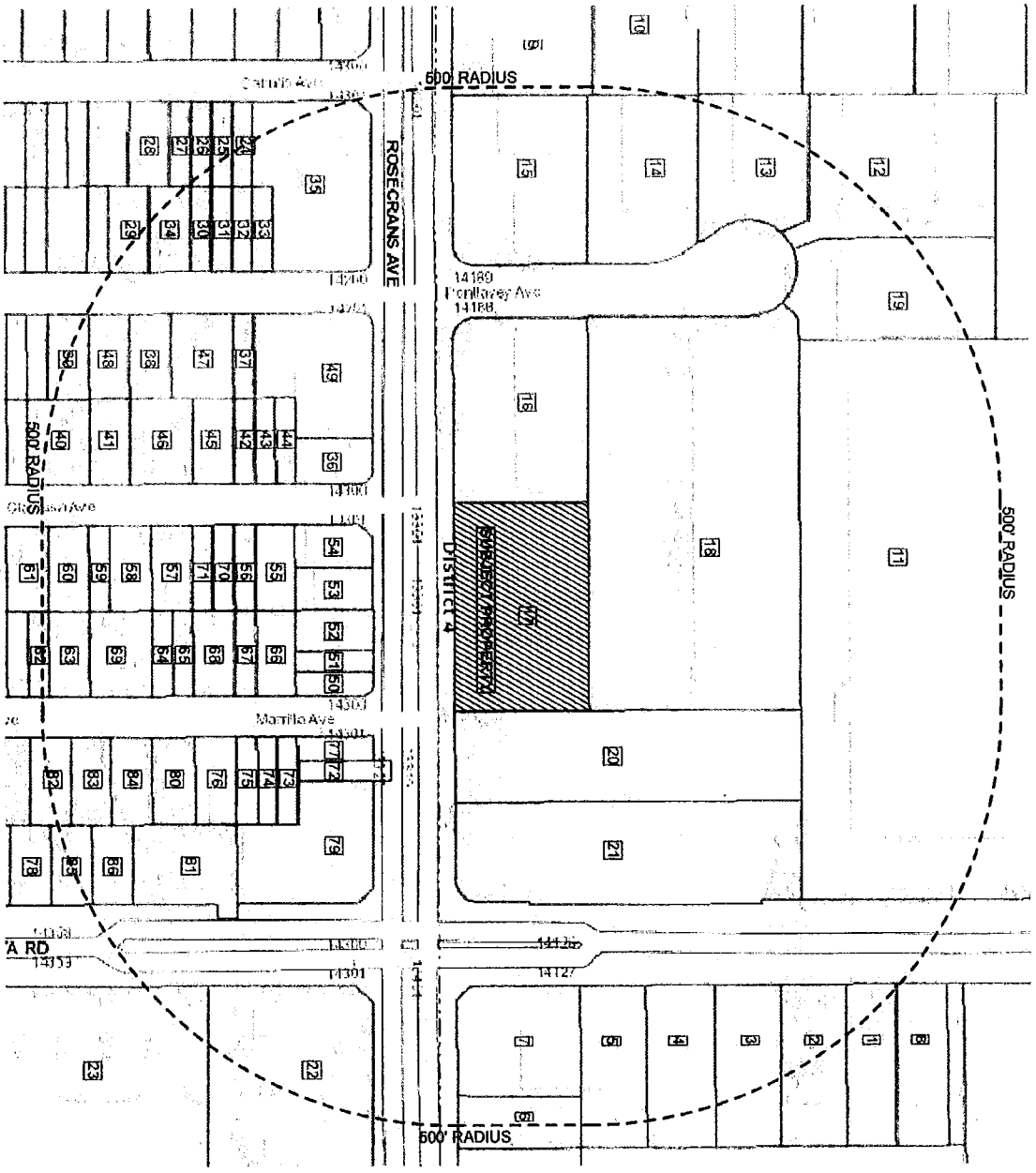
Tentative Parcel Map No. 73384: A request to subdivide an existing parcel of 41,188 sq. ft. into two parcels. Parcel 1 will consist of 24,362 sq. ft. (.56 acre) and will be occupied by an existing 8,500 sq. ft. industrial building; Parcel 2 will consist of 16,826 sq. ft. (.39 acre) and will be occupied by an existing 7,490 sq. ft. industrial building.

CEQA Status: After staff review and analysis, staff intends to file a Notice of Exemption (if the Planning Commission agrees), specifically Class 15, Section 15315 – Minor Land Divisions of the California Environmental Quality Act (CEQA). Therefore, no additional environmental analysis is necessary to meet the requirements of the CEQA.

Additionally, the Project is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

All interested persons are invited to attend the above Public Hearing. If you challenge the above mentioned item and related actions 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 City of Santa Fe Springs Department of Planning & Development at, or prior to the Pubic Hearing. Any person interested in this matter may contact Paul M. Garcia at 562-868-0511, Ext. 7354 or paulmgarcia@santafesprings.org

Radius Map



PROPERTY OWNERSHIP MAP

TENTATIVE PARCEL MAP NO. 73384
13303 ROSECRANS
SANTA FE SPRINGS

Report Submitted By: Paul M. Garcia
Planning and Development Dept.

Date of Report: May 3, 2016

PUBLIC HEARING

Resolution No. 54-2016 - Recommending that the City Council adopt Ordinance No. 1071, approving a Development Agreement by and between the City of Santa Fe Springs and Le Fiell Manufacturing Company.

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Ordinance No. 1071 and, thereafter, close the Public Hearing; and

2. Find that the proposed Ordinance is exempt from the provisions of the California Environmental Quality Act (CEQA), per section 15061 of the CEQA Guidelines, because it can be seen with certainty that there is no possibility that the proposed Ordinance, in and of itself, would have a significant effect on the environment; and

3. Recommend that the City Council adopt Ordinance No. 1071, and said recommendation shall be embodied in Resolution No. 54-2016.

BACKGROUND

At a duly noticed hearing, before the City Council, on November 8, 2012, Ordinance No. 1036 was introduced. The second reading of Ordinance No. 1036 occurred on November 20, 2012. It became effective thirty (30) days after its second reading.

Ordinance No. 1036 improved and updated the City's existing billboard regulations, which were severely outdated and failed to anticipate and regulate 21st-century trends, such as electronic billboards, supergraphics (building wraps), and mobile billboards. Key elements of the ordinance included:

(1) Updating the definition of billboards to include electronic billboards.
(2) Limiting electronic billboards to the FOZ.
(3) Requiring a Conditional Use Permit (CUP) and Development Agreement for all new billboards and expansion of existing billboards.
(4) Limiting the placement of billboards to properties with a minimum area of 5 acres.
(5) Creating definitions and regulations for supergraphics and mobile billboards.
(6) Creating a mechanism for the City to generate additional revenues, either as a one-time payment, or payment over time, or a combination of both.
(7) Allowing space on new billboards to be utilized for City-related activities, or to bring awareness to City and/or charitable causes.
(8) Establishing a minimum distance between billboards.

(9) Limiting the contents of messages beyond sexually explicit materials, alcohol and tobacco advertising.

REQUEST

Pursuant to section 155.384(A), of Ordinance No. 1036, billboards are allowed only after a valid Conditional Use Permit has first been obtained and a Developer Agreement has been approved.

Conditional Use Permit

On August 12, 2013, the Applicant (Le Fiell Manufacturing Company) obtained approval of a Conditional Use Permit (CUP 743) from the Planning Commission to allow the construction and operation of a new digital billboard (50-foot tall with display area of 14' x 48'), on property located at 13700 Firestone Blvd. At the same meeting, the applicant concurrently applied for and received approval of Conditional Use Permit (CUP 744) to allow the construction and operation of a new static billboard (50-foot tall with display area of 14' x 48') on the subject property.

Development Agreement

The applicant has been working with staff to finalize the terms of the Development Agreement required by Ordinance No. 1036. Staff is glad to report that an agreement between both parties has been reached; therefore, the applicant is requesting approval of the subject Development Agreement (DA 02-2016) by and between the City of Santa Fe Springs and Le Fiell Manufacturing Company.

A City's exercise of its power to enter into a development agreement is a legislative act; therefore, development agreements must be approved by ordinance. Under California Government Code Sections 65864 et seq. ("Development Agreement Law") cities can enter into binding development agreements with persons having a legal or equitable interest in real property for the development of such property, all for the purposes of strengthening the public planning process, encouraging private participation and comprehensive planning and identifying the economic costs of such development.

Resolution No. 54-2016 is a recommendation, by the Planning Commission to the City Council, to adopt an ordinance (Ordinance No. 1071), approving a Development Agreement (DA No. 02-2016) by and between the City of Santa Fe Springs and Le Fiell Manufacturing Company. Ordinance No. 1071, if approved by the City Council, would effectuate the Development Agreement. Said Development Agreement would set forth the rules and regulations under which the proposed billboard would be allowed.

The main points of the Development Agreement (see attachment) are as follows:

1. The Developer pays an annual development fee to the City to mitigate

potential impacts of the Development on the City and surrounding community.

2. The Developer is prohibited from utilizing any of the displays on the new digital billboard or the new static billboard to advertise tobacco, marijuana, hashish, "gentlemen's clubs", adult entertainment businesses, sexually oriented materials, or use sexually oriented images or language, or as may be prohibited by any City ordinance.

3. The City Council has the right to review the Agreement annually, or may, in its sole and absolute discretion, order a special review for compliance with the Agreement at any time at the City's sole cost ("Special Review"). Developer shall cooperate with the City in the conduct of such any Special Review.

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 and 65091 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code. Legal notice of the Public Hearing was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on April 28, 2016, posted in Santa Fe Springs City Hall, the City Library and Town Center on April 28, 2016, published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

As of date of this report, staff has not received any comments and/or inquiries regarding the proposal.

ENVIRONMENTAL DOCUMENT

The proposed project is exempt from the provisions of the California Environmental Quality Act (CEQA), per 15061 of the CEQA Guidelines, because it can be seen with certainty that there is no possibility that the proposed Ordinance, in and of itself, would have a significant effect on the environment. The exercise of the Agreement, i.e., the installation of the billboards, will be subject to CEQA on a case and site-specific basis.

Wayne M. Morrell
Director of Planning

Attachments:
1. Resolution No. 54-2016
2. Copy of Ordinance No. 1071
3. Copy of Development Agreement No. 02-2016

RESOLUTION NO. 54-2016

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS ADOPT AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF SANTA FE SPRINGS AND LE FIELL MANUFACTURING COMPANY.

THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS HEREBY RESOLVES AS FOLLOWS:

SECTION 1: Following a public hearing noticed and conducted in compliance with all applicable law, and pursuant to all laws applicable to the responsibilities of the Planning Commission with respect to the subject matter hereof, the Planning Commission recommends that the City Council adopt the Ordinance attached hereto as Exhibit "A".

SECTION 2: Based on the oral and written evidence presented at such hearing, the Planning Commission hereby finds and determines that the adoption of such Ordinance is in the public convenience, interest and necessity.

SECTION 3: The adoption of such Ordinance would be in compliance with the City's General Plan.

SECTION 4: If any section, subsection, subdivision, paragraph, sentence, clause or phrase in this Resolution, or any part hereof, is held invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Resolution. The Planning Commission hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase in this Resolution irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases may be declared invalid or unconstitutional.

SECTION 5: The Commission Secretary shall certify to the adoption of this Resolution.

PASSED AND ADOPTED THIS 9TH DAY OF MAY, 2016.

ATTEST:

_____
CHAIRMAN

_____
SECRETARY

Exhibit A

ORDINANCE NO. 1071

AN ORDINANCE OF THE CITY OF SANTA FE SPRINGS
ADOPTING A DEVELOPMENT AGREEMENT BY AND BETWEEN
THE CITY OF SANTA FE SPRINGS AND LE FIELL MANUFACTURING COMPANY

THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The City Council hereby approves and adopts that certain Development Agreement by and between the City of Santa Fe Springs and Le Fiell Manufacturing Company, a copy of which is attached hereto as Exhibit "A", which exhibit is incorporated by reference herein, as an Ordinance of the City.

Section 2. The City Council hereby finds and determines that the subject Development Agreement is consistent with the City's General Plan.

Section 3. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Ordinance, or any part hereof, is held invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Ordinance, or any part thereof. The City Council hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Ordinance irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases may be declared invalid or unconstitutional.

Section 4. The City Clerk shall certify to the adoption of this Ordinance, and shall cause the same to be posted in at least three (3) public places in the City, such posting to be completed no later than fifteen (15) days after passage hereof.

PASSED, APPROVED AND ADOPTED THIS 9th DAY OF JUNE, 2016.

AYES:
NOES:
ABSENT:

_____
MAYOR

ATTEST:

_____
CITY CLERK

ORDINANCE NO. 1071

AN ORDINANCE OF THE CITY OF SANTA FE SPRINGS
ADOPTING A DEVELOPMENT AGREEMENT BY AND BETWEEN
THE CITY OF SANTA FE SPRINGS AND LE FIELL MANUFACTURING COMPANY

THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The City Council hereby approves and adopts that certain Development Agreement by and between the City of Santa Fe Springs and Le Fiell Manufacturing Company, a copy of which is attached hereto as Exhibit "A", which exhibit is incorporated by reference herein, as an Ordinance of the City.

Section 2. The City Council hereby finds and determines that the subject Development Agreement is consistent with the City's General Plan.

Section 3. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Ordinance, or any part hereof, is held invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Ordinance, or any part thereof. The City Council hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Ordinance irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases may be declared invalid or unconstitutional.

Section 4. The City Clerk shall certify to the adoption of this Ordinance, and shall cause the same to be posted in at least three (3) public places in the City, such posting to be completed no later than fifteen (15) days after passage hereof.

PASSED, APPROVED AND ADOPTED THIS 9th DAY OF JUNE, 2016.

AYES:
NOES:
ABSENT:

_____
MAYOR

ATTEST:

_____
CITY CLERK

[Exempt From Recording Fee Per Gov. Code §6103]

DEVELOPMENT AGREEMENT NO. 02-2016

This Development Agreement (hereinafter "Agreement") is entered into this _____ day of _____ , 2016 (hereinafter the "Effective Date"), by and between the City of Santa Fe Springs (hereinafter "City"), and Le Fiell Manufacturing Company, a Sub Chapter "S" Corporation (hereinafter "Developer").

RECITALS

A. California Government Code Sections 65864 *et seq.* ("Development Agreement Law") authorizes cities to enter into binding development agreements with persons having a legal or equitable interest in real property for the development of such property, all for the purposes of strengthening the public planning process, encouraging private participation and comprehensive planning and identifying the economic costs of such development.

B. Developer has a leasehold or license interest in that certain portion of real property, located adjacent to and on the Southern side of the South bound lanes of the 5 Freeway, at the Southwest corner of Firestone Boulvard and Marquardt Avenue in the City of Santa Fe Springs, Assessor Parcel Number Numbers 7005-014-079 as more specifically described in **Exhibit "A"** and depicted at **Exhibit "C"**, attached hereto and incorporated herein (the "Site"), upon which it seeks to install a new lawfully permitted double-sided 14 x 48 foot digital display which is oriented toward the 5 Freeway, as depicted in **Exhibit "C"** (the "New Digital Billboard"), and a new lawfully permitted double-sided 14 x 48 foot static display which is oriented toward the 5 Freeway as described in Exhibit "C" (the "New Static Billboard").

C. Le Fiell Manufacturing Company a Sub Chapter "S" Corporation (referred to as "Developer") has consented to this application for this Agreement, and as the Owner of the Site, as such term is defined below, has a legal and/or equitable interest in the Site and thus qualifies to enter into this Agreement in accordance with Development Agreement Law.

D. In exchange for the City approvals sought by Developer for the New Digital Billboard ans Static Billboard as provided on the Site herein, Developer is agreeable to paying to the City an annual Mitigation Fee of $68,500.00 or Alternative Fee, whichever is greater, as defined and provided in Sections 2.5 and 2.6 below, for the cost to the City to mitigate the impact of the installation of the New Digital Billboard. Also in exchange for the City approvals sought by Developer for the New Static Billboard as provided on the Site herein, Developer is agreeable to paying to the City an annual Mitigation Fee of $10,000.00 or Alternative Fee, whichever is greater, as defined and provided in Sections 2.5 and 2.6 below, for the cost to the City to mitigate the impact of the installation of the New Static Billboard.

E. The Site is located within the City's M-2-FOZ, Heavy Manufacturing-Freeway Overlay Zone, designated by the General Plan as Industrial. Developer and the City agree that a development agreement should be approved and adopted to memorialize the property expectations of the City and Developer, as more particularly described herein.

F. On August 12, 2013, the Planning Commission of the City, at a duly noticed hearing, granted "Conditional Use Permit" for the construction and operation of a new 50-foot tall digital billboard with display area of 14' x 48' on property located at 13700 Firestone Boulevard (APN: 7005-014-079) and a new 50-foot tall static billboard with display area of 14' x 48' on property located at 13750 Firestone Boulevard, (APN: 7005-014-079) in compliance with, and satisfying the requirements of, the California Environmental Quality Act ("CEQA"), on the basis that a Mitigated Negative Declaration and Initial Study, which was also approved at the August 12, 2013,City Planning Commission meeting, concluded that although the proposed project could have a effect on the environment, there will not be a significant effect with the incorporation of mitigation measures pertaining to hazardous materials, aesthetics and views. Such CEQA determination considered the impacts of the billboards which is the subject of this Agreement.

G. On May 9, 2016, at a duly noticed public hearing, the Planning Commission adopted Resolution No. 54-2016, recommending approval of this Agreement to the City Council.

H. On _____, the City Council of the City, at a duly noticed hearing to consider the approval of this Agreement, considered the proposal, heard testimony, and introduced Ordinance No. 1071, which Ordinance approves this Agreement.

I. The City Council has found that this Agreement is in the best public interest of the City and its residents, adopting this Agreement constitutes a present exercise of the City's police power, and this Agreement is consistent with the City's General Plan. This Agreement and the proposed Development (as hereinafter defined) will achieve a number of City objectives, including utilizing the Site for a revenue-generating use. Upon any termination of the Term (as defined below) of this Agreement, Developer will remove the Billboards, and restore the Site to its pre-billboard condition, except the columns can be cut off one (1) foot below grade, if a new development agreement is not negotiated with the City.

J. On_____, the City Council held the second reading on, and adopted Ordinance No. 1071, thereby approving this Agreement.

K. The City finds and determines that all actions required of the City precedent to approval of this Agreement by Ordinance No. 1071, of the City Council have been duly and regularly taken.

L. The purpose of this Agreement is to set forth the rules and regulations applicable to the Development, which shall be accomplished in accordance with this Agreement, including the Scope of Development (Exhibit "B") which sets forth Scope of the Development and the Schedule of Performance (Exhibit "D").

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1 Definitions. This Agreement uses a number of terms having specific meanings, as defined below. These specially defined terms are distinguished by having the initial letter capitalized, when used in the Agreement. In addition to the terms defined in the Recitals above, the defined terms include the following:

1.1.1 "Agreement" means this Development Agreement and all attachments and exhibits hereto.

1.1.2 "City" means the City of Santa Fe Springs, a California municipal corporation.

1.1.3 "City Council" means the City Council of the City.

1.1.4 "Developer" means Le Fiell Manufacturing Company a Sub Chapter "S" Corporation, duly existing and operating, and its successors and assigns, doing business at 13700 Firestone Boulevard, Santa Fe Springs, California 90670.

1.1.5 "Development" means the installation of a New Digital Billboard and a New Static Billboard on the Site and the undergrounding of all utilities from Southern California Edison's electrical source or an electrical source located elsewhere on Owner's property (e.g., from an electrical panel on a building situation on Owner's property) to the New Digital and Static billboard.

1.1.6 "Development Approvals" means the approved Development, based on the recommended approval by the Planning Commission on August 12, 2013, pursuant to Resolution No. 54-2016, and approval of the City Council by Ordinance No. 1071, on_____, as further described at Section 3.3 herein.

1.1.7 "Effective Date" means the date inserted into the preamble of this Agreement, which is 30 days following approval of this Agreement by ordinance of the City Council, provided this Agreement is signed by Developer and the City.

1.1.8 "Final Permits" shall mean all necessary/required permits and inspections by all governmental and utility agencies, to construct and operate the digital billboard and static billboard, and are signed and dated by the Building Official, where applicable.

1.1.9 Gross Revenue - gross revenue is based solely on the revenue generated from the static and digital display (basic advertising area of the billboards), as recorded on the City of Santa Fe Springs building permits, and does not include neon channel letters. Developer shall not conceal advertising revenues derived from the displays within the normal price range the Developer charges for any appurtenances that is installed on the Billboards. Gross revenue specifically excludes advertising agency fees paid to the advertiser's advertising agency and or brokerage fees paid to the sales broker other than Developer.

1.1.10 "Land Use Regulations" means all ordinances, resolutions, codes, rules, regulations and official policies of the City, including, but not limited to, the City's General Plan, Municipal Code and Zoning Code, which govern development and use of the Site, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of the New Billboards, and the design, improvement

and construction standards and specifications applicable to the Development or the Site which are in full force and effect as of the Effective Date of this Agreement, subject to the terms of this Agreement. Land Use Regulations shall also include the federal National Pollutant Discharge Elimination System ("NPDES") regulations and approvals from the California Department of Transportation Outdoor Advertising Division, to the extent applicable.

1.1.11 "Lease" means the lease or license agreement, as the case may be, for the Site between Owner, as landlord or licensor, and Developer, as tenant or licensee.

1.1.12 "Mortgagee" means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device, a lender or each of their respective successors and assigns.

1.1.13 "Site" refers to the site described in Recital B and more specifically described on **Exhibit "A"** attached hereto and incorporated herein.

1.1.14 "Schedule of Performance" means the Schedule of Performance attached hereto as Exhibit "D" and incorporated herein.

1.1.15 "Scope of Development" means the Scope of Development attached hereto as Exhibit "B" and incorporated herein.

1.1.16 "Subsequent Land Use Regulations" means any Land Use Regulations effective after the Effective Date of this Agreement (whether adopted prior to or after the Effective Date of this Agreement) which govern development and use of the Site.

1.1.17 "Subsequent Development Approvals" means any Development Approvals sought by Developer in connection future changes desired to be made by Developer to the Development following its initial completion.

1.1.18 "Term" shall have the meaning provided in Section 2.3, unless earlier terminated as provided in this Agreement.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement: **Exhibit "A"** (Legal Description of Site) , **Exhibit "B"** (Scope of Development), **Exhibit "C"** (Site Plan of Site and Billboard Elevation) and , **Exhibit "D"** (Schedule of Performance).

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. From and following the Effective Date, actions by the City and Developer with respect to the Development, including actions by the City on applications for Subsequent Development Approvals affecting the Site, shall be subject to the terms and provisions of this Agreement, provided, however, that nothing in this Agreement shall be deemed or construed: (i) to modify or amend the Lease, or any of Developer's obligations thereunder, or to bind or restrict Owner with respect to its ownership or operation of the Site except as expressly set forth herein with respect to the Development, or (ii) to impose any obligation whatsoever on Owner with respect to the Development, except as expressly set forth in this Agreement.

2.2 Interest in Site. The City and Developer acknowledge and agree that Developer is qualified to enter into and be a party to this Agreement under the Development Agreement Law. The City and Developer acknowledge and agree that Developer has a legal or equitable interest in the Site and thus is qualified to enter into and be a party to this Agreement under the Development Agreement Law. Additionally, prior to the execution of this Agreement, Developer has allowed the City to view a redacted copy of the documents which demonstrates that Developer has a leasehold or license interest in the Site, which interest shall be maintained for the entire Term of this Agreement. If Developer's leasehold or license interest is prematurely and legally terminated by Owner in conformance with the Lease, then Developer shall have no further obligations under Section 3(a) of the Scope of Development, attached as Exhibit "B" herein, relative to the maintenance of landscaping thereon that particular Site, except as provided under Section 5.1. Additionally, if Developer's leasehold or license interest is prematurely terminated by Owner, then Developer shall have no further obligations under this Agreement for that particular Site, except as provided under Section 5.1.

2.3 Term of Agreement. Unless earlier terminated as provided in this Agreement, the "Term" of this Agreement shall continue in full force and effect for: (i) twenty (20) years from approval of this Development Agreement and a Conditional Use Permit (CUP) with an additional one (1) ten year option upon mutual conscent of Developer and City (ii)the expiration or earlier termination of the Lease, or (iii)the permanent removal of the New Digital Billboard and Static Billboard constructed pursuant to the terms hereof, other than its removal for repair or replacement. Developer shall completely remove the New Digital Billboard and Static Billboard within the times and as provided under Section 5.1 herein. Within thirty (30) days after the termination of this Agreement, the parties shall execute a written cancellation of this Agreement which shall be recorded with the County Recorder pursuant to Section 8.1 below. If no extension or renewal of this Agreement is agreed to following its termination, then the digital displays shall come down and the lease area restored to its pre-billboard condition, except the columns can be cut off one (1) foot below grade.

2.4 Processing Fee. Upon six (6) months after the issuance of the Final Permits and all governmental and utility inspections approvals for the particular Sites, the Developer shall pay the City a processing fee ("Processing Fee") for the Digital Billboard in the amount of Fifty-Thousand ($50,000.00) dollars and Developer shall pay the City a second Fifty-Thousand ($50,000.00) dollars upon six (6) months from the initial Fifty-Thousand ($50,000.00) dollars payment, and for the Static Billboard, the Developer shall pay the City a processing fee ("Processing Fee") in the amount of Ten-Thousand ($10,000.00) dollars for that particular Site at the same time the initial $50,000 is paid for the digital billboard and a second Ten-Thousand ($10,000.00) dollars 6-months from the initial Ten-Thousand ($10,000.00) dollars payment. The City shall retain and use the Processing Fee, or any part thereof, for any public purpose within the City's discretion. The Processing Fee shall be separate from all fees which are standard and uniformly applied to similar projects in the City, including, but not limited to, business license fees (due by Developer to the City annually), one-time plan check fees and building permit fees, and any other fees imposed by Los Angeles County, as may be applicable.

2.5 Alternative Fee. The Alternative Fee shall be an amount equal to nine (9%) percent of the gross advertising revenue as gross revenue is defined in Section 1.1.9 above.

2.6 Development Fee. The potential impacts of the Development on the City and

surrounding community are difficult to identify and calculate. Developer and the City agree that an annual development fee paid by Developer to the City would adequately mitigate all such potential impacts. The parties therefore agree that Developer shall pay an annual development fee to the City ("Development Fee"). The Development Fee for the Site shall equal the following amounts during the Term: Sixty-Eight Thousand Five Hundred Dollars ($68,500) per annum for the New Digital Billboard and Ten Thousand Dollars ($10,000) per annum for the New Static Billboard.

2.6.1 Alternative Fee: For any calendar year of the Term the Alternative Fee, as defined in Section 2.5 above, is an amount equal to nine percent (9%) of the gross advertising revenue made from the digital displays and static display on the Site(s) during the preceding calendar year of the Term. By way of example only, should the gross advertising revenue during any year of the Term total $770,000 for the New Digital Billboard and $385,000 for the New Digital Billboard, then for that year, Developer shall pay to the City for the New Digital Billboard the Alternative Fee of $69,300 assuming no applicable deductions from Section 1.1.9 above (i.e., 9% of $770,000 is $69,300 in lieu of the Development Fee of $68,500), and Developer shall pay to the City for the New Static Billboard, the Alternative Fee of $34,650 assuming no applicable deductions from Section 1.1.9 above (i.e., 9% of $385,000 is $34,650 in lieu of the Development Fee of $19,000).

2.6.2 Revenue Report & Payment of Alternative Fee or Development Fee: Within ninety (90) days following the end of each calendar year of the Term hereof, and ending within ninety (90) days after the termination of the Term, Developer shall furnish to the City a statement in writing ("Revenue Report"), certified by Developer to be correct, showing the total gross advertising revenues made from each sign face of the New Digital Billboard and New Static Billboard, during the preceding calendar year of the Term attributable to each sign display of the New Billboards. If during any particular year of the Term the Alternative Fee is higher than the Development Fee at the time of calculating the Revenue Report, the Developer shall include along with the Revenue Report a payment corresponding to the Alterantive Fee. If during any particular year of the Term the Alternative Fee is less than the Development Fee at the time of calculating the Revenue Report, the Developer shall include along with the Revenue Report a payment corresponding to the Development Fee.

2.6.2.1 Additional Revenue. While Developer is not precluded from generating additional revenue from wireless deployment on the billboard, other than wireless communication devices for the use of operating a billboard, Developer shall not enter any agreement with any party for additional revenue, including revenue derived from wireless deployment on the billboard, without first reaching an agreement with City regarding the additional revenue.

2.6.3 Audit of Alternative Fee. With prior written notice to Developer of not less than ten (10) business days, the City has the right to audit Developer's New Billboards revenue and to view those portions of any advertising space contracts or invoices that only related to this Agreement, at Developer's Santa Fe Springs office, on any normal workday between 9:00 a.m. and 4:00 p.m. once a year. City also has the option of having the contracts and invoices reviewed at City Hall, 11710 Telegraph Road, Santa Fe Springs, CA 90670, for the audit. Prior to the audit, the City shall sign a confidentiality agreement regarding the advertising space contracts and invoices. If the statement of total gross advertising revenue previously provided to the City shall be found to be inaccurate for prior calendar years of the Term, then and in that event, there shall

be an adjustment and one party shall pay to the other on demand such sums as may be necessary to settle in full the accurate amount of the Alternative Fee, if any, that should have been paid to the City for the period or periods covered by such inaccurate statement or statements. If said audit discloses an underpayment of greater than three percent (3%) with respect to the amount of total gross advertising revenue reported by Developer for the period or periods of said report, then Developer shall immediately pay to the City the cost of such audit, plus ten percent (10%) interest per annum on the amount underpaid, but the application of the said interest is limited to the previous year before the time any underpayment should have been paid to the City; if the audit does not disclose an underpayment of greater than three percent (3%) with respect to the amount of total gross advertising revenue reported by Developer for the period or periods of said report, the cost of such audit shall be paid by the City.

2.7 Community Benefits. Developer shall also provide the following Community benefits during the entire Term of this Agreement.

2.7.1 City's Use of the Billboard. Developer shall provide five (5) weeks' worth of display time per year per for the Site for public service announcements by the City on either side of the Billboard, subject to availability of space. The City can chose to utilize any of the five weeks' worth of display time on any of Developer's other freeway digital displays within 10 miles of the City boundary. With respect to any of the New Digital Billboards, Developer shall place City-provided announcements, on a space available basis, in one of the eight (8) display images in the current rotation of display images at any time. The City shall be responsible for providing Developer with approved advertising copy and shall also be responsible for any costs associated with providing Developer with artwork in acceptable format per Developer's specifications. City's use is subject to the following conditions and parameters: all copy must be submitted to Developer at least five (5) days before the proposed display date and will be subject to Developer's standard advertising copy rejection and removal policies, which allow Developer, in its sole discretion, to approve or disapprove copy and remove copy once posted or displayed.

2.7.2 Discount Advertising. Developer shall offer a ten percent (10%) discount off its applicable rates for display of advertising on the Billboards to any business that is a member of the Santa Fe Springs Chamber of Commerce.

2.8 Prohibited Use. Developer shall not utilize any of the displays on the New Digital Billboard to advertise tobacco, marijuana, hashish, "gentlemen's clubs," adult entertainment businesses, sexually oriented materials, or use sexually oriented images or language, or as may be prohibited by any City ordinance existing as of the Effective Date of this Agreement, or as may be amended or implemented from time-to-time after the Effective Date and equally-applicable to all billboard displays by any duly and valid City ordinance.

3. DEVELOPMENT AND IMPLEMENTATION OF THE DEVELOPMENT.

3.1 Rights to Develop. Subject to and during the Term of this Agreement, Developer shall have the right to develop the Site in accordance with, and to the extent of, the Development Approvals, the Land Use Regulations and this Agreement, provided that nothing in this Agreement shall be deemed to modify or amend any of the pre-existing Land Use Regulations, as more particularly set forth in Section 3.2 below.

3.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided under the terms of this Agreement, the rules, regulations and official policies governing permitted uses of the Site, the density and intensity of use of the of the structure on the Site, the maximum height and size of proposed structures on the Site, and the design, improvement and construction standards and specifications applicable to the Site, shall be as set forth in the Land Use Regulations which are in full force and effect as of the Effective Date of this Agreement, subject to the terms of this Agreement.

3.3 Development Approvals. Developer shall, at its own expense and before commencement of demolition, construction or development of any structures or other work of improvement upon the Site, secure or cause to be secured the Development Approvals, a Conditional Use Permit and building permit(s) from the City, and any and all permits and approvals which may be required by any other governmental agency or utility affected by such construction, development or work to be performed by Developer pursuant to the Scope of Development; provided, however, that the City acknowledges that the City's Planning Commission has approved a Mitigated Negative Declaration for the project, thus complying with, and satisfying the the requirements of, the California Environmental Quality Act ("CEQA"). Not by way of limiting the foregoing, in developing and constructing the Development, Developer shall comply with all: (1) applicable development standards in the City's Municipal Code that were in affect at the time the Development Agreement and Conditional Use Permit were approved by the City's Commission (2) applicable NPDES requirements pertaining to the Development, and (3) applicable building codes that were in affect at the time the Development Agreement and Conditional Use Permit were approved by the City's Commission, except as may be permitted through approved variances and modifications. Developer shall pay all normal and customary fees and charges applicable to such permits, and any fees and charges hereafter imposed by the City in connection with the Development which are standard and uniformly-applied to similar projects in the City. Nothing contained in this Agreement shall be deemed to impose any obligation on Owner with respect to the Development Approvals or the Development.

3.4 Timing of Development; Scope of Development. Developer shall commence the Development within the time set forth in the Schedule of Performance, attached hereto as **Exhibit "D".** "Commencement" of the Development is defined herein as commencement of construction or improvements under the City building permit for the construction of the New Billboards on the Site, which shall occur as soon as possible following Developer's receipt of all necessary Development Approvals and Final Permits. In the event that Developer fails to meet the schedule for Commencement of the Development, then after compliance with Section 4.4, either party hereto may terminate this Agreement by delivering written notice to the other party, and, in the event of such termination, neither party shall have any further obligation hereunder. However, if circumstances within the scope of Section 8.10 delay the Commencement or completion of the Development, then such delays shall not constitute grounds for any termination rights found within this Agreement. In such case, the timeline to commence or complete the relevant task shall be extended in the manner set forth at Section 8.10. Notwithstanding the above, Developer shall, at all times, comply with all other obligations set forth in this Agreement regarding the construction or improvement of the New Billboards. Developer shall also maintain the New Digital Billboard at all times during the Term in accordance with the maintenance provisions set forth in Section 3 of the Scope of Development, attached as **Exhibit "B"** herein.

3.5 Changes and Amendments. Developer may determine that changes to the Development Approvals are appropriate and desirable. In the event Developer makes such a determination, Developer may apply in writing for an amendment to the Development Approvals to effectuate such change(s); provided that the City may request written consent from Owner if the modification is deemed material. The parties acknowledge that the City shall be permitted to use its inherent land use authority in deciding whether to approve or deny any such amendment request; provided, however, that in exercising the foregoing reasonable discretion, the City shall not apply a standard different than that used in evaluating requests of other developers. Accordingly, under no circumstance shall the City be obligated in any manner to approve any amendment to the Development Approvals. The City Manager shall be authorized to approve any non-substantive amendment to the Development Approvals without processing an amendment to this Agreement. All other amendments shall require the approval of the City Council. Nothing herein shall cause Developer to be in default if it upgrades the digital displays installed pursuant to this Agreement during the Term of this Agreement to incorporate newer technology; provided Developer shall secure all applicable ministerial permits to do so and such upgrade is consistent with the dimensions and standards for the displays, as provided under this Agreement, Land Use Regulations and Subsequent Land Use Regulations.

3.6 Reservation of Authority.

3.6.1 *Limitations, Reservations and Exceptions*. Notwithstanding any other provision of this Agreement, the following Subsequent Land Use Regulations shall apply to the Development:

(a) Processing fees and charges of every kind and nature imposed by the City to cover the estimated actual costs to the City of processing applications for Subsequent Development Approvals.

(b) Procedural regulations consistent with this Agreement relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure. Notwithstanding the foregoing, if such change materially changes Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

(c) Changes adopted by the International Code Conference Building Officials, or other similar body, as part of the then most current versions of the California Building Code, California Fire Code, California Plumbing Code, California Mechanical Code, or California Electrical Code, as adopted by the City as Subsequent Land Use Regulations, if adopted prior to the issuance of a building permit for development of the New Billboards. Notwithstanding the foregoing, if such change materially changes Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

(d) Regulations that are not in conflict with the Development Approvals or this Agreement.

(e) Regulations that are in conflict with the Development Approvals or this Agreement, provided Developer has given written consent to the application of such regulations to the Development.

(f) Applicable federal, state, county and multi-jurisdictional laws and regulations which the City is required to enforce against the Site or the Development, and that do not have an exception for existing signs or legal nonconforming uses.

3.6.2 *Future Discretion of the City.* This Agreement shall not prevent the City from denying or conditionally approving any application for a Subsequent Development Approval on the basis of the Land Use Regulations.

3.6.3 *Modification or Suspension by Federal, State, County, or Multi-Jurisdictional Law.* In the event that applicable federal, state, county or multi-jurisdictional laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, and there is no exception for the legal nonconforming use, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such federal, state, county or multi-jurisdictional laws or regulations, and this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provision impractical to enforce. Notwithstanding the foregoing, if such change materially changes Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

3.7 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not subject to control by the City may possess authority to regulate aspects of the Development as contemplated herein, and this Agreement does not limit the authority of such other public agencies. Developer acknowledges and represents that, in addition to the Land Use Regulations, Developer shall, at all times, comply with all applicable federal, state and local laws and regulations applicable to the Development and that do not have an exception for a legal nonconforming use. To the extent such other public agencies preclude development or maintenance of the Development and do not have an exception for a legal nonconforming use, Developer shall not be further obligated under this Agreement except as provided in Section 4.1. Notwithstanding the foregoing, if such action by another public agency materially changes Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

3.8 Public Improvements. Notwithstanding any provision herein to the contrary, the City shall retain the right to condition any Subsequent Development Approvals on the requirement that Developer pay subsequently required development fees, and/or construct certain subsequently required public infrastructure ("Exactions") at such time as the City shall determine, subject to the following conditions:

3.8.1 The payment or construction must be to alleviate an impact caused by the Development or be of benefit to the Development; and

3.8.2 The timing of the Exaction should be reasonably related to the development of the Development, and said public improvements shall be phased to be commensurate with the

logical progression of the development of the Development, as well as the reasonable needs of the public.

3.8.3 It is understood, however, that if the there is a material increase in cost to Developer, or such action by the City otherwise materially impacts Developer or its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

3.9 Fees, Taxes and Assessments. During the Term of this Agreement, the City shall not, without the prior written consent of Developer, impose any additional fees, taxes or assessments on all or any portion of the Development, except such fees, taxes and assessments as are described in or required by this Development Agreement and/or the Development Approvals. However, this Development Agreement shall not prohibit the application of fees, taxes or assessments upon the Site only and not on the New Digital Billboard or Developer directly, except as follows:

3.9.1 Developer shall be obligated to pay those fees, taxes or City assessments and any increases in same which exist as the Effective Date and applicable to the Development or are included in the Development Approvals;

3.9.2 Developer shall be obligated to pay any fees or taxes, and increases thereof, imposed on a City-wide basis such as, but not limited to, business license fees or taxes or utility taxes applicable to the Development;

3.9.3 Developer shall be obligated to pay all fees applicable to any permit applications as charged by the City at the time such application(s) are filed by Developer;

3.9.4 Developer shall be obligated to pay any fees imposed pursuant to any Uniform Code that existed when the permit applications are filed by Developer or that exist when Developer applies for any Subsequent Development Approvals.

3.10 Changes. Notwithstanding anything to the contrary herein, if there is a change is such fees as compared to those fees in effect as of the Effective Date, or if any additional fees are charged and such additional or increased fees materially change Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

4. REVIEW FOR COMPLIANCE.

4.1 Annual Review. The City Council shall have the right to review this Agreement annually at the City's sole cost, on or before the anniversary of the commencement of the Term, to ascertain the good faith compliance by Developer with the terms of this Agreement ("Annual Review"). However, no failure on the part of the City to conduct or complete an Annual Review as provided herein shall have any impact on the validity of this Agreement. Developer shall cooperate with the City in the conduct of such any Annual Review and provide the following information and documentation to the City at least thirty (30) days before the anniversary of the commencement of the Term: (1) any updates to Developer's contact information related to complaints concerning the billboards, as required in the conditions at **Exhibit "B"**, Section 6 herein, (2) status and amount of all payment obligations to the City required under this Agreement

for the year in question and cumulatively beginning from the Commencement of the Development herein, (3) any easement or Lease changes that could in any way materially impact the City or the parties' obligations under this Agreement, but any disclosure shall be via a redact Lease per Section 2.2, (4) any utility changes that could in any way materially impact the City or the parties' obligations under this Agreement, and (5) any maintenance issues addressed or needing to be addressed per the requirements of Exhibit "B".

4.2 Special Review. The City Council may, in its sole and absolute discretion, order a special review of compliance with this Agreement at any time at the City's sole cost ("Special Review"). Developer shall cooperate with the City in the conduct of such any Special Review.

4.3 City Rights of Access. Subject to the City's execution of a permit to enter in a form reasonably acceptable to Owner, the City and its officers, employees, agents and contractors shall have the right, at their sole risk and expense, to enter the Site without interfering with any railroad or other right-of-way, and at all reasonable times with as little interference as possible, for the purpose of conducting the review under this Article 4, inspection, construction, reconstruction, relocation, maintenance, repair or service of any public improvements or public facilities located on the Site, or to perform any rights of the City under Section 4.2 above. Any damage or injury to the Site or to the improvements constructed thereon resulting from such entry shall be promptly repaired at the sole expense of the City. Notwithstanding the foregoing or any other provision in this Agreement (including without limitation Section 4.2 above) to the contrary, the City shall have no right whatsoever to enter the Site unless and until the City executes and delivers to Owner a permit to enter in a form reasonably acceptable to Owner (except that this provision is not intended to interfere with the City's police powers to address any nuisance, dangerous condition, or other condition pursuant to the City's ordinances). Notwithstanding anything to the contrary herein, in no event will the City's representatives ever climb up the pole of the New Digital Billboard during any inspection.

4.4 Procedure. Each party shall have a reasonable opportunity to assert matters which it believes have not been undertaken in accordance with this Agreement, to explain the basis for such assertion, and to receive from the other party a justification of its position on such matters. If, on the basis of the parties' review of any terms of this Agreement, either party concludes that the other party has not complied in good faith with the terms of this Agreement, then such party may issue a written "Notice of Non-Compliance" specifying the grounds therefore and all facts demonstrating such non-compliance. The party receiving a Notice of Non-Compliance shall have thirty (30) days to cure or remedy the non-compliance identified in the Notice of Non-Compliance, but if such cure or remedy is not reasonably capable of being cured or remedied within such thirty (30) day period, then the party receiving a Notice of Non-Compliance shall commence to cure or remedy the non-compliance within such thirty (30) day period and thereafter diligently and in good faith prosecute such cure or remedy to completion. If the party receiving the Notice of Non-Compliance does not believe it is out of compliance and contests the Notice of Non-Compliance, it shall do so by responding in writing to said Notice of Non-Compliance within thirty (30) days after receipt of the Notice of Non-Compliance. If the response to the Notice of Non-Compliance has not been received in the office of the party alleging the non-compliance within the prescribed time period, the Notice of Non-Compliance shall be conclusively presumed to be valid. If a Notice of Non-Compliance is contested, the parties shall, for a period of not less than fifteen (15) days following receipt of the response, seek to arrive at a mutually acceptable resolution of the matter(s) occasioning the Notice of Non-Compliance. In the event that a cure or remedy is not timely

completed, the party alleging the non-compliance may thereupon pursue the remedies provided in Section 5; provided, however, that if the Notice of Non-Compliance is contested and the parties are not able to arrive at a mutually acceptable resolution of the matter(s) by the end of the fifteen (15) day period, then either party shall have the right to seek a judicial determination of such contested matter. Neither party hereto shall be deemed in breach if the reason for non-compliance is due to "force majeure" as defined in, and subject to the provisions of, Section 8.10.

4.5 Certificate of Agreement Compliance. If, at the conclusion of an Annual Review or a Special Review, Developer is found to be in compliance with this Agreement, the City shall, upon request by Developer, issue within Ten (10) days of receipt of the request, a written confirmation ("Certificate") to Developer stating that, after the most recent Annual Review or Special Review, and based upon the information known or made known to the City Manager and the City Council, that (1) this Agreement remains in effect, and (2) Developer is in compliance. The Certificate, whether issued after an Annual Review or Special Review, shall be in recordable form if requested by Developer, and shall contain information necessary to communicate constructive record notice of the finding of compliance. Developer may record the Certificate with the County Recorder. Additionally, Developer may, at any time, request from the City a Certificate stating, in addition to the foregoing, which specific obligations under this Agreement have been fully satisfied with respect to the Site and City shall respond within Ten (10) days of receipt of the request. If the City fails to respond to a Developer's request pursuant to this Section 4.5, the Developer is presumed to be in compliance with this Agreement or any obligation that is the subject of the Developer's request.

5. DEFAULT AND REMEDIES.

5.1 Termination of Agreement.

5.1.1 *Termination of Agreement for Material Default of Developer.* The City, in its discretion, may terminate this Agreement for any material failure of Developer to perform any material duty or obligation of Developer hereunder or to comply in good faith with the terms of this Agreement (hereinafter referred to as "default" or "breach"); provided, however, the City may terminate this Agreement pursuant to this Section only after following the procedures set forth in Section 4.4. In the event of a termination by the City under this Section 5.1.1, Developer acknowledges and agrees that the City may retain all fees accrued up to the date of the termination, including the Processing Fee and the Development Fee or Alternative Fee, as applicable, paid up to the date of termination, and Developer shall pay the prorated amount of the Development Fee or Alternative Fee, as applicable, within sixty (60) days after the date of termination and removal of the New Billboards that equates to the percentage of time elapsed in the year of the Term at the time of termination.

5.1.2 *Termination of Agreement for Material Default of City.* Developer, in its discretion, may terminate this Agreement for any material failure of the City to perform any material duty or obligation of the City hereunder or to comply in good faith with the terms of this Agreement; provided, however, Developer may terminate this Agreement pursuant to this Section only after following the procedures set forth in Section 4.4. In addition, Developer may terminate this Agreement if, despite Developer's good faith efforts, (1) it is unable to secure the necessary permits and/or compliance with requirements under laws necessary to effectuate the Development, or (2) any governmental agency has concluded a taking or regulatory taking of the Site and/or the Development or (3) the Lease is terminated, or (4) it is unable to profitably operate the

Development. In the event of a termination by Developer under this Section 5.1.2, Developer acknowledges and agrees that the City may retain all fees, including the Processing Fee and the Development Fee or Alternative Fee, as applicable, paid up to the date of termination, and Developer shall pay the prorated amount of the Development Fee or Alternative Fee, as applicable, within sixty (60) days after the date of termination and removal of the New Digital Billboard that is so terminated that quates to the percentage of time elapsed in the year of the Term at the time of termination.

5.1.3 *Rights and Duties Following Termination.* Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to (i) any obligations to have been performed prior to said termination of this Agreement, (ii) any default in the performance of the provisions of this Agreement which has occurred prior to said termination of this Agreement, (iii) Developer's obligation to remove the terminated New Digital Billboard pursuant to Section 2.3, or (iv) any continuing obligations to indemnify other parties.

6. INSURANCE, INDEMNIFICATION AND WAIVERS.

6.1 Insurance.

6.1.1 *Types of Insurance.*

(a) *Liability Insurance.* Beginning on the Effective Date hereof and until completion of the Term, Developer shall, at its sole cost and expense, keep or cause to be kept in force for Developer comprehensive broad form general liability insurance against claims and liabilities covered by the indemnification provisions of Section 6.2. Developer has agreed to indemnify the City hereunder to the extent of the liability insurance coverage with respect to its use, occupancy, disuse or condition of the Site, improvements or adjoining areas or ways, affected by such use of the Site or for property damage, providing protection of at least One Million Dollars ($1,000,000) for bodily injury or death to any one person, at least Two Million Dollars ($2,000,000) for any one accident or occurrence, and at least One Million Dollars ($1,000,000) for property damage. Developer shall also furnish or cause to be furnished to the City evidence that any contractors with whom Developer has contracted for the performance of any work for which Developer is responsible maintains the same coverage required of Developer.

(b) *Worker's Compensation.* Developer shall also furnish or cause to be furnished to the City evidence that any contractor with whom Developer has contracted for the performance of any work for which Developer is responsible hereunder carries worker's compensation insurance as required by law.

(c) *Insurance Policy Form, Sufficiency, Content and Insurer.* All insurance required by express provisions hereof shall be carried only by responsible insurance companies qualified to do business by California with an AM Best Rating of no less than "A". All such policies shall be non-assignable and shall contain language, to the extent obtainable, to the effect that (i) the insurer waives the right of subrogation against the City and against the City's agents and representatives except as provided in this Section; (ii) the policies are primary and noncontributing with any insurance that may be carried by the City, but only with respect to the liabilities assumed by Developer under this Agreement; and (iii) the policies cannot be canceled or materially changed except after written notice by the insurer to the City or the City's designated representative as expeditiously as the insurance company agrees to provide such notice. Developer

shall furnish the City with certificates evidencing the insurance required to be procured by the terms of this Agreement.

6.1.2 *Failure to Maintain Insurance and Proof of Compliance.* Developer shall deliver to the City, in the manner required for notices, copies of certificates of all insurance policies required of each policy within the following time limits:

(a) For insurance required above, within seven (7) days after the Effective Date or consistent with the requirements of **Exhibit "D"** (Schedule of Performance), Item No. 7.

(b) The City can request to see updated copies of the current certificates of all insurance policies required. The City reserves the right to obtain copies of the entire insurance policy, including endorsements.

If Developer fails or refuses to procure or maintain insurance as required hereby or fails or refuses to furnish the City with required proof that the insurance has been procured and is in force and paid for, the City, after complying with the requirements of Section 4.4, may view such failure or refusal to be a default hereunder.

6.2 Indemnification.

6.2.1 *General.* To the extent of its liability coverage required under Section 6.1.1(a) above, Developer shall indemnify the City and Owner, and their respective officers, employees, and agents against, and will hold and save them and each of them harmless from, any and all actions, suits, claims, damages to persons or property, losses, costs, penalties, obligations, errors, omissions, or liabilities (herein "claims or liabilities") that may be asserted or claimed by any person, firm, or entity arising out of or in connection with the work, operations, or activities of Developer, its agents, employees, subcontractors, or invitees, hereunder, upon the Site.

(a) Developer will defend any action or actions filed in connection with any of said claims or liabilities covered by the indemnification provisions herein and will pay all costs and expenses, including reasonable legal costs and attorneys' fees incurred in connection therewith, which attorneys will be the attorneys hired by the insurance company where insurance coverage applies.

(b) Developer will promptly pay any judgment rendered against the City or Owner or their respective officers, agents, or employees for any such claims or liabilities arising out of or in connection with such work, operations, or activities of Developer hereunder, and Developer agrees to save and hold the City and Owner and their respective its officers, agents, and employees harmless therefrom.

6.2.2 *Exceptions.* The foregoing indemnity shall not include claims or liabilities arising from the negligence or willful misconduct of the City, or its officers, agents or employees who are directly responsible to the City.

6.2.3 *Additional Coverage.* Without limiting the generality of the foregoing, Developer's indemnity obligation shall include any liability arising by reason of:

(a) Any accident or other occurrence in or on the Site causing injury to any person or property whatsoever caused by Developer;

(b) Any failure of Developer to comply with performance of all of the provisions of this Agreement;

(c) Any harm, delays, injuries or other damages incurred by any party as a result of any subsurface conditions on the Site caused solely by Developer, including but not limited to, the presence of buried debris, hazardous materials, hydrocarbons, or any form of soil contamination.

6.2.4 *Loss and Damage*. Except as set forth below, the City shall not be liable for any damage to property of Developer, Owner or of others located on the Site, nor for the loss of or damage to any property of Developer, Owner or others by theft or otherwise. Except as set forth below, the City shall not be liable for any injury or damage to persons or property resulting from fire, explosion, steam, gas, electricity, water, rain, dampness or leaks from any part of Site or from the pipes or plumbing, or from the street, or from any environmental or soil contamination or hazard, or from any other latent or patent defect in the soil, subsurface or physical condition of Site, or by any other cause of whatsoever nature. The foregoing two (2) sentences shall not apply (i) to the extent the City or its agents, employees, subcontractors, invitees or representatives causes such injury or damage when accessing the Site, or (ii) to the extent covered in any permits to enter executed by the City, or (iii) under the circumstances set forth in Section 6.2.2 above.

6.2.5 *Period of Indemnification*. The obligations for indemnity under this Section 6.2 shall begin upon the Effective Date and shall survive termination of this Agreement.

6.3 Waiver of Subrogation. Developer and the City mutually agree that neither shall make any claim against, nor seek to recover from the other or its agents, servants, or employees, for any loss or damage to Developer or the City or to any person or property relating to this Agreement, except as specifically provided hereunder, which include but is not limited to a claim or liability to the extent arising from the negligence or willful misconduct of the City or Developer, as the case may be, or their respective officers, agents, or employees who are directly responsible to the City and Developer, as the case may be.

7. MORTGAGEE PROTECTION.

The parties hereto agree that this Agreement shall not prevent or limit Developer, in any manner, at Developer's sole discretion, from encumbering Site or any portion thereof or the Development or any improvement on the Sitethereon by any mortgage, deed of trust or other security device securing financing with respect to the Site. The City acknowledges that the lenders providing such financing may require certain Agreement interpretations and modifications and the City agrees upon request, from time to time, to meet with Developer or Owner and representatives of such lenders to negotiate in good faith any such request for interpretation or modification. Subject to compliance with applicable laws, the City will not unreasonably withhold its consent to any such requested interpretation or modification, provided the City determines such interpretation or modification is consistent with the intent and purposes of this Agreement. Upon reasonable approval by the City Attorney, the City authorizes the City Manager to execute any Notices of Consent to Assignment on behalf of he City or similar financial documentation. Any Mortgagee of the Site shall be entitled to the following rights and privileges:

(a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Development of the Site or any mortgage of the Site made in good faith and for value, unless otherwise required by law.

(b) The Mortgagee of any mortgage or deed of trust encumbering the Development of the Site or any mortgage or deed of trust encumbering the Site, or any part thereof, which Mortgagee has submitted a request in writing to the City in the manner specified herein for giving notices, shall be entitled to receive written notification from the City of any default by Developer in the performance of Developer's obligations under this Agreement.

(c) If the City timely receives a request from a Mortgagee requesting a copy of any Notice of Non-Compliance given to Developer under the terms of this Agreement, the City shall make a good faith effort to provide a copy of that Notice of Non-Compliance to the Mortgagee within ten (10) days of sending the Notice of Non-Compliance to Developer. The Mortgagee shall have the right, but not the obligation, to cure the non-compliance during the period that is the longer of (i) the remaining cure period allowed such party under this Agreement, or (ii) sixty (60) days.

(d) Any Mortgagee who comes into possession of the Development or the Site, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Development or the Site, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of Developer's obligations or other affirmative covenants of Developer hereunder, or to guarantee such performance; except that (i) to the extent that any covenant to be performed by Developer is a condition precedent to the performance of a covenant by the City, the performance thereof shall continue to be a condition precedent to the City's performance hereunder, and (ii) in the event any Mortgagee seeks to develop or use any portion of the Development or the Siteacquired by such Mortgagee by foreclosure, deed of trust, or deed in lieu of foreclosure, such Mortgagee shall strictly comply with all of the terms, conditions and requirements of this Agreement and the Development Approvals applicable to the Development or the Siteor such part thereof so acquired by the Mortgagee.

8. MISCELLANEOUS PROVISIONS.

8.1 Recordation of Agreement. This Agreement shall be recorded in "short form" version with the County Recorder by the City Clerk within 10 days of execution, as required by Government Code Section 65868.5. Amendments approved by the parties, and any cancellation, shall be similarly recorded.

8.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties with respect to the subject matter set forth herein, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements which are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

8.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, then that term, provision, covenant or condition of this Agreement shall be stricken and the remaining portion of this Agreement shall remain valid

and enforceable if that stricken term, provision, covenant or condition is not material to the main purpose of this Agreement, which is to allow the Development to be permitted and operated and to provide the Development Fee to the City; otherwise, this Agreement shall terminate in its entirety, unless the parties otherwise agree in writing, which agreement shall not be unreasonably withheld.

8.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning, to achieve the objectives and purposes of the parties hereto. The rule of construction, to the effect that ambiguities are to be resolved against the drafting party or in favor of the non-drafting party, shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

8.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

8.6 Singular and Plural. As used herein, the singular of any word includes the plural.

8.7 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

8.8 Waiver. Failure of a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

8.9 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit for the parties and Owner and their respective successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

8.10 Force Majeure. Notwithstanding any provision to the contrary herein, neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by earthquakes, other acts of God, fires, rains, winds, wars, terrorism, riots or similar hostilities, strikes and other labor difficulties beyond the party's control (including the party's employment force), government actions and regulations (other than those of the City), court actions (such as restraining orders or injunctions), or other causes beyond the party's reasonable control. If any such events shall occur the term of this Agreement then the time for performance shall be extended for the duration of each such event, provided that the Term of this Agreement shall not be extended under any circumstances for more than five (5) years beyond the date it would have otherwise expired, and further provided that if such delay is longer than six (6) months, Developer may terminate this Agreement upon written notice to the City and the City shall return to Developer any portion of the Development fee paid for any period after the effective date of such termination.

8.11 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

8.12 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

8.13 Litigation. Any action at law or in equity arising under this Agreement or brought by any party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Los Angeles, State of California, or such other appropriate court in said county. Service of process on the City shall be made in accordance with California law. Service of process on Developer shall be made in any manner permitted by California law and shall be effective whether served inside or outside California. In the event of any action between the City and Developer seeking enforcement of any of the terms and conditions to this Agreement, the prevailing party in such action shall be awarded, in addition to such relief to which such party is entitled under this Agreement, its reasonable litigation costs and expenses, including without limitation its expert witness fees and reasonable attorneys' fees.

8.14 Covenant Not To Sue. The parties to this Agreement, and each of them, agree that this Agreement and each term hereof are legal, valid, binding, and enforceable. The parties to this Agreement, and each of them, hereby covenant and agree that each of them will not commence, maintain, or prosecute any claim, demand, cause of action, suit, or other proceeding against any other party to this Agreement, in law or in equity, which is based on an allegation, or assert in any such action, that this Agreement or any term hereof is void, invalid, or unenforceable.

8.15 Development as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the Development is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between the City and Developer is that of a government entity regulating the development of private property, on the one hand, and the holder of a legal or equitable interest in such private property on the other hand. The City agrees that by its approval of, and entering into, this Agreement, that it is not taking any action which would transform this private development into a "public work" development, and that nothing herein shall be interpreted to convey upon Developer any benefit which would transform Developer's private development into a public work project, it being understood that this Agreement is entered into by the City and Developer upon the exchange of consideration described in this Agreement, including the Recitals to this Agreement which are incorporated into this Agreement and made a part hereof, and that the City is receiving by and through this Agreement the full measure of benefit in exchange for the burdens placed on Developer by this Agreement.

8.16 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

8.17 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by the City of its power of eminent domain or Developer's right to seek and collect just compensation or any other remedy available to it.

8.18 Amendments in Writing/Cooperation. This Agreement may be amended only by written consent of both parties specifically approving the amendment and in accordance with the Government Code provisions for the amendment of development agreements. The parties shall cooperate in good faith with respect to any amendment proposed in order to clarify the intent and application of this Agreement, and shall treat any such proposal on its own merits, and not as a basis for the introduction of unrelated matters. Minor, non-material modifications may be approved on behalf of the City by the City Manager upon reasonable approval by the City Attorney.

8.19 Corporate Authority. The person(s) executing this Agreement on behalf of each of the parties hereto represent and warrant that (i) such party, if not an individual, is duly organized and existing, (ii) they are duly authorized to execute and deliver this Agreement on behalf of said party, (iii) by so executing this Agreement such party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other agreement to which such party is bound.

8.20 Notices. All notices under this Agreement shall be effective when delivered by United States Postal Service mail, registered or certified, postage prepaid return receipt requested, and addressed to the respective parties as set forth below, or to such other address as either party may from time to time designate in writing by providing notice to the other party:

If to the City:
City of Santa Fe Springs
11710 E. Telegraph Road
Santa Fe Springs, CA 90670
Attn: City Manager

If to Developer:
Le Fiell Manufactruring Company
LAND LEASE NOTICE
13700 Firestone Boulevard
Santa Fe Springs, California 90670
Attn: George Ray

8.21 Nonliability of City Officials. No officer, official, member, employee, agent, or representatives of the City shall be liable for any amounts due hereunder, and no judgment or execution thereon entered in any action hereon shall be personally enforced against any such officer, official, member, employee, agent, or representative.

8.22 No Brokers. The City and Developer each represent and warrant to the other that it has not employed any broker and/or finder to represent its interest in this transaction. Each party agrees to indemnify and hold the other free and harmless from and against any and all liability, loss, cost, or expense (including court costs and reasonable attorneys' fees) in any manner connected with a claim asserted by any individual or entity for any commission or finder's fee in connection with this Agreement or arising out of agreements by the indemnifying party to pay any commission or finder's fee.

8.23 No Amendment of Lease. Nothing contained in this Agreement shall be deemed to amend or modify any of the terms or provisions of the Lease. Nothing contained in this Agreement shall constitute or be deemed to constitute a limit on any of Developer's obligations under the Lease, or any of Owner's rights or remedies against Developer under the Lease.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first set forth above.

CITY:

CITY OF SANTA FE SPRINGS
a California municipal corporation

By: _____
Mayor

DEVELOPER:

Le Fiell Manufacturing Company
a Sub Chapter "S" Corporation

By: _____
George A. Ray, Chairman of the Board

[end of signatures]

STATE OF CALIFORNIA)
) ss
COUNTY OF LOS ANGELES)

On _____, 2016, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY of PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

_____
Notary Public

[SEAL]

STATE OF CALIFORNIA)
) ss
COUNTY OF LOS ANGELES)

On _____, 2016, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY of PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

_____
Notary Public

[SEAL]

EXHIBIT "A"

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS: BEING PARCEL 1 OF VESTING PARCEL MAP NO. 71304 AS PER MAP FILED IN MAP BOOK 384 PAGES 73 AND 74 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXHIBIT B

SCOPE OF DEVELOPMENT

Developer and the City agree that the Development shall be undertaken in accordance with the terms of the Agreement, which include the following:

1. The Development. Developer shall install the New Digital Billboard and New Static Billboard in accordance with the terms of this Agreement. The New Digital Billboard consists of one (1) 50' tall, "bulletin" size freeway-oriented billboard with a total of two (2) digital displays (each display measuring 14' x 48' within the billboard frame) on the South bound 5 Freeway along Firestone Bouelvard. The New Static Billboard consists of one (1) 50' tall, "bulletin" size freeway-oriented billboard with a total of two (2) static displays (each display measuring 14' x 48' within the billboard frame) on the South Firestone Boulevard. bound 5 Freeway along Before the issuance of final inspection of the Final Permits, Developer shall underground all utilities necessary for the New Billboards and the Site shall be maintained in accordance with the conditions at Paragraph 3 below.

2. Building Fees. Developer shall pay all applicable City building fees, as described at Section 2.4 of the Agreement, at the time that the building permit is issued for the installation of the New Digital and Static Billboard .

3. Maintenance and Access. Developer, for itself and its successors and assigns, hereby covenants and agrees to be responsible for the following:

(a) Maintenance and repair of the New Billboards (where authorized pursuant to the Agreement, and including but not limited to, the displays installed thereon, and all related on-site improvements and, if applicable, easements and rights-of-way, at its sole cost and expense), including, without limitation, landscaping, poles, lighting, signs and walls (as they relate to the Development) in good repair, free of graffiti, rubbish, debris and other hazards to persons using the same, and in accordance with all applicable laws, rules, ordinances and regulations of all federal, state, and local bodies and agencies having jurisdiction over the Site, unless those federal, state, and local bodies have an exception for a legal nonconforming use. Such maintenance and repair shall include, but not be limited to, the following: (i) sweeping and trash removal related to the Development; (ii) the care and replacement of all shrubbery, plantings, and other landscaping or the painted backing in a healthy condition if damaged by the Development; (iii) the ongoing maintenance by Developer of any access road to the New Billboards if damaged by the Development and to minimize dust caused by the Development; and (iii) the repair, replacement and repainting of the New Billboards' structures and displays as necessary to maintain such billboards in good condition and repair.

(b) Maintenance of the New Billboards and surrounding portion of the Site in such a manner as to avoid the reasonable determination of a duly authorized official of the City that a public nuisance has been created by the absence of adequate maintenance of the Development such as to be detrimental to the public health, safety or general welfare, or that such a condition of deterioration or disrepair causes appreciable harm or is materially detrimental to property or improvements within three hundred (300) feet of the Site.

(c) Developer shall reasonably coordinate with any neighboring property owners who share utilities or access roads to their separate respective billboards. The City may designate alternative access for planning purposes so long as such alternative access allows Developer to access its billboard and related utilities.

4. Other Rights of the City. In the event of any violation or threatened violation of any of the provisions of this Exhibit "B," then in addition to, but not in lieu of, any of the rights or remedies the City may have to enforce the provisions of the Agreement, the City shall have the right, after complying with Section 4.4 of the Agreement, (i) to enforce the provisions hereof by undertaking any maintenance or repairs required by Developer under Paragraph 3 above (subject to the execution of a permit to enter in form reasonably acceptable to Owner) and charging Developer for any actual maintenance costs incurred in performing same, and (ii) to withhold or revoke, after giving written notice of said violation, any building permits, occupancy permits, certificates of occupancy, business licenses and similar matters or approvals pertaining to the Development or any part thereof or interests therein as to the violating person or one threatening violation.

5. No City Liability. The granting of a right of enforcement to the City does not create a mandatory duty on the part of the City to enforce any provision of the Agreement. The failure of the City to enforce the Agreement shall not give rise to a cause of action on the part of any person. No officer or employee of the City shall be personally liable to Developer, its successors, transferees or assigns, for any default or breach by the City under the Agreement.

6. Conditions of Approval. The following additional conditions shall apply to the installation of the New Digital Billboard and, where stated, landscaping adjacent to New Digital Billboard, which billboard and landscaping or painted backing adjacent to the billboard, respectively, shall conform to all applicable provisions of the Development Approvals and the following conditions, in a manner subject to the approval of the Director of Planning or his or her designee:

(a) A building permit will be required, and structural calculations shall be prepared by a licensed civil engineer and approved by the City Building Official.

(b) The Billboards shall be located in the portion of the Site shown on **Exhibit "C"**, and shall be of the dimensions described in Section 1, above.

(c) The size of each sign display of the New Billboards shall not exceed the dimensions set forth in the Ordinance, and shall not to exceed the maximum height set forth in the Ordinance, including all extensions, and shall be spaced at intervals from any other billboard on the same side of the freeway and measured parallel to the freeway as set forth in the Ordinance and depicted in the Site Plan and Elevations at **Exhibit "C"** approved by the City as part of the Development Approvals.

(d) The New Billboards' pole shall have a column cover as depicted in the Elevations within **Exhibit "C** .

(e) Plans and specifications for the proposed installation of the New Billboards shall be submitted to the City Planning and Building Departments for plan check and approval

prior to the issuance of building permits. Plans and specifications for the proposed installation of the undergrounding of all utilities, shall be submitted to the City Planning and Building Departments for plan check and approval prior to the issuance of electrical permits.

(f) Prior to the approval of the final inspection, all applicable conditions of approval and all mandatory improvements shall be completed to the reasonable satisfaction of the City.

(g) Developer shall maintain the New Billboards and use thereof in full compliance with all applicable codes, standards, policies and regulations imposed by the City, county, state or federal agencies by any duly and valid City, county or state ordinance with jurisdiction over the facilities, unless the Development is exempted as a legal nonconforming use.

(h) Developer shall, at all time, comply with the approval for the New Billboards from the California Department of Transportation Outdoor Advertising Division, and shall maintain acceptable clearance between proposed billboards and Southern California Edison distribution lines.

(i) Developer shall pay any and all applicable fees due to any public agency prior to the final issuance of the applicable building or electrical permits.

(j) The activities proposed in the Agreement shall be conducted completely upon the Site and shall not use or encroach on any public right-of-way.

(k) Developer shall ensure that all access to the New Billboards is kept restricted to the general public to the extent permitted under local laws and by the Development Approvals.

(l) If any portion of the landscaping or painted backing installed adjacent to the New Billboards is damaged by the Development or becomes damaged, unhealthy or otherwise in need of replacement, as determined by the City's Director of Planning or his or her designee, Developer shall ensure that the replacement is accomplished within fourteen (14) days of notification by the City, unless such time is extended by the City's Director of Planning or his or her designee if Developer shows unusual circumstances requiring more time to accomplish such replacement. Developer or Owner may trim such landscaping so as not to block the billboards or with the reasonable consent of the Director of Planning, the Developer at the Developer's own cost, can remove and relocate any landscaping.

(m) Developer shall be required to install all utilities underground in connection with the New Billboards in conformance with Ordinance 1036. Developer shall coordinate its work with the requirements of Southern California Edison to achieve the undergrounding of all utilities.

(n) Developer shall comply with all necessary federal National Pollutant Discharge Elimination System (NPDES) requirements pertaining to the proposed use, to the extent applicable.

(o) All graffiti shall be adequately and completely removed or painted over within 48 hours of notice to Developer of such graffiti being affixed on the Development.

(p) Prior to final sign off of the building permit for the New Billboards, the applicable landscaping or painted backing shall be installed at the Site.

(q) Developer shall comply with State law regarding the limitation of light or glare or such other standards as adopted by the Outdoor Advertising Association of America, Inc. (OAAA), including but not limited to, the 0.3 foot-candles limitation over ambient light levels and ensuring additional flexibility in reducing such maximum light level standard given the lighting environment, the obligation to have automatic diming capabilities, as well as providing the City's Director of Planning or his or her designee with a designated Developer employee's phone number and/or email address for emergencies or complaints that will be monitored 24 hours a day/7 days per week. Upon any reasonable complaint by the City's Planning Officer or designee, Developer shall dim the display to meet these guidelines and further perform a brightness measurement of the display using OAAA standards and provide the City with the results of same within 5 days of the City's complaint.

EXHIBIT C
SITE PLAN OF SITE

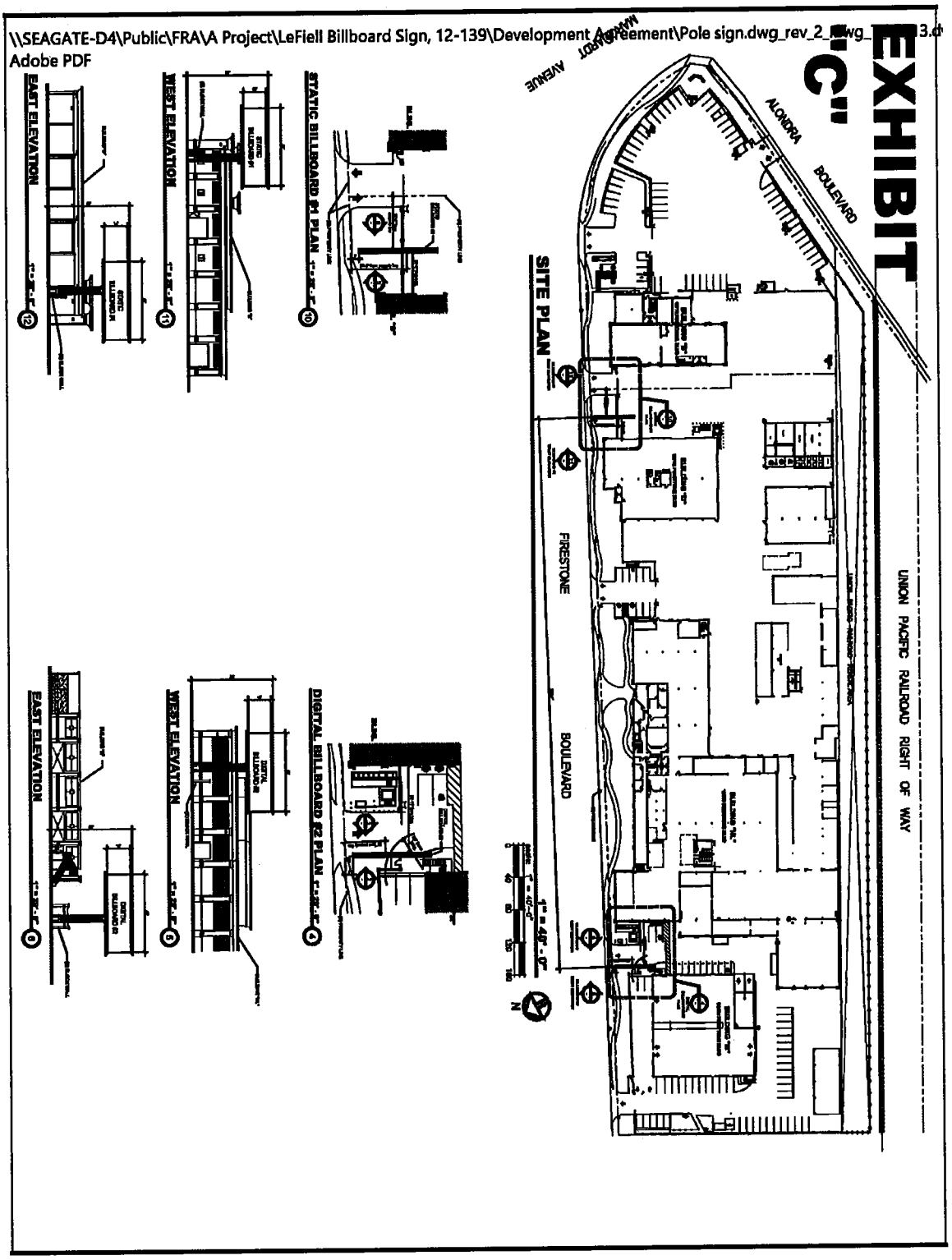


EXHIBIT D

SCHEDULE OF PERFORMANCE

ITEM OF PERFORMANCE		TIME FOR PERFORMANCE	REFERENCE
1.	City's Planning Commission holds public hearing and recommends approval of Agreement and Conditions of Approval		Recitals
2.	City's City Council holds hearings to approve Agreement and first and second reading of Ordinance	May 26, 2016 (1st Reading); June 9, 2016 (2nd Reading), provided Developer has fully executed the Agreement	Recitals
3.	Effective Date of this Agreement.	30 days following City Council's second reading of Ordinance, or July 10, 2016	N/A
4.	Developer prepares and submits to City working drawings specifications and engineering, the City commences approval process.	Within 120 days of the Council's second reading of the Ordinance approving this Agreement	3.4
5.	City to approve all construction and engineering drawings and specifications with a plan check approval, and issue a building permit and an electrical permit. City agrees to any necessary building or electrical permits need for Developer to acquire the Caltrans approvals. Developer agrees not to commence construction until it receives the applicable Caltrans approvals.	Within 30 days of City's receipt of Developer's construction drawings and specifications addressing all of City's comments.	_____
6.	Developer to provide copy of Caltrans approval to City	Prior to commencing any inspections and work on the Development.	3.3, 3.4
7.	Developer to submit proof of insurance to City.	Prior to commencing any inspections and work on the Development	6.1.2

	ITEM OF PERFORMANCE	TIME FOR PERFORMANCE	REFERENCE
8.	Developer pays City first installment of Development Fee if Developer receives Final Permits	Within 1 year of Developer receiving Final Permits	2.6
9.	Developer pays City second installment and subsequent annual installments of the Development Fee if Developer receives Final Permits.	Beginning within 2 years of Developer receiving Final Permits, and continuing throughout the Term. Each payment occurring at the end of each year of the Term.	2.6
10.	Developer pays the Alternative Fee if in excess of the Development Fee.	Within 90 days of the end of each calendar year of the Term	2.6

It is understood that this Schedule of Performance is subject to all of the terms and conditions of the text of the Agreement. The summary of the items of performance in this Schedule of Performance is not intended to supersede or modify the more complete description in the text; in the event of any conflict or inconsistency between this Schedule of Performance and the text of the Agreement, the text shall govern.

The time periods set forth in this Schedule of Performance may be altered or amended only by written agreement signed by both Developer and the City. Notwithstanding any extension of the Term in the manner described in, and subject to the provisions of Section 3.5 of the Agreement, the City Manager shall have the authority to approve extensions of time set forth in this Schedule of Performance without action of the City Council, not to exceed a cumulative total of 180 days.

PUBLIC HEARING

Resolution No. 57-2016 - Recommending that the City Council adopt Ordinance No. 1073, approving a Development Agreement by and between the City of Santa Fe Springs and Newport Diversified, INC.

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Ordinance No. 1073 and, thereafter, close the Public Hearing; and

2. Find that the proposed Ordinance is exempt from the provisions of the California Environmental Quality Act (CEQA), per section 15061 of the CEQA Guidelines, because it can be seen with certainty that there is no possibility that the proposed Ordinance, in and of itself, would have a significant effect on the environment; and

3. Recommend that the City Council adopt Ordinance No. 1073, and said recommendation shall be embodied in Resolution No. 57-2016.

BACKGROUND

At a duly noticed hearing, before the City Council, on November 8, 2012, Ordinance No. 1036 was introduced. The second reading of Ordinance No. 1036 occurred on November 20, 2012. It became effective thirty (30) days after its second reading.

Ordinance No. 1036 improved and updated the City's existing billboard regulations, which were severely outdated and failed to anticipate and regulate 21st-century trends, such as electronic billboards, supergraphics (building wraps), and mobile billboards. Key elements of the ordinance included:

(1) Updating the definition of billboards to include electronic billboards.
(2) Limiting electronic billboards to the FOZ.
(3) Requiring a Conditional Use Permit (CUP) and Development Agreement for all new billboards and expansion of existing billboards.
(4) Limiting the placement of billboards to properties with a minimum area of 5 acres.
(5) Creating definitions and regulations for supergraphics and mobile billboards.
(6) Creating a mechanism for the City to generate additional revenues, either as a one-time payment, or payment over time, or a combination of both.
(7) Allowing space on new billboards to be utilized for City-related activities, or to bring awareness to City and/or charitable causes.
(8) Establishing a minimum distance between billboards.

(9) Limiting the contents of messages beyond sexually explicit materials, alcohol and tobacco advertising.

REQUEST

Pursuant to section 155.384(A), of Ordinance No. 1036, billboards are allowed only after a valid Conditional Use Permit has first been obtained and a Developer Agreement has been approved.

Conditional Use Permit

On March 9, 2015, the Applicant (Newport Diversified, INC) obtained approval of a Conditional Use Permit (CUP 751) from the Planning Commission to allow the construction and operation of a new double-face billboard (50-foot tall with display area of 14' x 48') on the property located at 15718 Marquardt Avenue (*previous* APN: 7003-01-904). At the same meeting, the applicant concurrently applied for and received approval of Zone Variance (ZV 78) to vary from Section 155.384 (H)(5) to allow a reduction to the 1,000 foot separation requirements for billboards on the same side of the freeway and also to vary from Section 155.384 (H)(7) to allow a reduction to the 5-acres minimum size requirement.

Development Agreement

The applicant has been working with staff to finalize the terms of the Development Agreement required by Ordinance No. 1036. Staff is glad to report that an agreement between both parties has been reached; therefore, the applicant is requesting approval of the subject Development Agreement (DA 03-2016) by and between the City of Santa Fe Springs and Newport Diversified, INC.

A City's exercise of its power to enter into a development agreement is a legislative act; therefore, development agreements must be approved by ordinance. Under California Government Code Sections 65864 et seq. ("Development Agreement Law") cities can enter into binding development agreements with persons having a legal or equitable interest in real property for the development of such property, all for the purposes of strengthening the public planning process, encouraging private participation and comprehensive planning and identifying the economic costs of such development.

Resolution No. 57-2016 is a recommendation, by the Planning Commission to the City Council, to adopt an ordinance (Ordinance No. 1073), approving a Development Agreement (DA No. 03-2016) by and between the City of Santa Fe Springs and Newport Diversified, INC. Ordinance No. 1071, if approved by the City Council, would effectuate the Development Agreement. Said Development Agreement would set forth the rules and regulations under which the proposed billboard would be allowed.

The main points of the Development Agreement (see attachment) are as follows:

1. The Developer pays an annual development fee to the City to mitigate potential impacts of the Development on the City and surrounding community.

2. The Developer is prohibited from utilizing any of the displays on the new digital billboard or the new static billboard to advertise tobacco, marijuana, hashish, "gentlemen's clubs", adult entertainment businesses, sexually oriented materials, or use sexually oriented images or language, or as may be prohibited by any City ordinance.

3. The City Council has the right to review the Agreement annually, or may, in its sole and absolute discretion, order a special review for compliance with the Agreement at any time at the City's sole cost ("Special Review"). Developer shall cooperate with the City in the conduct of such any Special Review.

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 and 65091 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code. Legal notice of the Public Hearing was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on April 28, 2016, posted in Santa Fe Springs City Hall, the City Library and Town Center on April 28, 2016, published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. As of date of this report, staff has not received any comments and/or inquiries regarding the proposal.

ENVIRONMENTAL DOCUMENT

The proposed project is exempt from the provisions of the California Environmental Quality Act (CEQA), per 15061 of the CEQA Guidelines, because it can be seen with certainty that there is no possibility that the proposed Ordinance, in and of itself, would have a significant effect on the environment. The exercise of the Agreement, i.e., the installation of the billboards, will be subject to CEQA on a case and site-specific basis.

Wayne M. Morrell
Director of Planning

Attachments:
1. Resolution No. 57-2016
2. Copy of Ordinance No. 1073
3. Copy of Development Agreement No. 03-2016

Report Submitted By: C.Nguyen, Planning and Development Dept. Date of Report: May 3, 2016

RESOLUTION NO. 57-2016

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS ADOPT AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF SANTA FE SPRINGS AND NEWPORT DIVERSIFIED, INC.

THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS HEREBY RESOLVES AS FOLLOWS:

SECTION 1: Following a public hearing noticed and conducted in compliance with all applicable law, and pursuant to all laws applicable to the responsibilities of the Planning Commission with respect to the subject matter hereof, the Planning Commission recommends that the City Council adopt the Ordinance attached hereto as Exhibit "A".

SECTION 2: Based on the oral and written evidence presented at such hearing, the Planning Commission hereby finds and determines that the adoption of such Ordinance is in the public convenience, interest and necessity.

SECTION 3: The adoption of such Ordinance would be in compliance with the City's General Plan.

SECTION 4: If any section, subsection, subdivision, paragraph, sentence, clause or phrase in this Resolution, or any part hereof, is held invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Resolution. The Planning Commission hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase in this Resolution irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases may be declared invalid or unconstitutional.

SECTION 5: The Commission Secretary shall certify to the adoption of this Resolution.

PASSED AND ADOPTED THIS 9TH DAY OF MAY, 2016.

ATTEST: _____ CHAIRMAN

_____
SECRETARY

Exhibit A

ORDINANCE NO. 1073

AN ORDINANCE OF THE CITY OF SANTA FE SPRINGS
ADOPTING A DEVELOPMENT AGREEMENT BY AND BETWEEN
THE CITY OF SANTA FE SPRINGS AND NEWPORT DIVERSIFIED, INC

THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The City Council hereby approves and adopts that certain Development Agreement by and between the City of Santa Fe Springs and Newport Diversified, INC, a copy of which is attached hereto as Exhibit "A", which exhibit is incorporated by reference herein, as an Ordinance of the City.

Section 2. The City Council hereby finds and determines that the subject Development Agreement is consistent with the City's General Plan.

Section 3. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Ordinance, or any part hereof, is held invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Ordinance, or any part thereof. The City Council hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Ordinance irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases may be declared invalid or unconstitutional.

Section 4. The City Clerk shall certify to the adoption of this Ordinance, and shall cause the same to be posted in at least three (3) public places in the City, such posting to be completed no later than fifteen (15) days after passage hereof.

PASSED, APPROVED AND ADOPTED THIS 9th DAY OF JUNE, 2016.

AYES:
NOES:
ABSENT:

_____
MAYOR

ATTEST:

_____
CITY CLERK

ORDINANCE NO. 1073

AN ORDINANCE OF THE CITY OF SANTA FE SPRINGS
ADOPTING A DEVELOPMENT AGREEMENT BY AND BETWEEN
THE CITY OF SANTA FE SPRINGS AND NEWPORT DIVERSIFIED, INC

THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The City Council hereby approves and adopts that certain Development Agreement by and between the City of Santa Fe Springs and Newport Diversified, INC, a copy of which is attached hereto as Exhibit "A", which exhibit is incorporated by reference herein, as an Ordinance of the City.

Section 2. The City Council hereby finds and determines that the subject Development Agreement is consistent with the City's General Plan.

Section 3. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Ordinance, or any part hereof, is held invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Ordinance, or any part thereof. The City Council hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Ordinance irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases may be declared invalid or unconstitutional.

Section 4. The City Clerk shall certify to the adoption of this Ordinance, and shall cause the same to be posted in at least three (3) public places in the City, such posting to be completed no later than fifteen (15) days after passage hereof.

PASSED, APPROVED AND ADOPTED THIS 9th DAY OF JUNE, 2016.

AYES:
NOES:
ABSENT:

_____
MAYOR

ATTEST:

_____
CITY CLERK

[Exempt From Recording Fee Per Gov. Code §6103]

DEVELOPMENT AGREEMENT NO. 03-2016

This Development Agreement (hereinafter "Agreement") is entered into this _____ day of _____, 2016 (hereinafter the "Effective Date"), by and between the City of Santa Fe Springs (hereinafter "City"), and Newport Diversified INC., a California Corporation (hereinafter "Developer").

RECITALS

A. California Government Code Sections 65864 *et seq.* ("Development Agreement Law") authorizes cities to enter into binding development agreements with persons having a legal or equitable interest in real property for the development of such property, all for the purposes of strengthening the public planning process, encouraging private participation and comprehensive planning and identifying the economic costs of such development.

B. Developer has a leasehold or license interest in that certain portion of real property, located adjacent to and on the western side of the southbound lanes of the 5 Freeway, at the Northeast corner of Alondra Boulevard and Marquardt Avenuein the City of Santa Fe Springs, as more specifically described in **Exhibit "A"** and depicted at **Exhibit "C"**, attached hereto and incorporated herein (the "Site"), upon which it seeks to install a new lawfully permitted double-sided 14 x 48 foot digital display which is oriented toward the 5 Freeway, as depicted in **Exhibit "C"** (the "New Digital Billboard").

C. Developer and City Recognize that the Developer currently has a business display sign on the real property, described in Section B, and is qualified to enter into this Agreement in accordance with Development Agreement Law.

D. In exchange for the City approvals sought by Developer for the New Digital Billboard as provided on the Site herein, Developer is agreeable to paying to the City an annual Mitigation Fee of $58,225.00 or Alternative Fee, whichever is greater, as defined and provided in Sections 2.5 and 2.6 below, for the cost to the City to mitigate the impact of the installation of the New Digital Billboard.

E. The Site is located within the City's M-2-FOZ, Heavy Manufacturing-Freeway Overlay Zone, designated by the General Plan as Industrial. Developer and the City agree that a development agreement should be approved and adopted to memorialize the property expectations of the City and Developer, as more particularly described herein.

F. On March 9, 2015, the Planning Commission of the City, at a duly noticed hearing, granted "Conditional Use Permit" for the construction and operation of a new 50-foot tall digital billboard with display area of 14' x 48' on property located at 15718 Marquardt Avenue (*previous* APN: 7003-01-904), in compliance with, and satisfying the requirements of, the California Environmental Quality Act ("CEQA"), on the basis that a Negative Declaration and Initial Study, which was also approved at the March 9, 2015 City Planning Commission meeting, concluded that although the proposed project could have a effect on the environment, the effects are considered

to be less than significant. Such CEQA determination considered the impacts of the digital billboard which is the subject of this Agreement.

G. On May 9, 2016, at a duly noticed public hearing, the Planning Commission adopted Resolution No.57-2016, recommending approval of this Agreement to the City Council.

H. On_____, the City Council of the City, at a duly noticed hearing to consider the approval of this Agreement, considered the proposal, heard testimony, and introduced Ordinance No.1073, which Ordinance approves this Agreement.

I. The City Council has found that this Agreement is in the best public interest of the City and its residents, adopting this Agreement constitutes a present exercise of the City's police power, and this Agreement is consistent with the City's General Plan. This Agreement and the proposed Development (as hereinafter defined) will achieve a number of City objectives, including utilizing the Site for a revenue-generating use. Upon any termination of the Term (as defined below) of this Agreement, Developer will remove the digital displays, and restore the Site to its pre-billboard condition, except the columns can be cut off one (1) foot below grade, if a new development agreement is not negotiated with the City.

J. On_____, the City Council held the second reading on, and adopted Ordinance No.1073, thereby approving this Agreement.

K. The City finds and determines that all actions required of the City precedent to approval of this Agreement by Ordinance No.1073 of the City Council have been duly and regularly taken.

L. The purpose of this Agreement is to set forth the rules and regulations applicable to the Development, which shall be accomplished in accordance with this Agreement, including the Scope of Development (Exhibit "B") which sets forth Scope of the Development and the Schedule of Performance (Exhibit "D").

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1 Definitions. This Agreement uses a number of terms having specific meanings, as defined below. These specially defined terms are distinguished by having the initial letter capitalized, when used in the Agreement. In addition to the terms defined in the Recitals above, the defined terms include the following:

1.1.1 "Agreement" means this Development Agreement and all attachments and exhibits hereto.

1.1.2 "City" means the City of Santa Fe Springs, a California municipal corporation.

1.1.3 "City Council" means the City Council of the City.

1.1.4 "Developer" means Newport Diversified INC. a California Corporation duly existing and operating, and its successors and assigns, doing business at 2301 Dupont Drive, Suite 500, Irvine, CA 92612.

1.1.5 "Development" means the installation of a New Digital Billboard on the Site and the undergrounding of all utilities from Southern California Edison's electrical source or an electrical source located elsewhere on Owner's property (e.g., from an electrical panel on a building situation on Owner's property) to the New Digital billboard.

1.1.6 "Development Approvals" means the approved Development, based on the recommended approval by the Planning Commission on March 9, 2015, pursuant to Resolution No 03-2016, and approval of the City Council by Ordinance No. 1073 on_____, as further described at Section 3.3 herein.

1.1.7 "Effective Date" means the date inserted into the preamble of this Agreement, which is 30 days following approval of this Agreement by ordinance of the City Council, provided this Agreement is signed by Developer and the City.

1.1.8 "Final Permits" shall mean all necessary/required permits and inspections by all governmental and utility agencies, to construct and operate the digital billboard, and are signed and dated by the Building Official, where applicable.

1.1.9 Gross Revenue - gross revenue is based solely on the revenue generated from the digital display (basic advertising area of the billboard), as recorded on the City of Santa Fe Springs building permits, and does not include neon channel letters. Developer shall not conceal advertising revenues derived from the digital display within the normal price range the Developer charges for any appurtenances that is installed on the Billboard. Gross revenue specifically excludes advertising agency fees paid to the advertiser's advertising agency and or brokerage fees paid to the sales broker other than Developer.

1.1.10 "Land Use Regulations" means all ordinances, resolutions, codes, rules, regulations and official policies of the City, including, but not limited to, the City's General Plan, Municipal Code and Zoning Code, which govern development and use of the Site, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of the New Digital Billboard, , and the design, improvement and construction standards and specifications applicable to the Development or the Site which are in full force and effect as of the Effective Date of this Agreement, subject to the terms of this Agreement. Land Use Regulations shall also include the federal National Pollutant Discharge Elimination System ("NPDES") regulations and approvals from the California Department of Transportation Outdoor Advertising Division, to the extent applicable.

1.1.11 "Lease" means the lease or license agreement, as the case may be, for the Site between Owner, as landlord or licensor, and Developer, as tenant or licensee.

1.1.12 "Mortgagee" means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device, a lender or each of their respective successors and assigns.

1.1.13 "Site" refers to the site described in Recital B and more specifically described on **Exhibit "A"** attached hereto and incorporated herein.

1.1.14 "Schedule of Performance" means the Schedule of Performance attached hereto as Exhibit "D" and incorporated herein.

1.1.15 "Scope of Development" means the Scope of Development attached hereto as Exhibit "B" and incorporated herein.

1.1.16 "Subsequent Land Use Regulations" means any Land Use Regulations effective after the Effective Date of this Agreement (whether adopted prior to or after the Effective Date of this Agreement) which govern development and use of the Site.

1.1.17 "Subsequent Development Approvals" means any Development Approvals sought by Developer in connection future changes desired to be made by Developer to the Development following its initial completion.

1.1.18 "Term" shall have the meaning provided in Section 2.3, unless earlier terminated as provided in this Agreement.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement: **Exhibit "A"** (Legal Description of Site), **Exhibit "B"** (Scope of Development), **Exhibit "C1"** (Site Plan of Site) and **Exhibit "C"** (Billboard Elevation) and, **Exhibit "D"** (Schedule of Performance).

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. From and following the Effective Date, actions by the City and Developer with respect to the Development, including actions by the City on applications for Subsequent Development Approvals affecting the Site, shall be subject to the terms and provisions of this Agreement, provided, however, that nothing in this Agreement shall be deemed or construed: (i) to modify or amend the Lease, or any of Developer's obligations thereunder, or to bind or restrict Owner with respect to its ownership or operation of the Site except as expressly set forth herein with respect to the Development, or (ii) to impose any obligation whatsoever on Owner with respect to the Development, except as expressly set forth in this Agreement.

2.2 Interest in Site. The City and Developer acknowledge and agree that Developer is the tenant or licensee of the Site and thus is qualified to enter into and be a party to this Agreement under the Development Agreement Law. The City and Developer acknowledge and agree that Developer has a legal or equitable interest in the Site and thus is qualified to enter into and be a party to this Agreement under the Development Agreement Law. Additionally, prior to the execution of this Agreement, Developer has allowed the City to view a redacted copy of the Lease which demonstrates that Developer has a leasehold or license interest in the Site, which interest shall be maintained for the entire Term of this Agreement. If Developer's leasehold or license interest is prematurely and legally terminated by Owner in conformance with the Lease, then Developer shall have no further obligations under Section 3(a) of the Scope of Development, attached as Exhibit "B" herein, relative to the maintenance of landscaping thereon that particular Site, except as provided under Section 5.1. Additionally, if Developer's leasehold or license

interest is prematurely terminated by Owner, then Developer shall have no further obligations under this Agreement for that particular Site, except as provided under Section 5.1.

2.3 Term of Agreement. Unless earlier terminated as provided in this Agreement, the "Term" of this Agreement shall continue in full force and effect for: (i) twenty (20) years from approval of this Development Agreement and a Conditional Use Permit (CUP) with an additional one (1) ten year option upon mutual consent of Developer and City (ii)the expiration or earlier termination of the Lease, or (iii)the permanent removal of the New Digital Billboard constructed pursuant to the terms hereof, other than its removal for repair or replacement. . Developer shall completely remove the New Digital Billboard within the times and as provided under Section 5.1 herein. Within thirty (30) days after the termination of this Agreement, the parties shall execute a written cancellation of this Agreement which shall be recorded with the County Recorder pursuant to Section 8.1 below. If no extension or renewal of this Agreement is agreed to following its termination, then the digital displays shall come down and the lease area restored to its pre-billboard condition, except the columns can be cut off one (1) foot below grade.

2.4 Processing Fee. Upon six (6) months after the issuance of the Final Permits and all governmental and utility inspections approvals for the particular Site, the Developer shall pay the City a processing fee ("Processing Fee") in the amount of Fifty-Thousand ($50,000.00) dollars for that particular Site. The City shall retain and use the Processing Fee, or any part thereof, for any public purpose within the City's discretion. The Processing Fee shall be separate from all fees which are standard and uniformly applied to similar projects in the City, including, but not limited to, business license fees (due by Developer to the City annually), one-time plan check fees and building permit fees, and any other fees imposed by Los Angeles County, as may be applicable.

2.5 Alternative Fee. The Alternative Fee shall be an amount equal to nine (9%) percent of the gross advertising revenue as gross revenue is defined in Section 1.1.9 above.

2.6 Development Fee. The potential impacts of the Development on the City and surrounding community are difficult to identify and calculate. Developer and the City agree that an annual development fee paid by Developer to the City would adequately mitigate all such potential impacts. The parties therefore agree that Developer shall pay an annual development fee to the City ("Development Fee"). The Development Fee for the Site shall equal the following amounts during the Term: Fifty - Eight Thousand Two Hundred Twenty Five Dollars ($58,225) per annum for the New Digital Billboard.

2.6.1 Alternative Fee: For any calendar year of the Term the Alternative Fee, as defined Section 2.5 above, is an amount equal to nine percent (9%) of the gross advertising revenue made from the digital displays on the Site during the preceding calendar year of the Term. By way of example only, should the gross advertising revenue during any year of the Term total $770,000 for the New Digital Billboard, then for that year Developer shall pay to the City for the New Digital Billboard the Alternative Fee of $69,300 assuming no applicable deductions from Section 1.1.9 above (i.e., 9% of $770,000 is $69,300 in lieu of the Development Fee of $ $58,225).

2.6.2 Revenue Report & Payment of Alternative Fee or Development Fee: Within ninety (90) days following the end of each calendar year of the Term hereof, and ending within ninety (90) days after the termination of the Term, Developer shall furnish to the City a statement in writing ("Revenue Report"), certified by Developer to be correct, showing the total gross advertising revenues made from each sign face of the New Digital Billboard during the

preceding calendar year of the Term attributable to each sign display of the New Digital Billboard. If during any particular year of the Term the Alternative Fee is higher than the Development Fee at the time of calculating the Revenue Report, the Developer shall include along with the Revenue Report a payment corresponding to the Alternative Fee. If during any particular year of the Term the Alternative Fee is less than the Development Fee at the time of calculating the Revenue Report, the Developer shall include along with the Revenue Report a payment corresponding to the Development Fee.

2.6.2.1 Additional Revenue. While Developer is not precluded from generating additional revenue from wireless deployment on the billboard, other than wireless communication devices for the use of operating a billboard, Developer shall not enter any agreement with any party for additional revenue, including revenue derived from wireless deployment on the billboard, without first reaching an agreement with City regarding the additional revenue.

2.6.3 Audit of Alternative Fee. With prior written notice to Developer of not less than ten (10) business days, the City has the right to audit Developer's New Digital Billboard revenue and to view those portions of any advertising space contracts or invoices that only related to this Agreement, at Developer's Corporate office, on any normal workday between 9:00 a.m. and 4:00 p.m. once a year. City also has the option of having the contracts and invoices reviewed at City Hall, 11710 Telegraph Road, Santa Fe Springs, CA 90670, for the audit. Prior to the audit, the City shall sign a confidentiality agreement regarding the advertising space contracts and invoices. If the statement of total gross advertising revenue previously provided to the City shall be found to be inaccurate for prior calendar years of the Term, then and in that event, there shall be an adjustment and one party shall pay to the other on demand such sums as may be necessary to settle in full the accurate amount of the Alternative Fee, if any, that should have been paid to the City for the period or periods covered by such inaccurate statement or statements. If said audit discloses an underpayment of greater than three percent (3%) with respect to the amount of total gross advertising revenue reported by Developer for the period or periods of said report, then Developer shall immediately pay to the City the cost of such audit, plus ten percent (10%) interest per annum on the amount underpaid, but the application of the said interest is limited to the previous year before the time any underpayment should have been paid to the City; if the audit does not disclose an underpayment of greater than three percent (3%) with respect to the amount of total gross advertising revenue reported by Developer for the period or periods of said report, the cost of such audit shall be paid by the City.

2.7 Community Benefits. Developer shall also provide the following Community benefits during the entire Term of this Agreement.

2.7.1 City's Use of the Billboard. Developer shall provide up to five percent (5%) of non-swapmeet related advertising time per year per for the Site for public service announcements by the City on either side of the Billboard, subject to availability of space. The City shall be responsible for providing Developer with approved advertising copy and shall also be responsible for any costs associated with providing Developer with artwork in acceptable format per Developer's specifications. City's use is subject to the following conditions and parameters: all copy must be submitted to Developer at least five (5) days before the proposed display date and will be subject to Developer's standard advertising copy rejection and removal policies, which allow Developer, in its sole discretion, to approve or disapprove copy and remove copy once posted or displayed.

2.7.2 Discount Advertising. Developer shall offer a ten percent (10%) discount off its applicable rates for display of advertising on the Billboard to any business that is a member of the Santa Fe Springs Chamber of Commerce, and has a HQ / office in the City.

2.8 Prohibited Use. Developer shall not utilize any of the displays on the New Digital Billboard to advertise tobacco, marijuana, hashish, "gentlemen's clubs," adult entertainment businesses, sexually oriented materials, or use sexually oriented images or language, or as may be prohibited by any City ordinance existing as of the Effective Date of this Agreement, or as may be amended or implemented from time-to-time after the Effective Date and equally-applicable to all billboard displays by any duly and valid City ordinance.

3. DEVELOPMENT AND IMPLEMENTATION OF THE DEVELOPMENT.

3.1 Rights to Develop. Subject to and during the Term of this Agreement, Developer shall have the right to develop the Site in accordance with, and to the extent of, the Development Approvals, the Land Use Regulations and this Agreement, provided that nothing in this Agreement shall be deemed to modify or amend any of the pre-existing Land Use Regulations, as more particularly set forth in Section 3.2 below.

3.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided under the terms of this Agreement, the rules, regulations and official policies governing permitted uses of the Site, the density and intensity of use of the of the structure on the Site, the maximum height and size of proposed structures on the Site, and the design, improvement and construction standards and specifications applicable to the Site, shall be as set forth in the Land Use Regulations which are in full force and effect as of the Effective Date of this Agreement, subject to the terms of this Agreement.

3.3 Development Approvals. Developer shall, at its own expense and before commencement of demolition, construction or development of any structures or other work of improvement upon the Site, secure or cause to be secured the Development Approvals, a Conditional Use Permit and building permit(s) from the City, and any and all permits and approvals which may be required by any other governmental agency or utility affected by such construction, development or work to be performed by Developer pursuant to the Scope of Development; provided, however, that the City acknowledges that the City's Planning Commission has approved a Negative Declaration for the project, thus complying with, and satisfying the requirements of, the California Environmental Quality Act ("CEQA"). Not by way of limiting the foregoing, in developing and constructing the Development, Developer shall comply with all: (1) applicable development standards in the City's Municipal Code that were in affect at the time the Development Agreement and Conditional Use Permit were approved by the City's Commission (2) applicable NPDES requirements pertaining to the Development, and (3) applicable building codes that were in affect at the time the Development Agreement and Conditional Use Permit were approved by the City's Commission, except as may be permitted through approved variances and modifications. Developer shall pay all normal and customary fees and charges applicable to such permits, and any fees and charges hereafter imposed by the City in connection with the Development which are standard and uniformly-applied to similar projects in the City. Nothing contained in this Agreement shall be deemed to impose any obligation on Owner with respect to the Development Approvals or the Development.

3.4 Timing of Development; Scope of Development. Developer shall commence the Development within the time set forth in the Schedule of Performance, attached hereto as **Exhibit "D"**. "Commencement" of the Development is defined herein as commencement of construction or improvements under the City building permit for the construction of the New Digital Billboard on the Site, which shall occur as soon as possible following Developer's receipt of all necessary Development Approvals and Final Permits. In the event that Developer fails to meet the schedule for Commencement of the Development, then after compliance with Section 4.4, either party hereto may terminate this Agreement by delivering written notice to the other party, and, in the event of such termination, neither party shall have any further obligation hereunder. However, if circumstances within the scope of Section 8.10 delay the Commencement or completion of the Development, then such delays shall not constitute grounds for any termination rights found within this Agreement. In such case, the timeline to commence or complete the relevant task shall be extended in the manner set forth at Section 8.10. Notwithstanding the above, Developer shall, at all times, comply with all other obligations set forth in this Agreement regarding the construction or improvement of the New Digital Billboard. Developer shall also maintain the New Digital Billboard at all times during the Term in accordance with the maintenance provisions set forth in Section 3 of the Scope of Development, attached as **Exhibit "B"** herein.

3.5 Changes and Amendments. Developer may determine that changes to the Development Approvals are appropriate and desirable. In the event Developer makes such a determination, Developer may apply in writing for an amendment to the Development Approvals to effectuate such change(s); provided that the City may request written consent from Owner if the modification is deemed material. The parties acknowledge that the City shall be permitted to use its inherent land use authority in deciding whether to approve or deny any such amendment request; provided, however, that in exercising the foregoing reasonable discretion, the City shall not apply a standard different than that used in evaluating requests of other developers. Accordingly, under no circumstance shall the City be obligated in any manner to approve any amendment to the Development Approvals. The City Manager shall be authorized to approve any non-substantive amendment to the Development Approvals without processing an amendment to this Agreement. All other amendments shall require the approval of the City Council. Nothing herein shall cause Developer to be in default if it upgrades the digital displays installed pursuant to this Agreement during the Term of this Agreement to incorporate newer technology; provided Developer shall secure all applicable ministerial permits to do so and such upgrade is consistent with the dimensions and standards for the displays, as provided under this Agreement, Land Use Regulations and Subsequent Land Use Regulations.

3.6 Reservation of Authority.

3.6.1 *Limitations, Reservations and Exceptions*. Notwithstanding any other provision of this Agreement, the following Subsequent Land Use Regulations shall apply to the Development:

(a) Processing fees and charges of every kind and nature imposed by the City to cover the estimated actual costs to the City of processing applications for Subsequent Development Approvals.

(b) Procedural regulations consistent with this Agreement relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure. Notwithstanding the foregoing, if

such change materially changes Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

(c) Changes adopted by the International Conference of Building Officials, or other similar body, as part of the then most current versions of the Uniform Building Code, Uniform Fire Code, Uniform Plumbing Code, Uniform Mechanical Code, or National Electrical Code, as adopted by the City as Subsequent Land Use Regulations, if adopted prior to the issuance of a building permit for development of the New Digital Billboard. Notwithstanding the foregoing, if such change materially changes Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

(d) Regulations that are not in conflict with the Development Approvals or this Agreement.

(e) Regulations that are in conflict with the Development Approvals or this Agreement, provided Developer has given written consent to the application of such regulations to the Development.

(f) Applicable federal, state, county and multi-jurisdictional laws and regulations which the City is required to enforce against the Site or the Development, and that do not have an exception for existing signs or legal nonconforming uses.

3.6.2 *Future Discretion of the City.* This Agreement shall not prevent the City from denying or conditionally approving any application for a Subsequent Development Approval on the basis of the Land Use Regulations.

3.6.3 *Modification or Suspension by Federal, State, County, or Multi-Jurisdictional Law.* In the event that applicable federal, state, county or multi-jurisdictional laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, and there is no exception for the legal nonconforming use, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such federal, state, county or multi-jurisdictional laws or regulations, and this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provision impractical to enforce. Notwithstanding the foregoing, if such change materially changes Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

3.7 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not subject to control by the City may possess authority to regulate aspects of the Development as contemplated herein, and this Agreement does not limit the authority of such other public agencies. Developer acknowledges and represents that, in addition to the Land Use Regulations, Developer shall, at all times, comply with all applicable federal, state and local laws and regulations applicable to the Development and that do not have an exception for a legal nonconforming use. To the extent such other public agencies preclude development or maintenance of the Development and do not have an exception for a legal nonconforming use, Developer shall not be further obligated under this Agreement except as provided in Section 4.1.

Notwithstanding the foregoing, if such action by another public agency materially changes Developer's costs or otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

3.8 Public Improvements. Notwithstanding any provision herein to the contrary, the City shall retain the right to condition any Subsequent Development Approvals on the requirement that Developer pay subsequently required development fees, and/or construct certain subsequently required public infrastructure ("Exactions") at such time as the City shall determine, subject to the following conditions:

3.8.1 The payment or construction must be to alleviate an impact caused by the Development or be of benefit to the Development; and

3.8.2 The timing of the Exaction should be reasonably related to the development of the Development, and said public improvements shall be phased to be commensurate with the logical progression of the development of the Development, as well as the reasonable needs of the public.

3.8.3 It is understood, however, that if the there is a material increase in cost to Developer, or such action by the City otherwise materially impacts Developer or its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

3.9 Fees, Taxes and Assessments. During the Term of this Agreement, the City shall not, without the prior written consent of Developer, impose any additional fees, taxes or assessments on all or any portion of the Development, except such fees, taxes and assessments as are described in or required by this Development Agreement and/or the Development Approvals. However, this Development Agreement shall not prohibit the application of fees, taxes or assessments upon the Site only and not on the New Digital Billboard or Developer directly, except as follows:

3.9.1 Developer shall be obligated to pay those fees, taxes or City assessments and any increases in same which exist as the Effective Date and applicable to the Development or are included in the Development Approvals;

3.9.2 Developer shall be obligated to pay any fees or taxes, and increases thereof, imposed on a City-wide basis such as, but not limited to, business license fees or taxes or utility taxes applicable to the Development;

3.9.3 Developer shall be obligated to pay all fees applicable to any permit applications as charged by the City at the time such application(s) are filed by Developer;

3.9.4 Developer shall be obligated to pay any fees imposed pursuant to any Uniform Code that existed when the permit applications are filed by Developer or that exist when Developer applies for any Subsequent Development Approvals.

3.10 Changes. Notwithstanding anything to the contrary herein, if there is a change is such fees as compared to those fees in effect as of the Effective Date, or if any additional fees are charged and such additional or increased fees materially change Developer's costs or

otherwise materially impacts its performance hereunder, Developer may terminate this Agreement upon ninety (90) days prior written notice to the City.

4. REVIEW FOR COMPLIANCE.

4.1 Annual Review. The City Council shall have the right to review this Agreement annually at the City's sole cost, on or before the anniversary of the commencement of the Term, to ascertain the good faith compliance by Developer with the terms of this Agreement ("Annual Review"). However, no failure on the part of the City to conduct or complete an Annual Review as provided herein shall have any impact on the validity of this Agreement. Developer shall cooperate with the City in the conduct of such any Annual Review and provide the following information and documentation to the City at least thirty (30) days before the anniversary of the commencement of the Term: (1) any updates to Developer's contact information related to complaints concerning the billboards, as required in the conditions at **Exhibit "B"**, Section 6 herein, (2) status and amount of all payment obligations to the City required under this Agreement for the year in question and cumulatively beginning from the Commencement of the Development herein, (3) any easement or Lease changes that could in any way materially impact the City or the parties' obligations under this Agreement, but any disclosure shall be via a redact Lease per Section 2.2, (4) any utility changes that could in any way materially impact the City or the parties' obligations under this Agreement, and (5) any maintenance issues addressed or needing to be addressed per the requirements of Exhibit "B".

4.2 Special Review. The City Council may, in its sole and absolute discretion, order a special review of compliance with this Agreement at any time at the City's sole cost ("Special Review"). Developer shall cooperate with the City in the conduct of such any Special Review.

4.3 City Rights of Access. Subject to the City's execution of a permit to enter in a form reasonably acceptable to Owner, the City and its officers, employees, agents and contractors shall have the right, at their sole risk and expense, to enter the Site without interfering with any railroad or other right-of-way, and at all reasonable times with as little interference as possible, for the purpose of conducting the review under this Article 4, inspection, construction, reconstruction, relocation, maintenance, repair or service of any public improvements or public facilities located on the Site, or to perform any rights of the City under Section 4.2 above. Any damage or injury to the Site or to the improvements constructed thereon resulting from such entry shall be promptly repaired at the sole expense of the City. Notwithstanding the foregoing or any other provision in this Agreement (including without limitation Section 4.2 above) to the contrary, the City shall have no right whatsoever to enter the Site unless and until the City executes and delivers to Owner a permit to enter in a form reasonably acceptable to Owner (except that this provision is not intended to interfere with the City's police powers to address any nuisance, dangerous condition, or other condition pursuant to the City's ordinances). Notwithstanding anything to the contrary herein, in no event will the City's representatives ever climb up the pole of the New Digital Billboard during any inspection.

4.4 Procedure. Each party shall have a reasonable opportunity to assert matters which it believes have not been undertaken in accordance with this Agreement, to explain the basis for such assertion, and to receive from the other party a justification of its position on such matters. If, on the basis of the parties' review of any terms of this Agreement, either party concludes that the other party has not complied in good faith with the terms of this Agreement, then such party may issue a written "Notice of Non-Compliance" specifying the grounds therefore and all facts

demonstrating such non-compliance. The party receiving a Notice of Non-Compliance shall have thirty (30) days to cure or remedy the non-compliance identified in the Notice of Non-Compliance, but if such cure or remedy is not reasonably capable of being cured or remedied within such thirty (30) day period, then the party receiving a Notice of Non-Compliance shall commence to cure or remedy the non-compliance within such thirty (30) day period and thereafter diligently and in good faith prosecute such cure or remedy to completion. If the party receiving the Notice of Non-Compliance does not believe it is out of compliance and contests the Notice of Non-Compliance, it shall do so by responding in writing to said Notice of Non-Compliance within thirty (30) days after receipt of the Notice of Non-Compliance. If the response to the Notice of Non-Compliance has not been received in the office of the party alleging the non-compliance within the prescribed time period, the Notice of Non-Compliance shall be conclusively presumed to be valid. If a Notice of Non-Compliance is contested, the parties shall, for a period of not less than fifteen (15) days following receipt of the response, seek to arrive at a mutually acceptable resolution of the matter(s) occasioning the Notice of Non-Compliance. In the event that a cure or remedy is not timely completed, the party alleging the non-compliance may thereupon pursue the remedies provided in Section 5; provided, however, that if the Notice of Non-Compliance is contested and the parties are not able to arrive at a mutually acceptable resolution of the matter(s) by the end of the fifteen (15) day period, then either party shall have the right to seek a judicial determination of such contested matter. Neither party hereto shall be deemed in breach if the reason for non-compliance is due to "force majeure" as defined in, and subject to the provisions of, Section 8.10.

4.5 Certificate of Agreement Compliance. If, at the conclusion of an Annual Review or a Special Review, Developer is found to be in compliance with this Agreement, the City shall, upon request by Developer, issue within Ten (10) days of receipt of the request, a written confirmation ("Certificate") to Developer stating that, after the most recent Annual Review or Special Review, and based upon the information known or made known to the City Manager and the City Council, that (1) this Agreement remains in effect, and (2) Developer is in compliance. The Certificate, whether issued after an Annual Review or Special Review, shall be in recordable form if requested by Developer, and shall contain information necessary to communicate constructive record notice of the finding of compliance. Developer may record the Certificate with the County Recorder. Additionally, Developer may, at any time, request from the City a Certificate stating, in addition to the foregoing, which specific obligations under this Agreement have been fully satisfied with respect to the Site and City shall respond within Ten (10) days of receipt of the request. If the City fails to respond to a Developer's request pursuant to this Section 4.5, the Developer is presumed to be in compliance with this Agreement or any obligation that is the subject of the Developer's request.

5. DEFAULT AND REMEDIES.

5.1 Termination of Agreement.

5.1.1 *Termination of Agreement for Material Default of Developer*. The City, in its discretion, may terminate this Agreement for any material failure of Developer to perform any material duty or obligation of Developer hereunder or to comply in good faith with the terms of this Agreement (hereinafter referred to as "default" or "breach"); provided, however, the City may terminate this Agreement pursuant to this Section only after following the procedures set forth in Section 4.4. In the event of a termination by the City under this Section 5.1.1, Developer acknowledges and agrees that the City may retain all fees accrued up to the date of the termination,

including the Processing Fee and the Development Fee or Alternative Fee, as applicable, paid up to the date of termination, and Developer shall pay the prorated amount of the Development Fee or Alternative Fee, as applicable, within sixty (60) days after the date of termination and removal of the New Digital Billboard that equates to the percentage of time elapsed in the year of the Term at the time of termination.

5.1.2 *Termination of Agreement for Material Default of City.* Developer, in its discretion, may terminate this Agreement for any material failure of the City to perform any material duty or obligation of the City hereunder or to comply in good faith with the terms of this Agreement; provided, however, Developer may terminate this Agreement pursuant to this Section only after following the procedures set forth in Section 4.4. In addition, Developer may terminate this Agreement if, despite Developer's good faith efforts, (1) it is unable to secure the necessary permits and/or compliance with requirements under laws necessary to effectuate the Development, or (2) any governmental agency has concluded a taking or regulatory taking of the Site and/or the Development or (3) the Lease is terminated, or (4) it is unable to profitably operate the Development. In the event of a termination by Developer under this Section 5.1.2, Developer acknowledges and agrees that the City may retain all fees, including the Processing Fee and the Development Fee or Alternative Fee, as applicable, paid up to the date of termination, and Developer shall pay the prorated amount of the Development Fee or Alternative Fee, as applicable, within sixty (60) days after the date of termination and removal of the New Digital Billboard that is so terminated that equates to the percentage of time elapsed in the year of the Term at the time of termination.

5.1.3 *Rights and Duties Following Termination.* Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to (i) any obligations to have been performed prior to said termination of this Agreement , (ii) any default in the performance of the provisions of this Agreement which has occurred prior to said termination of this Agreement, (iii) Developer's obligation to remove the terminated New Digital Billboard pursuant to Section 2.3, or (iv) any continuing obligations to indemnify other parties.

6. INSURANCE, INDEMNIFICATION AND WAIVERS.

6.1 Insurance.

6.1.1 *Types of Insurance.*

(a) *Liability Insurance.* Beginning on the Effective Date hereof and until completion of the Term, Developer shall, at its sole cost and expense, keep or cause to be kept in force for Developer comprehensive broad form general liability insurance against claims and liabilities covered by the indemnification provisions of Section 6.2. Developer has agreed to indemnify the City hereunder to the extent of the liability insurance coverage with respect to its use, occupancy, disuse or condition of the Site, improvements or adjoining areas or ways, affected by such use of the Site or for property damage, providing protection of at least One Million Dollars ($1,000,000) for bodily injury or death to any one person, at least Two Million Dollars ($2,000,000) for any one accident or occurrence, and at least One Million Dollars ($1,000,000) for property damage. Developer shall also furnish or cause to be furnished to the City evidence that any contractors with whom Developer has contracted for the performance of any work for which Developer is responsible maintains the same coverage required of Developer.

(b) *Worker's Compensation.* Developer shall also furnish or cause to be furnished to the City evidence that any contractor with whom Developer has contracted for the performance of any work for which Developer is responsible hereunder carries worker's compensation insurance as required by law.

(c) *Insurance Policy Form, Sufficiency, Content and Insurer.* All insurance required by express provisions hereof shall be carried only by responsible insurance companies qualified to do business by California with an AM Best Rating of no less than "A". All such policies shall be non-assignable and shall contain language, to the extent obtainable, to the effect that (i) the insurer waives the right of subrogation against the City and against the City's agents and representatives except as provided in this Section; (ii) the policies are primary and noncontributing with any insurance that may be carried by the City, but only with respect to the liabilities assumed by Developer under this Agreement; and (iii) the policies cannot be canceled or materially changed except after written notice by the insurer to the City or the City's designated representative as expeditiously as the insurance company agrees to provide such notice. Developer shall furnish the City with certificates evidencing the insurance required to be procured by the terms of this Agreement.

6.1.2 *Failure to Maintain Insurance and Proof of Compliance.* Developer shall deliver to the City, in the manner required for notices, copies of certificates of all insurance policies required of each policy within the following time limits:

(a) For insurance required above, within seven (7) days after the Effective Date or consistent with the requirements of **Exhibit "D"** (Schedule of Performance), Item No. 7.

(b) The City can request to see updated copies of the current certificates of all insurance policies required. The City reserves the right to obtain copies of the entire insurance policy, including endorsements.

If Developer fails or refuses to procure or maintain insurance as required hereby or fails or refuses to furnish the City with required proof that the insurance has been procured and is in force and paid for, the City, after complying with the requirements of Section 4.4, may view such failure or refusal to be a default hereunder.

6.2 Indemnification.

6.2.1 *General.* To the extent of its liability coverage required under Section 6.1.1(a) above, Developer shall indemnify the City and Owner, and their respective officers, employees, and agents against, and will hold and save them and each of them harmless from, any and all actions, suits, claims, damages to persons or property, losses, costs, penalties, obligations, errors, omissions, or liabilities (herein "claims or liabilities") that may be asserted or claimed by any person, firm, or entity arising out of or in connection with the work, operations, or activities of Developer, its agents, employees, subcontractors, or invitees, hereunder, upon the Site.

(a) Developer will defend any action or actions filed in connection with any of said claims or liabilities covered by the indemnification provisions herein and will pay all costs and expenses, including reasonable legal costs and attorneys' fees incurred in connection

therewith, which attorneys will be the attorneys hired by the insurance company where insurance coverage applies.

(b) Developer will promptly pay any judgment rendered against the City or Owner or their respective officers, agents, or employees for any such claims or liabilities arising out of or in connection with such work, operations, or activities of Developer hereunder, and Developer agrees to save and hold the City and Owner and their respective its officers, agents, and employees harmless therefrom.

6.2.2 *Exceptions*. The foregoing indemnity shall not include claims or liabilities arising from the negligence or willful misconduct of the City, or its officers, agents or employees who are directly responsible to the City.

6.2.3 *Additional Coverage*. Without limiting the generality of the foregoing, Developer's indemnity obligation shall include any liability arising by reason of:

(a) Any accident or other occurrence in or on the Site causing injury to any person or property whatsoever caused by Developer;

(b) Any failure of Developer to comply with performance of all of the provisions of this Agreement;

(c) Any harm, delays, injuries or other damages incurred by any party as a result of any subsurface conditions on the Site caused solely by Developer, including but not limited to, the presence of buried debris, hazardous materials, hydrocarbons, or any form of soil contamination.

6.2.4 *Loss and Damage*. Except as set forth below, the City shall not be liable for any damage to property of Developer, Owner or of others located on the Site, nor for the loss of or damage to any property of Developer, Owner or others by theft or otherwise. Except as set forth below, the City shall not be liable for any injury or damage to persons or property resulting from fire, explosion, steam, gas, electricity, water, rain, dampness or leaks from any part of Site or from the pipes or plumbing, or from the street, or from any environmental or soil contamination or hazard, or from any other latent or patent defect in the soil, subsurface or physical condition of Site, or by any other cause of whatsoever nature. The foregoing two (2) sentences shall not apply (i) to the extent the City or its agents, employees, subcontractors, invitees or representatives causes such injury or damage when accessing the Site, or (ii) to the extent covered in any permits to enter executed by the City, or (iii) under the circumstances set forth in Section 6.2.2 above.

6.2.5 *Period of Indemnification*. The obligations for indemnity under this Section 6.2 shall begin upon the Effective Date and shall survive termination of this Agreement.

6.3 Waiver of Subrogation. Developer and the City mutually agree that neither shall make any claim against, nor seek to recover from the other or its agents, servants, or employees, for any loss or damage to Developer or the City or to any person or property relating to this Agreement, except as specifically provided hereunder, which include but is not limited to a claim or liability to the extent arising from the negligence or willful misconduct of the City or Developer, as the case may be, or their respective officers, agents, or employees who are directly responsible to the City and Developer, as the case may be.

7. MORTGAGEE PROTECTION.

The parties hereto agree that this Agreement shall not prevent or limit Developer, in any manner, at Developer's sole discretion, from encumbering Site or any portion thereof or the Development or any improvement on the Site thereon by any mortgage, deed of trust or other security device securing financing with respect to the Site. The City acknowledges that the lenders providing such financing may require certain Agreement interpretations and modifications and the City agrees upon request, from time to time, to meet with Developer or Owner and representatives of such lenders to negotiate in good faith any such request for interpretation or modification. Subject to compliance with applicable laws, the City will not unreasonably withhold its consent to any such requested interpretation or modification, provided the City determines such interpretation or modification is consistent with the intent and purposes of this Agreement. Upon reasonable approval by the City Attorney, the City authorizes the City Manager to execute any Notices of Consent to Assignment on behalf of the City or similar financial documentation. Any Mortgagee of the Site shall be entitled to the following rights and privileges:

(a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Development of the Site or any mortgage of the Site made in good faith and for value, unless otherwise required by law.

(b) The Mortgagee of any mortgage or deed of trust encumbering the Development of the Site or any mortgage or deed of trust encumbering the Site, or any part thereof, which Mortgagee has submitted a request in writing to the City in the manner specified herein for giving notices, shall be entitled to receive written notification from the City of any default by Developer in the performance of Developer's obligations under this Agreement.

(c) If the City timely receives a request from a Mortgagee requesting a copy of any Notice of Non-Compliance given to Developer under the terms of this Agreement, the City shall make a good faith effort to provide a copy of that Notice of Non-Compliance to the Mortgagee within ten (10) days of sending the Notice of Non-Compliance to Developer. The Mortgagee shall have the right, but not the obligation, to cure the non-compliance during the period that is the longer of (i) the remaining cure period allowed such party under this Agreement, or (ii) sixty (60) days.

(d) Any Mortgagee who comes into possession of the Development or the Site, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Development or the Site, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of Developer's obligations or other affirmative covenants of Developer hereunder, or to guarantee such performance; except that (i) to the extent that any covenant to be performed by Developer is a condition precedent to the performance of a covenant by the City, the performance thereof shall continue to be a condition precedent to the City's performance hereunder, and (ii) in the event any Mortgagee seeks to develop or use any portion of the Development or the Site acquired by such Mortgagee by foreclosure, deed of trust, or deed in lieu of foreclosure, such Mortgagee shall strictly comply with all of the terms, conditions and requirements of this Agreement and the Development Approvals applicable to the Development or the Site or such part thereof so acquired by the Mortgagee.

8. MISCELLANEOUS PROVISIONS.

8.1 Recordation of Agreement. This Agreement shall be recorded in "short form" version with the County Recorder by the City Clerk within 10 days of execution, as required by Government Code Section 65868.5. Amendments approved by the parties, and any cancellation, shall be similarly recorded.

8.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties with respect to the subject matter set forth herein, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements which are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

8.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, then that term, provision, covenant or condition of this Agreement shall be stricken and the remaining portion of this Agreement shall remain valid and enforceable if that stricken term, provision, covenant or condition is not material to the main purpose of this Agreement, which is to allow the Development to be permitted and operated and to provide the Development Fee to the City; otherwise, this Agreement shall terminate in its entirety, unless the parties otherwise agree in writing, which agreement shall not be unreasonably withheld.

8.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning, to achieve the objectives and purposes of the parties hereto. The rule of construction, to the effect that ambiguities are to be resolved against the drafting party or in favor of the non-drafting party, shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

8.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

8.6 Singular and Plural. As used herein, the singular of any word includes the plural.

8.7 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

8.8 Waiver. Failure of a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

8.9 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit for the parties and Owner and their respective successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

8.10 Force Majeure. Notwithstanding any provision to the contrary herein, neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by earthquakes, other acts of God, fires, rains, winds,

wars, terrorism, riots or similar hostilities, strikes and other labor difficulties beyond the party's control (including the party's employment force), government actions and regulations (other than those of the City), court actions (such as restraining orders or injunctions), or other causes beyond the party's reasonable control. If any such events shall occur the term of this Agreement then the time for performance shall be extended for the duration of each such event, provided that the Term of this Agreement shall not be extended under any circumstances for more than five (5) years beyond the date it would have otherwise expired, and further provided that if such delay is longer than six (6) months, Developer may terminate this Agreement upon written notice to the City and the City shall return to Developer any portion of the Development fee paid for any period after the effective date of such termination.

8.11 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

8.12 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

8.13 Litigation. Any action at law or in equity arising under this Agreement or brought by any party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Los Angeles, State of California, or such other appropriate court in said county. Service of process on the City shall be made in accordance with California law. Service of process on Developer shall be made in any manner permitted by California law and shall be effective whether served inside or outside California. In the event of any action between the City and Developer seeking enforcement of any of the terms and conditions to this Agreement, the prevailing party in such action shall be awarded, in addition to such relief to which such party is entitled under this Agreement, its reasonable litigation costs and expenses, including without limitation its expert witness fees and reasonable attorneys' fees.

8.14 Covenant Not To Sue. The parties to this Agreement, and each of them, agree that this Agreement and each term hereof are legal, valid, binding, and enforceable. The parties to this Agreement, and each of them, hereby covenant and agree that each of them will not commence, maintain, or prosecute any claim, demand, cause of action, suit, or other proceeding against any other party to this Agreement, in law or in equity, which is based on an allegation, or assert in any such action, that this Agreement or any term hereof is void, invalid, or unenforceable.

8.15 Development as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the Development is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between the City and Developer is that of a government entity regulating the development of private property, on the one hand, and the holder of a legal or equitable interest in such private property on the other hand. The City agrees that by its approval of, and entering into, this Agreement, that it is not taking any action which would transform this private development into a "public work" development, and that nothing herein shall be interpreted to convey upon Developer any benefit which would transform Developer's private development into a public work

project, it being understood that this Agreement is entered into by the City and Developer upon the exchange of consideration described in this Agreement, including the Recitals to this Agreement which are incorporated into this Agreement and made a part hereof, and that the City is receiving by and through this Agreement the full measure of benefit in exchange for the burdens placed on Developer by this Agreement.

8.16 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

8.17 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by the City of its power of eminent domain or Developer's right to seek and collect just compensation or any other remedy available to it.

8.18 Amendments in Writing/Cooperation. This Agreement may be amended only by written consent of both parties specifically approving the amendment and in accordance with the Government Code provisions for the amendment of development agreements. The parties shall cooperate in good faith with respect to any amendment proposed in order to clarify the intent and application of this Agreement, and shall treat any such proposal on its own merits, and not as a basis for the introduction of unrelated matters. Minor, non-material modifications may be approved on behalf of the City by the City Manager upon reasonable approval by the City Attorney.

8.19 Corporate Authority. The person(s) executing this Agreement on behalf of each of the parties hereto represent and warrant that (i) such party, if not an individual, is duly organized and existing, (ii) they are duly authorized to execute and deliver this Agreement on behalf of said party, (iii) by so executing this Agreement such party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other agreement to which such party is bound.

8.20 Notices. All notices under this Agreement shall be effective when delivered by United States Postal Service mail, registered or certified, postage prepaid return receipt requested, and addressed to the respective parties as set forth below, or to such other address as either party may from time to time designate in writing by providing notice to the other party:

If to the City: City of Santa Fe Springs
11710 E. Telegraph Road
Santa Fe Springs, CA 90670
Attn: City Manager

If to Developer: Newport Diversified Inc.

2301 Dupont Drive
Suite 500
Irvine, CA 92612
Attn: Greg Danz

8.21 Nonliability of City Officials. No officer, official, member, employee, agent, or representatives of the City shall be liable for any amounts due hereunder, and no judgment or execution thereon entered in any action hereon shall be personally enforced against any such officer, official, member, employee, agent, or representative.

8.22 No Brokers. The City and Developer each represent and warrant to the other that it has not employed any broker and/or finder to represent its interest in this transaction. Each party agrees to indemnify and hold the other free and harmless from and against any and all liability, loss, cost, or expense (including court costs and reasonable attorneys' fees) in any manner connected with a claim asserted by any individual or entity for any commission or finder's fee in connection with this Agreement or arising out of agreements by the indemnifying party to pay any commission or finder's fee.

8.23 No Amendment of Lease. Nothing contained in this Agreement shall be deemed to amend or modify any of the terms or provisions of the Lease. Nothing contained in this Agreement shall constitute or be deemed to constitute a limit on any of Developer's obligations under the Lease, or any of Owner's rights or remedies against Developer under the Lease.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first set forth above.

CITY:

CITY OF SANTA FE SPRINGS
a California municipal corporation

By: _____
Mayor

DEVELOPER:

Newport Diversified, Inc
a California Corporation

By: _____
Greg Danz, President

[end of signatures]

STATE OF CALIFORNIA)
) ss
COUNTY OF LOS ANGELES)

On _____, 2016, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY of PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

_____
Notary Public

[SEAL]

STATE OF CALIFORNIA)
) ss
COUNTY OF LOS ANGELES)

On _____, 2016, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY of PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

_____
Notary Public

[SEAL]

EXHIBIT "A"
LEGAL DESCRIPTION OF SITE

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

THAT PORTION OF THE WEST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 IN FRACTIONAL SECTION OF 21; TOWNSHIP 3 SOUTH, RANGE 11 WEST, IN RANCHO LOS COYOTES, IN THE CITY OF SANTA FE SPRINGS, AS SHOWN ON MAP RECORDED IN BOOK 1 PAGE 493 ET SEQ. OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY TERMINUS OF THAT CERTAIN COURSE DESCRIBED IN PARCEL 6 OF THE RELINQUISHMENT OF HIGHWAY RIGHT OF WAY (251) RECORDED IN BOOK D2219 PAGE 787 OF OFFICIAL RECORDS, IN SAID OFFICE, SOUTH 60 DEGREES 02' 52" EAST 42.14 FEET; THENCE THEREON SOUTH 60 DEGREES 02' 52" EAST 52.14 FEET TO THE WESTERLY TERMINUS OF THAT COURSE DESCRIBED IN SAID PARCEL 6 AS NORTH 83 DEGREES 47' 14" EAST 221.07 FEET; THENCE ALONG LAST COURSE NORTH 83 DEGREES 47' 14" EAST 197.39 FEET; THENCE NORTH 56 DEGREES 56' 13" WEST 288.56 FEET TO A POINT IN THAT CERTAIN COURSE DESCRIBED IN SAID PARCEL 6 AS SOUTH 0 DEGREE 09' 40" EAST 170.69 FEET, SAID POINT BEING DISTANT ALONG LAST SAID COURSE NORTH 0 DEGREE 09' 40" WEST 152.76 FEET FROM THE SOUTHERLY TERMINUS THEREOF; THENCE SOUTHERLY ALONG LAST SAID COURSE TO THE POINT OF BEGINNING.

EXHIBIT B
SCOPE OF DEVELOPMENT

Developer and the City agree that the Development shall be undertaken in accordance with the terms of the Agreement, which include the following:

1. The Development. Developer shall install the New Digital Billboard in accordance with the terms of this Agreement. The New Digital Billboard consists of one (1) 50' tall, "bulletin" size freeway-oriented billboard with a total of two (2) digital displays (each display measuring 14' x 48' within the billboard frame) on the 5 Freeway. Before the issuance of final inspection of the Final Permits, Developer shall underground all utilities necessary for the New Digital and the Site shall be maintained in accordance with the conditions at Paragraph 3 below.

2. Building Fees. Developer shall pay all applicable City building fees, as described at Section 2.4 of the Agreement, at the time that the building permit is issued for the installation of the New Digital Billboard.

3. Maintenance and Access. Developer, for itself and its successors and assigns, hereby covenants and agrees to be responsible for the following:

(a) Maintenance and repair of the New Digital (where authorized pursuant to the Agreement, and including but not limited to, the displays installed thereon, and all related on-site improvements and, if applicable, easements and rights-of-way, at its sole cost and expense), including, without limitation, landscaping, poles, lighting, signs and walls (as they relate to the Development) in good repair, free of graffiti, rubbish, debris and other hazards to persons using the same, and in accordance with all applicable laws, rules, ordinances and regulations of all federal, state, and local bodies and agencies having jurisdiction over the Site, unless those federal, state, and local bodies have an exception for a legal nonconforming use. Such maintenance and repair shall include, but not be limited to, the following: (i) sweeping and trash removal related to the Development; (ii) the care and replacement of all shrubbery, plantings, and other landscaping or the painted backing in a healthy condition if damaged by the Development; (iii) the ongoing maintenance by Developer of any access road to the New Digital Billboard if damaged by the Development and to minimize dust caused by the Development; and (iii) the repair, replacement and repainting of the New Digital Billboard's structures and displays as necessary to maintain such billboards in good condition and repair.

(b) Maintenance of the New Digital Billboard and surrounding portion of the Site in such a manner as to avoid the reasonable determination of a duly authorized official of the City that a public nuisance has been created by the absence of adequate maintenance of the Development such as to be detrimental to the public health, safety or general welfare, or that such a condition of deterioration or disrepair causes appreciable harm or is materially detrimental to property or improvements within three hundred (300) feet of the Site.

(c) Developer shall reasonably coordinate with any neighboring property owners who share utilities or access roads to their separate respective billboards. The City may

designate alternative access for planning purposes so long as such alternative access allows Developer to access its billboard and related utilities.

4. Other Rights of the City. In the event of any violation or threatened violation of any of the provisions of this Exhibit "B," then in addition to, but not in lieu of, any of the rights or remedies the City may have to enforce the provisions of the Agreement, the City shall have the right, after complying with Section 4.4 of the Agreement, (i) to enforce the provisions hereof by undertaking any maintenance or repairs required by Developer under Paragraph 3 above (subject to the execution of a permit to enter in form reasonably acceptable to Owner) and charging Developer for any actual maintenance costs incurred in performing same, and (ii) to withhold or revoke, after giving written notice of said violation, any building permits, occupancy permits, certificates of occupancy, business licenses and similar matters or approvals pertaining to the Development or any part thereof or interests therein as to the violating person or one threatening violation.

5. No City Liability. The granting of a right of enforcement to the City does not create a mandatory duty on the part of the City to enforce any provision of the Agreement. The failure of the City to enforce the Agreement shall not give rise to a cause of action on the part of any person. No officer or employee of the City shall be personally liable to Developer, its successors, transferees or assigns, for any default or breach by the City under the Agreement.

6. Conditions of Approval. The following additional conditions shall apply to the installation of the New Digital Billboard and, where stated, landscaping adjacent to New Digital Billboard, which billboard and landscaping or painted backing adjacent to the billboard, respectively, shall conform to all applicable provisions of the Development Approvals and the following conditions, in a manner subject to the approval of the Director of Planning or his or her designee:

(a) A building permit will be required, and structural calculations shall be prepared by a licensed civil engineer and approved by the City Building Official.

(b) The Billboard shall be located in the portion of the Site shown on **Exhibit "C1"**, and shall be of the dimensions described in Section 1, above.

(c) The size of each sign display of the New Digital Billboard shall not exceed the dimensions set forth in the Ordinance, and shall not to exceed the maximum height set forth in the Ordinance, including all extensions, and shall be spaced at intervals from any other billboard on the same side of the freeway and measured parallel to the freeway as set forth in the Ordinance and depicted in the Site Plan and Elevations at **Exhibit "C1" and Exhibit C"** approved by the City as part of the Development Approvals.

(d) The New Digital Billboard pole shall have a column cover as depicted in the Elevations within **Exhibit "C.**

(e) Plans and specifications for the proposed installation of the New Digital Billboard shall be submitted to the City Planning and Building Departments for plan check and approval prior to the issuance of building permits. Plans and specifications for the proposed

installation of the undergrounding of all utilities, shall be submitted to the City Planning and Building Departments for plan check and approval prior to the issuance of electrical permits.

(f) Prior to the approval of the final inspection, all applicable conditions of approval and all mandatory improvements shall be completed to the reasonable satisfaction of the City.

(g) Developer shall maintain the New Digital Billboard and use thereof in full compliance with all applicable codes, standards, policies and regulations imposed by the City, county, state or federal agencies by any duly and valid City, county or state ordinance with jurisdiction over the facilities, unless the Development is exempted as a legal nonconforming use.

(h) Developer shall, at all time, comply with the approval for the New Digital Billboard from the California Department of Transportation Outdoor Advertising Division, and shall maintain acceptable clearance between proposed billboards and Southern California Edison distribution lines.

(i) Developer shall pay any and all applicable fees due to any public agency prior to the final issuance of the applicable building or electrical permits.

(j) The activities proposed in the Agreement shall be conducted completely upon the Site and shall not use or encroach on any public right-of-way.

(k) Developer shall ensure that all access to the New Digital Billboard is kept restricted to the general public to the extent permitted under local laws and by the Development Approvals.

(l) If any portion of the landscaping or painted backing installed adjacent to the New Digital Billboard is damaged by the Development or becomes damaged, unhealthy or otherwise in need of replacement, as determined by the City's Director of Planning or his or her designee, Developer shall ensure that the replacement is accomplished within fourteen (14) days of notification by the City, unless such time is extended by the City's Director of Planning or his or her designee if Developer shows unusual circumstances requiring more time to accomplish such replacement. Developer or Owner may trim such landscaping so as not to block the billboards or with the reasonable consent of the Director of Planning, the Developer at the Developer's own cost, can remove and relocate any landscaping.

(m) Developer shall be required to install all utilities underground in connection with the New Digital Billboard in conformance with Ordinance 1036. Developer shall coordinate its work with the requirements of Southern California Edison to achieve the undergrounding of all utilities.

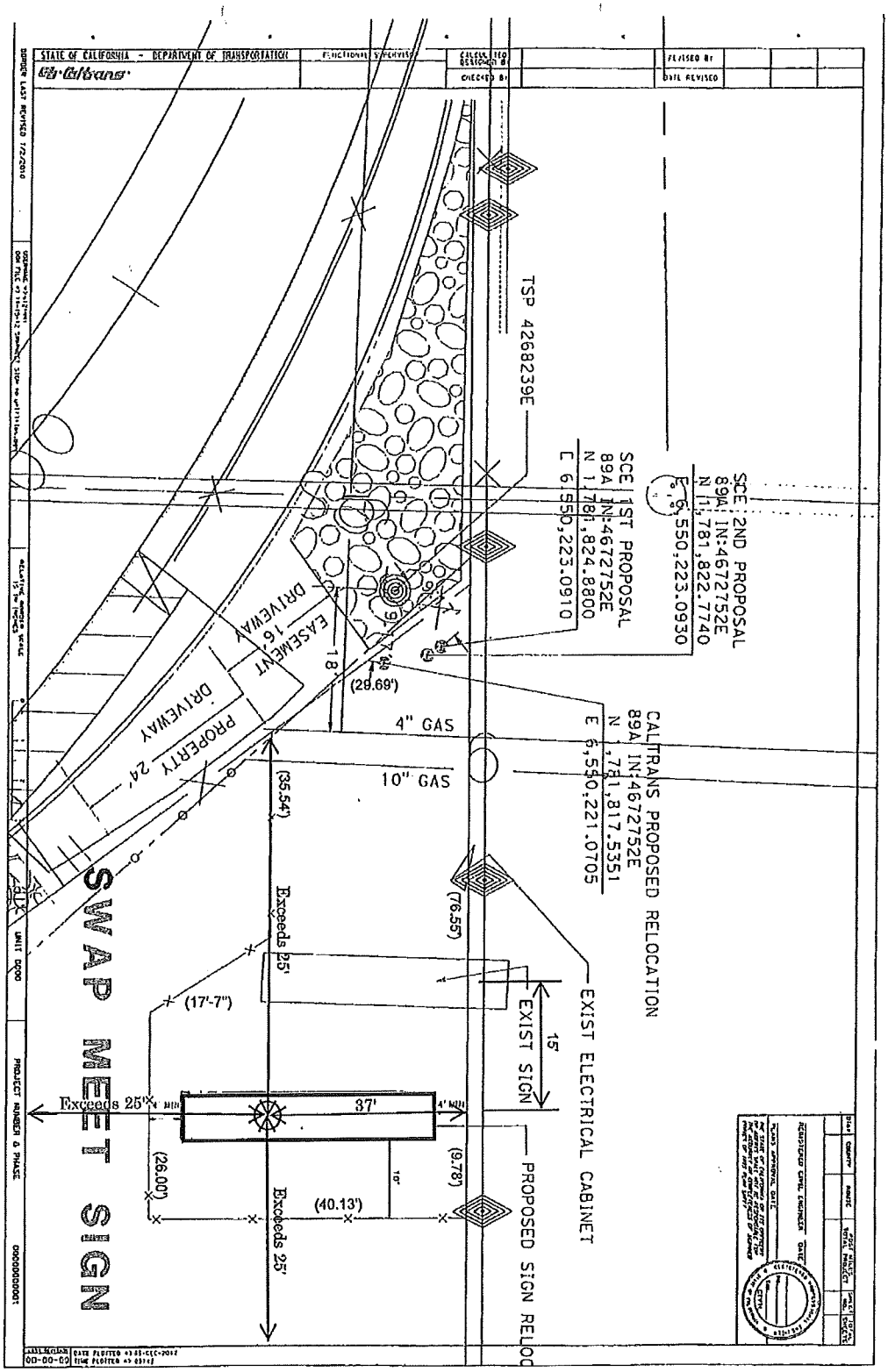
(n) Developer shall comply with all necessary federal National Pollutant Discharge Elimination System (NPDES) requirements pertaining to the proposed use, to the extent applicable.

(o) All graffiti shall be adequately and completely removed or painted over within 48 hours of notice to Developer of such graffiti being affixed on the Development.

(p) Prior to final sign off of the building permit for the New Digital Billboard, the applicable landscaping or painted backing shall be installed at the Site.

(q) Developer shall comply with State law regarding the limitation of light or glare or such other standards as adopted by the Outdoor Advertising Association of America, Inc. (OAAA), including but not limited to, the 0.3 foot-candles limitation over ambient light levels and ensuring additional flexibility in reducing such maximum light level standard given the lighting environment, the obligation to have automatic diming capabilities, as well as providing the City's Director of Planning or his or her designee with a designated Developer employee's phone number and/or email address for emergencies or complaints that will be monitored 24 hours a day/7 days per week. Upon any reasonable complaint by the City's Planning Officer or designee, Developer shall dim the display to meet these guidelines and further perform a brightness measurement of the display using OAAA standards and provide the City with the results of same within 5 days of the City's complaint.

EXHIBIT C1
SITE PLAN OF SITE



(XX,XX) EASEMENT DIMENSIONS (FEET)

CUP NO. 751 & ZV NO. 78
November 12, 2014

EXHIBIT C
BILLBOARD ELEVATION

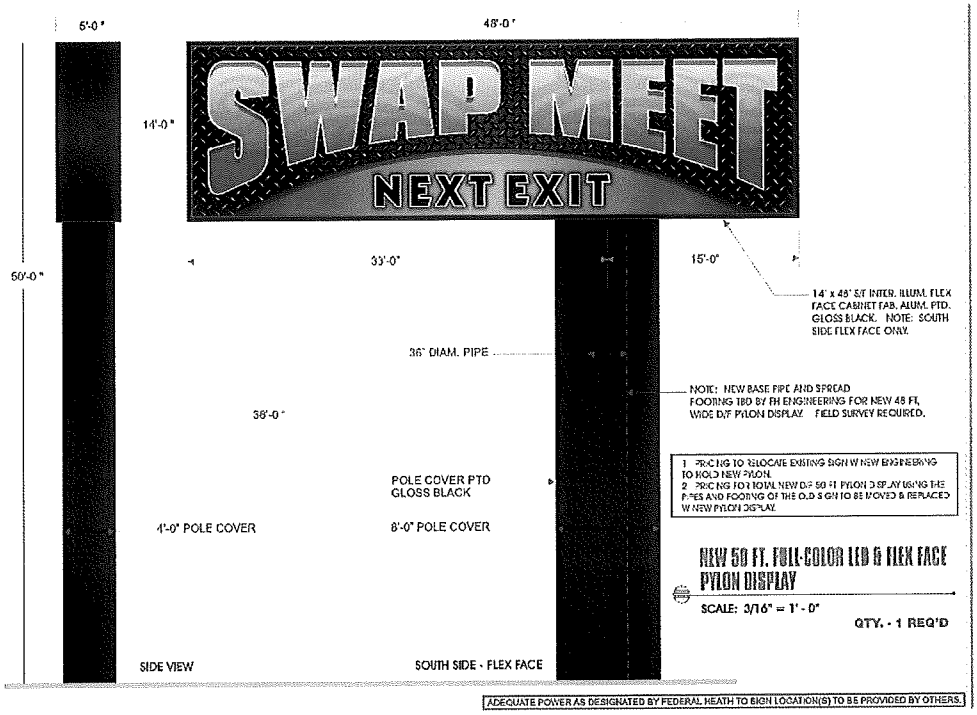




EXHIBIT D
SCHEDULE OF PERFORMANCE

ITEM OF PERFORMANCE		TIME FOR PERFORMANCE	REFERENCE
1.	City's Planning Commission holds public hearing and recommends approval of Agreement and Conditions of Approval		Recitals
2.	City's City Council holds hearings to approve Agreement and first and second reading of Ordinance	May 26, 2016 (1st Reading); June 9, 2016 (2nd Reading), provided Developer has fully executed the Agreement	Recitals
3.	Effective Date of this Agreement.	30 days following City Council's second reading of Ordinance, or July 10, 2016.	N/A
4.	Developer prepares and submits to City working drawings specifications and engineering, the City commences approval process.	Within 120 days of the Council's second reading of the Ordinance approving this Agreement	3.4
5.	City to approve all construction and engineering drawings and specifications with a plan check approval, and issue a building permit and an electrical permit. City agrees to any necessary building or electrical permits need for Developer to acquire the Caltrans approvals. Developer agrees not to commence construction until it receives the applicable Caltrans approvals.	Within 30 days of City's receipt of Developer's construction drawings and specifications addressing all of City's comments.	_____
6.	Developer to provide copy of Caltrans approval to City	Prior to commencing any inspections and work on the Development.	3.3, 3.4
7.	Developer to submit proof of insurance to City.	Prior to commencing any inspections and work on the Development	6.1.2

ITEM OF PERFORMANCE		TIME FOR PERFORMANCE	REFERENCE
8.	Developer pays City first installment of Development Fee if Developer receives Final Permits	Within 1 year of Developer receiving Final Permits	2.6
9.	Developer pays City second installment and subsequent annual installments of the Development Fee if Developer receives Final Permits.	Beginning within 2 years of Developer receiving Final Permits, and continuing throughout the Term. Each payment occurring at the end of each year of the Term.	2.6
10.	Developer pays the Alternative Fee if in excess of the Development Fee.	Within 90 days of the end of each calendar year of the Term	2.6

It is understood that this Schedule of Performance is subject to all of the terms and conditions of the text of the Agreement. The summary of the items of performance in this Schedule of Performance is not intended to supersede or modify the more complete description in the text; in the event of any conflict or inconsistency between this Schedule of Performance and the text of the Agreement, the text shall govern.

The time periods set forth in this Schedule of Performance may be altered or amended only by written agreement signed by both Developer and the City. Notwithstanding any extension of the Term in the manner described in, and subject to the provisions of Section 3.5 of the Agreement, the City Manager shall have the authority to approve extensions of time set forth in this Schedule of Performance without action of the City Council, not to exceed a cumulative total of 180 days.

PUBLIC HEARING

Lot Line Adjustment Case No. 2016-01

A request for approval to allow the subdivision of an existing +/-2.30-acre site into two (2) parcels measuring 71,094 sq. ft. (Proposed Parcel 1) and 29,156 sq. ft. (Proposed Parcel 2) on properties located at 9046 and 9201 Dice Road (APNs: 8168-006-026, 8168-006-051, and 8168-006-050), in the M-2 (Heavy Manufacturing) Zone. (Chalmers Equity Group)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Lot Line Adjustment Case No. 2016-01, and thereafter close the Public Hearing; and

2. That the Planning Commission find that the Lot Line Adjustment Map No. 2016-01 meets the criteria for "Minor Alterations to Land Use Limitations", pursuant to the California Environmental Quality Act (CEQA); Specifically, the proposed project is a categorically-exempt project, pursuant to Section 15305–Class 5 of CEQA; Consequently, no other environmental documents are required by law; and

3. That the Planning Commission find that the subject Lot Line Adjustment Map No. 2016-01 is consistent with the City's General Plan, and Zoning Regulations and Building Code, and will not create a greater number of parcels than originally existed; and

4. Approve Lot Line Adjustment Case No. 2016-01, subject to the conditions of approval as contained within the Staff Report.

BACKGROUND

The subject site, comprised of three parcels (APNs: 8168-006-026, 8168-006-051, and 8168-006-050) totaling approximately 2.30-acre (100,250 sq. ft.) is located on the southeast corner of Dice Road and Altamar Place at 9046 and 9201 Dice Road. It is zoned M-2, Heavy Manufacturing and has a General Plan Designation of Industrial.

The site, currently developed with three single-family units and various storage and garage structures, is surrounded by industrial land uses on all four sides. The site, also known as the Marquez Family Ranch, was owned by a vegetable and melon farmer named Frank Marquez who was one of the last farmers in Santa Fe Springs before he died 1994.

The developer, Chalmers Equity Group, is in escrow to the purchase the entire 2.30-acre site. Chalmers Equity Group is an active industrial real estate developer in Southern California with over 30 years of experience. For the subject site, Chalmers Equity Group is proposing to demolish all existing structures and clear the site in preparation for the development of two (2) concrete tilt-up industrial buildings measuring approximately 35,500 sq. ft. and 13,500 sq. ft., respectively.

PROJECT DESCRIPTION

The proposed project requires approval of the following entitlements:

Lot Line Adjustment (LLA 2016-01) – to allow the subdivision of the existing +/-2.30-acre site into two (2) parcels measuring 71,094 sq. ft. (Proposed Parcel 1) and 29,156 sq. ft. (Proposed Parcel 2).

Development Plan Approval (DPA 906 and 907) – DPA 906: to allow the construction of an approx. 35,500 sq. ft. concrete tilt-up building (Building 1); and DPA 907: to allow the construction of an approximately 13,500 sq. ft. concrete tilt-up building (Building 2).

Modification Permit (MOD 1266) – to allow a reduction of the front yard setback requirement for Building 1 and a reduction of the front yard and corner side yard setback requirements for Building 2.

NOTE: Further details on the proposed DPAs and MOD, including but not limited to required findings, and conditions of approval, is provided in a separate staff report.

PROPOSED LOT LINE ADJUSTMENT

The applicant, Chalmers Equity Group, is currently requesting approval of a lot line adjustment to allow the subdivision of an existing +/-2.30-acre site into two (2) parcels measuring 71,094 sq. ft. (Proposed Parcel 1) and 29,156 sq. ft. (Proposed Parcel 2) on property located at 9046 and 9201 Dice Road (APNs: 8168-006-026, 8168-006-051, and 8168-006-050), in the M-2 (Heavy Manufacturing) Zone.

The proposed lot line adjustment will create two parcels from the three existing parcels which would allow each building to be situated on its own individual parcel. The subdivision will effectively provide the applicant with the ability to sell any one of the two (2) proposed buildings since each building would be situated on their own separate lot. With that said, the proposed subdivision has been reviewed and appropriately condition to ensure that each lot will independently meet all code requirements in the event a future sale does occur.

SUBDIVISION MAP ACT REQUIREMENT

Section 66412 of the State's Subdivision Map Act provides that Lot Line Adjustments between four or fewer existing adjoining parcels are exempt from the provisions of the Map Act provided that the Lot Line Adjustment will not create a greater number of parcels than originally existed, that the Lot Line Adjustment is consistent with the City's General Plan, Zoning and Building ordinances, and that the Lot Line Adjustment is approved by the Planning Commission of the City.

Please Note that a local agency or advisory agency shall limit its review and approval to a determination of whether or not the parcels resulting from the lot line adjustment will conform to the local general plan, any applicable specific plan, any applicable coastal plan, and zoning and building ordinances. An advisory agency or local agency shall not impose conditions or exactions on its approval of a lot line adjustment except to conform to the local general plan, any applicable specific plan, any applicable coastal plan, and zoning and building ordinances, to require the prepayment of real property taxes prior to the approval of the lot line adjustment, or to facilitate the relocation of existing utilities, infrastructure, or easements.

ENVIRONMENTAL DOCUMENT

Staff finds that the proposed lot line adjustment meets the criteria for a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), Section 15305-Class 5 (Minor Alterations to Land Use Limitations). Consequently, no further environmental documents are required for the proposed Lot Line Adjustment Map.

15305. Minor Alterations in Land Use Limitations
Class 5 consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density, including but not limited to: (a) Minor lot line adjustments, side yard, and set back variances not resulting in the creation of any new parcel; (b) Issuance of minor encroachment permits; (c) Reversion to acreage in accordance with the Subdivision Map Act.

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 and 65091 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code.

Legal notice of the Public Hearing for the proposed Development Plan Approval, Modification Permit and related Environmental Documents was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on

April 28, 2016. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on April 28, 2016, and published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. As of date of this report, staff has not received any comments and/or inquiries regarding the proposal.

FINDINGS

As noted previously, Section 66412(d) of the State's Subdivision Map Act provides that Lot Line Adjustments between four or fewer existing adjoining parcels are exempt from the provisions of the Map Act provided that:

1. *The proposed lot line adjustment will not create a greater number of parcels than originally existed.*

The proposed lot line adjustment is between three parcels, with a total combined area of 2.30-acres. If approved by the Planning Commission, the lot line adjustment will reconfigure the +/-2.30-acre site with three existing (3) parcels and thereby creating two (2) new parcels measuring 71,094 sq. ft. (proposed parcel 1) and 29,156 sq. ft. (proposed parcel 2). The proposed lot line adjustment, therefore, will not result in a greater number of parcels than originally existed.

2. *The proposed lot line adjustment is consistent with the City's General Plan, Zoning, Building Ordinance and any local Specific or Coastal Plan.*

General Plan - The General Plan land use designation for the subject site is "Industrial" and the zoning designation is M-2, Heavy Manufacturing. Both the General Plan and land use designation will remain unchanged. The M-2 zone is primarily intended for heavy industrial uses. The site is currently developed with three single-family units and various storage and garage structures. The proposed industrial project, therefore, will bring the land use into conformance with the General Plan land use designation for the site.

Zoning – The primary zoning consideration for a subdivision is that the proposed lot or lots meet the required minimum lot area, width and depth. As proposed, the subdivision will create two (2) parcels measuring 71,094 sq. ft. (Proposed Parcel 1) and 29,156 sq. ft. (Proposed Parcel 2). Pursuant to the development standards for the M-2 (Heavy Manufacturing) Zone, the minimum lot size shall be 7,500 square feet. The proposed lots, therefore, both exceeds the minimum lot area required for an M-2 zoned property.

Additionally, Pursuant to the development standards for the M-2 (Heavy Manufacturing) Zone, the minimum lot width shall be not less than 75 feet. There is

no requirement for lot depth in the M-2 Zone. As proposed, Parcel 1 will have a frontage of over 325 feet along Altamar Place while Parcel 2 will have a frontage of over 122 feet along Altamar Place and over 160 feet along Dice Road. The proposed lots, therefore, both exceeds the minimum lot width required for an M-2 zoned property.

Building Ordinance/Code – The proposed lot line adjustment is merely to re-configure the existing lot lines to create two (2) new parcels. Although the project does involve the construction of two new concrete tilt-up industrial buildings, all Building codes will be required to be met through the plan check process prior to construction.

Specific Plan/Coastal Plan – The proposed project area is not located within a Specific or Coastal plan.

In addition to the above, the proposed lot line adjustment has been reviewed by the Department of Public Works. Staff is, therefore, recommending that the Planning Commission approve Lot Line Adjustment Map. No. 2016-01, subject to the conditions of approval as contained within this staff report.

CONDITIONS OF APPROVAL

ENGINEERING / PUBLIC WORKS DEPARTMENT:
(Contact: Robert Garcia 562-868-0511 x7545)

1. Lot Line Adjustment checking fee of $3,450 shall be paid to the City. The applicant shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

2. The owner/developer shall provide at no cost to the City, one conformed copy of the recorded lot line adjustment from the County Recorder's Office. The conformed copy of the recorded lot line adjustment shall be forwarded to the Department of Public Works, Engineering Division.

3. A reciprocal access easement Agreement covering each parcel of the subject map shall be prepared, executed and recorded in the Office of the Los Angeles County Recorder. Such Agreement and any CC&R's shall be subject to the approval of the City Attorney.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Cuong Nguyen 562.868-0511 x7359)

4. That the applicant, Chalmers Equity Group, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees

from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to all entitlements and approvals issued by the City in connection with the Lot Line Adjustment (LLA Case No. 2016-01), or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

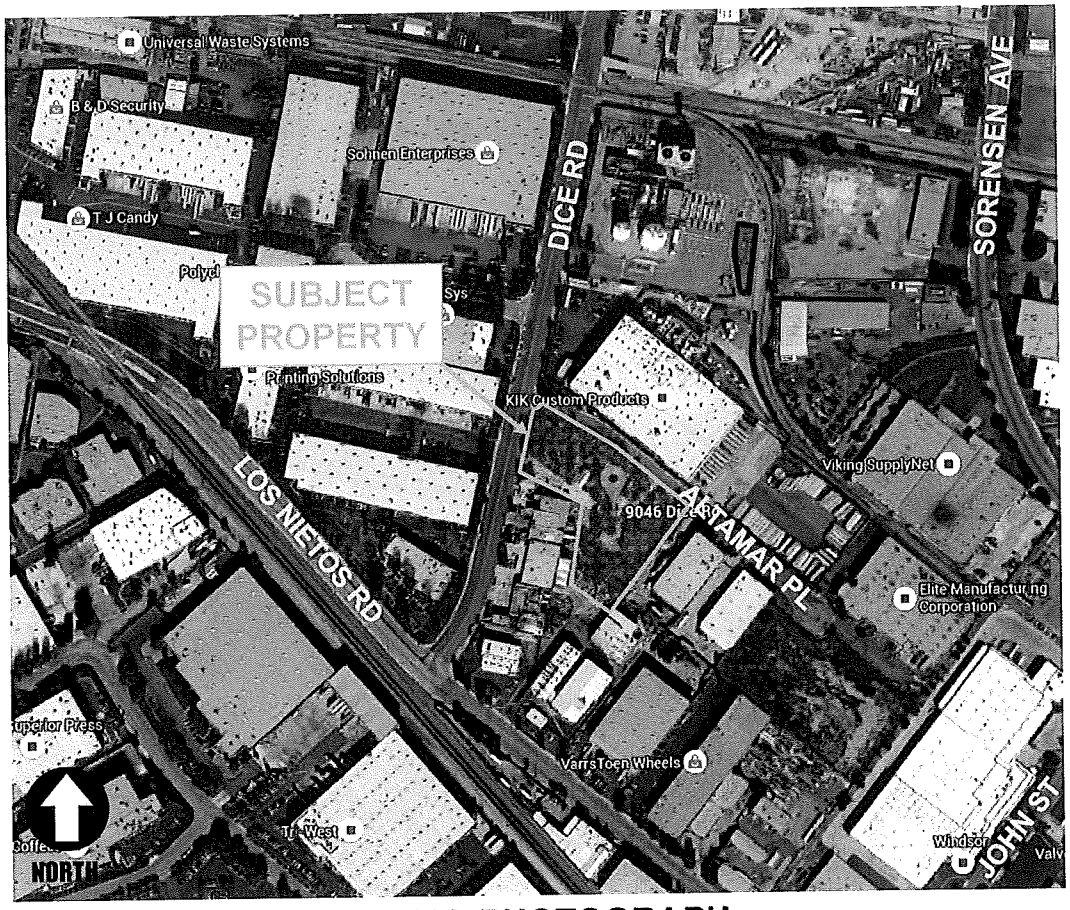
5. It is hereby declared to be the intent that if any provision of this Lot Line Adjustment is violated or held to be invalid, or if any law, statute or ordinance is violated, the approval shall be void and the privileges granted hereunder shall lapse.

Wayne M. Morrell
Director of Planning

Attachments:
1) Aerial Photograph
2) Proposed Lot Line Adjustment (LLA Case No. 2016-01)
3) Lot Line Adjustment Application

Aerial Photograph

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH

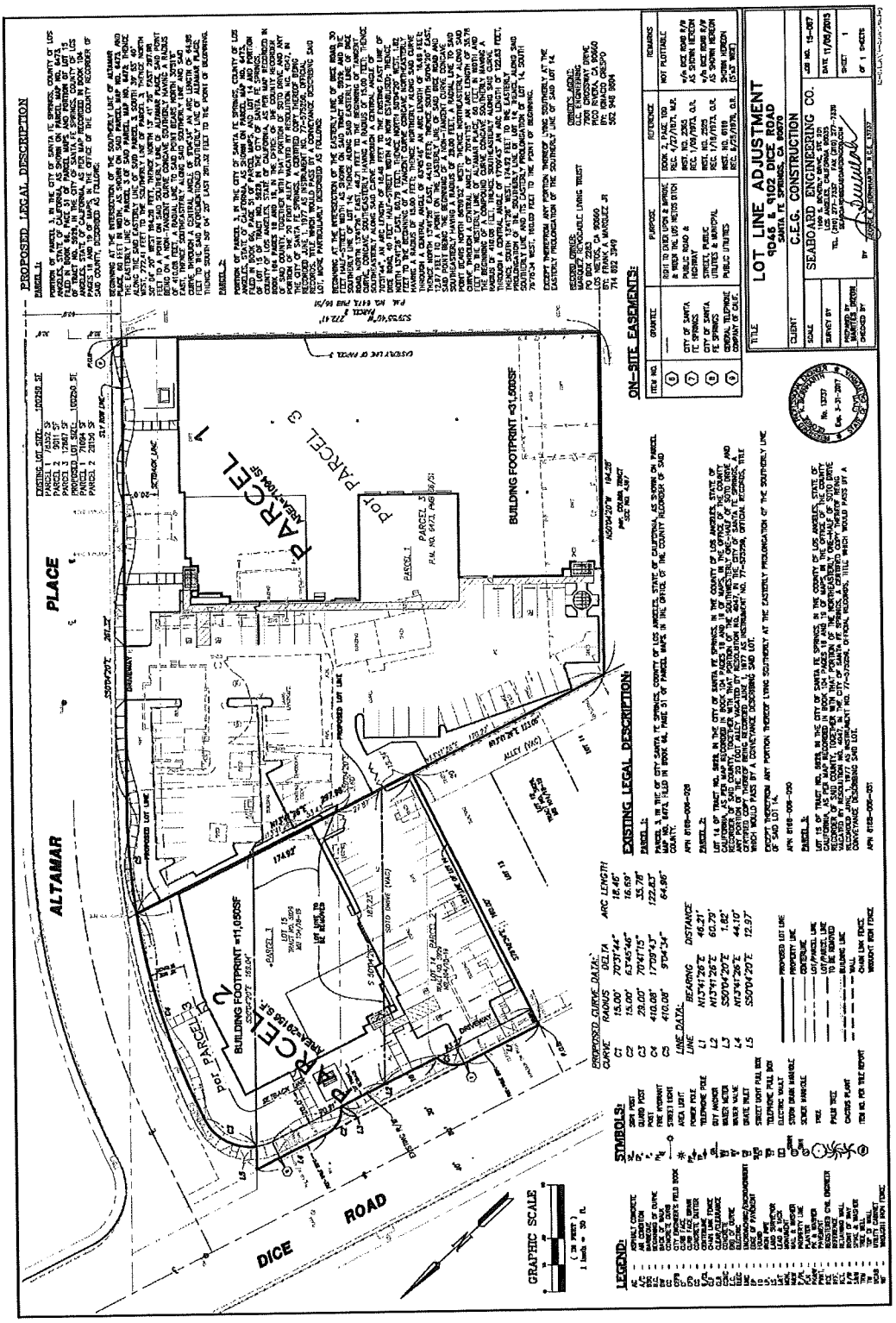
DEVELOPMENT PLAN APPROVAL CASE NO. 906 and 907;
MODIFICAITON PERMIT CASE NO. 1266
LOT LINE ADJUSTMENT CASE NO. 2016-01

9046 AND 9201 Dice Road
(APNs: 8168-006-026, 8168-006-051, and 8168-006-050)

Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: May 3, 2016

Proposed Lot Line Adjustment



Lot Line Adjustment Application

City of Santa Fe Springs

LOT LINE ADJUSTMENT APPLICATION AND OWNER'S STATEMENT

AREA: What is the total area of the land to be divided? 100,250 sq.ft.
Number of lots proposed? 2 lots

USE: Proposed use of the lots: OFFICE - WAREHOUSE

GRADING: Is any grading of lots contemplated? yes (If yes, show details on the tentative map)

WATER: What provisions are being made to provide an adequate water system? Connect to existing 12" main water lines on Dice Road and Altamar Place.

SEWERS: What provisions are being made to provide an adequate sewer system? Connect to existing 8" VCP main sewer lines on Dice Road and Altamar Place for laterals.

GAS and ELECTRICITY: Are the appropriate utility companies being contacted to ensure service to the subject property? Yes

STREETS: Will each resulting parcel or lot front on a dedicated and improved street? Yes
Have you discussed street improvement requirements with the Department of Public Works? Yes

DEED RESTRICTIONS: State nature of deed restriction, existing and proposed: _____

THE APPLICATION IS BEING FILED BY:

- ☐ Record Owner of the Property
- ☒ Authorized Agent of the Owner (Written authorization must be attached to application)

STATUS OF AUTHORIZED AGENT (engineer, attorney, purchaser, developer, lessee, etc.): ENGINEER

I HEREBY CERTIFY, under penalty of law, that the facts, statements and information furnished above are true and correct to the best of my knowledge and belief.

SIGNED: Ignacio Crespo, Owner's Agent
(If signed by other than the Record Owner, written authorization must be attached to this application)

RECORD OWNER
Name: Marquez Revocable Living Trust
Contact Person: Frank A Marquez Jr.
Address: PO Box 2283
City: Los Nietos
State: CA Zip: 90606
Phone: ( )714 892-3949

OWNER'S AGENT
Name: OC Engineering
Contact person: Ignacio Crespo
Address: 7901 Crossway Drive
City: Pico Rivera
State: CA Zip: 90660
Phone: ( ) 562 948-9804

ENGINEER OR LICENSED SURVEYOR
Name: Seaboard Engineering Company
Contact Person: George Bernharth
Address: 1100 S Beverly Dr., Suite 201
City: Los Angeles
State: CA Zip: 90035
Phone: ( ) 310 277 7337

FOR DEPARTMENT USE ONLY
TRACT/PARCEL MAP NO: LOT LINE 15-01
DATE FILED: 4/27/16
FILING FEE: $3432.00
RECEIPT NO:
APPLICATION COMPLETE:

Last Updated: 8/27/2010
Q:\Planning\Database\Planning Handouts\Application for Lot Line Adjustment.doc

16-07 EC 004506 CHECK 3432.00

Lot Line Adjustment Application (Cont.)

October 1, 2015 AUTHORIZATION LETTER

Planning Department
City of Santa Fe Springs
11710 Telegraph Road,
Santa Fe Springs, CA 90670

I, Frank A Marquez Jr. hereby authorize OC Engineering to file on behalf of Marquez Revocable Living Trust the Development Plan Approval application for (2) new concrete tilt-up warehouse and office buildings; Building 1 with a total area of 35,500 S.F. and Building 2 with a total area of 13,500 S.F. located in 9046 Dice Road APN # 8168-006-026, 8168-006-051 & 8168-006-050

Frank A. Marquez Jr.

Frank A Marquez Jr.

See attached CA Acknowledgments

Lot Line Adjustment Application (Cont.)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Orange

On October 29, 2015 before me, Christina Barba, Notary Public
(Insert Name of Notary Public and Title)

personally appeared Frank A Marquez Jr.

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

CHRISTINA BARBA
COMM # 2089835
LOS ANGELES COUNTY
NOTARY PUBLIC-CALIFORNIA
MY COMMISSION EXPIRES
NOV. 13, 2018

WITNESS my hand and official seal.

Signature _____ (Seal)

Lot Line Adjustment Application (Cont.)

SEABOARD ENGINEERING COMPANY		
LOCATION: 9046-9102 DICE ROAD,	JOB NO. 15-067	SHEET NO.
SANTA FE SPRINGS, CA 90670	SURVEYED BY:	DATE: 11.05.2015
LOT LINE ADJUSTMENT	PREPARED BY:	SCALE:

EXHIBIT "A"

EXISTING LEGAL DESCRIPTION

PARCEL 1:

PARCEL 3, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 6473, FILED IN BOOK 66, PAGE 51 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN 8168-006-026

PARCEL 2:

LOT 14 OF TRACT NO. 5929, IN THE CITY OF SANTA FE SPRINGS, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104 PAGES 18 AND 19 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF THE SOUTHWESTERLY ONE-HALF OF SOTO DRIVE AND ANY PORTION OF THE 20 FOOT ALLEY VACATED BY RESOLUTION NO. 4047, IN THE CITY OF SANTA FE SPRINGS, A CERTIFIED COPY THEREOF BEING RECORDED JUNE 1, 1977 AS INSTRUMENT NO. 77-575259, OFFICIAL RECORDS, TITLE WHICH WOULD PASS BY A CONVEYANCE DESCRIBING SAID LOT.

EXCEPT THEREFROM ANY PORTION THEREOF LYING SOUTHERLY AT THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LOT 14.

APN 8168-006-050

PARCEL 3:

LOT 15 OF TRACT NO. 5929, IN THE CITY OF SANTA FE SPRINGS, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104 PAGES 18 AND 19 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF THE NORTHEASTERLY ONE-HALF OF SOTO DRIVE VACATED BY RESOLUTION NO. 4047, IN THE CITY OF SANTA FE SPRINGS, A CERTIFIED COPY THEREOF BEING RECORDED JUNE 1, 1977 AS INSTRUMENT NO. 77-575259, OFFICIAL RECORDS, TITLE WHICH WOULD PASS BY A CONVEYANCE DESCRIBING SAID LOT.

APN 8168-006-051

REGISTERED PROFESSIONAL ENGINEER
GEORGE K. BERNHARTH
No. 13737
Exp. 3-31-2017
CIVIL
STATE OF CALIFORNIA

SEABOARD ENGINEERING CO.
1100 S. BEVERLY DRIVE, STE 201
LOS ANGELES, CALIFORNIA 90035
TEL. (310) 277-7337 FAX (310) 277-7339
SEABOARD@SEABOARDENGCO.COM

BY _____
GEORGE K. BERNHARTH, R.C.E. 13737

Lot Line Adjustment Application (Cont.)

SEABOARD ENGINEERING COMPANY		
LOCATION: 9046-9102 DICE ROAD,	JOB NO. 15-067	SHEET NO.
SANTA FE SPRINGS, CA 90670	SURVEYED BY:	DATE: 11.05.2015
LOT LINE ADJUSTMENT	PREPARED BY:	SCALE:

EXHIBIT "B" PROPOSED LEGAL DESCRIPTION

PARCEL 1:

PORTION OF PARCEL 3, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 6473, FILED IN BOOK 66, PAGE 51 OF PARCEL MAPS, AND PORTION OF LOT 15 OF TRACT NO. 5929, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104 PAGES 18 AND 19 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALTAMAR PLACE, 60 FEET IN WIDTH, AS SHOWN ON SAID PARCEL MAP NO. 6473, AND THE EASTERLY LINE OF PARCEL 3 OF SAID PARCEL MAP NO. 6473; THENCE ALONG THE SAID EASTERLY LINE OF SAID PARCEL 3, SOUTH 39° 55' 40" WEST, 272.41 FEET TO THE SOUTHERLY LINE OF PARCEL 3; THENCE NORTH 50° 04' 20" WEST 194.28 FEET, THENCE NORTH 13° 41' 26" EAST 297.98 FEET TO A POINT ON SAID SOUTHERLY LINE OF ALTAMAR PLACE, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 410.08 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 30°51'6" EAST, THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY LINE AND SAID CURVE THROUGH A CENTRAL ANGLE OF 9°04'34" AN ARC LENGTH OF 64.96 FEET TO THE SAID AFOREMENTIONED SOUTHERLY LINE OF ALTAMAR PLACE; THENCE SOUTH 50° 04' 20" EAST 261.32 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

PORTION OF PARCEL 3, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 6473, FILED IN BOOK 66, PAGE 51 OF PARCEL MAPS, AND LOT 14 AND PORTION OF LOT 15 OF TRACT NO. 5929, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 104 PAGES 18 AND 19, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF SOTO DRIVE AND ANY PORTION OF THE 20 FOOT ALLEY VACATED BY RESOLUTION NO. 4047, IN THE CITY OF SANTA FE SPRINGS, A CERTIFIED COPY THEREOF BEING RECORDED JUNE 1, 1977 AS INSTRUMENT NO. 77-575259, OFFICIAL RECORDS, TITLE WHICH WOULD PASS BY A CONVEYANCE DESCRIBING SAID LOT, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF DICE ROAD, 30 FEET HALF-STREET WIDTH AS SHOWN ON SAID TRACT NO. 5929; AND THE SOUTHERLY LINE OF LOT 14; THENCE ALONG SAID EASTERLY LINE OF DICE ROAD, NORTH 13°41'26" EAST, 46.21 FEET TO THE BEGINNING OF TANGENT CURVE, CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 15.00 FEET; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 70°31'44", AN ARC LENGTH OF 18.46 FEET TO THE EXISTING EAST LINE OF DICE ROAD, 40 FEET HALF-STREET WIDTH AS NOW ESTABLISED; THENCE NORTH 13°41'26" EAST, 60.79 FEET; THENCE NORTH 50°04'20" WEST. 1.82 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 15.00 FEET; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 63°45'46" AN ARC LENGTH OF 16.69 FEET; THENCE NORTH 13°41'26" EAST, 44.10 FEET; THENCE SOUTH 50°04'20" EAST, 12.97 FEET TO A POINT ON THE EASTERLY LINE OF SAID DICE ROAD AND SAID POINT BEING THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 29.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 56°59'52" WEST; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 70°41'15" AN ARC LENGTH OF 35.78 FEET TO THE WESTERLY LINE OF ALTAMAR PLACE, 60 FEET IN WIDTH AND THE BEGINNING OF A COMPOUND CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 410.08 FEET, THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 17°09'43" AN ARC LENGTH OF 122.83 FEET, THENCE SOUTH 13°41'26" WEST, 174.92 FEET TO THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF LOT 14; THENCE ALONG SAID SOUTHERLY LINE AND ITS EASTERLY PROLONGATION OF LOT 14, SOUTH 76°78'34 WEST, 160.00 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ANY PORTION THEREOF LYING SOUTHERLY AT THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LOT 14.

REGISTERED PROFESSIONAL ENGINEER GEORGE K. BERNHARTH No. 13737 Exp. 3-31-2017 CIVIL STATE OF CALIFORNIA

SEABOARD ENGINEERING CO.
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BY _____
GEORGE K. BERNHARTH, R.C.E. 13737

PUBLIC HEARING

Development Plan Approval Case Nos. 906-907, Modification Permit Case No. 1266, and related Environmental Documents

DPA Case No. 906: A request for approval to allow the construction of a 35,500 sq. ft. concrete tilt-up building (Building 1); *DPA Case No. 907*: to allow the construction of a 13,500 sq. ft. concrete tilt-up building (Building 2); *MOD Case No. 1266:* A request for approval to allow a reduction of the front yard setback requirement for Building 1 and a reduction of the front yard and corner side yard setback requirements for Building 2; and *Environmental Documents*: A request for approval of the proposed Mitigated Negative Declaration related to the proposed project, on properties located at 9046 and 9201 Dice Road* (APNs: 8168-006-026, 8168-006-051, and 8168-006-050) within the M-2, Heavy Manufacturing, zone. (Chalmers Equity Group)

**It should be noted that the current address for the site is 9046 and 9201 Dice Road; however, the Building Official assigned an address of 12070 Altamar Place (for Building 1) and 9070 Dice Road (for Building 2).*

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Development Plan Approval Case Nos. 906-907, Modification Permit Case No. 1266 and related Environmental Documents, and thereafter close the Public Hearing; and

2. Find and determine that the proposed project will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Regulations and consistent with the goals, policies and program of the City's General Plan; and

3. Find that the applicant's request meets the criteria set forth in §155.739 of the Zoning Regulations, for the granting of Development Plan Approval; and

4. Find that the applicant's request meets the criteria set forth in Section 155.695 of the City Zoning Regulations for the granting of a Modification Permit; and

5. Approve and adopt the proposed Mitigated Negative Declaration which, based on the findings of the Initial Study, indicates that there is no substantial evidence that the proposed project will have a significant adverse effect on the environment; and

Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: May 5, 2016

RECOMMENDATIONS (Cont.)

6. Approve Development Plan Approval Case Nos. 906-907, Modification Permit Case No. 1266, subject to the conditions of approval as contained within the Staff Report; and

BACKGROUND

The subject site, comprised of three parcels (APNs: 8168-006-026, 8168-006-051, and 8168-006-050) totaling approximately 2.30-acre (100,250 sq. ft.) is located on the southeast corner of Dice Road and Altamar Place at 9046 and 9201 Dice Road. It is zoned M-2, Heavy Manufacturing and has a General Plan Designation of Industrial.

The site, currently developed with three single-family units and various storage and garage structures, is surrounded by industrial land uses on all four sides. The site, also known as the Marquez Family Ranch, was owned by a vegetable and melon farmer named Frank Marquez who was one of the last farmers in Santa Fe Springs before he died 1994.

The developer, Chalmers Equity Group, is in escrow to the purchase the entire 2.30-acre site. Chalmers Equity Group is an active industrial real estate developer in Southern California with over 30 years of experience. For the subject site, Chalmers Equity Group is proposing to demolish all existing structures and clear the site in preparation for the development of two (2) concrete tilt-up industrial buildings measuring approximately 35,500 sq. ft. and 13,500 sq. ft., respectively.

PROJECT DESCRIPTION

The proposed project requires approval of the following entitlements:

Development Plan Approval (DPA 906 and 907) – DPA 906: to allow the construction of an approx. 35,500 sq. ft. concrete tilt-up building (Building 1); and DPA 907: to allow the construction of an approximately 13,500 sq. ft. concrete tilt-up building (Building 2).

Modification Permit (MOD 1266) – to allow a reduction of the front yard setback requirement for Building 1 and a reduction of the front yard and corner side yard setback requirements for Building 2.

Lot Line Adjustment (LLA 2016-01) – to allow the subdivision of the existing +/-2.30-acre site into two (2) parcels measuring 71,094 sq. ft. (Proposed Parcel 1) and 29,156 sq. ft. (Proposed Parcel 2). *Further details of the proposed LLA, including but not limited to required findings and conditions of approval, is provided in a separate staff report*.

DEVELOPMENT PLAN APPROVAL (DPA 906-907)

As stated previously, the applicant is requesting approval of a Development Plan Approval (DPA) for each of the two (2) proposed buildings. DPA 906: to allow the construction of an approx. 35,500 sq. ft. concrete tilt-up building (Building 1); and DPA 907: to allow the construction of an approximately 13,500 sq. ft. concrete tilt-up building (Building 2).

Site Plan

The applicant is proposing to construct two (2) new concrete tilt-up industrial warehouse buildings measuring approximately 35,500 sq. ft. (Building 1) and 13,500 sq. ft. (Building 2), respectively. The site has been designed whereby parking for patrons is provided along the perimeter of the site with an interior truck yard area and additional parking for employees provided behind a proposed 14' high screen wall.

Building 1 will be setback 31'-9" from the front property line along Altamar Place. Building 2 will be setback 28'-2" from the front property line along Altamar Place and 30'-0" setback from the property line along Dice Road.

Floor Plan

The floor plan for Building 1 indicates that the building will have an overall building area of approximately 35,500 sq. ft. which will be divided into two areas: approximately 29,400 sq. ft. designated for warehouse, 2,100 sq. ft. office on the first floor, and a 4,000 sq. ft. mezzanine that include 2,100 sq. ft. of office and 1,900 sq. ft. of storage.

The floor plan for Building 2 indicates that the building will have an overall building area of approximately 13,500 sq. ft. which will be divided into two areas: approximately 10,050 sq. ft. designated for warehouse, 1,000 sq. ft. office on the first floor, and a 2,450 sq. ft. mezzanine that include 1,000 sq. ft. of office and 1,450 sq. ft. of storage.

Elevations

The elevations indicate that Building 1 will be roughly 38' in height and will have a contemporary industrial design. The main office entry and office areas are designed with extensive glazing thus the view of the building from the street with be very attractive. In addition to providing extensive glazing throughout the entire office building, the architect used height variations, pop-outs, and a combination of materials and complementary colors to add visual appeal to the development. Staff finds that overall design of the buildings is consistent with the quality we typically expect from all developers here in Santa Fe Springs.

Landscaping Requirements

For maximum value, majority of the landscaping will be provided along the front of the

building between the wall and front property line. As standard for new developments, a meandering sidewalk will be incorporated into the front landscape area throughout the entire development.

The minimum landscape requirement for Building 1, based on 326.41 feet of frontage, is 8,160 sq. ft. with the applicant providing 8,162 sq. ft. of landscaping. The minimum landscape requirements for Building 2, based on 278.66 feet of frontage, is 6,967 sq. ft. with the applicant providing 8,316 sq. ft. of landscaping. The project therefore exceeds the minimum requirements set forth in the City's Zoning Regulations. Additionally, as required by the Code, the applicant will landscape at least 6% of the parking area of both parcels.

Parking Requirements

According to site plan, a total of 89 parking stalls will be provided throughout the site: a total of 61 parking stalls (43 standard stalls, 15 compact stalls, and 3 handicap stalls) will be provided for Building 1; and a total of 28 parking stalls (19 standard stalls, 7 compact stalls, and 2 handicap stalls) will be provided for Building 2.

As proposed, the project is required to provide a total of 88 parking stalls. The project, therefore, exceeds the minimum parking requirement by one (1) stall. The excess stall is provided for Building 2.

Loading / Roll Up Doors

Building 1 will be provided with four (4), 9' x 10' dock high doors while Building 2 will have just one (1) 12' x 14' grade level door. All loading and roll up doors are strategically placed so that they are a minimum 75' setback from the property line and they do not front directly onto a public street. Nevertheless, it should be noted that all loading and roll up doors will also be located behind a 14' high screen wall. The doors and related trucking activities will therefore be screened from public view.

Trash Enclosures

A separate trash enclosure will be constructed for each building. Said enclosures will be immediately adjacent to the common property line that divides the two parcels. For Building 1, a 510 sq. ft. trash enclosure will be provided. For Building 2, a 140 sq. ft. trash enclosure will be provided. It should be noted that both trash compactor are strategically located inside the truck yard areas and behind a 14' high screen wall and thus will not be viewable or accessible to the public

Driveways

Ingress and egress for the proposed buildings are provided by two separate driveways along Altamar Place and Dice Road. A 30' wide driveway entrance will be provided along Altamar Place and a 26' wide driveway entrance will be provided along Dice Road.

MODIFICATION PERMIT (MOD 1266)
As part of their request, Chalmers Equity Group, is also requesting approval of a MOD to allow to allow a reduction of the front yard setback requirement for Building 1 and a reduction of the front yard and corner side yard setback requirements for Building 2.

The typical front yard setback required for industrial properties in Santa Fe Springs is 20 feet, unless the property fronts onto a major or secondary highway which then requires a minimum setback of 30 feet. Notwithstanding, a property containing a building with a height greater than the minimum setback distance, the front yard setback shall be one foot for each foot of the building or portion thereof. As proposed, Building 1 is required to provide a setback of 38 feet, and Building 2 is required to provide a setback of 32 feet, based on a one-to-one ratio of the overall building height.

Although the project does not meet the standard setback requirement as defined by the City's Zoning Regulations, the applicant has designed the project to provide a setback equal to a one-to-one ratio for any portion(s) of the building that exceeds the normal setback along all street facing elevations.

COMMISSION'S CONSIDERATIONS
DEVELOPMENT PLAN APPROVAL - COMMISSION'S CONSIDERATION.
Pursuant to Section 155.739 of the Zoning Regulations, in studying any application for development plan approval, the Commission shall give consideration to the following:

(A) That the proposed development is in conformance with the overall objectives of this chapter.

Findings:
The proposed project is located within the M-2, Heavy Manufacturing, Zone. Pursuant to Section 155.240 of the Zoning Regulations "The purpose of the M-2 Zone is to preserve the lands of the city appropriate for heavy industrial uses, to protect these lands from intrusion by dwellings and inharmonious commercial uses, to promote uniform and orderly industrial development, to create and protect property values, to foster an efficient, wholesome and aesthetically pleasant industrial district, to attract and encourage the location of desirable industrial plants, to provide an industrial environment which will be conducive to good employee relations and pride on the part of all citizens of the community and to provide proper safeguards and appropriate transition for surrounding land uses."

The proposed development is consistent with the purpose of the M-2 Zone in the following manner:

1. The land is appropriate for industrial uses based on its zoning, M-2, Heavy Manufacturing and its General Plan Land Use designation of Industrial.
2. Since the proposed development (two concrete tilt-up industrial buildings) is industrial, rather than residential or commercial in nature, the land is, therefore, being maintained for industrial uses.
3. Because the project involves the construction new and attractive industrial buildings on a site that is currently developed three single-family units and various storage and garage structures, the assessed value of the property will significantly improve thus leading to an increase in property values for both the subject property and neighboring properties.
4. The proposed industrial project will provide a positive contribution to the local job market as the 49,000 sq. ft. development should bring in several new job opportunities for nearby residents.

(B) *That the architectural design of the proposed structures is such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter.*

Findings:
As mentioned previously, the site is currently developed with three single-family units and various storage and garage structures. The applicant is planning to remove all existing structures and prepare the site for the construction of two new contemporary concrete tilt-up industrial buildings. The architect used multiple variations in height, setback, materials and color. The result is an attractive project with contemporary buildings that is comparable to other high quality industrial projects here in Santa Fe Springs.

(C) *That the proposed structures be considered on the basis of their suitability for their intended purpose and on the appropriate use of materials and on the principles of proportion and harmony of the various elements of the buildings or structures.*

Findings:
The proposed buildings are properly situated with landscaping along both Dice Road and Altamar Place frontages. Parking for employees and patrons are separated. Furthermore, the design of the new building represents high quality architectural design (demonstrated by extensive glazing, horizontal and vertical reveals, pop-outs and recessed areas, and variations in materials and color). These architectural design elements break up the mass of the building, and present an attractive, distinctive façade to visitors as well as those traveling along Dice Road and Altamar Place.

Therefore, as designed, the new buildings are suitable for all of its intended users, and the distinctive design of the building represents the architectural principles of proportion and harmony.

(D) That consideration be given to landscaping, fencing and other elements of the proposed development to ensure that the entire development is in harmony with the objectives of this chapter.

Findings:
Extensive consideration has been given to numerous elements of the proposed project to achieve harmony with the City's zoning regulations. For instance, the proposed landscape areas exceed the minimum requirements set forth in the City's Zoning Regulations with the majority of the landscaping provided in the front setback area and where it is mostly visible from the street. Secondly, the project has been designed with rear truck yard areas that will be fully screened with 14' high concrete tilt-up screen walls. Thirdly, the proposed trash enclosures have all been strategically place in the truck yard area, behind the screen wall, and therefore will not be accessible or visible to the public. And lastly, to encourage alternative transportation and also reduce trip generation related to the project, bike racks will be voluntarily provided for both buildings.

(E) That it is not the intent of this subchapter to require any particular style or type of architecture other than that necessary to harmonize with the general area.

Findings:
As stated previously, the proposed buildings are contemporary and attractive. The architect used multiple variations in height, setback, materials and color. The style and architecture of the proposed building is consistent with other high quality buildings in the general area.

(F) That it is not the intent of this subchapter to interfere with architectural design except to the extent necessary to achieve the overall objectives of this chapter.

Findings:
Pursuant to Section 155.736 of the Zoning Regulations "The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the sitting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general."

The proposed industrial project will be constructed on a site that is currently both under-utilized and unmaintained. Staff finds that the new contemporary industrial

buildings are attractive and thus will be an enhancement to the overall area. Staff believes that proper attention has been giving to the location, size, and design of the proposed buildings.

MODIFICATION PERMIT – REQUIRED SHOWING BY APPLICANT.
Pursuant to Section 155.695 of the City's Zoning Regulations, before any modification shall be grant, the Planning Commission shall satisfy itself that the applicant has shown the all of the following conditions apply:

(A) That the granting of the modification would not grant special privileges to the applicant not enjoyed by other property owners in the area.

Findings:
Although, they were built in the 1970s and 80s, the adjacent properties to the north, east and west all have setbacks of approximately 25' or less. The property to the north at 9028 Altamar Place is setback approximately 8'. Both properties immediately east of the subject site is setback approximately 15'. And the property to the west is setback approximately 25'.

As proposed, Building 1 will be setback 31'-9" (along Dice Road) and Building 2 will be setback 28'-2" (along Altamar Place) and 30'-0" (along Dice Road). In all instances, the proposed setback will still be greater than their neighbors to the north, east and west.

(B) That the subject property cannot be used in a reasonable manner under the existing regulations.

Findings:
Although, the building heights for the proposed buildings could technically be reduced to align with the provided setback, however, doing so would make the buildings less marketable since higher ceiling heights are attractive to buyers and lessees alike. The alternative would be to reduce the size of the buildings, however, that would make the project financial infeasible.

(C) That the hardship involved is due to unusual or unique circumstances.

Findings:
The subject property has two challenges and/or unique circumstances: 1) The subject property is located on a corner which means there are two frontages which require a substantial setback and landscaping; and 2) The property is irregular shaped thus making it more difficult to design and locate buildings compare to a standard rectangular lot.

(D) *That the modification, if granted, would not be detrimental to other persons or properties in the area nor be detrimental to the community in general.*

Findings:
The modification permit, if granted would not be detrimental to other persons or properties in the area. As mentioned previously, the proposed project will still maintain a greater setback than their adjacent neighbors to the north, east, and west. Additionally, although the buildings do not provide the required setback at a one-to-one ratio of the overall building height, the applicant still does provide a setback equal to a one-to-one ratio for any portion(s) of the two subject buildings that exceeds the normal setback along all street facing elevations.

MODIFICATION PERMIT – COMMISSION'S CONSIDERATION.
Pursuant to Section § 155.696 of the City's Zoning Regulations, in addition to the required showing by the applicant, the Commission shall take into consideration the following factors in making a determination as to whether or not there are practical difficulties or hardships involved:

(A) *That there are particular physical circumstances due to the shape or condition of the property which result in a hardship under the existing regulations, as distinguished from a mere inconvenience.*

Findings:
The subject property has two challenges and/or unique physical circumstances: 1) The subject property is located on a corner which means there are two frontages which require a substantial setback and landscaping; and 2) The property is irregular shaped thus making it more difficult to design and locate buildings compare to a standard rectangular lot. The two hardships mentioned are related to the property's physical circumstance and not just a mere inconvenience.

(B) *That the purpose of the modification is not based exclusively on the financial advantage to the owner.*

Findings:
Although buildings with higher ceiling heights would generate higher sale and/or rent prices, it is the sole reason the building is taller. The higher building height also allows for various architectural features and height variations which provides for more attractive project that will be an enhancement to the overall area.

(C) *That the alleged difficulties were not created by any person presently having an interest in the property.*

Findings:
As mentioned previously, because the subject property is located on a corner and

also irregular shaped, it is more difficult to develop project that meets all required development standards compare to an interior and standard rectangular lot. The aforementioned circumstance was not created by the applicant or any person having an interest in the property.

(D) That the conditions involved are not generally applicable to most of the surrounding properties.

Findings:
Although there are many corner lots in the city, it is not often that a property is both on the corner and also irregular shaped. Both circumstances compounded makes this property unique and thus these conditions are not generally applicable to most properties here in the City or surrounding properties.

(E) That the requested modification would not diminish property values in the neighborhood.

Findings:
The requested modification, if approved, will allow various architectural features and height variations throughout the project. It is staff's opinion that these added enhancements to the building design results in a more attractive project that will actually be an enhancement to the overall area.

(F) That the proposed modification will not increase congestion or endanger the public safety.

Findings:
The proposed modification will not increase congestion or endanger the public safety. As detailed in the proposed Mitigated Negative Declaration prepared for the project, the two proposed industrial buildings is anticipated to generate approximately 174 daily trips with approximately 52 trips occurring during the AM peak hour and 46 trips occurring during the PM peak hour. When discounting the traffic generation from the existing residential units, the net increase is reduced to 145 daily trips. While the project does result in a net increase in traffic, the impacts are considered less than significant. Overall, the projected AM peak hour traffic increase at the two closest major intersections will be 13 trips/hour which will not affect the LOS at either intersection. The PM peak hour is estimated at 11.5 trips/hour, having a lesser impact on said intersections.

Additionally, the project complies with all parking requirements and also provides on-site circulation that includes adequate fire department access throughout the site, therefore, ensuring the overall safety of future visitors and/or employees of the site.

STAFF REMARKS

Based on the findings set forth in the staff report, Staff finds that the applicant's request meets the criteria set forth in § 155.739, § 155.695 and § 155.696 of the City's Zoning Regulations, for the granting of a Development Plan Approval and Modification Permit, respectively.

STREETS AND HIGHWAYS

The subject site has frontage on two streets: Altamar Place to the north, and Dice Road to the west. Altamar Place and Dice Road, both 2-lane undivided highways, are considered local industrial streets.

ZONING AND LAND USE

Table 1 – Current Zoning, General Plan and Land Use

Surrounding Zoning, General Plan Designation, Land Use			
Direction	**Zoning District**	**General Plan**	**Land Use (Address/Business Name)**
North	M-2, Heavy Manufacturing, Zone	Industrial	Packaged Goods Manufacturing (9028 Dice Road/KIK Custom Products)
South	M-2, Heavy Manufacturing, Zone	Industrial	Auto Repair (9110 Dice Road/Tin Shed Antique) Auto Repair (9114 Dice Road/Jesse's Auto Electric)
East	M-2, Heavy Manufacturing, Zone	Industrial	Paper Manufacturing (12110 Altamar Place/The Tung (USA)
West	M-2, Heavy Manufacturing, Zone	Industrial	Candy Manufacturing (9115 Dice Road/Milkita) Hobby Warehouse/Distribution (9041 Dice Road/Hobby Supply Storage)

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 and 65091 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code.

Legal notice of the Public Hearing for the proposed Development Plan Approval, Modification Permit and related Environmental Documents was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on April 28, 2016. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on April 28, 2016, and published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Regulations. As of date of this report, staff has not received any comments and/or inquiries regarding the proposal.

ENVIRONMENTAL DOCUMENTS

The environmental analysis provided in the Initial Study indicates that the proposed project will not result in any significant adverse immitigable impacts on the environment; therefore, the City caused to be prepared and proposes to adopt a Mitigated Negative Declaration (MND) for the proposed Project. The MND reflects the independent judgment of the City of Santa Fe Springs, and the environmental consultant, Blodgett Baylosis Environmental Planning.

Phases in the Environmental Review Process:

The implementation of the California Environmental Quality Act (CEQA) entails three separate phases:

1. The first phase consists of preliminary review of a project to determine whether it is subject to CEQA.

2. If the project is subject to CEQA, the second phase involves the preparation of an Initial Study to determine whether the project may have a significant environment effect.

3. The third phase involves the preparation of an Environmental Impact Report (EIR) if the project may have a significant environmental effect or a Negative Declaration or Mitigated Negative Declaration if no significant effects will occur.

Phase 1: The first phase is to determine if the proposed project is subject to CEQA. CEQA applies to an activity that (a) involves the exercise of an agency's discretionary powers, (b) has the potential to result in a direct or reasonable foreseeable indirect physical change in the environment, and (c) falls within the definition of a "project" as defined in CEQA Guidelines Section 15378. City Staff and Blodgett/Baylosis Environmental Planning the proposal and determined that the project is subject to CEQA.

Phase 2: The second phase involves the preparation of an Initial Study. An Initial Study is a preliminary analysis to determine whether an EIR or a Negative Declaration or Mitigated Negative Declaration is needed. If the Initial Study concludes that the proposed project may have a significant effect on the environment that cannot be mitigated, an EIR should be prepared. If no potentially significant impacts are identified, then a Negative Declaration can be prepared. If potentially significant impacts are identified that can be mitigated, then a Mitigated Negative Declaration can be prepared with mitigation measures conditioned as part of the project's approval to reduce potentially significant impacts to levels of insignificance. To facilitate the Commission's determination whether "effects" are potentially significant, the Commission should focus on scientific and factual data. Unfortunately, CEQA does not provide a definitive definition of what constitutes a

"significant effect." However, CEQA Guidelines Section 15382 generally defines a "significant effect" as a substantial or potentially substantial adverse change in the physical environment. City Staff and Blodgett/Baylosis Environmental Planning determined, through the preparation of the Initial Study, that there were no potentially significant environmental effects that could not be mitigated to a level of insignificance and, therefore, a Mitigated Negative Declaration was prepared.

Phase 3: A Mitigated Negative Declaration is a written statement, briefly explaining why a proposed project will not have a significant environmental effect and includes a copy of the Initial Study justifying this finding. Included within the Initial Study are mitigation measures to avoid potentially significant effects. City Staff and Blodgett/Baylosis Environmental Planning determined that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because either revisions in the project have been made by or agreed to by the project applicant or mitigation measures are being implemented to reduce all potentially significant effects to levels of insignificance. As a result, a Mitigated Negative Declaration was prepared for the project.

Draft MND Review:
The Draft Initial Study/Mitigated Negative Declaration reflects the independent judgment of the City of Santa Fe Springs and the environmental consultant, Blodgett/Baylosis Environmental Planning, as to the potential environmental impacts of the proposed project on the environment. The Draft Initial Study/Mitigated Negative Declaration was circulated for the required 20-day public review and comments from April 18, 2016 to May 8, 2016. The Notice of Intent to Adopt a Mitigated Negative Declaration was posted with the Los Angeles County Clerk. A copy of the Initial Study/Mitigated Negative Declaration was also mailed to surrounding cities for their review and comment.

When reviewing the Mitigated Negative Declaration/Initial Study, the focus of the review should be on the project's potential environmental effects. If persons believe that the project may have a significant effect, they should, (a) Identify the specific effect; (b) Explain why they believe the effect would occur, and; (c) Explain why they believe the effect would be significant.

Individuals who believe there are significant effects as outlined above, should also explain the basis for their comments and submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to CEQA Guidelines, an effect shall not be considered significant in the absence of substantial evidence.

Potentially Affected Environmental Factors:
The draft Initial Study/Mitigated Negative Declaration has identified several factors that may be potentially affected by the subject project which include:

1. *air quality;*
2. *cultural resources;*
3. *geology and soil;*
4. *hazards and hazardous materials;*
5. *hydrology and water quality;*
6. *public services; and*
7. *transportation and circulation*

These factors and their respective pertinent issues are discussed and analyzed within the Initial Study/Mitigated Negative Declaration. Mitigations, where necessary, were implemented to help ensure potential impacts are reduced to a less than significant level. A detailed analysis can be found in the Initial Study/Mitigated Negative Declaration and corresponding Mitigation Monitoring and Reporting Program.

Mitigation Monitoring:
The monitoring and reporting on the implementation of these measures, including the monitoring action, monitoring agency, and the period for implementation, are identified in the Mitigation and Monitoring and Reporting Program (attachment #11).

Responses to Initial Study/Mitigated Negative Declaration:
To date, staff has not received any correspondence nor has anyone called or came to the counter to provide comments or stating concerns relating to the proposed Initial Study/Mitigated Negative Declaration.

AUTHORITY OF PLANNING COMMISSION:

Development Plan Approval
The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Regulations, to grant a Development Plan Approval when it has been found that said approval is consistent with the requirements, intent and purpose of the City's Zoning Regulations. The Commission may grant, conditionally grant or deny approval of a proposed development plan based on the evidence submitted and upon its own study and knowledge of the circumstances involved, or it may require submission of a revised development plan.

Modification Permit
The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Regulations, to grant a modification from requirements of property

development standards set forth in the City's Zoning Regulations when it is found that the strict and literal interpretation of such provisions would cause undue difficulties and unnecessary hardships inconsistent with the intent and general purpose of the City's Zoning Regulations. The Commission may grant, conditionally grant or deny a modification based on the evidence submitted and upon its own study and knowledge of the circumstances.

CONDITIONS OF APPROVAL

ENGINEERING / PUBLIC WORKS DEPARTMENT:
(Contact: Robert Garcia ext. 7545)

1. That the applicant shall pay a flat fee of $ 48,670 to reconstruct/resurface the existing street frontage to centerline for Dice Road and Altamar Place.

2. That the applicant shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Dice Road and Altamar Place street frontages. If applicable, the dedicated easement shall be shown on the Parcel/Tract Map. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans.

3. All oil wells, pipelines, tanks, and related lines within the public right-of-way along Altamar Place shall be removed from the right-of-way unless otherwise approved by the City Engineer.

4. That adequate "on-site" parking shall be provided per City requirements, and all streets abutting the development shall be posted "No Stopping Any Time." The City will install the offsite signs and the applicant shall pay the actual cost of sign installation.

5. That common driveways shall not be allowed unless approved by the City Engineer. Proposed driveways shall be located to clear existing fire hydrants, street lights, water meters, etc.

6. The applicant shall pay for the design, installation, and inspection of undergrounding overhead utilities on Dice Road and Altamar Place. The City will cause the project for undergrounding utilities.

7. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Dice Road and Altamar Place. Storm drain plans shall be approved by the City Engineer.

8. Fire hydrants shall be installed as required by the Fire Department. Existing public fire hydrants adjacent to the site, if any, shall be upgraded if required by the City Engineer. That the applicant shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants.

9. All existing buildings shall be connected to the sanitary sewers.

10. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.

11. That the applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.

12. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.

13. The applicant shall submit a traffic study prepared by a Professional Engineer. The traffic study shall show the present traffic in the area and projected traffic after the development of the property. Any improvements or mitigation measures including installation of traffic signals and/or modifications, the installation of additional left turn lanes or deceleration lanes, the lengthening of left turn lanes or other median modifications, etc. that are warranted based on the study, the applicant shall pay to the City the full cost of design engineering, installation and inspection of the improvements. The City will design and cause construction of the improvements.

14. That all point of access to the proposed development shall be reviewed and approved by the City Engineer. Left turns may be prohibited as designated by the City Engineer.

15. Lot Line Adjustment checking fee of $3,450 shall be paid to the City. The applicant shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

16. The owner/developer shall provide at no cost to the City, one conformed copy of the recorded lot line adjustment from the County Recorder's Office. The conformed copy of the recorded lot line adjustment shall be forwarded to the Department of Public Works, Engineering Division.

17. A reciprocal access easement Agreement covering each parcel of the subject map shall be prepared, executed and recorded in the Office of the Los Angeles County Recorder. Such Agreement and any CC&R's shall be subject to the approval of the City Attorney.

18. That the applicant shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development. The applicant and/or will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the applicant and/or cannot meet the mitigation requirements, the applicant shall pay a mitigation fee to be determined by the City Engineer for off-site transportation improvements.

19. That the applicant shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.

20. That the applicant shall pay the water trunkline connection fee of $3,250 per acre upon application for water service connection or if utilizing any existing water service.

21. That a grading plan shall be submitted for drainage approval to the City Engineer. The applicant shall pay drainage review fees in conjunction with this submittal. A professional civil engineer registered in the State of California shall prepare the grading plan.

22. That a hydrology study shall be submitted to the City if requested by the City Engineer. The study shall be prepared by a Professional Civil Engineer.

23. That upon completion of public improvements constructed by applicant, the applicant's civil engineer shall submit Mylar record drawings and an electronic file (AutoCAD Version 2004 or higher) to the office of the City Engineer.

24. That the applicant shall comply with the National Pollutant Discharge Elimination System (NPDES) program and shall require the general contractor to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) on all construction sites in accordance with current MS4 Permit. The applicant/ will also be required to submit a

Certification for the project and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

POLICE SERVICES DEPARTMENT:
(Contact: Luis Collazo 562.409-1850 x3320 or Margarita Munoz at x3319)

25. That the applicant shall submit and obtain approval of a proposed lighting (photometric) and security plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the subject property. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric and security plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.

26. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services and the Fire Chief no later than 60 days from the date of approval by the Planning Commission. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day during the construction phase of the project.

27. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued.

28. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering

graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.

29. That during the construction phase of the proposed project, the contractor shall provide an identification number (i.e. address number) at each building and/or entry gate to direct emergency vehicles in case of an emergency. The identification numbers may be painted on boards and fastened to the temporary construction fence. The boards may be removed after each building has been identified with their individual permanent number address.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Brian Reparuk 562.868-0511 x3701)

30. That all buildings over 5,000 sq ft shall be protected by an approved automatic sprinkler system per Section 93.11 of the Santa Fe Springs Municipal Code.

31. That interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department.

32. That if on-site fire hydrants are required by the Fire Department, a minimum flow must be provided at 2,500 gpm with 1,500 gpm flowing from the most remote hydrant. In addition, on-site hydrants must have current testing, inspection and maintenance per California Title 19 and NFPA 25.

33. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 feet with a minimum clear height of 13 feet 6 inches. Internal driveways shall have a turning radius of not less than 52 feet. The final location and design of this 26 feet shall be subject to the approval of the City's Fire Chief as established by the Uniform Fire Code. A request to provide emergency vehicle aisle width less than 26 feet shall be considered upon the installation/provision of mitigation improvements approved by the City's Fire Chief.

34. That prior to submitting plans to the Building Department, a preliminary site plan shall be approved by the Fire Department for required access roadways and on-site fire hydrant locations. The site plan shall be drawn at a scale between 20 to 40 feet per inch. Include on plan all entrance gates that will be installed.

35. That Knox boxes are required on all new construction. All entry gates shall also be equipped with Knox boxes or Knox key switches for power-activated gates.

36. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways.

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)
(Contact: Tom Hall 562.868-0511 x3715)

37. That prior to issuance of building permits, the applicant shall comply with the applicable conditions below and **obtain notification in writing** from the Santa Fe Springs Department of Fire-Rescue Environmental Protection Division (EPD) that all applicable conditions have been met:

    a. At a minimum, the applicant must conduct an All Appropriate Inquiries (AAI) Investigation (formerly called a Phase I Environmental Site Assessment) in accordance with ASTM Standard E1527-05. The applicant shall provide the EPD with a copy of the AAI investigation report for review and approval. If the AAI investigation identifies a release, or potential release at the site, the applicant must comply with part b.

    b. An environmental site assessment may be required based on the information presented in the AAI investigation report. The environmental site assessment report must be reviewed and approved by the EPD in writing. Should the report indicate that contaminate levels exceed the recognized regulatory screening levels, remedial action will be required. A remedial action work plan must be approved by the EPD and/or another authorized oversight agency before implementation. Once remedial action is complete, a final remedial action report must be submitted and approved by the oversight agency.

    c. Soil Management Plan & Report. A Soils Management Plan (SMP) which addresses site monitoring and a contingency plan for addressing previously unidentified contamination discovered during site development activities may be required. If required, the SMP shall be submitted to the EPD for review and approval before grading activities begin. Once grading is complete, a SMP report must be submitted to the EPD for final written approval. Building plans will not be approved until the SMP report has been approved by the EPD in writing.

38. Permits and approvals. That the applicant shall, at its own expense, secure or cause to be secured any and all permits or other approvals which may be required by the City and any other governmental agency prior to conducting environmental assessment or remediation on the property. Permits shall be secured prior to beginning work related to the permitted activity.

39. That the applicant shall submit plumbing plans to the Santa Fe Springs Department of Fire- Rescue Environmental Protection Division (EPD) and, if necessary, obtain an Industrial Wastewater Discharge Permit Application for

generating, storing, treating or discharging any industrial wastewater to the sanitary sewer.

WASTE MANAGEMENT:
(Contact: Teresa Cavallo 562.868.0511 x7309)

40. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City.

41. That all projects over $50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309.

42. That the applicant shall comply with Public Resource Code, Section 42900 et seq. (California Solid Waste Reuse and Recycling Access Act of 1991) as amended, which requires each development project to provide adequate storage area for the collection/storage and removal of recyclable and green waste materials.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Cuong Nguyen 562.868-0511 x7359)

43. That approval of the subject Development Plan Approval (DPA) Case Nos. 906 & 907 is still contingent upon approval of Modification Permit (MOD) Case No. 1266 to allow a reduction of the front yard setback requirements for Building 1 and a reduction of the front and corner side yard requirements for Building 2 and approval of Lot Line Adjustment (LLA) Case No. 2016-01 to allow the subdivision of the existing 2.27-acre site into two parcels measuring 71,094 sq. ft. (Proposed Parcel 1) and 29,156 sq. ft. (Proposed Parcel 2), respectively.

44. That the Mitigation Monitoring Program, which was prepared for the proposed project and adopted by the Planning Commission upon completion of the Mitigated Negative Declaration, shall be made part of the conditions of approval for Development Plan Approval Case No. 906-907. The Mitigation Monitoring Program is listed as an attachment to this staff report.

45. That the owner/developer shall implement a dust control program for air quality control. The program shall ensure that a water vehicle for dust control operations is kept readily available at all times during construction. The developer shall provide the City Engineer and Building Official with the name, telephone number and e-mail address of the person directly responsible for dust control and operation of the vehicle.

46. That during construction, the following information shall be made available on a sign posted at the main entrance(s) to the site:

    a. Name of the development/project.
    b. Name of the development company.
    c. Address or Address range for the subject site.
    d. 24-hour telephone number where someone can leave a message on a particular complaint (dust, noise, odor, etc.)

47. That the applicant, Chalmers Equity Group, shall provide conduit fiber optics or other smart technologies for each parcel for internet access. The conduit shall also be adequate to provide the opportunity for future telecommunications to the project site.

48. That the applicant, Chalmers Equity Group, shall work with the cable or internet provider for the City, for the installation of underground cabling and related telecommunications facilities within the project site. At least along the project's perimeters, along Dice Road and Altamar Place, the owner/developer shall work with the cable or internet provider for the City for the installation of underground cabling and related telecommunications facilities, and in recognition of the Citywide importance of providing telecommunication facilities along these frontages, Chalmers Equity Group shall also install and dedicate to the City separate underground telecommunications conduit adequate to provide the opportunity for future telecommunications to the project and for the City's anticipated future needs and services, all to the satisfaction of the Public Works Director.

49. That the applicant, Chalmers Equity Group agrees and understands that all existing overhead utilities within the development shall be placed underground.

50. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp of approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.

51. That the Department of Planning and Development requires that the double-check detector assembly be screened by shrubs or other materials. All shrubs shall be planted a minimum distance of two (2) feet surrounding the detector assembly; *however, the area in front of the OS and Y valves shall not be*

screened. The screening shall also only be applicable to the double-check detector assembly and *shall not* include the fire department connector (FDC). Notwithstanding, the Deputy Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly.

52. That *prior* to submitting plans to the Building Division for plan check, the applicant shall submit Mechanical plans that include a roof plan that shows the location of all roof mounted equipment. All roof-mounted mechanical equipment and/or duct work which projects above the roof or roof parapet of the proposed development and is visible from adjacent property or a public street shall be screened by an enclosure which is consistent with the architecture of the building and approved by the Director of Planning or designee.

    a. To illustrate the visibility of equipment and/or duct work, the following shall be submitted along with the Mechanical Plans:

        i. A roof plan showing the location of all roof-mounted equipment;
        ii. Elevations of all existing and proposed mechanical equipment; and
        iii. A building cross-section drawing which shows the roof-mounted equipment and its relation to the roof and parapet lines.

    NOTE: line-of-sight drawing and/or building cross section must be scaled.

53. That the applicant shall submit for approval a detailed landscape and automatic irrigation plan pursuant to the Landscaping Guidelines of the City. Said landscape plan shall indicate the location and type of all plant materials, existing and proposed, to be used and shall include 2 to 3 foot high berms (as measured from the parking lot grade elevation), shrubs designed to fully screen the interior yard and parking areas from public view and 24" box trees along the street frontage. *Said plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*

54. That the landscaped areas shall be provided with a suitable, fixed, permanent and automatically controlled method for watering and sprinkling of plants. This operating sprinkler system shall consist of an electrical time clock, control valves, and piped water lines terminating in an appropriate number of sprinklers to insure proper watering periods and to provide water for all plants within the landscaped area. Sprinklers used to satisfy the requirements of this section shall be spaced to assure complete coverage of all landscaped areas. *Said plan shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*

55. That upon completion of the new landscaping, said landscaped areas shall be maintained in a neat, clean, orderly and healthful condition. This is meant to include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.

56. That the applicant, Chalmers Equity Group, shall submit a lighting program that is integrated into the overall site, landscape design and building design. Lighting shall be used to highlight prominent building features such as entries and other focal points. Up-lighting can also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design.

57. That the electrical plans, which show the location of electrical transformer(s), shall be subject to the approval of the Planning Department. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the *prior approval* of the Director of Planning or designee. The electrical transformer shall be screened with shrubs. (Three (3) foot clearance on sides and back of the equipment. Eight (8) foot clearance in front of the equipment. Landscaping irrigation system shall be installed so that they do not spray on equipment.) A copy of the Guideline is available at the Planning Department).

58. That all fences, walls, gates and similar improvements for the proposed development shall be subject to the *prior* approval from both the Fire and Planning Departments.

59. That the applicant shall clarify on the construction drawings that all roof drains (facing the street), shall be provided along the interior walls and not along the exterior of the building.

60. That pursuant to the sign standards of the Zoning Regulations and related sign guidelines of the City of Santa Fe Springs, a comprehensive sign program for the development shall be prepared and submitted to the Director of Planning (or designee) for approval prior to obtaining a building permit for any signs related to the subject development. All signs throughout the subject site shall be installed in accordance with the approved comprehensive sign program for the subject development.

61. That the Planning Department shall first review and approve all sign proposals for the development. The sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale

on a minimum 11" x 17" size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City.

62. That a sufficient number of approved outdoor trash enclosures shall be provided for the development subject to the approval of the Director of Planning or designee. The calculation to determine the required storage area is: 1% of the first 20,000 sq. ft. of floor area + ½% of floor area exceeding 20,000 sq. ft., but not less than 4 ½ feet in width nor than 6 feet in height. *(Calculations are subject to change)*.

63. That approved suite numbers/letters or address numbers shall be placed on the proposed building in such a position as to be plainly visible and legible from the street fronting the property. Said numbers shall contrast with their background. The size recommendation shall be 12" minimum.

64. That the owner/developer shall provide a bulletin board, display case, or kiosk to display transportation information where the greatest number of employees are likely to see it. In formation shall include, but is not limited to, the following:

    a. Current maps, routes and schedules for public transit routes serving the site; and
    b. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators; and
    c. Ridesharing promotional material supplied by commuter-oriented organizations; and
    d. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
    e. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.

65. That the applicant, Chalmers Equity Group understands and agrees that compliance with condition of approval number 64 must be obtained prior to issuance of a certificate of occupancy.

66. That the proposed building shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored or rusted.

67. That the development shall otherwise be substantially in accordance with the plot plan, floor plan, and elevations submitted by the owner and on file with the case.

68. That a minimum of 88 parking stalls shall be provided and maintained at all times. Specifically, a total of 61 stalls for Building 1 and 27stalls for Building 2 are required.

69. That all parking areas shall be legibly marked off on the pavement, showing the required parking spaces. All compact spaces shall be further identified by having the words "compact" or comparable wording legibly written on the pavement, wheel stop or on a clearly visible sign.

70. That the applicant shall design and construct meandering sidewalks along the front setback area of the entire development. Said meandering sidewalk must be reviewed and approved by the Planning Department and Public Works Department prior to construction.

71. That the applicant understands if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans must be provided to the planning department for review and approval prior to the implementation of such changes. *It should be noted that certain changes may also require approvals from other departments.*

72. That the final plot plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning.

73. That all activities shall occur inside the building(s). No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services and the Deputy Fire Marshall.

74. That the applicant, Chalmers Equity Group, shall not allow commercial vehicles, trucks and/or truck tractors to queue on Dice Road or Altamar Place, use said streets as a staging area, or to backup onto the street from the subject property.

75. That the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 909.

76. That prior to issuance of building permits, the applicant shall comply with the following conditions to the satisfaction of the City of Santa Fe Springs:

a. Covenants.

1. Applicant shall provide a written covenant to the Planning Department that, except as may be revealed by the environmental remediation described above and except as applicant may have otherwise disclosed to the City, Commission, Planning Commission or their employees, in writing, applicant has investigated the environmental condition of the property and does not know, or have reasonable cause to believe, that (a) any crude oil, hazardous substances or hazardous wastes, as defined in state and federal law, have been released, as that term is defined in 42 U.S.C. Section 9601 (22), on, under or about the Property, or that (b) any material has been discharged on, under or about the Property that could affect the quality of ground or surface water on the Property within the meaning of the California Porter-Cologne Water Quality Act, as amended, Water Code Section 13000, et seq.
2. Applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of applicant's knowledge, it does not know or have reasonable cause to believe that it is in violation of any notification, remediation or other requirements of any federal, state or local agency having jurisdiction concerning the environmental conditions of the Property.

b. Applicant understands and agrees that it is the responsibility of the applicant to investigate and remedy, pursuant to applicable federal, state and local law, any and all contamination on or under any land or structure affected by this approval and issuance of related building permits. The City, Commission, Planning Commission or their employees, by this approval and by issuing related building permits, in no way warrants that said land or structures are free from contamination or health hazards.

c. Applicant understands and agrees that any representations, actions or approvals by the City, Commission, Planning Commission or their employees do not indicate any representation that regulatory permits, approvals or requirements of any other federal, state or local agency have been obtained or satisfied by the applicant and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the applicant may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. Applicant, not the City, Commission,

Planning Commission or their employees will be responsible for any and all penalties, liabilities, response costs and expenses arising from any failure of the applicant to comply with such regulatory requirements.

77. That prior to occupancy of the property/building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting Cecilia Martinez at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org).

78. That the applicant, Chalmers Equity Group, shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. *Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.*

79. That the applicant, Chalmers Equity Group, shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be accessed to any contractor or sub-contractor that fails to obtain a Business License and a Building Permit final or Certificate of Occupancy will not be issued until all fees and penalties are paid in full. Please contact Cecilia Martinez, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org.

80. That the applicant, Chalmers Equity Group, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to all entitlements and approvals issued by the City in connection with the Project and from any CEQA challenges relating to the environmental review and determination for the Project, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

81. That all other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.

82. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.

Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Site Plan
3. Floor Plans (Building 1 & 2)
4. Elevations (Building 1 & 2)
5. Colored Rendering (Building 1 & 2)
6. Conditional Use Permit Application
7. Modification Permit Application
8. Public Hearing Notice/Postcard
9. Radius Map for Public Hearing Notice
10. Draft Mitigated Negative Declaration (*previously delivered to PC on 4/19/2016*)
11. Mitigation Monitoring and Reporting Program

C:\Cuong\Cases\Aug.15-Aug.16\DPA 906-907 & LLA 2015-01 - OC Engineering (DiceAltamar)\DPA 906-907 & MOD 1266_PCStaffReport.doc

Aerial Photograph

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH

DEVELOPMENT PLAN APPROVAL CASE NO. 906 and 907;
MODIFICAITON PERMIT CASE NO. 1266
LOT LINE ADJUSTMENT CASE NO. 2016-01

9046 AND 9201 Dice Road
(APNs: 8168-006-026, 8168-006-051, and 8168-006-050)

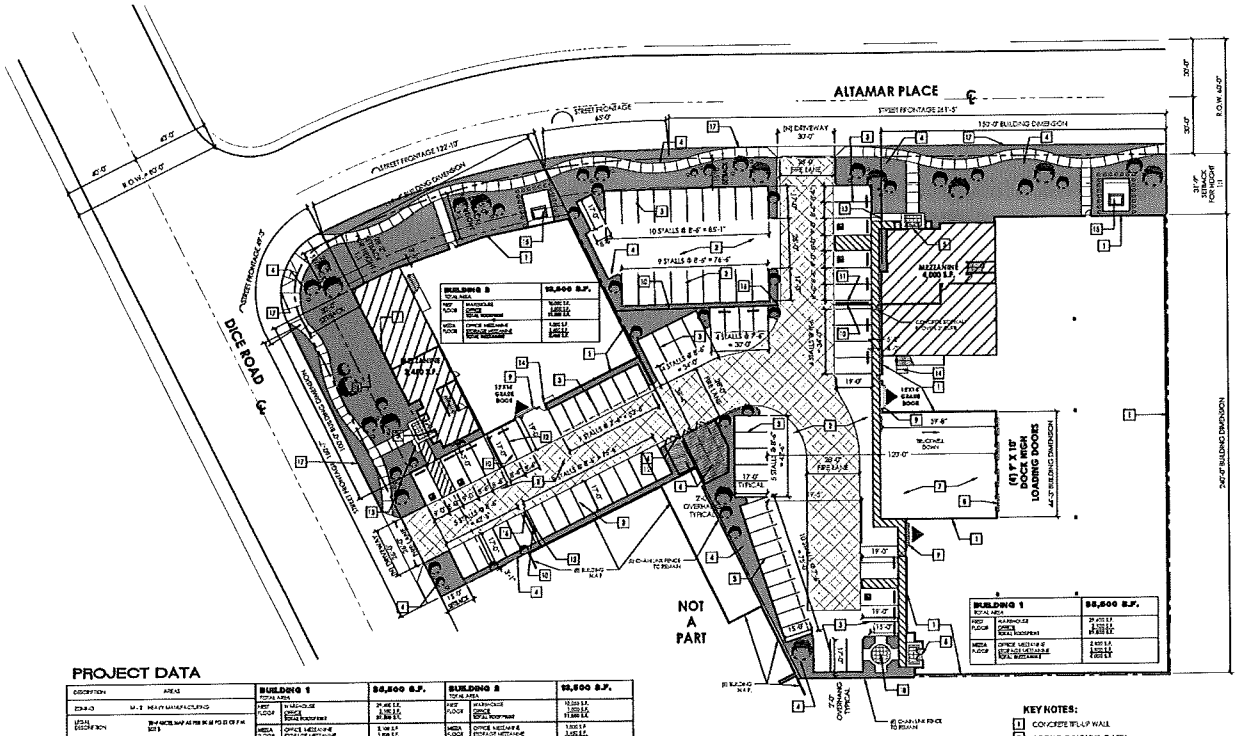
Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: May 3, 2016

Site Plan

DICE INDUSTRIAL

2 WAREHOUSE / OFFICE CONCRETE TILT UP BUILDINGS



PROJECT DATA

DESCRIPTION	AREAS	BUILDING 1	50,500 S.F.	BUILDING 2	10,500 S.F.
ZONING	M-2 HEAVY MANUFACTURING	TOTAL AREA		TOTAL AREA	
LEGAL DESCRIPTION		FIRST FLOOR: WAREHOUSE; OFFICE; TOTAL FIRST FLOOR		FIRST FLOOR: WAREHOUSE; OFFICE; TOTAL FIRST FLOOR	
		MEZZ. FLOOR: OFFICE MEZZANINE; STORAGE MEZZANINE; TOTAL MEZZANINE		MEZZ. FLOOR: OFFICE MEZZANINE; STORAGE MEZZANINE; TOTAL MEZZANINE	
ASSESSOR'S PARCEL NO.		TOTAL OFFICE		TOTAL OFFICE	
BUILDING CODE		COVERAGE		COVERAGE	
BLDG. OCCUPANCY		PARKING AREA REQUIRED; TOTAL BUILDING AREA =		PARKING AREA REQUIRED; TOTAL BUILDING AREA =	
BUILDING TYPE		LANDSCAPED AREA REQUIRED; STREET FRONTAGE =		LANDSCAPED AREA REQUIRED; STREET FRONTAGE =	
LAND AREA:	PROPOSED PARCEL A BUILDING 1; PROPOSED PARCEL B BUILDING 2	LANDSCAPED AREA SHALL BE EQUALLY EFFICIENT IN COMPLIANCE WITH ABOVE		LANDSCAPED AREA SHALL BE EQUALLY EFFICIENT IN COMPLIANCE WITH ABOVE	
CONSTRUCTION TYPE		PARKING REQUIRED: WAREHOUSE @ 1/500 SQ. FEET; ADDITIONAL 10,000 SQ. FEET; TOTAL		PARKING REQUIRED: WAREHOUSE @ 1/500 SQ. FEET	
AREA ASSUMPTION		PARKING PROVIDED: ACCESSIBLE (STANDARD); ACCESSIBLE (VAN); STANDARD SPACES; COMPACT SPACES; TOTAL		PARKING PROVIDED: ACCESSIBLE (STANDARD); ACCESSIBLE (VAN); STANDARD SPACES; COMPACT SPACES; TOTAL	
		TOTAL BICYCLE PARKING REQUIRED		TOTAL BICYCLE PARKING REQUIRED	
BUILDING OCCUPANCY	M - INDUSTRIAL				

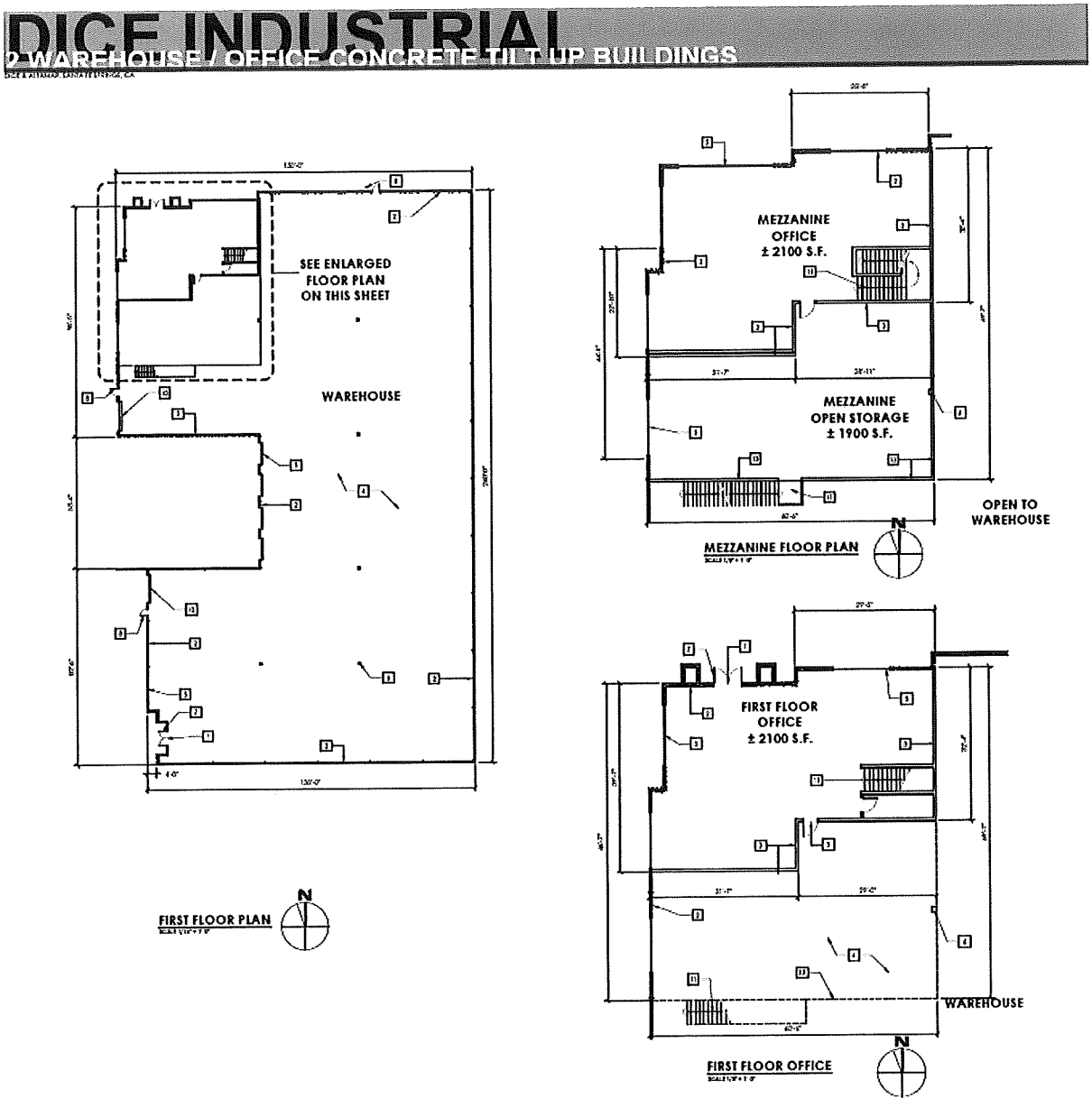
KEY NOTES:

1. CONCRETE TILT-UP WALL
2. ACP PAVING IN PARKING AREA
3. PARKING STALL STRIPPING (PER CITY OF SANTA FE SPRINGS STANDARDS) TYPICAL
4. LANDSCAPING
5. BUILDING ENTRANCE
6. TRASH ENCLOSURE / RECYCLING AREA (PER CITY OF SANTA FE SPRINGS STANDARDS) TYPICAL
7. CONCRETE TRUCKWELL
8. 9' X 10' TRUCK DOOR (DOCK HIGH) TYP.
9. 12' X 14' TRUCK DOOR (GRADE LEVEL)
10. 14'-0" HIGH CONCRETE SCREEN WALL TO MATCH THE BUILDING
11. 12'-0" HIGH TELESCOPIC SLIDING WROUGHT IRON GATE W/ SCREEN TO COVER TRUCK YARD. PROVIDE FIRE DEPARTMENT KNOX BOX
12. 12'-0" HIGH SLIDING WROUGHT IRON GATE W/ SCREEN TO COVER TRUCK YARD. PROVIDE FIRE DEPARTMENT KNOX BOX
13. (1) 2'-0" x 6'-0" 9'-0" LONG TERM BICYCLE SPACES
14. (1) 2'-0" x 6'-0" LONG TERM BICYCLE SPACES INSIDE
15. TRANSFORMER PAD TO BE SCREENED WITH LANDSCAPING PER SCE STANDARDS
16. FIRE DEPARTMENT ACCESS KNOX BOX
17. (E) CURB LINE
18. OUTSIDE SEATING AREA

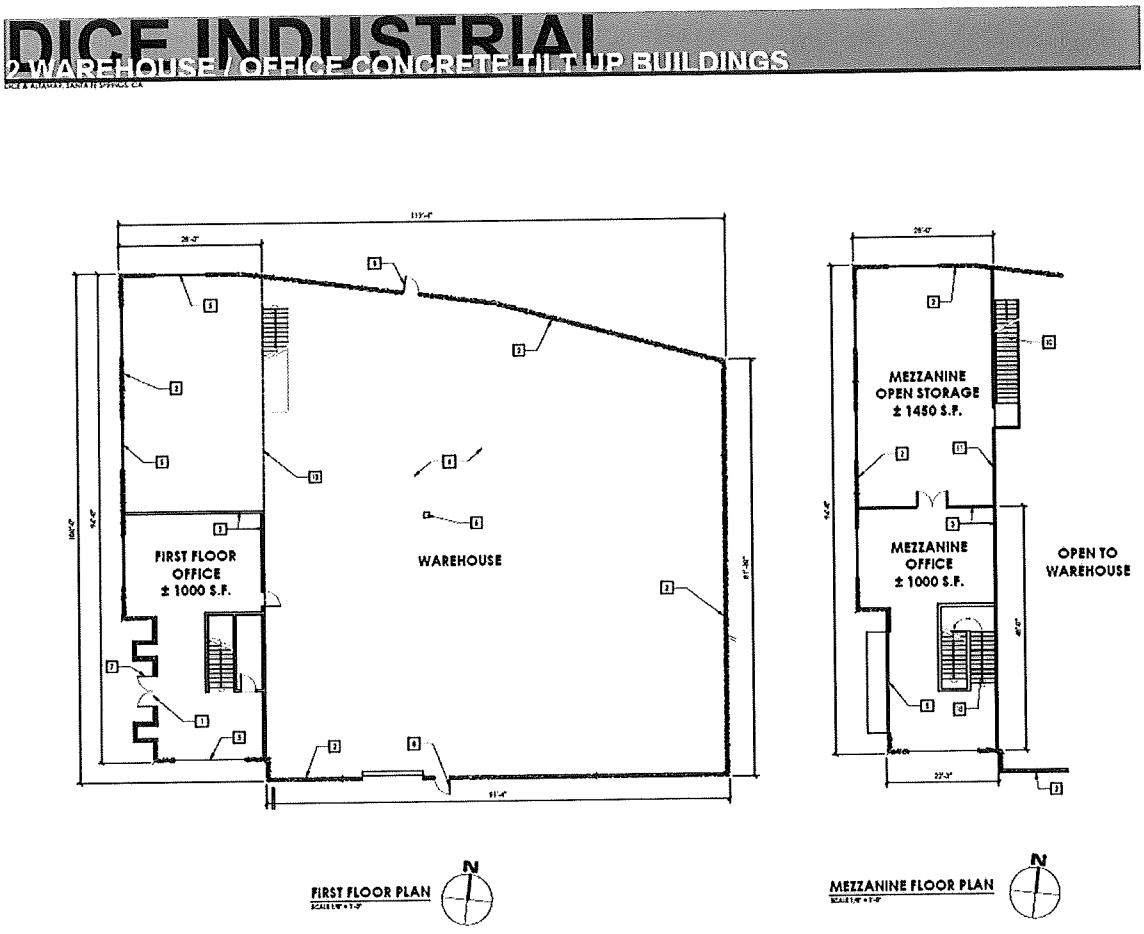
Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: May 3, 2016

Floor Plan – Building 1



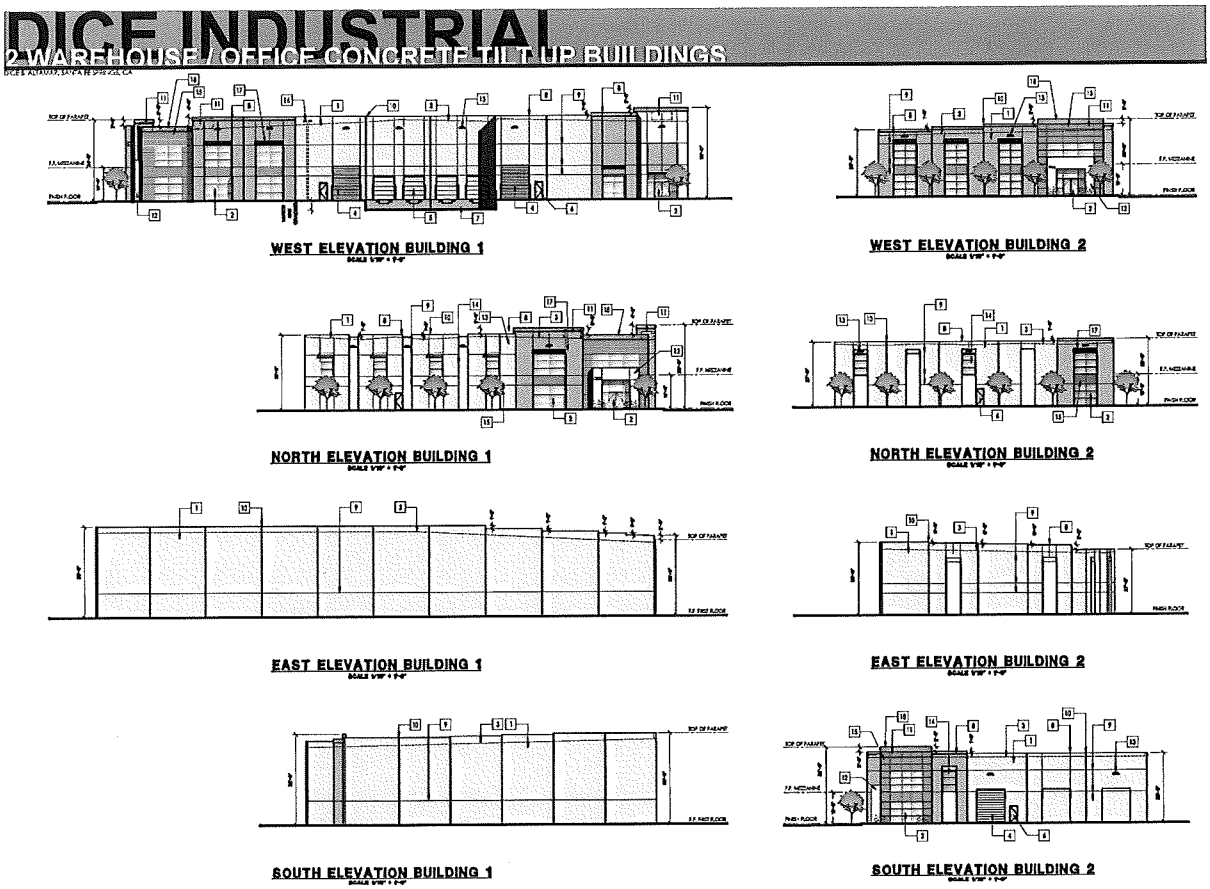
Floor Plan – Building 2



Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: May 3, 2016

Elevations


DICE INDUSTRIAL
2 WAREHOUSE / OFFICE CONCRETE TILT UP BUILDINGS
WEST ELEVATION BUILDING 1
WEST ELEVATION BUILDING 2
NORTH ELEVATION BUILDING 1
NORTH ELEVATION BUILDING 2
EAST ELEVATION BUILDING 1
EAST ELEVATION BUILDING 2
SOUTH ELEVATION BUILDING 1
SOUTH ELEVATION BUILDING 2

Colored Rendering – Building 1



DICE INDUSTRIAL
2 WAREHOUSE / OFFICE CONCRETE TILT UP BUILDING
Dice & Altamar Santa Fe Springs, CA.

Colored Rendering – Building 2



DICE INDUSTRIAL
2 WAREHOUSE / OFFICE CONCRETE TILT UP BUILDING
Dice & Altamer Santa Fe Springs, CA.

Development Plan Approval Application

City of Santa Fe Springs
Application for
DEVELOPMENT PLAN APPROVAL (DPA)

The undersigned hereby petition for Development Plan Approval:

LOCATION OF PROPERTY INVOLVED:
Provide street address or Assessors Parcel Map (APN) number(s) if no address is available. Additionally, provide distance from nearest street intersection:
9046 DICE ROAD
APN #S: 8168-006-026, 8168-006-051 & 8168-006-050

RECORD OWNER OF THE PROPERTY:
Name: MARQUEZ REVOCABLE LIVING TRUST Phone No: (714) 892-3949
Mailing Address: PO BOX 2283
LOS NIETOS, CA 90606
Fax No: NA E-mail: NA

THE APPLICATION IS BEING FILED BY:

☐ Record owner of the property

☑ Authorized agent of the owner (written authorization must be attached to application)

Status of Authorized Agent: Engineer/Architect: ✓ Attorney: ____
Purchaser: ____ Lessee: ____
Other (describe): ____

DESCRIBE THE DEVELOPMENT PROPOSAL (See reverse side of this sheet for information as to required accompanying plot plans, floor plans, elevations, etc.)
(2) NEW CONCRETE TILTUP BUILDINGS WAREHOUSE / OFFICE:
- BUILDING 1: 31,500 SF FOOTPRINT, 4000 S.F. MEZZANINE, 35,500 SF TOTAL
- BUILDING 2: 11,050 S.F FOOTPRINT, 2,450 S.F. MEZZANINE, 13,500 SF TOTAL

I HEREBY CERTIFY THAT the facts, statements and information furnished above are true and correct to the best of my knowledge and belief.

Signed: _____
Signature
IGNACIO CARRERO
Print name
(If signed by other than the record owner, written authorization must be attached to this application.)

NOTE

This application must be accompanied by the filing fee, map and other data specified in the form entitled "Checklist for Development Plan Approval."

Development Plan Approval Application (Cont.)

DPA Application
Page 2 of 2

PROPERTY OWNERS STATEMENT

We, the undersigned, state that we are the owners of all of the property involved in this petition (Attach a supplemental sheet if necessary):

Name (please print): MARQUEZ REVOCABLE LIVING TRUST
Mailing Address: PO BOX 2283, LOS NIETOS CA 90606
Phone No: (714) 892-3949
Fax No: NA E-mail: NA
Signature:

Name (please print):
Mailing Address:
Phone No:
Fax No: E-mail:
Signature:

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

I, IGNACIO CRESPO, being duly sworn, depose and say that I am the petitioner in this application for a Development Plan Approval, and I hereby certify under penalty of law that the foregoing statements and all statements, maps, plans, drawings and other data made a part of this application are in all respects true and correct to the best of my knowledge and belief.

Signed:
(If signed by other than the Record Owner, written authorization must be attached to this application)

(seal)

*SEE ATTACHED CA ACKNOWLEDGEMENT FORM

On 10/28/2015 before me, Christina Barba, Notary Public
Personally appeared Ignacio Crespo.
personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

Notary Public

FOR DEPARTMENT USE ONLY
CASE NO: DPA 906-907
DATE FILED: 10/28/15
FILING FEE:
RECEIPT NO:
APPLICATION COMPLETE?

10-28-15 1CL4056 CHECK 4046.00

Development Plan Approval Application (Cont.)

*

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On October 28, 2015 before me, Christina Barba, Notary Public
(Insert Name of Notary Public and Title)

personally appeared Ignacio Crespo

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

CHRISTINA BARBA
COMM # 2089835
LOS ANGELES COUNTY
NOTARY PUBLIC-CALIFORNIA
MY COMMISSION EXPIRES
NOV. 13, 2018

Development Plan Approval Application (Cont.)

October 1, 2015 **AUTHORIZATION LETTER**

Planning Department
City of Santa Fe Springs
11710 Telegraph Road,
Santa Fe Springs, CA 90670

I, Frank A Marquez Jr. hereby authorize OC Engineering to file on behalf of Marquez Revocable Living Trust the Development Plan Approval application for (2) new concrete tilt-up warehouse and office buildings; Building 1 with a total area of 35,500 S.F. and Building 2 with a total area of 13,500 S.F. located in 9046 Dice Road APN # 8168-006-026, 8168-006-051 & 8168-006-050

Frank A Marquez Jr.

See attached CA Acknowledgments

Development Plan Approval Application (Cont.)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Orange

On October 29, 2015 before me, Christina Barba, Notary Public
(Insert Name of Notary Public and Title)

personally appeared Frank A Marquez Jr.

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

CHRISTINA BARBA
COMM # 2089835
LOS ANGELES COUNTY
NOTARY PUBLIC-CALIFORNIA
MY COMMISSION EXPIRES
NOV. 13, 2018

WITNESS my hand and official seal.

Signature CPB (Seal)

Modification Permit Application

City of Santa Fe Springs

Application for

MODIFICATION PERMIT (MOD)

The Undersigned hereby petitions for a Modification of one or more property development requirements of the Zoning Ordinance.

Location of property (ies) Involved (Provide street address or if no address, give distance from nearest street intersection): 9040-9102 Dice Rd.
SOUTH EAST CORNER OF DICE ROAD AND ARTAMAR PLACE

Legal description of property: See attached Exhibit A.

Record Owner of Property:
Name: Dice Road Industrial Investors, LLC Phone No: (562) 948-4850
Mailing Address: 7901 Crossway Drive, Pico Rivera CA 90660

Fax No: (562) 948-1735 E-mail:

The application is being filed by:

X Record Owner of the Property
Authorized Agent of the Owner
(Written authorization must be attached to application)

Status of Authorized Agent (engineer, attorney, purchaser, lessee, etc.): Engineer

Describe the modification requested: REDUCE THE FRONT YARD SETBACK REQUIREMENT FROM A 1:1 RATIO CONSIDERING THE OVERALL HEIGHT OF THE BUILDING TO A 1:1 RATIO CONSIDERING THE HEIGHT OF THE WALL FACING THE SETBACK
-THE PURPOSE IS TO MAINTAIN HIGHER TOWER ELEMENTS THAT GIVE VERTICAL ARTICULATION AND ENHANCE THE AESTHETIC VALUE OF THE BUILDINGS

NOTE

This application must be accompanied by the filing fee, detailed plot plan, and other data specified in the form entitled "Information on Modification of Property Development Standards"

Modification Permit Application (Cont.)

MOD Application
Page 3 of 3

PROPERTY OWNERS STATEMENT

We, the undersigned, state that we are the owners of all of the property involved in this petition (Attach a supplemental sheet if necessary):

Dice Road Industrial Investors, LLC
Name (please print): James N Dewing, CEO of Managing Member
Mailing Address: 7901 Crossway Drive, Pico Rivera CA 90660
Phone No: (562) 948-4860
Fax No: (562) 948-1236 E-mail:
Signature:

Name (please print):
Mailing Address:
Phone No:
Fax No: E-mail:
Signature:

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)ss.

I, James N. Dewing, being duly sworn, depose and say that I am the petitioner in this application for a Modification Permit, and I hereby certify under penalty of law that the foregoing statements and all statements, maps, plans, drawings and other data made a part of this application are in all respects true and correct to the best of my knowledge and belief.

Signed:
(If signed by other than the Record Owner, written authorization must be attached to this application)

SEE ATTACHED CA ACKNOWLEDGEMENT (seal)

On before me,
Personally appeared
personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

Notary Public

FOR DEPARTMENT USE ONLY
CASE NO: MOD No. 1266
DATE FILED: 4/25/16
FILING FEE: $ 1,140
RECEIPT NO: IC43573
APPLICATION COMPLETE?

Modification Permit Application (Cont.)

EXHIBIT A
LEGAL DESCRIPTION

The land referred to herein is situated in the County of Los Angeles, City of Santa Fe Springs, State of California, and is described as follows:

Parcel 1:

Parcel 3, In the City of Santa Fe Springs, County of Los Angeles, State of California, as shown on a Parcel Map No. 6473, filed In Book 66 Page 51 of Parcel Maps, In the office of the county recorder of said county.

APN 8168-006-026

Parcel 2:

Lot 14 of Tract No. 5929, In the City of Santa Fe Springs, In the County of Los Angeles, State of California, as per map recorded In Book 104 Pages 18 and 19 of Maps, In the Office of the County Recorder of said County, together with that portion of the Southwesterly one-half of Soto Drive and any portion of the 20 foot alley vacated by Resolution No. 4047, City of Santa Fe Springs, a certified copy thereof being recorded June 1, 1977 as Instrument No. 77-575259, Official Records, title which would pass by a conveyance describing said lot.

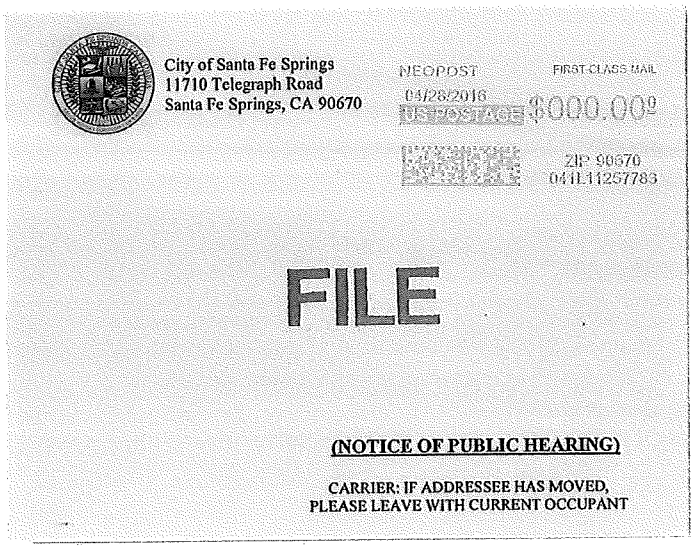
Except Therefrom any portion thereof lying Southerly at the Easterly prolongation of the Southerly line of said Lot 14.

APN: 8168-006-050

Parcel 3:

Lot 15 of Tract No. 5929, In the City of Santa Fe Springs, In the County of Los Angeles, State of California, as per map recorded In Book 104 Pages 18 and 19 of Maps, In the Office of the County Recorder of said County, together with that portion of the Northeasterly one-half of Soto Drive and any portion of the 20 foot alley vacated by Resolution No. 4047, City of Santa Fe Springs, a certified copy thereof being recorded June 1, 1977 as Instrument No. 77-575259, Official Records, title which would pass by a conveyance describing said lot.

Public Hearing Notice



City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

NEOPOST FIRST-CLASS MAIL
04/28/2016 $000.00⁹
ZIP 90670
041L11257783

FILE

(NOTICE OF PUBLIC HEARING)

CARRIER: IF ADDRESSEE HAS MOVED,
PLEASE LEAVE WITH CURRENT OCCUPANT

CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
TO PROPERTY OWNERS WITHIN 500 FEET

NOTICE IS HEREBY GIVEN that the **Santa Fe Springs Planning Commission** will conduct a public hearing at a regular meeting on **Monday, May 9, 2016** at 6:00 p.m., in the Council Chambers of City Hall located at 11710 Telegraph Road, on the following matter:

Applicant/Project Location: Chalmers Equity Group / 9046 and 9201 Dice Road (APNs: 8168-006-026, 8168-006-051, and 8168-006-050).

Development Plan Approval Case Nos. 906-907: DPA Case No. 906: A request for approval to allow the construction of a 35,600 sq. ft. concrete tilt-up building (Building 1); and DPA Case No. 907: to allow the construction of a 13,500 sq. ft. concrete tilt-up building (Building 3); Modification Permit Case No. 1266: A request for approval to allow a reduction of the front yard setback requirement for Building 1 and a reduction of the front yard and corner side yard setback requirements for Building 2; and Lot Line Adjustment Case No. 2016-01: A request for approval to allow the subdivision of the existing +/-2.30-acre site into two (2) parcels measuring 71,094 sq. ft. (Proposed Parcel 1) and 29,156 sq. ft. (Proposed Parcel 2).

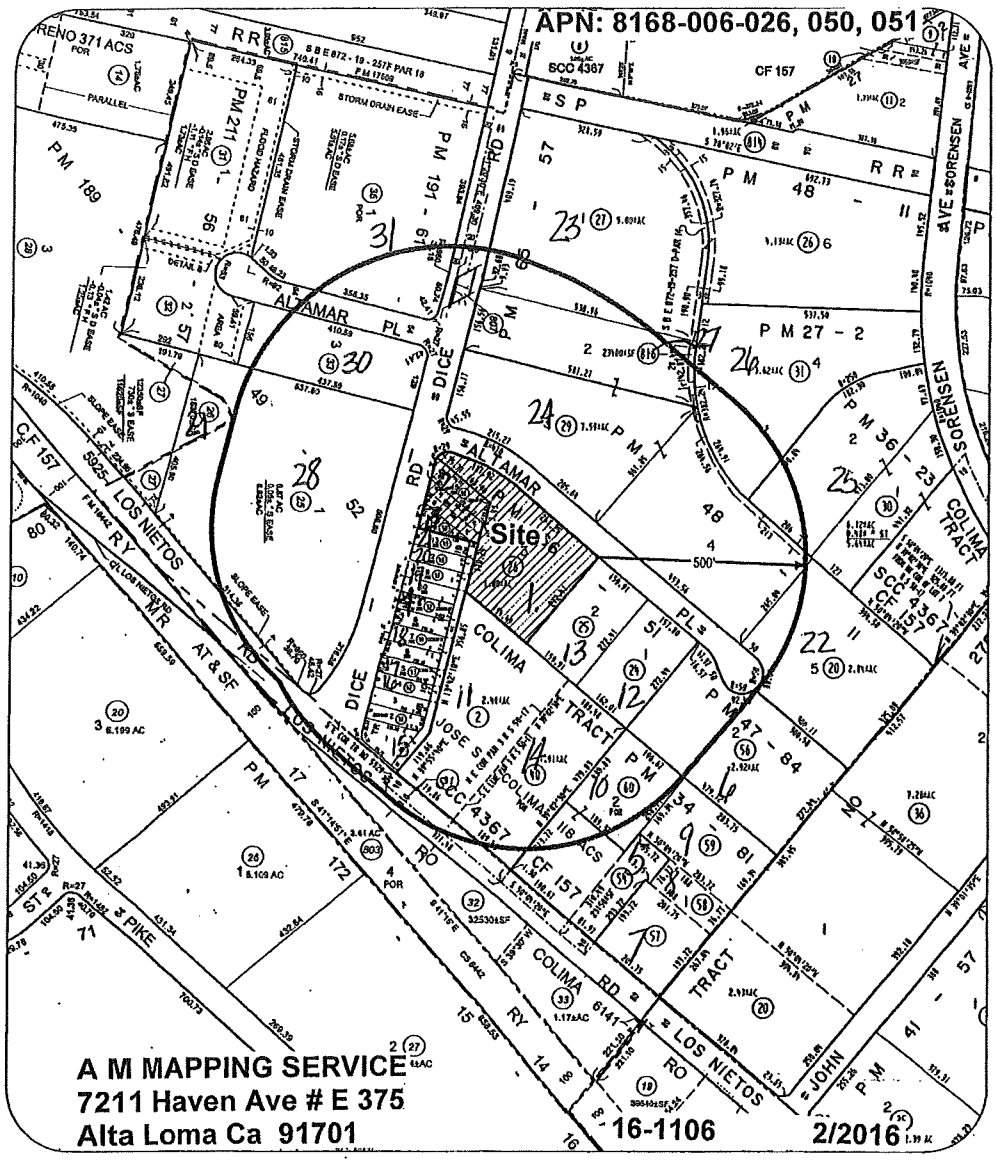
CEQA Status: On the basis of an Initial Study conducted for the proposed project, the City of Santa Fe Springs finds and determines that the proposed project will not have a significant adverse effect on the environment with the meaning as defined in the Guidelines for implementation of the California Environmental Quality Act. The City is hereby proposing to adopt a Mitigated Negative Declaration for this project. Additionally, the Project is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5

All interested persons are invited to attend the above Public Hearing. If you challenge the above mentioned item and related actions 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 City of Santa Fe Springs Department of Planning at, or prior to the Public Hearing. Any person interested in this matter may contact Cuong Nguyen at 562-868-0511, Ext. 7359 or cuongnguyen@santafesprings.org

Radius Map for Public Hearing Notice

PROJECT INFORMATION
9046-9102 DICE RD.
SANTA FE SPRINGS, CA.

SCALE 1" = 300'



Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: May 3, 2016

INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION

CEG DICE INDUSTRIAL DEVELOPMENT
SOUTHEAST CORNER OF
DICE ROAD AND ALTAMAR PLACE
SANTA FE SPRINGS, CALIFORNIA
DPA 906 & 907, MOD 1266, & LLA 2016-01

LEAD AGENCY:

CITY OF SANTA FE SPRINGS
PLANNING AND DEVELOPMENT DEPARTMENT
11710 TELEGRAPH ROAD
SANTA FE SPRINGS, CALIFORNIA 90670

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
16388 E. COLIMA ROAD, SUITE 206J
HACIENDA HEIGHTS, CALIFORNIA 91745

APRIL 12, 2016
SFSP 032

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: CEG Dice Industrial Development.

APPLICANT: Chalmers Equity Group. 7901 Crossway Drive, Pico Rivera, California 90660.

ADDRESS: Southeast Corner of Dice Road and Altamar Place. Assessor Parcel Numbers (APNs): 8168-006-026, 8168-006-050, and 8168-006-051.

CITY/COUNTY: Santa Fe Springs, Los Angeles County.

DESCRIPTION: The proposed project involves the construction of two industrial buildings on a 2.27-acre (99,043 square-foot) site. The 2.27-acre project site is located in the northern portion of the City of Santa Fe Springs. The project site is located on the southeast corner of the Dice Road and Altamar Place T-intersection. The key project elements include the following:

- The proposed project will consist of two industrial buildings, referred to herein as *Building 1* and *Building 2*. The two buildings will have a total floor area of 49,000 square feet.

- Building 1, which will be located on the eastern portion of the project site, will consist of a single floor with a mezzanine and will have a total floor area of 35,500 square feet. Of this total floor area, approximately 29,400 square feet will be dedicated for warehousing; 2,100 square feet will be dedicated for first-floor office use; 2,100 square feet will be dedicated for mezzanine office use; and 1,900 square feet will be dedicated for mezzanine storage space.

- Building 2, which will be located on the western portion of the project site, will also consist of a single floor with a mezzanine and will have a total floor area of 13,500 square feet. Of this total floor area, approximately 10,050 square feet will be dedicated for warehousing; 1,000 square feet will be dedicated for first-floor office use; 1,000 square feet will be dedicated for mezzanine office use; and 1,450 square feet will be dedicated for mezzanine storage space.

- In total, the two new industrial buildings will have 39,450 square feet dedicated for warehousing. The total office space will consist of 9,550 square feet, which includes first floor office space, mezzanine office space, and mezzanine storage space.

- Parking will be provided on surface parking areas and will include 89 stalls. Sixty-one of the stalls are allotted to Building 1 and will be located on the west side of Building 1. Twenty-eight of the stalls are allotted to Building 2 and will surround the building on its east and south sides. In

addition, two bike racks will be provided on the north side of Building 1 along Altamar Place and on the west side of Building 2 along Dice Road.

- The two new industrial buildings will have a total of six loading docks: four dock high doors and one grade-level door will be provided on Building 1 and one grade-level door will be provided on Building 2.

- Approximately 18,742 square feet will be dedicated for landscaping.

- Access to the site will be provided by two existing driveways: a north driveway along Altamar Place and a west driveway along Dice Road.

FINDINGS: The City of Santa Fe Springs determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.

- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.

- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the City.

- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

Signature _____ Date _____

City of Santa Fe Springs Planning and Development Department

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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The proposed project involves the construction of two new industrial buildings on a 2.27-acre (99,043 square-foot) site. The 2.27-acre project site is located in the northern portion of the City of Santa Fe Springs. The project site is located on the southeast corner of the Dice Road and Altamar Place T-intersection. The proposed project will consist of two new industrial buildings, referred to herein as *Building 1* and *Building 2*. Building 1 will have a total floor area of 35,500 square feet and Building 2 will have a total floor area of 13,500 square feet. Building 1 will be located on the eastern portion of the project site and Building 2 will be located on the western portion of the project site. Surface parking will be provided and will total 89 stalls: 61 stalls will be allotted to Building 1 and 28 stalls will be allotted to Building 2. The two new industrial buildings will have a total of six loading docks: four dock high doors and one grade-level door will be provided on Building 1 and one grade-level door will be provided on Building 2. Access to the site will be provided by two existing driveways: a north driveway along Altamar Place and a west driveway along Dice Road. The project Applicant is Chalmers Equity Group, 7901 Crossway Drive, Pico Rivera, California 90660.[1]

The City of Santa Fe Springs is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review.[2] The construction of the proposed industrial buildings is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process.[3] As part of the proposed project's environmental review, the City of Santa Fe Springs has authorized the preparation of this Initial Study.[4] The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Santa Fe Springs with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;

- To facilitate the project's environmental assessment early in the design and development of the proposed project;

- To eliminate unnecessary EIRs; and,

[1] O.C. Design and Engineering. *Dice Industrial, 2 Warehouse/Office Concrete Tilt Up Buildings.* Revised Site Plan. Site Plan received on March 2, 2016.

[2] California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. §21067.

[3] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act* as Amended 1998 (CEQA Guidelines). §15060 (b).

[4] Ibid. (CEQA Guidelines) §15050.

- To determine the nature and extent of any impacts associated the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Santa Fe Springs, in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.[5] Questions and/or comments should be submitted to the following contact person:

Mr. Cuong Nguyen, Senior Planner
City of Santa Fe Springs, Planning and Development Department
11710 East Telegraph Road
Santa Fe Springs, California 90670
562-868-0511 Ext. 7359

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 - Introduction,* provides the procedural context surrounding this Initial Study's preparation and insight into its composition.

- *Section 2 - Project Description,* provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.

- *Section 3 - Environmental Analysis,* includes an analysis of potential impacts associated with the construction and the subsequent operation of the proposed project.

- *Section 4 - Conclusions,* summarizes the findings of the analysis.

- *Section 5 - References,* identifies the sources used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the proposed project will not result in any potentially significant impacts on the environment. For this reason, the City of Santa Fe Springs determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed project. The findings of this Initial Study are summarized in Table 1-1 provided on the following pages.

[5] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). §15060 (b).

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetics. *Would the project:*				
a) Have a substantial adverse affect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X
Section 3.2 Agriculture and Forestry Resources. *Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220[g]), timberland (as defined in Public Resources Code §4526), or zoned timberland production (as defined in Government Code §51104[g])?				X
d) Result in the loss of forest land or conversion of forest land to a non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
Section 3.3 Air Quality. *Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?				X

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?		X		
Section 3.4 Biological Resources. *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X
Section 3.5 Cultural Resources. *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to §15064.5 of the CEQA Guidelines?			X	
c) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries and including Native American Sacred Sites?				X

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.6 Geology and Soil. *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground–shaking, liquefaction, or landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d) Result in, or expose people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the California Building Code (2012) creating substantial risks to life or property?		X		
e) Be located on soils that are incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?				X
Section 3.7 Greenhouse Gas Emissions. *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?				X
Section 3.8 Hazards and Hazardous Materials. *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				**X**
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				**X**
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				**X**
Section 3.9 Hydrology and Water Quality. *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?		**X**		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				**X**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				**X**
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate of amount of surface runoff in a manner that would result in flooding on-site or off-site?				**X**
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		**X**		
f) Otherwise substantially degrade water quality?				**X**
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				**X**
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				**X**

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of flooding as a result of dam or levee failure?				**X**
j) Result in inundation by seiche, tsunami, or mudflow?				**X**
Section 3.10 Land Use and Planning. *Would the project:*				
a) Physically divide an established community, or otherwise result in an incompatible land use?				**X**
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to a General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				**X**
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				**X**
Section 3.11 Mineral Resources. *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				**X**
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan or other land use plan?				**X**
Section 3.12 Noise. *Would the project:*				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?			**X**	
b) Result in the exposure of people to, or the generation of, excessive ground-borne noise levels?			**X**	
c) Result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			**X**	
d) Result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
e) For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				**X**
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				**X**

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.13 Population and Housing. *Would the project:*				
a) Induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Section 3.14 Public Services. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in any of the following areas:*				
a) Fire protection services?		X		
b) Police protection services?		X		
c) School services?				X
d) Other governmental services?				X
Section 3.15 Recreation. *Would the project:*				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Affect existing recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Section 3.16 Transportation and Circulation. *Would the project:*				
a) Cause a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				**X**
e) Result in inadequate emergency access?				**X**
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				**X**
Section 3.17 Utilities. *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			**X**	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?				**X**
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			**X**	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				**X**
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			**X**	
g) Comply with Federal, State, and local statutes and regulations related to solid waste?				**X**
h) Result in a need for new systems, or substantial alterations in power or natural gas facilities?				**X**
i) Result in a need for new systems, or substantial alterations in communication systems?				**X**
Section 3.18 Mandatory Findings of Significance. *The approval and subsequent implementation of the proposed project:*				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				**X**

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
e) The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.				X

SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project involves the construction of two new industrial buildings on a 2.27-acre (99,043 square-foot) site. The 2.27-acre project site is located in the northern portion of the City of Santa Fe Springs. The project site is located on the southeast corner of the Dice Road and Altamar Place "T-intersection." The proposed project will consist of two new industrial buildings, referred to herein as *Building 1* and *Building 2*. Building 1 will have a total floor area of 35,500 square feet and Building 2 will have a total floor area of 13,500 square feet. Building 1 will be located on the eastern portion of the project site and Building 2 will be located on the western portion of the project site. Surface parking will be provided and will total 89 stalls: 61 stalls will be allotted to Building 1 and 28 stalls will be allotted to Building 2. The two new industrial buildings will have a total of six loading docks: four dock high doors and one grade-level door will be provided on Building 1 and one grade-level door will be provided on Building 2. Access to the site will be provided by two existing driveways: a north driveway along Altamar Place and a west driveway along Dice Road. The project Applicant is Chalmers Equity Group, 7901 Crossway Drive, Pico Rivera, California 90660.[6]

2.2 PROJECT LOCATION

The project site is located within the northern portion of the City of Santa Fe Springs. The City of Santa Fe Springs is located approximately 16.4 miles southeast of downtown Los Angeles and 13.6 miles northwest of downtown Santa Ana.[7] Santa Fe Springs is bounded on the north by Whittier and an unincorporated County area (West Whittier); on the east by Whittier, La Mirada, and an unincorporated County area (East Whittier); on the south by Cerritos and Norwalk; and on the west by Pico Rivera and Downey. Major physiographic features located in the vicinity of the City include the San Gabriel River (located approximately 1.37 miles west of the project site), Coyote Creek (located approximately 1.12 miles southeast of the project site), and the Puente Hills (located approximately 3.61 miles northeast of the project site).[8]

Regional access to Santa Fe Springs is possible from two area freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway traverses the City in an east-west orientation while the I-605 Freeway extends along the City's westerly side in a north-south orientation.[9] Other freeways that serve the area include the Artesia (SR-91) Freeway and the Glenn Anderson (I-105) Freeway. The location of Santa Fe Springs in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2, and a vicinity map is provided in Exhibit 2-3.

[6] O.C. Design and Engineering. *Dice Industrial, 2 Warehouse/Office Concrete Tilt Up Buildings.* Revised Site Plan. Site Plan received on March 2, 2016.

[7] Google Earth. Website accessed February 19, 2016.

[8] Ibid.

[9] Ibid.

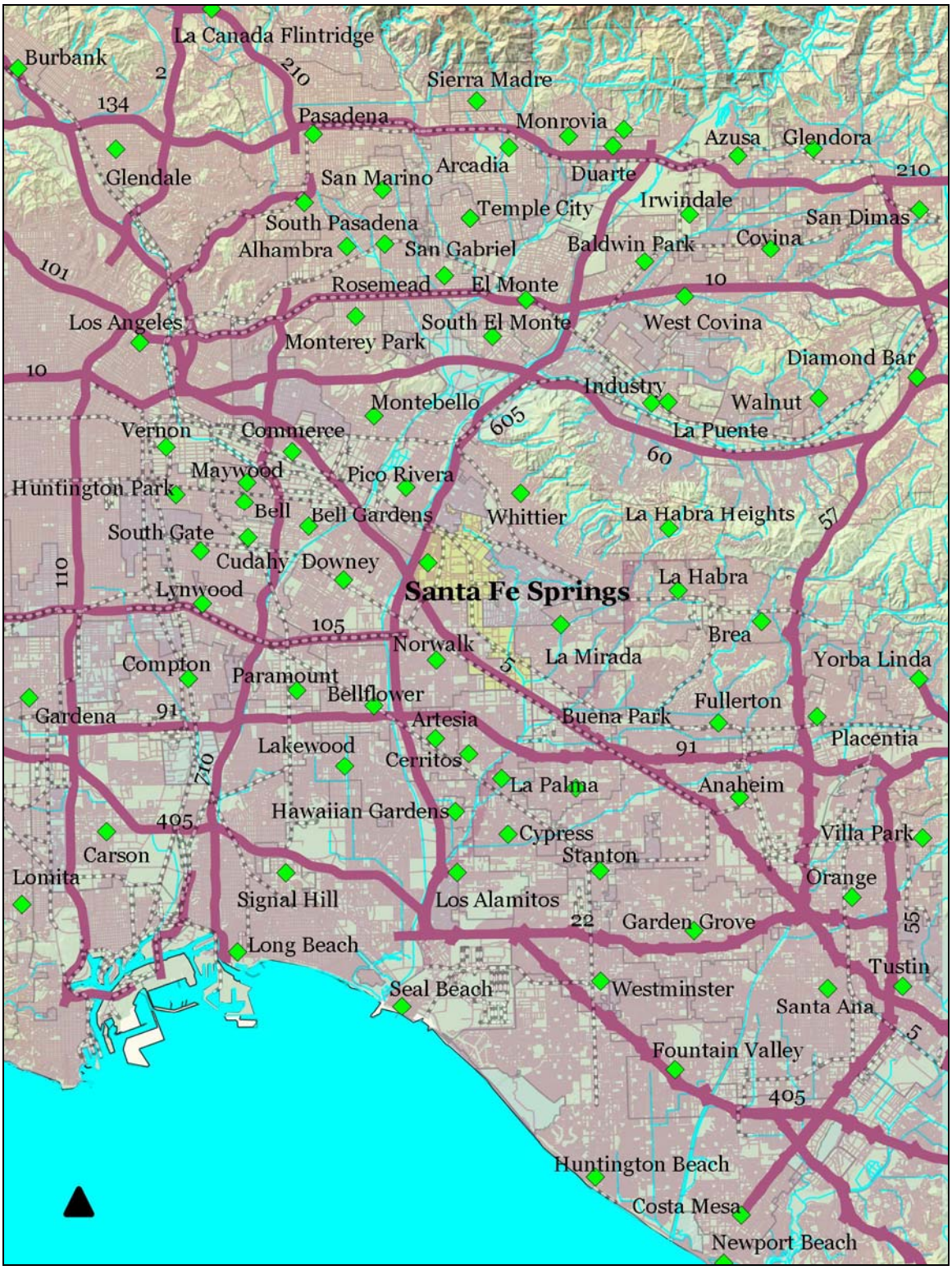


EXHIBIT 2-1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

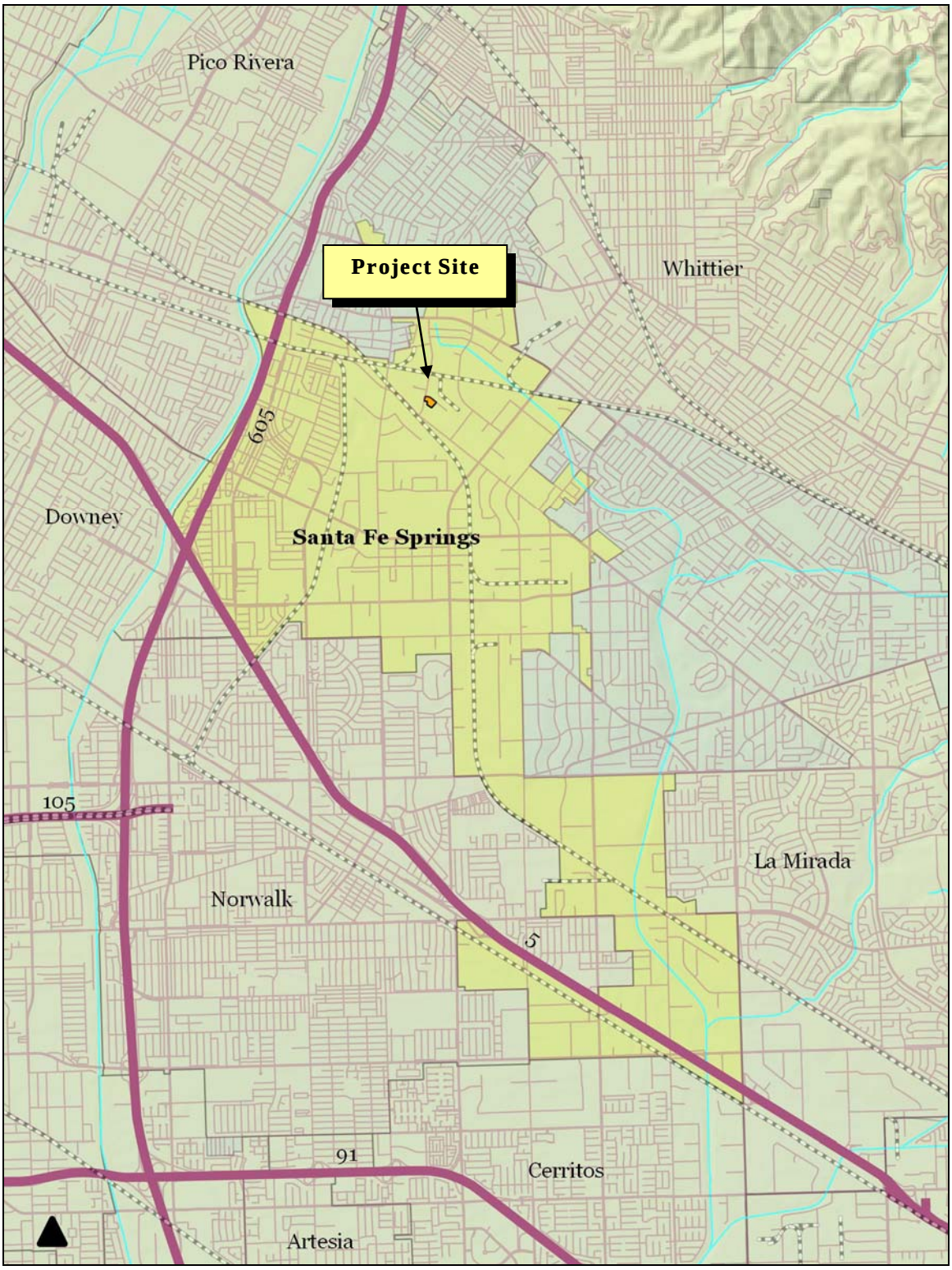


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS

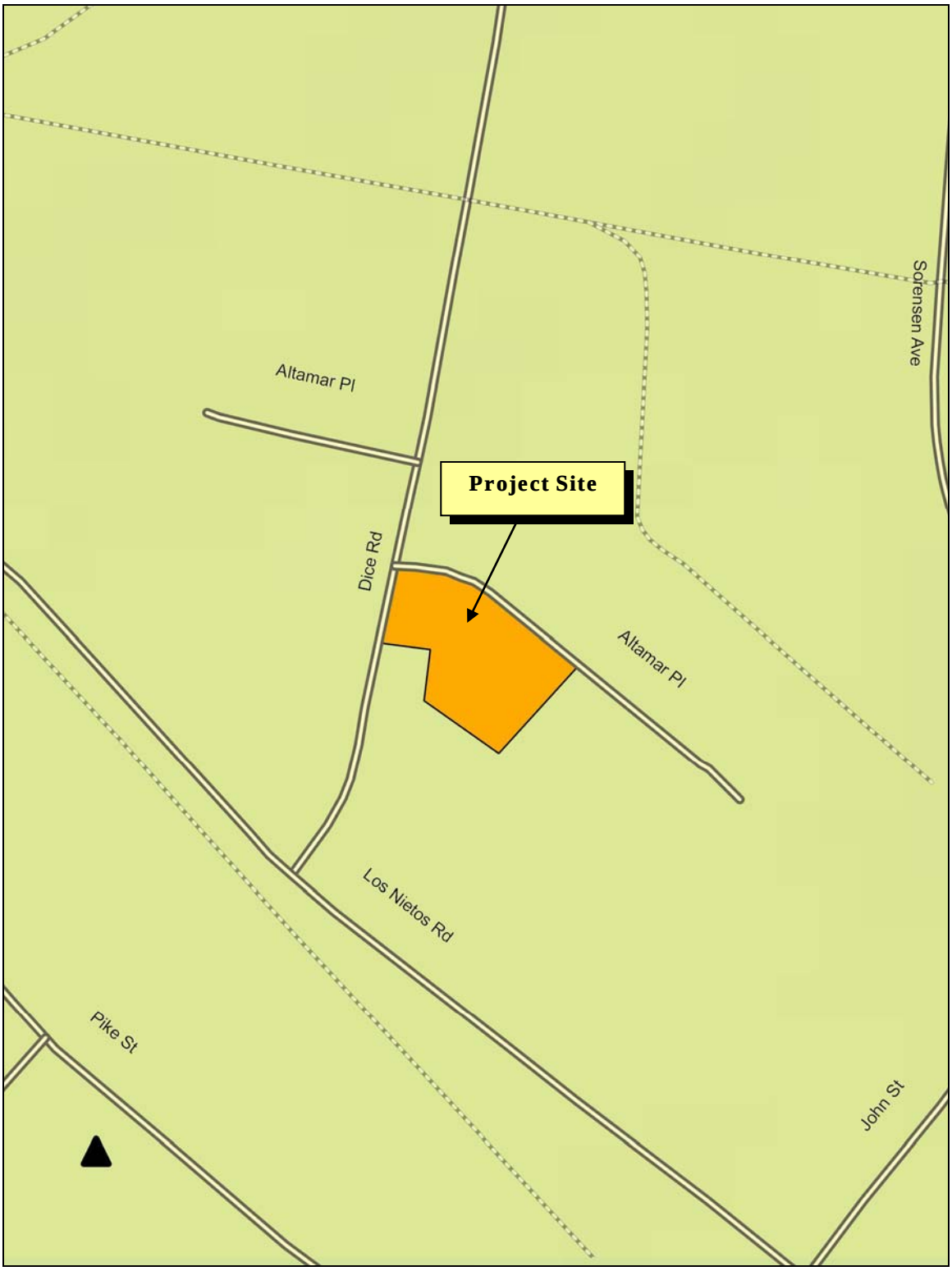


EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

The project site consists of three separate parcels. The project site's Assessor's Parcel Numbers (APNs) are 8168-006-026, 8168-006-050, and 8168-006-051. The current addresses of the parcels, respectively, are 9046 Dice Road, 9102 Dice Road, and the final parcel does not have an assigned address.[10] The project site is located on the southeast corner of the Dice Road and Altamar Place T-intersection. Vehicular access to the proposed project is possible from both Dice Road and Altamar Place, where there are two current driveway connections.

2.3 ENVIRONMENTAL SETTING

The 2.27-acre site is located in the midst of an urban area and is surrounded on all sides by industrial uses. Exhibit 2-4 includes an aerial photograph of the project site and the adjacent development. Exhibit 2-5 and 2-6 shows photographs of the project site. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the project site*. Altamar Place extends in an east-west orientation along the north portion of the project site. Directly north of the site across Altamar Place is Kik Custom Products, a household cleaning supply plant.[11] Other uses located along the north of Altamar Place include Elite Manufacturing Corporation. Views of this area are provided in Exhibit 2-7.

- *East of the project site.* Teh Tung Corporation, a tissue paper and paper towel manufacturer, abuts the project site to the east, along Altamar Place.[12] Two other uses, including FCS Energy Efficient Lighting and a construction site occupy frontage along Altamar Place, east of the project site. Views of this area are provided in Exhibit 2-8.

- *West of the project site*. Dice Road extends in a north-south orientation adjacent to the project site along the west side. The industrial uses that occupy frontage along the west side of Dice Road include EnerSys, a stored energy manufacturer, and Los Nietos Business Center, which houses various industrial businesses.[13] Views of this area are provided in Exhibit 2-9.

- *South of the project site*. Jesse's Auto Repair abuts the project site to the south. Two other industrial uses, including Santa Fe Springs Grinding Company and Rosemead Electric Wholesale, occupy frontage along the east side of Dice Road, south of the project site. Views of this area are provided in Exhibit 2-10.

Notable uses within the vicinity of the project site include Saint Paul Catholic High School (0.82 miles east of the project site along Greenleaf Avenue), York Field (0.86 miles northeast of the project site), Aeolian Elementary School (0.68 miles northwest of the project site), and Frontier High School (1.17 miles east of the project site).[14] Major roadways in the area include Norwalk Boulevard, located

[10] Los Angeles County Office of the Assessor. *Property Assessment Information System*. Website Accessed February 26, 2016.

[11] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on February 12, 2016.

[12] Ibid.

[13] Ibid.

[14] Google Earth. Website accessed February 19, 2016.

approximately 0.34 miles west of the project site; Slauson Avenue, located approximately 0.59 miles north of the site; Santa Fe Springs Road, located approximately 0.69 miles east of the site; and Telegraph Road, located approximately 0.96 miles south of the project site.

The project site contains three single-family units and various storage and garage structures. Upon a second site visit, the dwelling units and accessory structures were confirmed to be vacant.[15] The site is covered in dirt, concrete, asphalt, and unmaintained vegetation that will be removed in order to accommodate the proposed project. The site is fenced along the eastern boundary and partly along the southern boundary by a chain link fence.[16] The westerly portion of the southern boundary is bounded by a cement wall that separates the project site from the business that abuts the site to the south. The northern boundary of the project is partly bounded by a two-foot high rock wall and partly by cacti and other vegetation. The western boundary of the project site is partly bounded by trees and other vegetation.

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF PROPOSED PROJECT

The proposed project will involve the construction of two industrial buildings measuring 35,500 square feet and 13,500 square feet. The proposed project will consist of the following elements:

- *Overview of Development.* The proposed project will have a total floor area of 49,000 square feet. Building 1 will have a total floor area 35,500 square feet and Building 2 will have a total floor area 13,500 square feet. Approximately 29,400 square feet of Building 1 will be dedicated for warehousing and 6,100 square feet will be dedicated for office use, which includes first-floor office space, mezzanine office space, and mezzanine storage space. Approximately 10,050 square feet of Building 2 will be dedicated for warehousing and 3,450 square feet will be dedicated for office use, which includes first-floor office space, mezzanine office and storage space.[17]

- *Building 1.* Building 1, which will be located on the eastern portion of the project site, will consist of a single floor and a mezzanine and will have a total floor area of 35,500 square feet. Of this total floor area, approximately 29,400 square feet will be dedicated for warehousing; 2,100 square feet will be dedicated for office use; 2,100 square feet will be dedicated for mezzanine office space; and 1,900 square feet will be dedicated for mezzanine storage space. Building 1, a new concrete tilt-up building, will have a width of 150 feet and a maximum length of 240 feet. The building's maximum height will be 38 feet and will have lot coverage of 50 percent.[18]

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[15] Blodgett Baylosis Environmental Planning. *Second Site Survey*. Survey was completed on March 22, 2016.

[16] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on February 12, 2016.

[17] O.C. Design and Engineering. *Dice Industrial, 2 Warehouse/Office Concrete Tilt Up Buildings.* Revised Site Plan. Site Plan received on March 2, 2016.

[18] Ibid.



EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH



Interior of project site facing ruderal vegetation and adjacent property to the east



Interior of project site facing un-used livestock stalls and swing set to the south

EXHIBIT 2-5
PHOTOGRAPHS OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



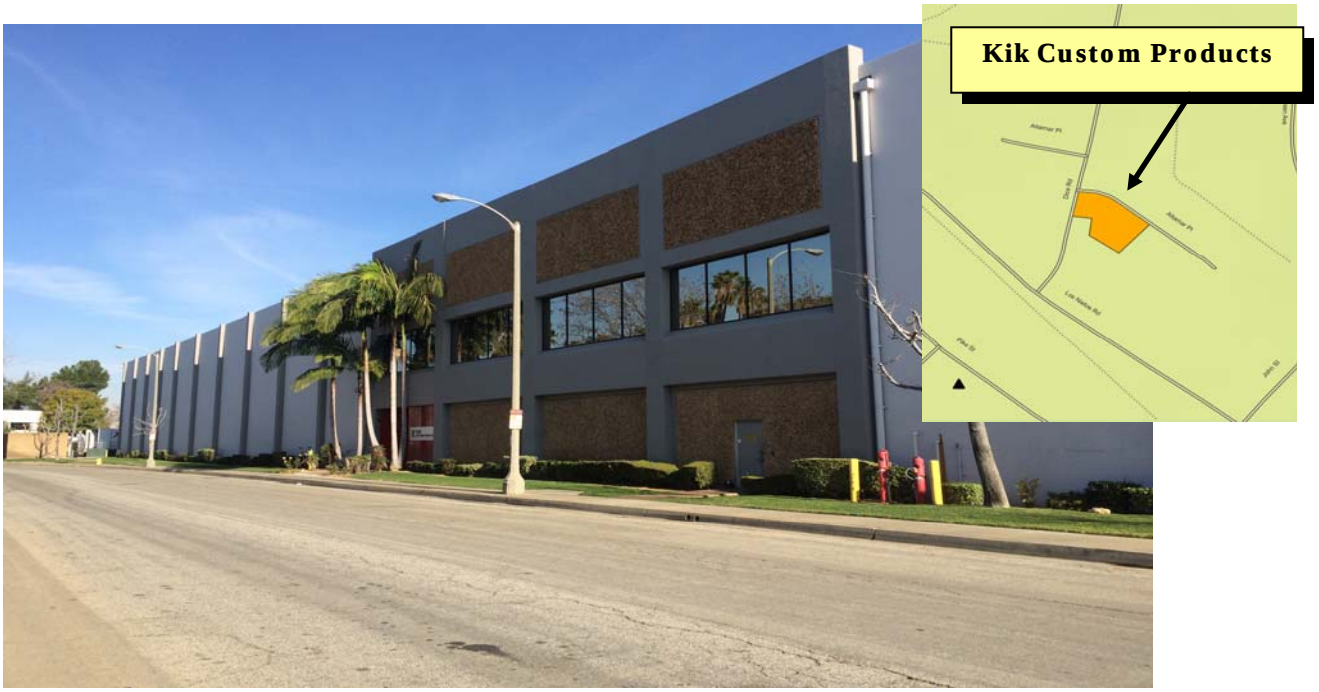
Interior of project site facing shed and boundary of adjacent property to the southwest



Interior of project site facing driveway and the vacant residential unit to the west

EXHIBIT 2-6
PHOTOGRAPHS OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of Kik Custom Products, north of the project site



View of Elite Manufacturing Corporation, northeast of the project site

EXHIBIT 2-7
PHOTOGRAPHS OF THE SURROUNDING LAND USES TO THE NORTH
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of Teh Tung Corporation, east of the project site



View of FSC Energy Efficient Lighting, east of the project site

EXHIBIT 2-8
PHOTOGRAPHS OF THE SURROUNDING LAND USES TO THE EAST
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

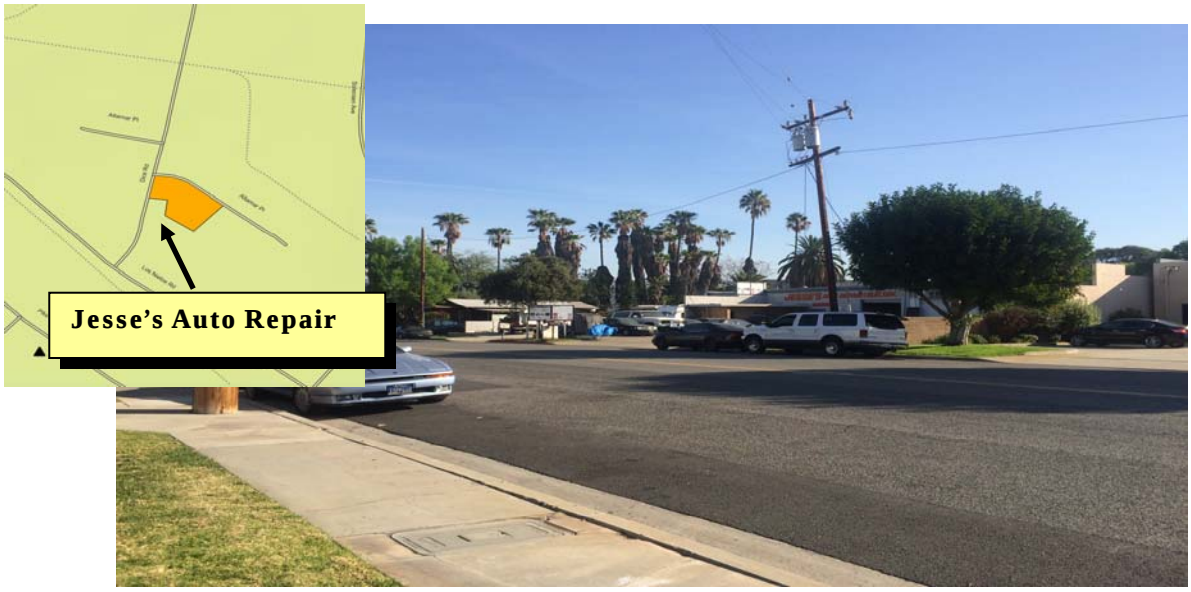


View of EnerSys, northwest of the project site



View of Los Nietos Business Center, west of the project site

EXHIBIT 2-9
PHOTOGRAPHS OF THE SURROUNDING LAND USES TO THE WEST
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of Jesse's Auto Repair, south of the project site



View of Los Nietos Business Center, southwestof the project site

EXHIBIT 2-10
PHOTOGRAPHS OF THE SURROUNDING LAND USES TO THE SOUTH
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

- *Building 2.* Building 2, which will be located on the western portion of the project site, will also be a tilt-up building consisting of a single floor and a mezzanine and will have a total floor area of 13,500 square feet. Of this total floor area, approximately 10,050 square feet will be dedicated for warehousing; 1,000 square feet will be dedicated for office use; 1,000 square feet will be dedicated for mezzanine office use; and 1,450 square feet will be dedicated for mezzanine storage space. Building 2 will have a width of 100 feet and a maximum length of 119 feet, four inches. The building's maximum height will be 32 feet and will have lot coverage of 48.14 percent.[19]

- *Parking Characteristics.* Building 1 will be provided with a total of 61 parking stalls and one bike rack. Parking will be located along the western sides of Building 1. Building 2 will be provided with a total of 28 stalls and one bike rack. In total, 89 parking stalls, including five ADA parking stalls, and two bike racks will be provided.

- *Loading Docks and Internal Circulation.* The proposed project will be equipped with four dock high doors and two grade-level doors. The four dock high doors and one grade-level truck door will be located along the west-facing elevation of Building 1 and one grade-level truck door will be placed on the south side elevation of Building 2. Lastly, access to the proposed warehouses will be provided by an internal roadway. The internal driveway will also serve as a fire lane.

- *Site Access.* Access to the project site will be provided by two existing curb cuts along the south side of Altamar Place and along the east side of Dice Road. The northern driveway will run along Altamar Place will have a width of 30 feet. The second western driveway will run along Dice Road have a width of 26 feet.

- *Landscaping.* In total, 18,742 square feet will be dedicated for landscaping. A total of 10,401 square feet will be dedicated for landscaping around Building 1. Landscaping will be provided along the northern and western sides of Building 1. A total of 8,341 square feet will be dedicated for landscaping around Building 2. Landscaping will be provided along all sides of Building 2.

- *Other Improvements.* A public sidewalk will be provided along the northern and western boundaries of the project site, along Altamar Place and Dice Road. Additionally, a 300 square-foot free-standing trash enclosure will be provided for Building 1 and a 140 square-foot free-standing trash enclosure will be provided for Building 2. The two trash enclosures will be installed between Building 1 and Building 2.

The conceptual site plan is shown in Exhibit 2-11. Conceptual elevations are provided in Exhibits 2-12 and 2-13.

[19] O.C. Design and Engineering. *Dice Industrial, 2 Warehouse/Office Concrete Tilt Up Buildings.* Revised Site Plan. Site Plan received on March 2, 2016.

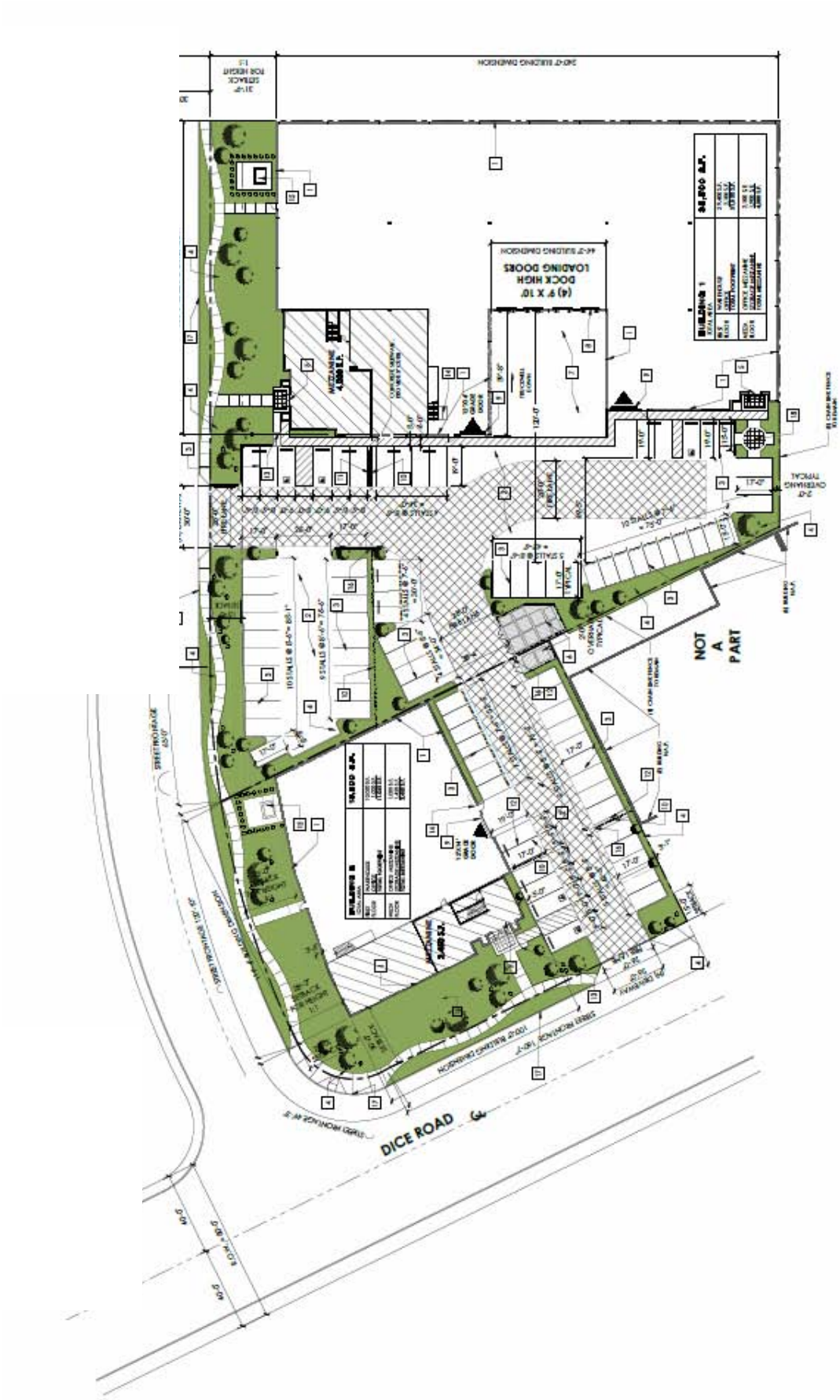


EXHIBIT 2-11
SITE PLAN
SOURCE: O.C. DESIGN AND ENGINEERING

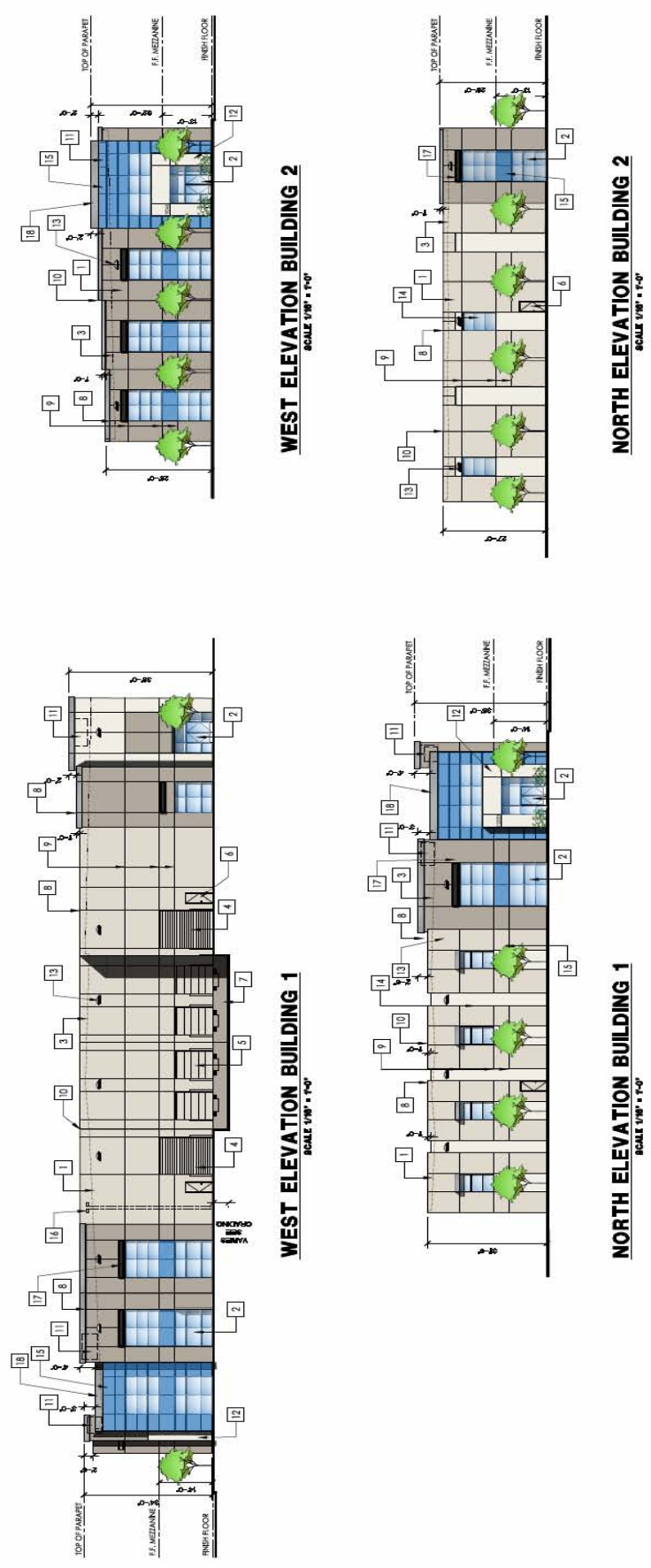


EXHIBIT 2-12
CONCEPTUAL ELEVATIONS – NORTH AND WEST
SOURCE: O.C. DESIGN AND ENGINEERING

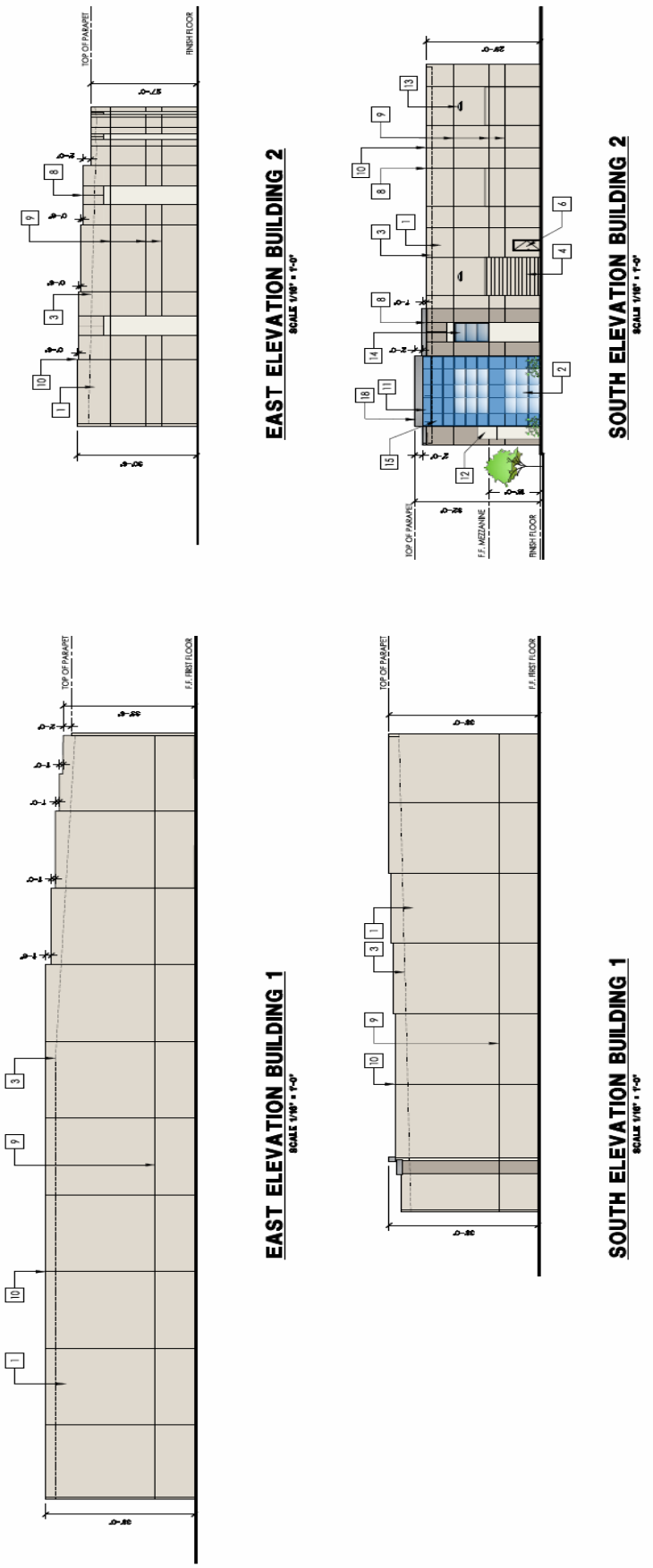


EXHIBIT 2-13
CONCEPTUAL ELEVATIONS – SOUTH AND EAST
SOURCE: O.C. DESIGN AND ENGINEERING

2.4.2 CONSTRUCTION CHARACTERISTICS

The proposed project will take approximately nine months to complete. The proposed project's construction will consist of the following phases:

- *Demolition.* The foundations and other on-site improvements from the existing buildings (the vacant residential units and accessory structures) will need to be demolished in order to accommodate the proposed project. Removal of vegetation also occurs during this time. This phase will take approximately one month to complete.

- *Site Preparation.* The project site will be prepared for the construction of the two new industrial buildings. This phase will take approximately one month to complete.

- *Grading.* During this phase, the entire site will undergo grading. This phase will take approximately one month to complete.

- *Building Erection.* The new 35,500 and 13,500 square-foot industrial buildings will be constructed during this phase. This phase will take approximately four months to complete.

- *Paving, Landscaping, and Finishing.* This concluding phase will involve the finishing of the two new industrial buildings, the paving of the parking areas and hardscape, the installation of the landscaping, and the completion of the on-site improvements. This phase will take approximately two months to complete.

2.5 PROJECT OBJECTIVES

The City of Santa Fe Springs seeks to accomplish the following objectives with this review of the proposed project:

- To minimize the environmental impacts associated with the proposed project;

- To promote infill development;

- To promote increased property valuation as a means to finance public services and improvements in the City; and,

- To ensure that the proposed development are in conformance with the policies of the City of Santa Fe Springs General Plan.

The project Applicant is seeking to accomplish the following objectives with the proposed project:

- To more efficiently utilize the site; and,

- To realize a fair return on their investment.

2.6 DISCRETIONARY ACTIONS

A Discretionary Decision is an action taken by a government agency (for this project, the government agency is the City of Santa Fe Springs) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project will require the following entitlements:

- *Development Plan Approval (DPA 906 and 907)* to allow the construction of a 35,500 square foot building (Building 1); and DPA 907: to allow the construction of an approximately 13,500 square foot building (Building 2).

- *Modification Permit (MOD 1266)* to allow a reduction of the front yard setback requirement for Building 1 and a reduction of the front yard and corner side yard setback requirements for Building 2.

- *Lot Line Adjustment (LLA 2016-01)* to allow the subdivision of the existing 2.27-acre site into two (2) parcels measuring 71,094 square feet (Proposed Parcel 1) and 29,156 sq. ft. (Proposed Parcel 2).

- *CEQA Compliance.* The adoption of the Mitigated Negative Declaration and the adoption of the Mitigation Monitoring and Reporting Program (MMRP).

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SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

Aesthetics (Section 3.1);
Agricultural and Forestry Resources (Section 3.2);
Air Quality (Section 3.3);
Biological Resources (Section 3.4);
Cultural Resources (Section 3.5);
Geology and Soils (Section 3.6);
Greenhouse Gas Emissions; (Section 3.7);
Hazards and Hazardous Materials (Section 3.8);
Hydrology and Water Quality (Section 3.9);
Land Use and Planning (Section 3.10);
Mineral Resources (Section 3.11);
Noise (Section 3.12);
Population and Housing (Section 3.13);
Public Services (Section 3.14);
Recreation (Section 3.15);
Transportation and Circulation (Section 3.16);
Utilities (Section 3.17); and,
Mandatory Findings of Significance (Section 3.18).

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of Santa Fe Springs in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.

- *Less Than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels of thresholds the City of Santa Fe Springs or other responsible agencies consider to be significant.

- *Less Than Significant Impact with Mitigation.* The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant and unavoidable.

This Initial Study will assist the City in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

3.1 AESTHETICS

3.1.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- A substantial degradation of the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect day or nighttime views in the area.

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project have a substantial adverse affect on a scenic vista? ● No Impact.

The proposed project involves the construction of two industrial buildings totalling 49,000 square feet within a lot located on the southeast corner of the Altamar Place and Dice Road T-intersection. Building 1 will have a maximum height of 38 feet and Building 2 will have a maximum height of 32 feet.[20] Once complete, the proposed project will not negatively impact views of the Puente Hills and San Gabriel Mountains since there are no uses located to the south or west of the site that would be sensitive to a loss in viewsheds. A site survey conducted on February 12, 2016 confirmed that the project will not obstruct views of the aforementioned vistas from the nearest residential units located 1,933 feet to the northwest of the project site along Burke Street.[21] The project site is not located within the residential neighborhood's line-of-sight with the Puente Hills or the San Gabriel Mountains, therefore, no impacts will occur.[22] Additionally, the proposed project will enhance the visual character of the site and of the surrounding area. The project site currently houses three vacant residential units and various accessory structures, all of which are aging and in a deteriorating state.[23] The structures are surrounded by ornamental landscaping and unmaintained ruderal vegetation. The proposed project will introduce development characterized by modern architecture and the proposed landscaping plan calls for generous

[20] O.C. Design and Engineering. *Dice Industrial, 2 Warehouse/Office Concrete Tilt Up Buildings*. Revised Site Plan. Site Plan received on March 2, 2016.

[21] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on February 12, 2016.

[22] Ibid.

[23] Ibid.

and attractive landscaping.[24] As a result, the proposed project will not impact scenic views along any of the nearby streets.

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? ● No Impact.

The project site currently houses three vacant residential units and various accessory structures, all of which are aging and in a deteriorating state. The structures are surrounded by ornamental landscaping and unmaintained ruderal vegetation. Tree species currently present on-site largely consist of Palm Tree species, Acacia Tree species, and other species commonly found in an urban environment. In addition, there are no natural rock outcroppings present on-site.[25] As indicated previously, the site is vacant and there are no historic buildings present on-site (refer to Section 3.5). According to the California Department of Transportation (Caltrans), Altamar Place is not a designated scenic highway and there are no State or County designated scenic highways in the vicinity of the project site.[26] As a result, no impacts on scenic resources will result from the proposed project's implementation.

C. Would the project result in a substantial degradation of the existing visual character or quality of the site and its surroundings? ● No Impact.

The proposed project, if approved, will place two new industrial buildings within three existing parcels. The project site is currently occupied by three vacant residential units and various accessory structures, all of which are aging and in a deteriorating state. The structures are surrounded by ornamental landscaping and unmaintained ruderal vegetation.[27] Once constructed, the proposed project will improve the quality of the site and the surrounding areas by introducing development characterized by modern architecture along with new landscaping. The project site's proposed landscaping plan calls for generous and attractive landscaping, which will enhance the visual character of the site and of the surrounding area. In addition, the two new buildings will not exceed 38 feet in height.[28] Therefore, the height of the new structures will be consistent with that of the surrounding uses. Proposed building heights are displayed in the conceptual renderings provided in Exhibit 3-1. Lastly, the new buildings and landscaping will be a substantial improvement in a citywide context because the buildings will replace an underutilized lot that occupies frontage along a major collector road (Dice Road). As a result, no impacts will occur with the implementation of the proposed project.

[24] O.C. Design and Engineering. *Dice Industrial, 2 Warehouse/Office Concrete Tilt Up Buildings.* Revised Site Plan. Site Plan received on March 2, 2016.

[25] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on February 12, 2016.

[26] California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov.

[27] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on February 12, 2016.

[28] O.C. Design and Engineering. *Dice Industrial, 2 Warehouse/Office Concrete Tilt Up Buildings.* Revised Site Plan. Site Plan received on March 2, 2016.



EXHIBIT 3-1
COLOR RENDERINGS OF PROPOSED PROJECT
SOURCE: O.C. DESIGN AND ENGINEERING

D. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? ● No Impact.

Exterior lighting, in the absence of mitigation, can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* and is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. The project site is located in the midst of an industrial area and there are no light sensitive receptors located in the vicinity of the project site that would be affected by the introduction of additional sources of light trespass.[29] The nearest sensitive receptors to the project site are the residential units located 1,933 feet to the northwest along Burke Street.[30] These sensitive receptors are not in the line-of-sight of the project site because the line-of-sight is obstructed by existing buildings. Therefore, no light sensitive uses will be impacted by the presence of light. As a result, no impacts will result with the implementation of the proposed project.

3.1.3 CUMULATIVE IMPACTS

The potential aesthetic impacts related to views, aesthetics, and light and glare are site-specific. The proposed project will not restrict scenic views along Altamar Place, damage or interfere with any scenic resources or highways, degrade the project site and surrounding areas, nor will it affect light sensitive receptors.

3.1.4 MITIGATION MEASURES

The analysis determined that no impacts related to aesthetics and views are anticipated with the implementation of the proposed project, therefore no mitigation measures are required.

[29] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on February 12, 2016.

[30] Google Earth. Website accessed February 19, 2016.

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on agricultural or forest resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use;
- A conflict with existing zoning for agricultural use or a Williamson Act Contract;
- A conflict with existing zoning for, or rezoning of, forest land (as defined in Public Resources Code §12220[g]), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined in Government Code §51104[g]);
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment which, due to their location or nature, could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ● No Impact.*

According to the California Department of Conservation, the City of Santa Fe Springs does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[31] The 2.27-acre project site was formerly a farm owned by Frank Marquez, one of the last farmers in Santa Fe Springs. Mr. Marquez purchased the original eight-acre land in 1943 and built his home and the surrounding structures with his own two hands.[32] Marquez developed the land into a watercress ranch, which later became known for growing corn and other vegetables. After decades of operating the family farm in a growing industrial area, Mr. Marquez eventually sold some of the land and the City claimed eminent domain in the 1960s.[33] The 2.27-acre project site is presently occupied by three vacant dwelling units and accessory structures that remain from the farm's earlier operation. However, no agricultural activities associated with the earlier farming use remain. As a result, no impacts on farmland soils will occur upon the implementation of the proposed project.

[31] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Important Farmland in California. 2012.* ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2012/fmmp2012_08_11.pdf.

[32] City of Santa Fe Springs Newsletter. *Sun Sets on the Last of City's Family Farms.* http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=3157. June/July 2008.

[33] Whittier Daily News. *Descendents of Last Santa Fe Springs Farmer Reunite at Family Ranch.* http://www.whittierdailynews.com/general-news/20130814/descendents-of-last-santa-fe-springs-farmer-reunite-at-family-ranch. August 14, 2013.

B. Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract? ● No Impact.

The project site is currently zoned as M-2 (*Heavy Industrial*), which permits any principal permitted use within the M-1 zone. According to the City's zoning code, both the M-1 and M-2 zoning designations permit agricultural uses, excluding dairies, stockyards, slaughter of animals, and manufacture of fertilizer.[34] The proposed project will not require a zone change nor will it create a loss in land zoned for, or land permitting, agricultural uses. In addition, according to the California Department of Conservation, Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[35] As a result, no impacts on existing Williamson Act Contracts will result from the proposed project's implementation.

C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220[g]), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined in Government Code §51104[g])? ● No Impact.

The City of Santa Fe Springs and the project site are located in the midst of a larger urban area and no forest lands are located within the City (refer to Exhibit 3-2). The City of Santa Fe Springs General Plan and the Santa Fe Springs Zoning Ordinance do not specifically provide for any forest land preservation.[36] As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? ● No Impact.

As previously mentioned, no forest lands are located within the vicinity of the project site. As a result, no loss or conversion of forest lands will result from the proposed project's implementation.

E. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use? ● No Impact.

The proposed project's implementation will not result in the conversion of any existing farmlands or forest lands to urban uses. The project would not involve the disruption or damage of the existing environment that would result in a loss of farmland areas to a non-agricultural use or conversion of forest land to non-forest use because the project site is not located in close proximity to forest land or farmland. As a result, no impacts will result from the implementation of the proposed project.

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[34] City of Santa Fe Springs Municipal Code. *Title XV, Land Usage.* Chapter 155, Code 155.211 Principal Permitted Uses.

[35] California Department of Conservation. *State of California Williamson Act Contract Land.* ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf.

[36] City of Santa Fe Springs. *Santa Fe Springs General Plan and the Santa Fe Springs Municipal Code,* Chapter 155.

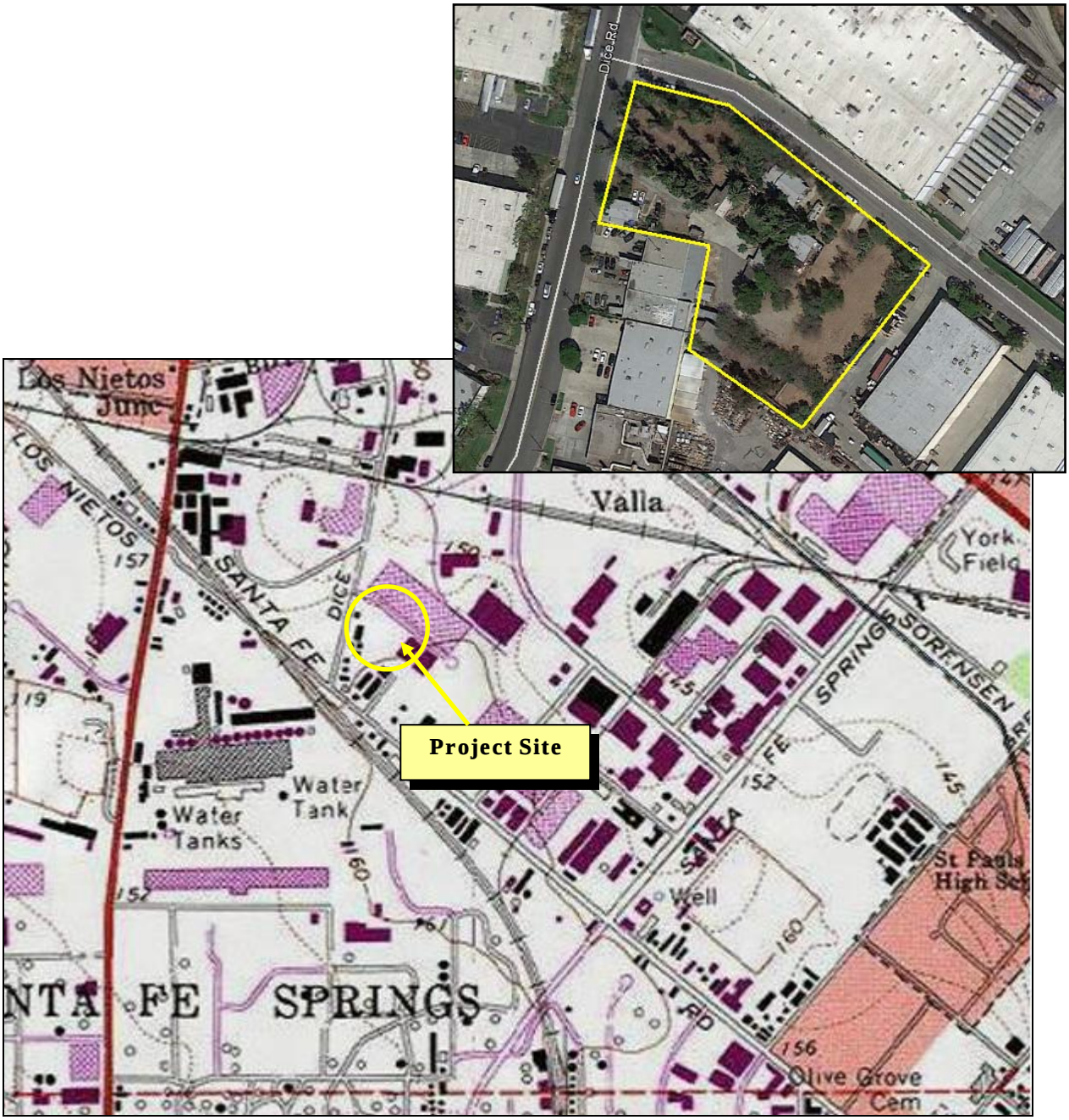


EXHIBIT 3-2
LAND COVERAGE AND LAND USE MAP
SOURCE: UNITED STATES GEOLOGICAL SURVEY

3.2.3 CUMULATIVE IMPACTS

The analysis determined that there are no agricultural or forestry resources in the project area and that the implementation of the proposed project would not result in any significant adverse impacts on these resources. As a result, no cumulative impacts on agricultural or farmland resources will occur.

3.2.4 MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impacts on these resources would occur as part of the proposed project's implementation and that no mitigation is required.

3.3 AIR QUALITY

3.3.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with or the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or a substantial contribution to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O_3 is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide* (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily penetrate the lungs and cause irritation.

Daily and quarterly emissions thresholds for construction activities and the operation of a project have been established by the SCAQMD. Projects in the South Coast Air Basin (SCAB) generating *construction-related* emissions that exceed any of the following emissions thresholds are considered to be significant:

- 75 pounds per day *or* 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day *or* 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day *or* 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day *or* 6.75 tons per quarter of PM_{10};
- 55 pounds per day *or* 2.43 tons per quarter of $PM_{2.5}$; or,
- 150 pounds per day *or* 6.75 tons per quarter of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds of reactive organic compounds;
- 55 pounds of nitrogen dioxide;
- 550 pounds of carbon monoxide;
- 150 pounds of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds of sulfur oxides.

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No Impact.

The project area is located within the South Coast Air Basin (SCAB), which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County.[37] Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).[38] The most recent AQMP was adopted in 2012 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).[39] The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the

[37] South Coast Air Quality Management District. *Final 2012 Air Quality Plan*. Adopted February 2013.

[38] Ibid.

[39] Ibid.

SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:[40]

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.[41]

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Santa Fe Springs. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP.

According to the Growth Forecast Appendix prepared by SCAG for the 2012-2035 Regional Transportation Plan (RTP), the City of Santa Fe Springs is projected to add a total of 900 new jobs through the year 2035.[42] According to the State of California Employment Development Department, the City's current unemployment rate is 7.1 percent which means that there are 500 residents actively seeking work.[43] A total of 49 new jobs will be created upon the implementation of the proposed project. The number of new jobs assumes one new job for every 1,000 square feet of floor area. The number of new jobs is well within SCAG's employment projections for the City of Santa Fe Springs and the proposed project will not violate Consistency Criteria 2. As a result, no impacts related to the implementation of the AQMP are anticipated.

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? ● Less Than Significant Impact with Mitigation.

The entire project construction period is expected to last for approximately nine months (refer to Section 2.4.2) and would include the demolition of the previous structures, grading, site preparation, erection of the new industrial buildings and the finishing of the project (paving, painting, and installation of

[40] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

[41] Ibid

[42] Southern California Association of Governments. *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. Growth Forecast.* April 2012.

[43] State of California Employment Development Department. *Current Month Unemployment Rate and Labor Force Summary*. http://www.labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls. Website accessed March 19, 2016.

landscaping). The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2013.2.2). The assumptions regarding the construction phases and the length of construction followed those identified herein in Section 2.4.2. As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. The estimated daily construction emissions (shown in Table 3-1) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, water active grading of the site and unpaved surfaces at least three times daily, daily clean-up of mud and dirt carried onto paved streets from the site, and use of low VOC paint.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	2.91	28.28	21.50	0.02	1.77	1.64
Demolition (off-site)	0.06	0.16	0.91	--	0.15	0.04
Total Demolition	**2.97**	**28.44**	**22.41**	**0.02**	**1.92**	**1.68**
Site Preparation (on-site)	2.44	25.77	16.51	0.02	3.47	2.42
Site Preparation (off-site)	0.03	0.04	0.52	--	0.09	0.02
Total Site Preparation	**2.47**	**25.81**	**17.03**	**0.02**	**3.56**	**2.44**
Grading (on-site)	1.99	21.04	13.67	0.01	2.93	2.02
Grading (off-site)	0.03	0.04	0.52	--	0.09	0.02
Total Grading	**2.02**	**21.08**	**14.19**	**0.01**	**3.02**	**2.04**
Building Construction 2016 (on-site)	3.29	20.55	14.71	0.02	1.37	1.32
Building Construction 2016 (off-site)	0.27	1.40	3.73	--	0.51	0.15
Total Building Construction 2016	**3.56**	**21.95**	**18.44**	**0.02**	**1.88**	**1.47**
Building Construction 2017 (on-site)	2.95	19.11	14.31	0.02	1.23	1.18
Building Construction 2017 (off-site)	0.24	1.27	3.43	--	0.51	0.15
Total Building Construction 2017	**3.19**	**20.38**	**17.74**	**0.02**	**1.74**	**1.33**
Paving (on-site)	1.29	12.10	9.04	0.01	0.73	0.68
Paving (off-site)	0.05	0.06	0.76	--	0.15	0.04
Total Paving	**1.34**	**12.16**	**9.80**	**0.01**	**0.88**	**0.72**
Architectural Coatings (on-site)	50.78	2.19	1.87	--	0.17	0.17
Architectural Coatings (off-site)	0.03	0.03	0.41	--	0.08	0.02
Total Architectural Coatings	**50.81**	**2.22**	**2.28**	**--**	**0.25**	**0.19**
Maximum Daily Emissions 2016	**3.56**	**28.41**	**22.40**	**0.03**	**3.56**	**2.44**
Maximum Daily Emissions 2017	**50.81**	**20.38**	**17.74**	**0.03**	**1.74**	**1.33**
Maximum Daily Emissions	**50.81**	**28.41**	**22.40**	**0.03**	**3.56**	**2.44**
Daily Thresholds	**75**	**100**	**55o**	**150**	**150**	**55**

Source: California Air Resources Board, CalEEMod.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V. 2013.2.2 computer model. Table 3-2 (shown below), depicts the estimated operational emissions generated by the proposed project.

Table 3-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	1.99	--	0.01	--	--	--
Energy (lbs/day)	--	0.01	0.01	--	--	--
Mobile (lbs/day)	0.46	1.49	5.91	0.02	1.18	0.33
Total (lbs/day)	**2.45**	**1.50**	**5.93**	**0.02**	**1.18**	**0.33**
Daily Thresholds	**55**	**55**	**55o**	**15o**	**15o**	**55**

Source: California Air Resources Board, CalEEMod.

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for ozone and particulates ($PM_{2.5}$), the following measures will be applicable to the proposed project as a means to mitigate potential construction emissions:

- All unpaved demolition and construction areas shall be watered up to three times per day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.

- All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

- All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

- The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding construction equipment, grading, site preparation, and construction activities.

The aforementioned mitigation will further reduce the potential construction-related impacts to levels that are less than significant.

C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ● Less Than Significant Impact.

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. The SCAB is non-attainment for ozone and particulates. The proposed project's implementation will result in minimal construction-related emissions (refer to the discussion provided in the previous section). Operational emissions will be limited to vehicular and truck traffic traveling to and from the proposed project. While the proposed project would result in additional vehicle trips, there would be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives. Finally, the proposed project would not exceed these adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in subsection A). As a result, the potential cumulative air quality impacts are deemed to be less than significant related to the generation of criteria pollutants.

D. Would the project expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially? ● No Impact.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes and other facilities where children or the elderly may congregate.[44] These population groups are generally more sensitive to poor air quality. As indicated previously, there are no sensitive receptors within the vicinity of the project site. The closest sensitive receptor to the project site is the residential area 1,933 feet to the northwest along Burke Street.[45] The location and extent of the aforementioned sensitive receptors is shown in Exhibit 3-3.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction and operations; PM_{10} emissions from construction and operations; and $PM_{2.5}$ emissions from construction and operations.

[44] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

[45] Google Earth. Website accessed February 19, 2016.

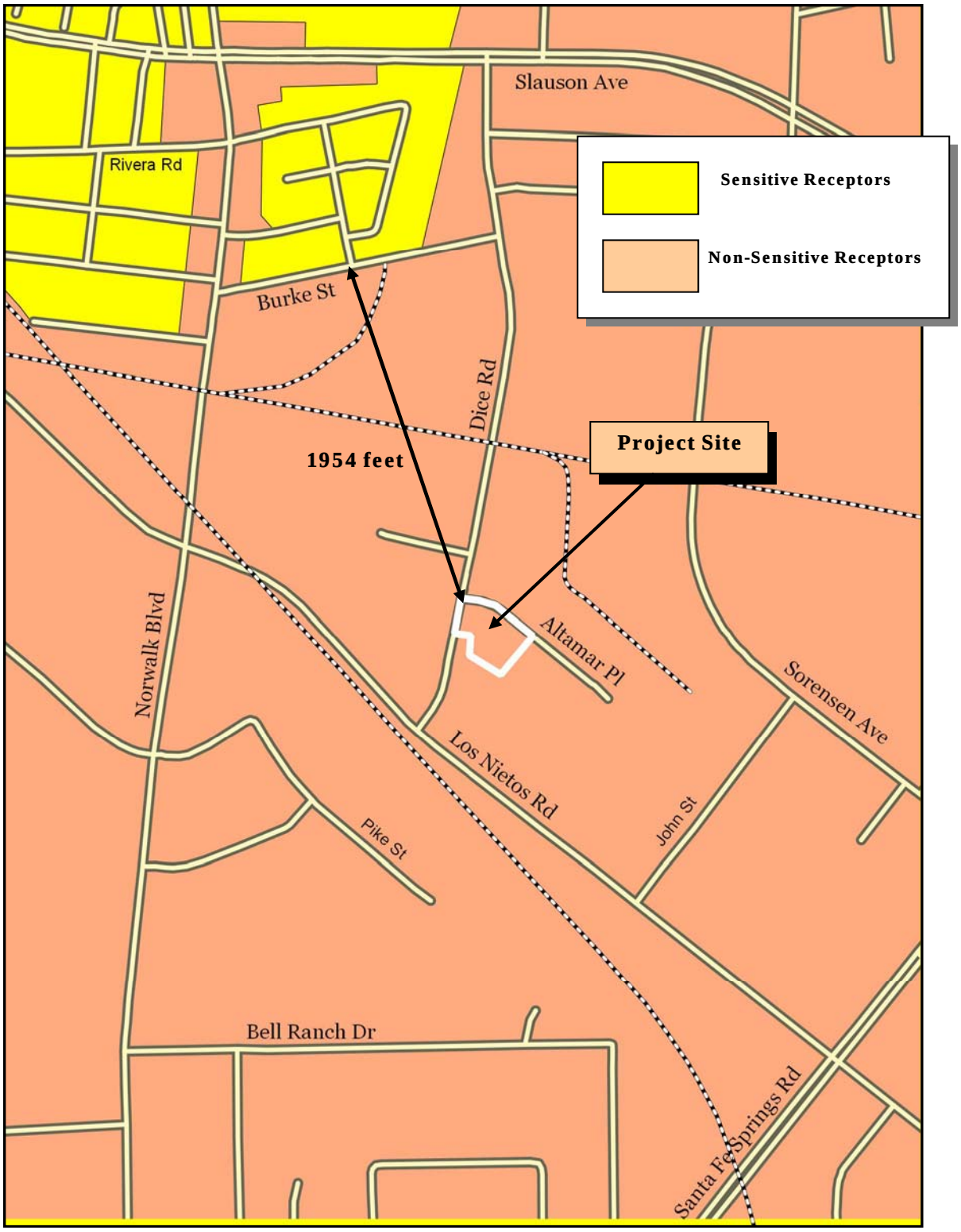


EXHIBIT 3-3
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

The use of the "look-up tables" is permitted since each of the construction phases will involve the disturbance of less than five acres of land area. As indicated in Table 3-3, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 500 meters. As indicated in the table, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables.

Table 3-3
Local Significance Thresholds Exceedance SRA 5

Emissions	Project Emissions* (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	5o	100	200	500
NO_x	28.41	Construction 2016	172	165	176	194	**244**
NO_x	20.38	Construction 2017	172	165	176	194	**244**
NO_x	1.50	Operations	172	165	176	194	**244**
CO	22.40	Construction 2016	1,480	1,855	2,437	3,897	**9,312**
CO	17.74	Construction 2017	1,480	1,855	2,437	3,897	**9,312**
CO	5.94	Operations	1,480	1,855	2,437	3,897	**9,312**
PM_{10}	1.18	Operations	4	10	16	23	**49**
PM_{10}	3.56	Construction 2016	7	21	39	74	**182**
PM_{10}	1.74	Construction 2017	7	21	39	74	**182**
$PM_{2.5}$	0.33	Operations	2	3	4	8	**25**
$PM_{2.5}$	2.44	Construction 2016	7	10	18	39	**120**
$PM_{2.5}$	1.33	Construction 2017	7	10	18	39	**120**

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. The levels of service (LOS) at the major intersections along Slauson Avenue (Santa Fe Springs and Norwalk Boulevard) will not decline with the implementation of the proposed project (refer to Subsection 3.16.2.A). These intersections peak hour traffic volumes will not exceed 25 trips.

Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. As indicated in Table 3-3, the project will not result in an exceedance in LSTs. In addition, the proposed project will not degrade any local intersection's level of service. As a result, the impacts will be less than significant.

E. Would the project create objectionable odors affecting a substantial number of people? ● Less than Significant Impact with Mitigation.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[46] The proposed project will be involved in general warehousing and distribution uses. Given the nature of the intended use, no impacts related to odors are anticipated with the proposed project. The proposed project will not be involved in any of the aforementioned odor-generating uses. In addition, the project site is not located in the vicinity of any odor-generating use. However, the diesel equipment used during the construction period may result in odors in the absence of mitigation. As a result, the following measure is required:

- To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

The proposed project will consist of general industrial use that will not generate odors. Therefore, no impacts related to odors are anticipated with the proposed project.

3.3.3 CUMULATIVE IMPACTS

The proposed project's short-term construction emissions will be well below thresholds that are considered to represent a significant adverse impact. The operational emissions will not significantly change from the existing levels since the proposed project will not lead to the generation of any airborne emissions.

3.3.4 MITIGATION MEASURES

The following mitigation is required as part of this project to ensure that potential construction related air quality emissions are mitigated:

Mitigation Measure No. 1 (Air Quality). All unpaved demolition and construction areas shall be watered up to three times per day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.

Mitigation Measure No. 2 (Air Quality). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

Mitigation Measure No. 3 (Air Quality). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

[46] South Coast Air Quality Management District. *CEQA Air Quality Handbook.* April 1993.

Mitigation Measure No. 4 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding construction equipment, grading, site preparation, and construction activities.

Mitigation Measure No. 5 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

3.4 BIOLOGICAL RESOURCES

3.4.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;

- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;

- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;

- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,

- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the Whittier Quadrangle indicated that there are seven threatened or endangered species located within the Whittier Quadrangle (the City of Santa Fe Springs is located within the Whittier Quadrangle)[47]:

- The *California Gnatcatcher* is not likely to be found on-site due to the existing development and the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the

[47] California Department of Fish and Wildlife. BIOS Viewer. https://map.dfg.ca.gov/bios/?tool=cnddbQuick. Website accessed March 19, 2016.

California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.[48]

- The *Least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County.[49] As a result, it is not likely that any Least Bell's Vireos will be encountered in the City due to the lack of riparian habitat.

- The *Santa Ana Sucker* will not be found on-site because the Santa Ana Sucker is a fish and there are no bodies of water present on-site.[50]

- The *Bank Swallow* lives in a riparian habitat and nests along rivers or streams. The nearest stream or body of water is 1.12 miles away at Coyote Creek; therefore, it is not likely that the Bank Swallow will be found on the project site. Additionally, the current level of development is not an ideal environment for the Bank Swallow.[51]

- The *Willow Flycatcher's* habitat consists of marsh, brushy fields, and willow thickets.[52] These birds are often found near streams and rivers and are not likely to be found on-site due to the lack of marsh and natural hydrologic features.

- The *Western Yellow-Billed Cuckoo* is an insect-eating bird found in riparian woodland habitats. The likelihood of encountering a Western Yellow-Billed Cuckoo is slim due to the level of development present within the City of Santa Fe Springs. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of Western Yellow-Billed Cuckoos.[53]

- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside and San Diego Counties.[54] As indicated previously, the project site is located in the midst of an urban area. There are no bodies of water located on-site that would be capable of supporting populations of California Orcutt Grass nor does the site have the capacity to form vernal pools during wet seasons. Additionally, the current level of development is not inducive to the growth of California Orcutt Grass.

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[48] Audubon. *California Gnatcatcher (Polioptila californica).* https://www.audubon.org/field-guide/bird/california-gnatcatcher.

[49] California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo (Vireo bellii pusillus).* http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm.

[50] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on February 12, 2016.

[51] Audubon. *Bank Swallow (Riparia riparia).* https://www.audubon.org/guia-de-aves/ave/bank-swallow. http://www.prbo.org/calpif/htmldocs/species/riparian/bank_swallow_acct2.html.

[52] Audubon. *Willow flycatcher (Empidonax traillii).* http://birds.audubon.org/birds/willow-flycatcher.

[53] US Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm.

[54] County of Los Angeles Department of Public Works. *Listed Species in the County of Los Angeles. http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/App_C_Bio.pdf.*

The proposed project will have no impact on the aforementioned species because the project site is located in the midst of an urban area. The project site and surrounding areas are not conducive for the survival of the aforementioned species due to the lack of suitable habitat. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

B. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.*

A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper indicated that there are no wetlands or riparian habitat present on-site or in the adjacent properties. In addition, there are no designated "blue line streams" located within the project site. This conclusion is supported by the field survey of the project site and the surrounding area.[55] As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

C. *Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.*

As indicated previously, the site is occupied by three vacant dwelling units, various accessory structures, paving and vegetation. The project's implementation will require the demolition of the existing structures and all vegetation on-site to accommodate the implementation of the proposed project. The vegetation that will be removed consists of species that are typically not found in a wetland environment. The project area and adjacent developed properties do not contain any natural wetland and/or riparian habitat (refer to Exhibit 3-4). The project area is located in the midst of an industrial setting and a result, the proposed project will not impact any protected wetland area or designated blue-line stream.

D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? ● No Impact.*

The project site has no utility as a wildlife migration corridor because the surrounding properties are currently developed and are located in the midst of an urban area. According to the Los Angeles County Department of Regional Planning, a wildlife corridor may be defined as:

> *"Areas of open space of sufficient width to permit larger, more mobile species (such as foxes, bobcats and coyote) to pass between larger areas of open space, or to disperse from one major open space region to another are referred to as "wildlife corridors." Such areas generally are several hundred feet wide, unobstructed, and usually possess cover, food, and water."*[56]

[55] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on February 12, 2016.

[56] Los Angeles County Department of Regional Planning. *Significant Ecological Areas.* http://planning.lacounty.gov/sea/local_and_site_specific_habitat_linkages_and_wildlife_corridors.

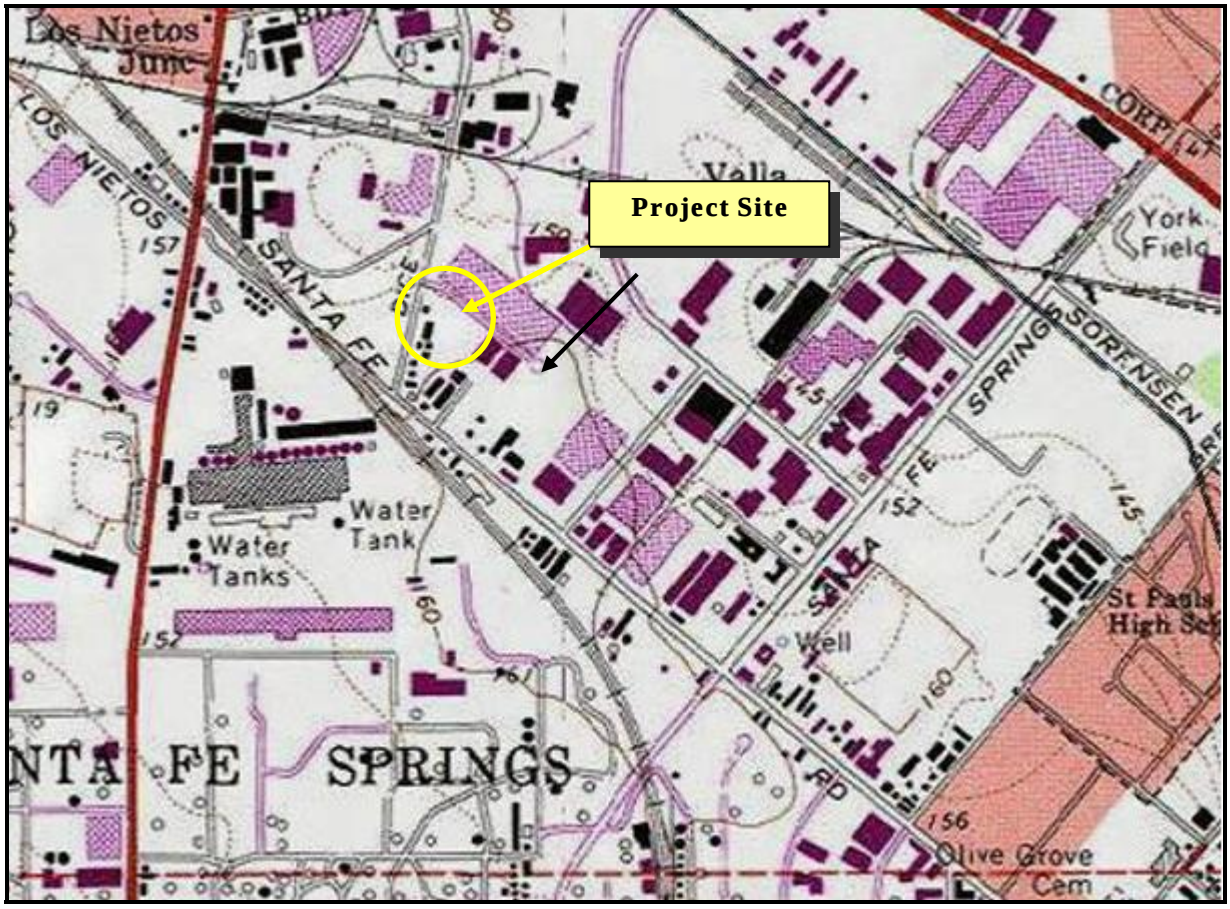


EXHIBIT 3-4
BIOLOGICAL RESOURCES - LAND COVER
SOURCE: UNITED STATES GEOLOGICAL SURVEY

The project site and the surrounding areas have been previously disturbed to accommodate the current level of development and retain little to none of the characteristics of the native environment. As such there are no natural open space areas remaining in the vicinity. The project site currently houses vacant residential and accessory units and is greatly covered over in overgrown and unmaintained vegetation. In addition, the property is enclosed on all sides, further diminishing the site's utility as a migration corridor. As a result, no impacts are anticipated due to a lack of suitable habitat and level of urbanization.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● No Impact.

Title IX (General Regulations) Chapter 96 Codes 130-140 of the City of Santa Fe Springs municipal code serves as the City's "Tree Ordinance." The tree ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). The proposed project will not violate the City's current tree ordinance because there are no trees located within the adjacent alleyways and sidewalks; however, the proposed project will require the removal of approximately 100 trees on-site, which are largely Palm Tree species and Acacia Tree species, in order to accommodate the two new industrial buildings. The Applicant intends to provide 18,742 square feet of landscaping, thus mitigating the impacts of removing the site's vegetation. Landscaping will be provided on the northern and western boundaries of the project site and on the interior of the project site, surrounding the two new industrial buildings. Since no public trees will be removed to accommodate the proposed project, no impacts will occur.

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? ● No Impact.

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. In addition, the Sycamore and Turnbull Canyons Significant Ecological Area (SEA #44) is the closest protected SEA and is located approximately 2.93 miles northeast from the project site.[57] The construction and operation of the proposed project will not affect the Sycamore and Turnbull Canyons SEA because the proposed development will be restricted to the project site. Therefore, no impacts will occur.

3.4.3 CUMULATIVE IMPACTS

The impacts on biological resources are typically site-specific. The proposed project will not involve any loss of protected habitat. Furthermore, the analysis determined that the proposed project will not result in any impacts on protected plant and animal species. As result, the proposed project's implementation would not result in an incremental loss or degradation of those protected habitats found in the Southern California region. As a result, no cumulative impacts on biological resources will be associated with the proposed project's implementation.

[57] Google Earth. Website accessed February 19, 2016.

3.4.4 MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any impacts on biological resources. As a result, no mitigation measures are required.

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to §15064.5 of the State CEQA Guidelines;
- The destruction of a unique paleontological resource, site, or unique geologic feature; or,
- The disturbance of any human remains, including those interred outside of formal cemeteries and including North American Sacred Sites.

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in §15064.5 of the State CEQA Guidelines? ● No Impact.*

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.[58] To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in the past;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess

[58] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://focus.nps.gov/nrhp. 2010.

high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,

- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;

- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure associated with a historic person or event;

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;

- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

- A property achieving significance within the past 50 years if it is of exceptional importance.[59]

Two locations in the City are recorded on the National Register of Historic Places: the Clarke Estate and the Hawkins-Nimocks Estate (also known as the Patricio Ontiveros Adobe or Ontiveros Adobe). The Clarke Estate is located at 10211 Pioneer Boulevard and the Ontiveros Adobe is located at 12100 Telegraph Road.[60] Other structures and sites of historic significance are outlined in Table 3-4. The sites and structures listed in Table 3-4 are not located within or adjacent to the project site.

[59] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://focus.nps.gov/nrhp. Website accessed March 19, 2016.

[60] Ibid.

Table 3-4
Historic Resources in Santa Fe Springs

Resource Name	Location	Description
Clarke Estate	10211 Pioneer Boulevard	Site is on the National Register of Historic Places.
Hawkins-Nimocks Estate (Ontiveros Adobe)	12100 Telegraph Road	Site is on the National Register of Historic Places.
Hathaway Home	11901 E. Florence Avenue	The Hathaway Ranch Museum is a registered 501(c)3 non-profit corporation dedicated to preserving and presenting the eras of farming, ranching, and oil development in early Fulton Wells/Santa Fe Springs. The centerpiece of the museum is the ranch house that was constructed in 1933.
German Baptist Church Cemetery	Corner of Los Nietos Road and Painter Avenue	Just before the turn of the century, a colony of German Baptists known as Dunkers settled in the area to farm. In 1972, the Dunkers moved to Modesto, leaving behind their church and the neighboring graveyard.
Santa Fe Springs Hotel	2 blocks north of Telegraph Rd. and 2 blocks east Norwalk Blvd.	Site of 1880's hotel.
Four Corners (Fulton Wells)	Norwalk Blvd. and Telegraph Rd.	A Banning Stage Coach stop was located here.

Source: Los Angeles County Historical Directory. Janet I. Atkinson.

An initial Phase I Environmental Site Assessment was prepared for the project site by Advanced GeoEnvironmental, Inc., and based on historical aerial photographs, the project site was used agriculturally as early as 1928. The land was purchased by Frank Marquez, Sr. in 1947 and was utilized both residentially and agriculturally for decades therafter until his death in 1994.

The National Register of Historic Places was consulted to determine whether or not the project site is listed in the National Historic Register. The search yielded no results.[61] In addition, the project site is not listed on the State Historic Register.[62] There are two locations in the City that are recorded on the National Register of Historic Places: the Clarke Estate and the Hawkins-Nimocks Estate (also known as the Patricio Ontiveros Adobe or Ontiveros Adobe).[63] The Clarke Estate is located at 10211 Pioneer Boulevard and the Ontiveros Adobe is located at 12100 Telegraph Road.[64] The proposed project will be limited to the project site and will not affect any existing resources listed on the National Register or those identified as being eligible for listing on the National Register. As a result, no impacts are associated with the proposed project's implementation.

[61] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://focus.nps.gov/nrhp. Website accessed March 19, 2016.

[62] California Department of Parks and Recreation. *California Historical Resources.* http://ohp.parks.ca.gov/ListedResources.

[63] National Park Service U.S. Department of the Interior. *National Register of Historic Places, Title List Display*. *http://nrhp.focus.nps.gov/natreghome.do*

[64] U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. http://focus.nps.gov/nrhp.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to §15064.5 of the State CEQA Guidelines? ● Less than Significant Impact.

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission.[65] The Gabrieleño tribe has lived in this region for around 7,000 years.[66] Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.[67] Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Two village sites were located in the Los Nietos area: *Naxaaw'na* and *Sehat*. The sites of *Naxaaw'na* and *Sehat* are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River.[68] The project site is currently occupied by three vacant dwelling units, which were constructed in between the years 1926 and 1935.[69] Although the site has been subject to disturbance to accommodate the existing buildings, the project site is situated in an area of high archaeological significance. In addition, the project will require minor grading. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground-disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation and grading activities shall be halted and the City of Santa Fe Springs Department of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of

[65] Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html.

[66] Ibid.

[67] Rancho Santa Ana Botanical Garden. *Tongva Village Site*. http://www.rsabg.org/component/k2/item/453-tongva-village-site.

[68] McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles.* 1996.

[69] Los Angeles County Office of the Assessor. *Property Assessment Information System*. Website accessed February 26, 2016.

significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

C. Would the project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature? ● Less than Significant Impact.

The project site is underlain by recent alluvial soils (Perkins-Rincon Association). According to the State of California Geological Survey, the site's geology is classified as "Alluvium' (Qal). Alluvium soil deposits that are present in a natural and undisturbed condition may contain paleontological resources, though these resources are more typically found in marine terraces and shales. The on-site soils have undergone disturbance due to the previous development, the demolition activities within the property, and the other on-site activities. Furthermore, the on-site soils that underlie the property are Holocene-aged deposits that have a low potential for the discovery of paleontological resources. These soils are recent deposits that do not contain fossil deposits. Thus, the proposed project is not anticipated to disturb any paleontological resources and the impacts are less than significant.

D. Would the project disturb any human remains, including those interred outside of formal cemeteries and including Native American Sacred Sites? ● No Impact.

There are two cemeteries located within five miles of the project site. The Little Lake Cemetery (operated by the Little Lake Cemetery District) is the closest cemetery to the project site and is located on the east side of Pioneer Boulevard, south of Florence Avenue approximately 1.73 miles southwest of the project site.[70] Paradise Memorial Park is the second closest cemetery to the project site and is located approximately 1.78 miles southwest along Florence Avenue.[71] The proposed project will be restricted to the designated project site and will not affect the aforementioned cemeteries. In addition, the proposed project is not likely to disturb any on-site burials due to the level of urbanization present and the amount of disturbance sustained to accommodate the previous development. Notwithstanding, in the event of an accidental discovery, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. As a result, the proposed construction activities are not anticipated to impact any interred human remains.

3.5.3 CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site-specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on cultural resources. As a result, no cumulative impacts will occur as part of the proposed project's implementation.

[70] Google Earth. Website accessed February 25, 2016.

[71] Ibid.

3.5.4 MITIGATION MEASURES

The following mitigation is required due to the potential for disturbance of archaelogical resources:

Mitigation Measure No. 6 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground-disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

3.6 GEOLOGY AND SOILS

3.6.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides;

- Substantial soil erosion resulting in the loss of topsoil;

- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;

- Locating a project on an expansive soil, as defined in the California Building Code, creating substantial risks to life or property; or,

- Locating a project in, or exposing people to, potential impacts including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground–shaking, liquefaction, or landslides? ● Less than Significant Impact.

The City of Santa Fe Springs is located in a seismically active region (refer to Exhibit 3-5). Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents, including those who reside in the City. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.[72]

[72] California Department of Conservation. *What is the Alquist-Priolo Act*. http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx.

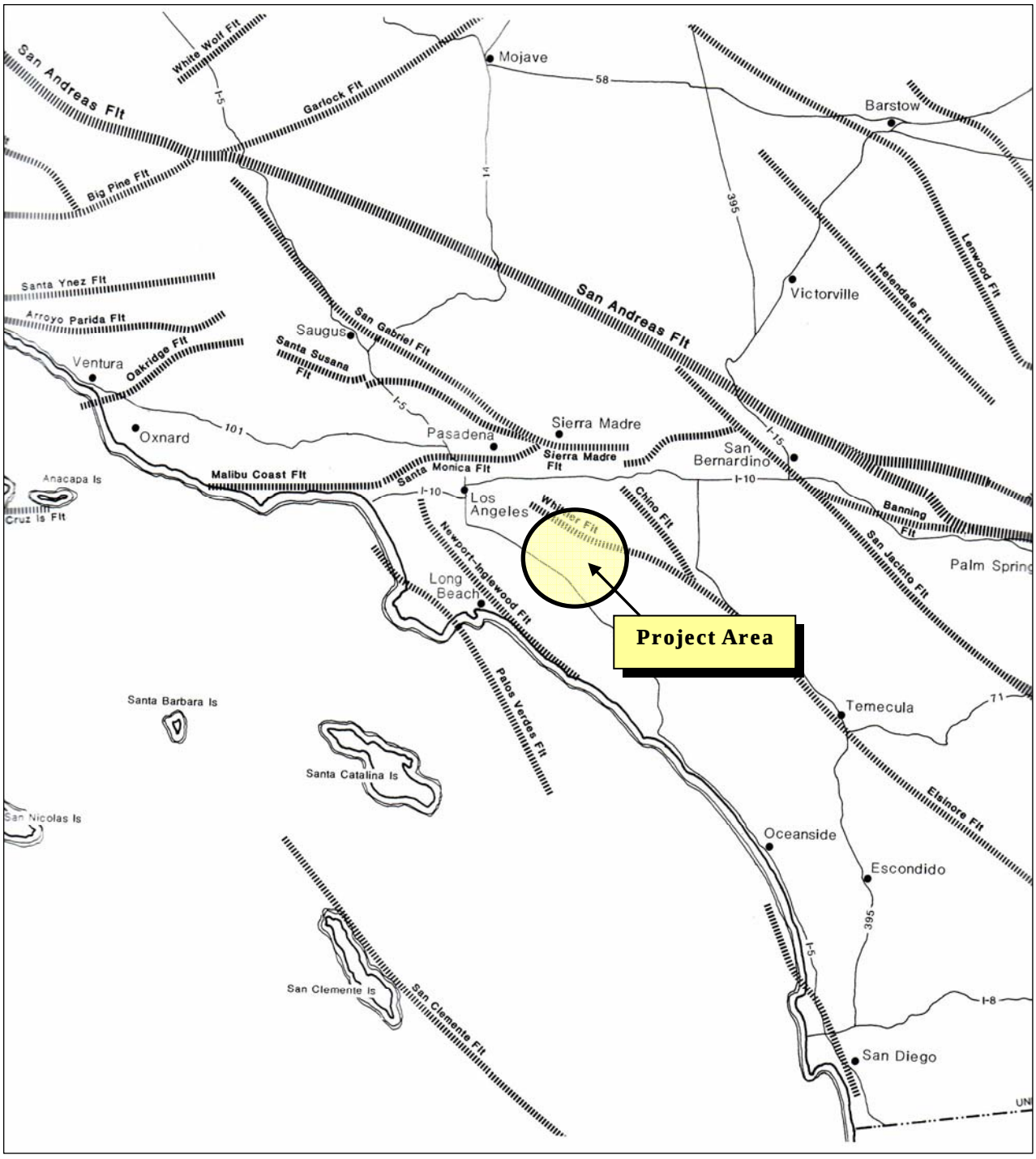


EXHIBIT 3-5
FAULTS IN THE SOUTHERN CALIFORNIA AREA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.[73] A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Santa Fe Springs is not on the list.[74] However, the project site is located between the Whittier Fault and the Newport-Inglewood Fault.

The project site is not subject to liquefaction (refer to Exhibit 3-6). According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-6) because there are no hills or mountains located in the vicinity of the project site. As a result, the potential impacts in regards to ground shaking, liquefaction, and landslides are less than significant since the risk is no greater in and around the project site than for the rest of the area.

B. *Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? ● No Impact.*

According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain with soils of the Perkins Rincon association. Soils of the Perkins Rincon association have a slight to moderate erosion hazard; however, construction activities and the placement of "permanent vegetative cover" will reduce the soil's erosion risk.[75] In addition, the underlying soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the project site and surrounding areas.[76] As a result, no impacts are anticipated to occur.

C. *Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? ● Less than Significant Impact.*

Soils of the Perkins Rincon association underlie the project site and immediate area. According to the United States Department of Agriculture, the aforementioned soils are used almost exclusively for residential development. The surrounding area is relatively level and is at no risk for landslides (refer to Exhibit 3-6). Lateral spreading is not anticipated to occur because the project site is not located within a liquefaction zone.

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[73] California Department of Conservation. *What is the Alquist-Priolo Act* http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx.

[74] California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010*. http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx.

[75] United States Department of Agriculture Soil Conservation Service. *Report and General Soils Map Los Angeles County, California*. Revised 1969.

[76] Ibid.

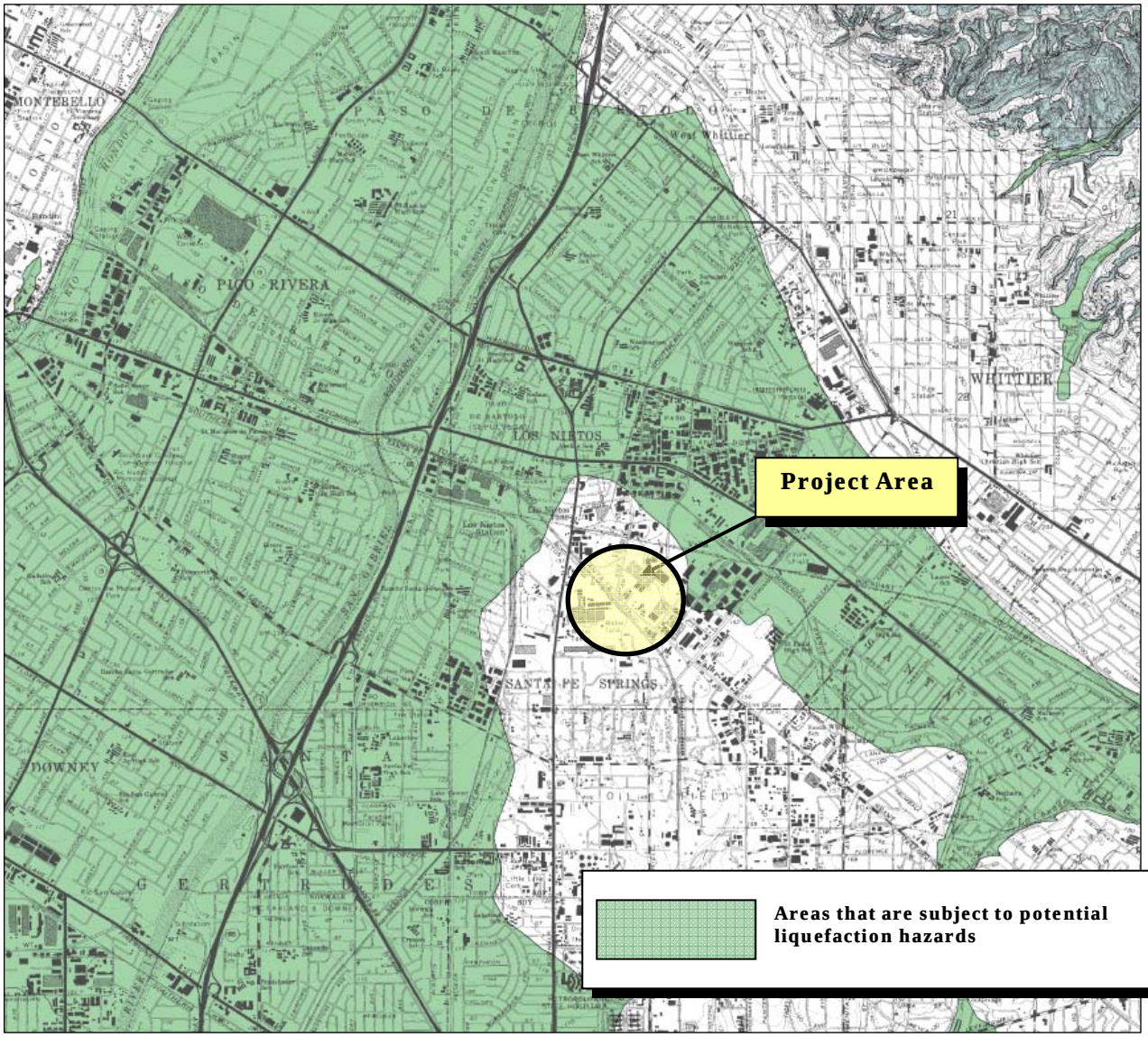


EXHIBIT 3-6
LIQUEFACTION RISK
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

Perkins Rincon soils might be prone to subsidence due to the shrink swell characteristics exhibited by the underlying soils.[77] Although the construction of the proposed project is not anticipated to uncover or drain any underlying groundwater table, the mitigation provided in Section 3.6.2.D will mitigate any potential impacts related to subsidence. Lastly, the project site is not located in an area that is subject to liquefaction. As a result, the potential impacts are anticipated to be less than significant.

D. Would the project result in, or expose people to, potential impacts including location on expansive soil, as defined in California Building Code (2012), creating substantial risks to life or property? ● Less than Significant Impact with Mitigation.

The soils that underlie the project site belong to the Perkins Rincon association, which exhibit certain shrink swell characteristics. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.[78] Clay and silty clay loam is present in the composition of above-mentioned soils.[79] These soils become sticky when wet and expand according to the moisture content present at the time. If soils consist of expansive clay, damage to foundations and structures may occur. In order to prevent foundation damage, the following mitigation is recommended:

- Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.

Adherence to the above mitigation will reduce potential impacts to levels that are less than significant.

E. Would the project result in, or expose people to, potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ● No Impact.

The proposed project will not utilize septic tanks or other alternative wastewater disposal systems. As a result, no impacts associated with the use of septic tanks or other alternative wastewater disposal systems will occur as part of the proposed project's implementation.

3.6.3 CUMULATIVE IMPACTS

The potential cumulative impacts related to earth and geology is typically site-specific. Furthermore, the analysis determined that further analysis of the underlying soils may be warranted due to the potential for shrink swell, subsidence, and structural damage.

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[77] Subsidence Support. *What Causes House Subsidence?* http://www.subsidencesupport.co.uk/what-causes-subsidence.html.

[78] Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential.* *http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083.*

[79] United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Los Angeles County, California.* Revised 1969.

3.6.4 MITIGATION MEASURES

The following mitigation is required due to the potential for soil expansion and subsidence:

Mitigation Measure No. 7 (Geology and Soils). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 THRESHOLDS OF SIGNIFICANCE

A project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,

- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.7.2 ENVIRONMENTAL ANALYSIS

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less Than Significant Impact.

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes include shrinking glaciers, thawing permafrost, late freezing and early break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems, including the potential loss of species, and a significant reduction in winter snow pack.

CEQA requires an agency to engage in forecasting "to the extent that an activity could reasonably be expected under the circumstances. An agency cannot be expected to predict the future course of governmental regulation or exactly what information scientific advances may ultimately reveal." The *CEQA Guidelines* specifically authorize lead agencies to conclude discussion of an impact if the lead agency finds that further discussion would be speculative. Furthermore, the California Supreme Court

has specifically upheld this type of finding in a CEQA analysis when there is no accepted methodology or standard to evaluate a potential cumulative impact.

CEQA does not require an agency to evaluate an impact that is "too speculative," provided that the agency identifies the impact, engages in a "thorough investigation" but is "unable to resolve an issue," and then discloses its conclusion that the impact is too speculative for evaluation (*CEQA Guidelines* § 15145, Office of Planning and Research commentary). Additionally, CEQA requires that impacts be evaluated at a level that is "specific enough to permit informed decision-making and public participation" with the "production of information sufficient to understand the environmental impacts of the proposed project and to permit a reasonable choice of alternatives so far as environmental aspects are concerned" (*CEQA Guidelines* § 15146, Office of Planning and Research commentary). Table 3-5 summarizes annual greenhouse gas emissions from build-out of the proposed project. As indicated in Table 3-5, the CO_2E total for the project is 1,434.23 pounds per day or 0.65 $MTCO_2E$ per day. This figure translates into 237.25 $MTCO_2E$ which is below the SCAQMD threshold. The SCAQMD GHG threshold of significance is 10,000 tons per year for industrial projects. The project will generate approximately 237.25 metric tons per year of CO_2E. As a result, the impacts are under the recommended thresholds. Therefore, the project's GHG impacts are less than significant.

Table 3-5
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO_2	CH_4	N_2O	CO_2E
Construction Phase - Demolition	2,665.40	0.63	--	2,678.78
Construction Phase - Site Preparation	1,876.24	0.54	--	1,887.63
Construction Phase - Grading	1,558.00	0.44	--	1,567.37
Construction Phase – Construction (2016)	2,780.39	0.47	--	2,790.3439
Construction Phase – Construction (2017)	2,746.40	0.45	--	2,755.83
Construction Phase - Paving	1,496.37	0.41	--	1,505.03
Construction Phase - Coatings	361.52	0.03	--	362.23
Long-Term Area Emissions	0.03	--	--	0.03
Long-Term Energy Emissions	14.37	--	--	14.46
Long-Term Mobile Emissions	1,418.67	0.05	--	1,419.74
Total Long-Term Emissions	1,433.08	0.05	--	1,434.23

Source: CalEEMod.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● No Impact.

The City of Santa Fe Springs does not presently have an adopted Climate Action Plan. However, the City's General Plan includes a Conservation Element that has an air quality focus. In this section, the following policies related to air quality are identified:

- *Policy 2.1:* Continue to research alternatives and pollution control measures that influence air quality, including trip reductions, carpooling, and local transit services.

- *Policy 2.2:* Encourage urban infill and land uses and densities that result in reduced trips and reduced trip lengths, and that support non-motorized modes of travel.

- *Policy 2.3:* Initiate capital improvement programs that allow for bus turnouts, traffic synchronization, and intersection channelization.

- *Policy 2.4:* Continue to participate and support cooperative programs between cities which will reduce trips and vehicle miles traveled.

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's conformance is listed in Table 3-6.

Table 3-6
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Project Compliance	Percent Reduction
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	**Compliant.** The proposed project will facilitate new infill development in an urban area.	20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives, and regional cooperation; create disincentives for auto use; and implement TDM measures.	**Compliant.** The proposed project will include the replacement of sidewalks. In addition, it does not create any off-site improvements aimed at providing alternative forms of transportation.	5%
Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	**Compliant.** The new building will be required to comply with pertinent low impact development (LID) guidelines where applicable. The project will be consistent with the requirements of AB-1881.	10%
Waste diversion, recycling, water efficiency, energy efficiency, and energy recovery in cooperation with public services, districts, and private entities.	**Compliant.** The project's contractors will be required to adhere to the use of sustainability practices involving solid waste disposal.	0.5%
Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; and heat island reduction programs.	**Compliant.** The project will involve the installation of new landscaping.	0.5%
Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	**Compliant.** Refer to responses above.	NA
Total Reduction Percentage:		**31.0%**

Source: California Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change,* updated January 22, 2010.

The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any other variance from the adopted plan, policy, or regulation governing GHG emissions. There will also be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and the State's sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[80] As a result, the impacts related to a potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are less than significant.

3.7.3 CUMULATIVE IMPACTS

The analysis herein also determined that the proposed project would not result in any significant adverse impacts related to the emissions of greenhouse gases. As a result, no cumulative impacts will result from the proposed project's implementation.

3.7.4 MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

[80] Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

3.8 HAZARDS AND HAZARDOUS MATERIALS

3.8.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;

- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- Locating of the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;

- Locating of the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;

- Locating of the project in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;

- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,

- The exposure of people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant Impact with Mitigation.

If the proposed project's future tenant is involved in the transport, use, storage, and disposal of hazardous materials, the tenant would need to comply with Federal and State regulations regarding hazardous materials. The tenant would need to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California

Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, the future tenant will need to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of Santa Fe Springs. The EPA's Envirofacts database was consulted to determine the nature and extent of any reported contamination (air, water, soils, waste, etc.) that is associated with the project site. The project site is not included on the list.[81] In addition, the site is not listed in the California Department of Toxic Substances Control Envirostor website as a Cortese site.[82]

An initial Phase I Environmental Site Assessment (ESA) was prepared on February 23, 2016 for the project site by Advanced GeoEnvironmental, Inc. (AGE). According to the American Society for Testing and Materials (ASTM), a recognized environmental condition (REC) is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.[83] Conditions determined to be *de minimis* do not present a threat to human health or the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. *De minimis* conditions are not recognized environmental conditions.[84]

The Phase I assessment revealed evidence of two RECs in connection with the project site. The Omega Chemical Corporation site is a State and Federal Superfund area due to volatile organic compound (VOCs) contamination plumes in the groundwater. It is a former hazardous waste treatment and storage facility that is located approximately 2 miles northeast of the project site. The groundwater plume extends southwest and is present beneath the project site. Depth to groundwater in the vicinity of the project site is approximately 67 feet below ground surface (bgs). AGE does not believe that a vapor encroachment condition exists due to the regional groundwater contaminant plume as the depth to groundwater beneath the site in excess of 60 feet. This site is not considered an environmental concern to the project site.

A second REC involves the adjacent property use, including plating, printing and auto repair facilities that have likely impacted the soil vapor at the property. A soil vapor survey was conducted at the property and findings indicated elevated levels of VOCs in the soil vapor between 5 and 15 feet below surface grade at the property. AGE screened the detected VOC concentrations in the soil vapor and results indicated that the total risk is above 1 in 100,000 (commercial/industrial standard) for the cumulative samples. The cumulative carcinogenic risk for ambient indoor air for PCE and TCE was determined to be 6.15 x 10-9 which is well below the 1x10-5 level generally accepted as safe for

[81]United States Environmental Protection Agency. *Envirofacts.* http://www.epa.gov/enviro/index.html. Website accessed March 19, 2016.

[82]California Department of Toxic Substances Control. *Envirostor.* http://www.envirostor.dtsc.ca.gov/public/. Website accessed March 19, 2016.

[83] Based on the standards set by the American Society for Testing and Materials (ASTM) Standard Practice E1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.*

[84] Advanced Geoenvironmental, Inc. *Phase I Environmental Site Assessment, Dice Road Property, 9046 through 9102 Dice Road. Santa Fe Springs, California.* February 23,,2016.

commercial sites. The cumulative Hazard Quotient is 3.92 x10-6, well below the level of concern. However, it should be noted that the soil vapor plume appears to emanate from the adjoining properties (plating shop, etc.). These properties appear to have never been investigated by an agency, therefore, the actual extent of the soil vapor impact at the adjacent sites is unknown.[85] AGE recommended considering constructing any subject property buildings with appropriate vapor mitigation measures, as there is potential from the adjacent properties to further impact soil vapor at the property.

The Phase I assessment revealed a *de minimis* condition in connection with the project site: based on the age of the buildings at the property, potential asbestos containing materials (ACM) and lead-based paint (LBP) may be present. The environmental consultant recommended a full asbestos and lead paint survey be completed by a qualified professional prior to any renovation or demolition of the structures.[86]

As a result of the project site conditions, the following mitigation is required:

- As indicated above, the existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials.

- The environmental assessment undertaken for the proposed project site indicated that there is a potential for a soil vapor plume from an adjacent property extending into the project site. The consultant recommended that the future buildings must employ effective mitigation measures to eliminate contamination further spreading into the sight.

The proposed project's implementation will involve the demolition of the existing structures within the property to accommodate the construction of two industrial buildings and the proposed surface parking lot. During these activities, lead and/or asbestos-containing materials may be encountered. As a result, the following mitigation is required.

- The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

The aforementioned mitigation will reduce the potential impact to levels that are considered to be less than significant.

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[85] Advanced Geoenvironmental, Inc. *Phase I Environmental Site Assessment, Dice Road Property, 9046 through 9102 Dice Road. Santa Fe Springs, California.* February 23, 2016.

[86] Ibid.

B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● Less than Significant Impact.

The construction of the proposed project is not anticipated to release hazardous materials into the environment due to the location of the project site. The City of Santa Fe Springs contains multiple methane risk zones. Methane is an odorless, combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane associated with aging landfills in the area is not identified as being a problem at the project location. The proposed project is located approximately 0.49 miles to northeast from the nearest *methane zone*.[87] The nearest methane zone to the project site is LA By-Products, located at 9615 Norwalk Boulevard.[88] The second closest is Waste Disposal Inc., located approximately 0.79 miles southeast.[89] The proposed project will be limited to the designated project site and will not impact or encroach on a *methane zone.*

As indicated in the previous section, the proposed project's future tenant will need to comply with all Federal and State regulations regarding the handling and transportation of hazardous materials should the nature of the proposed use be involved in the handling of such chemicals and materials. Adherence to the regulations outlined in Section 3.8.2.A will reduce potential impacts to levels that are less than significant.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● No Impact.

There are no schools located within one quarter-mile of the proposed project. The closest school to the project site is the Aeolian Elementary School, located approximately 0.68 miles northwest of the project site.[90] The future tenant is still uncertain; nevertheless, the tenant will need to comply with all Federal and State regulations regarding the handling and transportation of hazardous materials should the future tenant be involved in such uses. Since there are no existing or proposed schools within one-quarter mile of the project site, the impacts are non-existing.

[87] Google Earth. Website accessed February 25, 2016.

[88] City of Santa Fe Springs. Methane Zone Map. http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=3424. Website accessed March 19, 2016.

[89] Google Earth. Website accessed February 25, 2016.

[90] Ibid.

D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? ● No Impact.

As indicated in Section 3.8.2.A, the project site is not included on the EPA's Envirofacts database.[91] The Phase I assessment revealed evidence of one REC in connection with the project site. The Omega Chemical Corporation site is a State and Federal Superfund area due to volatile organic compound (VOCs) contamination plumes in the groundwater. It is a former hazardous waste treatment and storage facility that is located approximately 2 miles northeast of the project site. The ground water plume extends southwest and is present beneath the subject property. Depth to groundwater in the vicinity of the project site is approximately 67 feet below ground surface (bgs) and does not create a vapor encroachment condition because the depth to the groundwater beneath the site is in excess of 60 feet and is not considered an environmental concern to the project site.

In addition, the site is not listed in the California Department of Toxic Substances Control Envirostor website as a Cortese site.[92] Four Cortese sites are located in the City and include the following: Neville Chemical Company (12800 Imperial Highway), McKesson Chemical Company (9005 Sorenson Avenue), Waste Disposal, Inc. (12731 Los Nietos Road), and Angeles Chemical Company, Inc. (8915 Sorenson Avenue). The proposed project will not affect any of the aforementioned sites. As a result, no impacts are anticipated.

E. For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? ● No Impact.

The project site is not located within two miles of a public use airport. Fullerton Airport is located approximately 7.55 miles southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 10.69 miles to the south. The Long Beach Airport is located approximately 10.40 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 19.80 miles to the west.[93] The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. In addition, the proposed project will not penetrate the designated slopes for any of the aforementioned airports. Essentially, the proposed project will not introduce a building that will interfere with the approach and take-off of airplanes utilizing any of the aforementioned airports. As a result, no impacts are anticipated.

[91]United States Environmental Protection Agency. *Envirofacts*. http://www.epa.gov/enviro/index.html. Website accessed March 19, 2016.

[92]California Department of Toxic Substances Control. *Envirostor*. http://www.envirostor.dtsc.ca.gov/public/. Website accessed March 19, 2016.

[93] Google Earth. Website accessed February 18, 2016.

F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ● No Impact.

The project site is not located within two miles of a private airstrip.[94] As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip.

G. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? ● No Impact.

At no time will Altamar Place or Dice Road be completely closed to traffic. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. As a result, no impacts are associated with the proposed project's implementation.

H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? ● No Impact.

The project site and surrounding properties are urbanized and the majority of the parcels are developed. There are no areas of native vegetation found within the project site or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations.

3.8.3 CUMULATIVE IMPACTS

The potential impacts related to hazardous materials are site-specific. Furthermore, the analysis herein also determined that the implementation of the proposed project would not result in any significant adverse impacts related to hazards and/or hazardous materials. As a result, no cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

3.8.4 MITIGATION MEASURES

AGE recommended considering constructing any subject property buildings with appropriate vapor mitigation measures, as there is potential from the adjacent properties to further impact soil vapor at the property. As a result, the following mitigation is required:

Mitigation Measure No. 8 (Hazards and Hazardous Materials). As indicated above, the existing buildings may contain ACMs and/or LBPs. As a result, ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials.

[94] Toll-Free Airline. *Los Angeles County Public and Private Airports, California.* http://www.tollfreeairline.com/california/losangeles.htm.

Mitigation Measure No. 9 (Hazards and Hazardous Materials). The Environmental Assessment undertaken for the proposed project site indicated that there is a potential for a soil vapor plume from an adjacent property extending into the project site. The consultant recommended that the future buildings must employ effective mitigation measures to eliminate contamination further spreading into the sight.

The environmental analysis determined that there may be a potential for hazardous materials to be encountered during the demolition and land clearance phases of development. As result the following mitigation measure is required:

Mitigation Measure No. 10 (Hazards and Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of the building permit.

The aforementioned measure will reduce the potential hazardous materials impacts to levels that are less than significant.

3.9 HYDROLOGY AND WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned stormwater drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami, or mudflow.

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements? ● Less than Significant Impact with Mitigation.

The project site is currently occupied by three vacant dwelling units and various accessory structures and is partly covered over in pervious surfaces (dirt, gravel, etc.). In the absence of mitigation, the new increased amount of impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in debris, leaves, soils, oil/grease, and other pollutants.[95] The implementation of the proposed project will leave approximately nineteen percent of the project site covered over in pervious surfaces.

The proposed project would be required to implement stormwater pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the project's future tenant to implement over the life of the project. In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

With the aforementioned mitigation, the impacts would be less than significant.

[95] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on February 12, 2016.

B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ● No Impact.

A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells. The search yielded no results.[96] In addition, the proposed project will be connected to the City's utility lines and is not anticipated to deplete groundwater supplies. According to the City's Urban Water Management Plan, the City of Santa Fe Springs Water System has approximately 6,015 service connections through a pipeline network of approximately 108 miles. The large industrial makeup of the City creates high daytime water demands and low nighttime water demands. The City's potable water system is supplied by one water well, two Metropolitan Water District connections, and two 4-million gallon reservoirs each with its own booster pumping station.[97] The project will be required to install Xeriscape landscaping and water efficient appliances to reduce the burden placed on the City's water resources (refer to Section 3.17). Since there are no underground wells on-site that would be impacted by the proposed development, no impacts will occur.

C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? ● No Impact.

The project site is located approximately 1.12 miles northwest Coyote Creek flood control channel and approximately 1.37 miles east of the San Gabriel River.[98] The proposed project will be restricted to the designated site and will not alter the course of either waterway. No other bodies of water are located in or around the project site. As a result, no impacts are anticipated.

D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in flooding on- or off-site? ● No Impact.

As indicated previously, the proposed project will be restricted to the designated site and will not alter the course of the heavily channelized Coyote Creek, located approximately 1.12 miles southeast of the project site, nor will it alter the course of the San Gabriel River, located approximately 1.37 miles west of the project site. In addition, the proposed project will be properly drained and is not expected to result in on- or off-site flooding. As a result, no impacts are anticipated.

[96] Geotracker GAMA. *Search for Wells.* Website accessed February 18, 2016.

[97] City of Santa Fe Springs, Urban Water Management Plan (2010-2014). Department of Public Works, Utilities Services Division. June 2011.

[98] Google Earth. Website accessed February 18, 2016.

E. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? ● Less than Significant Impact with Mitigation.

The proposed project is currently on a vacated residential lot. The lot is partly covered over in pervious surfaces and the underlying soils are well-drained.[99] Once the proposed project is complete, approximately 81 percent of the project site will be covered over in impervious surfaces, with the remaining 19 percent dedicated for landscaping. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be incorporated as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas.[100] The following measures are required as a means to address potential storm water impacts:

- All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

- The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

F. Would the project otherwise substantially degrade water quality? ● No Impact.

Adherence to the mitigation provided in Sections 3.9.2.A and 3.9.2.E will reduce potential water quality impacts to levels that are less than significant. As a result, no other impacts are anticipated.

G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ● No Impact.

According to the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X (refer to Exhibit 3-7). This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.[101] In addition, the proposed project involves the construction of two industrial buildings totaling 49,000 square feet. The project Applicant never intends to construct residential units as part of the proposed project. As a result, no impacts related to flood flows are associated with the proposed project's implementation.

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[99]United States Department of Agriculture Soil Conservation Service. Report and General Soils Map Los Angeles County, California. Revised 1969.

[100] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on February 12, 2016.

[101] FEMA. *Flood Zones, Definition/Description.* http://www.fema.gov/floodplain-management/flood-zones.

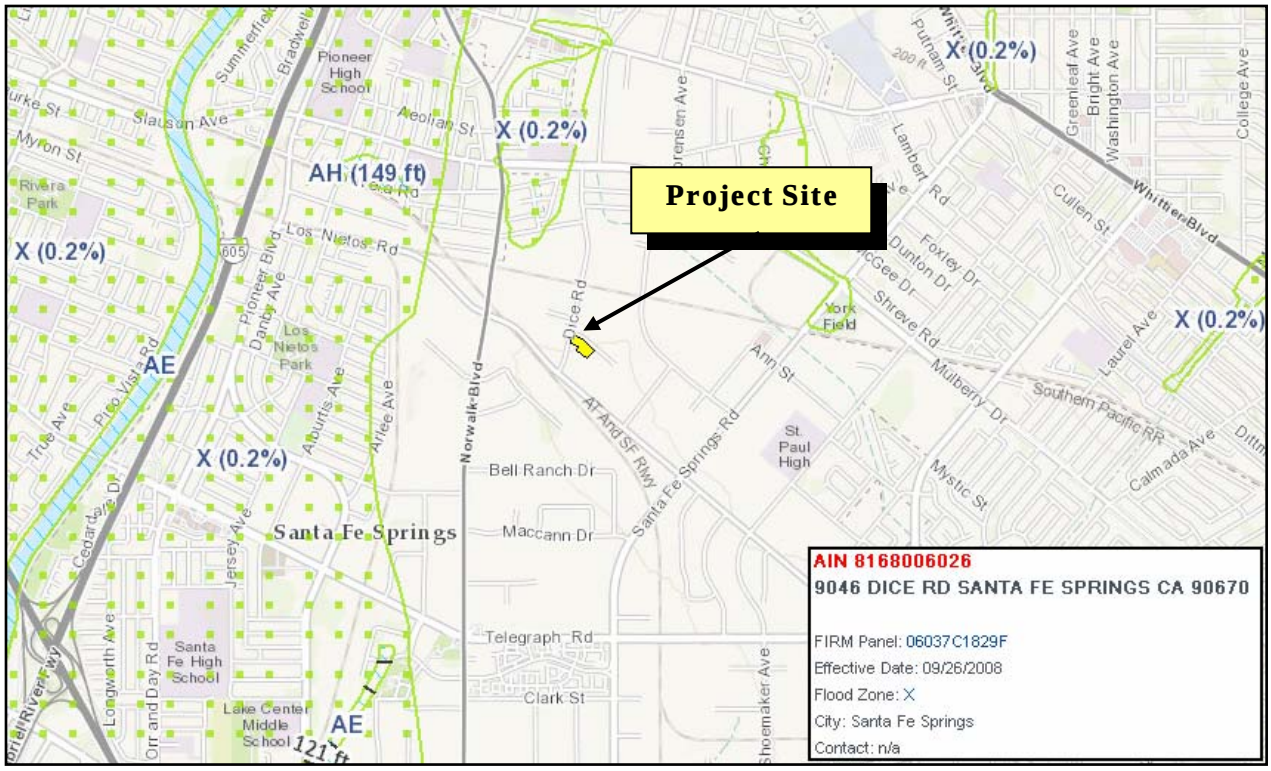


EXHIBIT 3-7
FEMA FLOOD MAP
SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

H. Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows? ● No Impact.

As indicated previously, the project site is not located within a designated 100-year flood hazard area as defined by FEMA.[102] As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows since the site is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation.

I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? ● No Impact.

The Santa Fe Springs General Plan and the City's Hazard Mitigation Plan indicates the greatest potential for dam failure and the attendant inundation comes from the Whittier Narrows Dam located approximately 4.66 miles northwest of the City. In the event of dam failure, the western portion of the City located to the west of Norwalk Boulevard would experience flooding approximately one hour after dam failure. The maximum flood depths could reach as high as five feet in depth, gradually declining to four feet at the southern end of the City's impacted area.[103] Since the project site is located outside the potential inundation area of this reservoir, no significant adverse impacts are anticipated.

J. Would the project result in inundation by seiche, tsunami, or mudflow? ● No Impact.

The proposed project is not located in an area that is subject to inundation by seiche or tsunami. A seiche in the Coyote Creek flood control channel or the San Gabriel River is not likely to happen due to the current level of channelization and volume of water present. In addition, the project site is located approximately 22.07 miles inland from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.[104] Lastly, the proposed project will not result in any mudslides since the project site will be leveled and properly drained. As a result, no impacts are expected.

3.9.3 CUMULATIVE IMPACTS

The potential impacts related to hydrology and storm water runoff are typically site-specific. Furthermore, the analysis determined that the implementation of the proposed project would not result in any significant adverse impacts. As a result, no cumulative impacts are anticipated.

[102] FEMA. *Flood Zones, Definition/Description.* http://www.fema.gov/floodplain-management/flood-zones.

[103] City of Santa Fe Springs. *Natural Hazards Mitigation Plan.* October 11, 2004.

[104] Google Earth. Website accessed February 18, 2016.

3.9.4 MITIGATION MEASURES

The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

Mitigation Measure No. 11 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 12 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

Mitigation Measure No. 13 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

3.10 LAND USE AND PLANNING

3.10.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy, or regulation of the agency with jurisdiction over the project; or,
- A conflict with any applicable conservation plan or natural community conservation plan.

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use? ● No Impact.

The proposed project will be restricted to the project site and will not divide or disrupt any residential neighborhood. The project site is located in the midst of an industrial area and the nearest residential neighborhood is located approximately 1933 feet northwest of the project site along Burke Street.[105] In addition, the proposed project will not result in an incompatible land use since the project site is currently zoned as *Heavy Manufacturing* (M-2) (refer to Exhibit 3-8 for the Zoning/General Plan land use map). The project site's General Plan land use designation is Industrial (refer to Exhibit 3-8). The proposed project will not require the approval of a Conditional Use Permit, Zone Change, or General Plan Amendment to permit the development of the industrial building within the project site. As a result, no impacts will occur.

B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ● No Impact.

The industrial use that is contemplated will not conflict with any existing General Plan land use designation or zoning designation.[106] As indicated in the previous subsection, the site's General Plan and Zoning is *Industrial* and *Heavy Manufacturing (M-2),* respectively. In addition, the project site is located approximately 22.07 miles inland from the Pacific Ocean and is not subject to a local coastal program.[107] As a result, no impacts will occur.

[105] Google Earth. Website accessed February 18, 2016.

[106] City of Santa Fe Springs. General Plan Land Use Map and Zoning Map. As amended. 2010.

[107] Google Earth. Website accessed February 18, 2016.

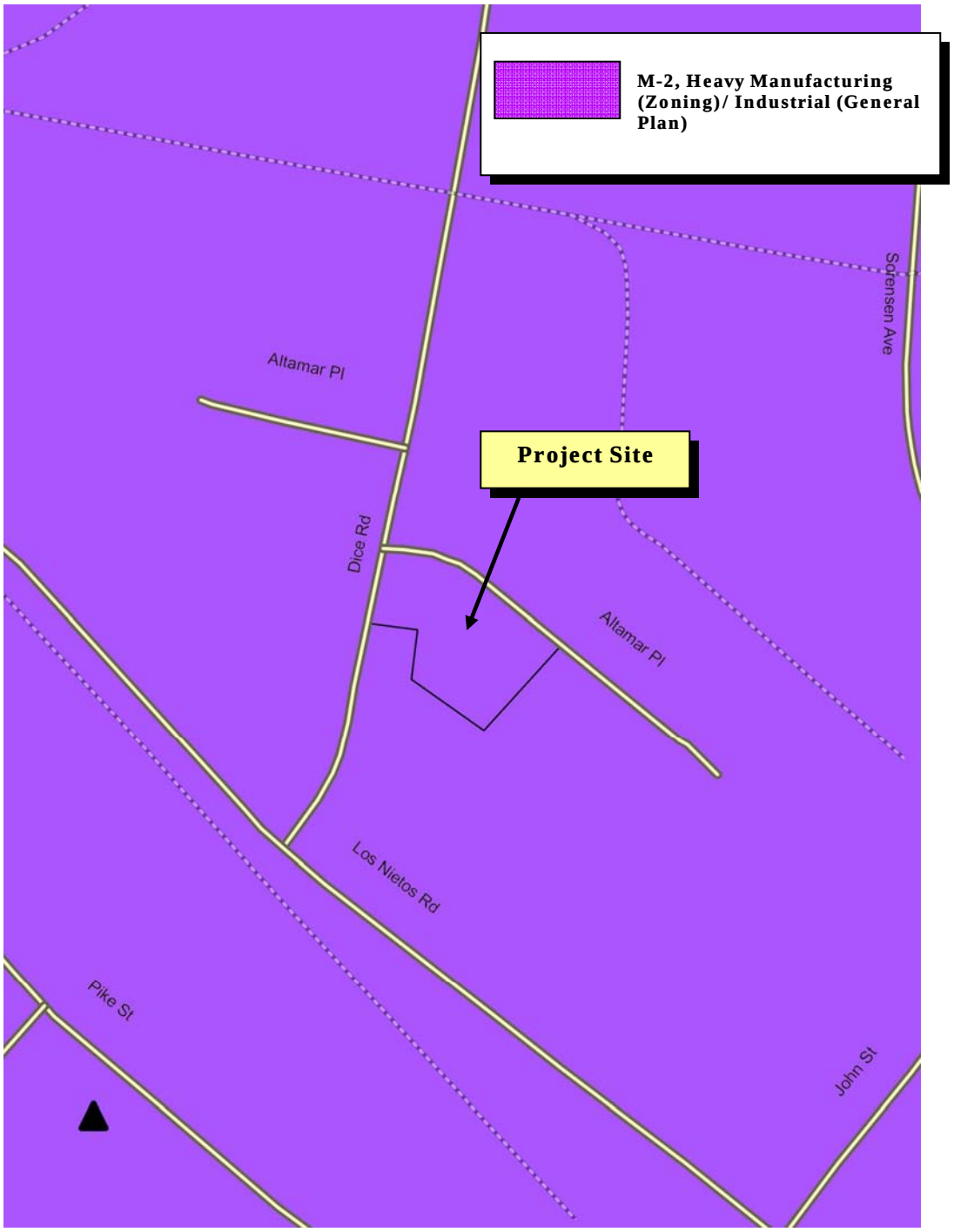


EXHIBIT 3-8
ZONING AND GENERAL PLAN LAND USE MAP
SOURCE: QUANTUM GIS

C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan? ● No Impact.

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan or natural community conservation plan because the proposed project is located in the midst of an urban area. In addition, the Sycamore and Turnbull Canyons SEA (SEA #44) is the closest protected area and is located approximately 2.93 miles northeast from the project site.[108] The construction and subsequent operation of the proposed project will not affect the Sycamore and Turnbull Canyons SEA due to the site's distance from the resource areas. Therefore, no impacts will occur.

3.10.3 CUMULATIVE IMPACTS

The potential cumulative impacts with respect to land use are site-specific. Furthermore, the analysis determined that the proposed project will not result in any significant adverse impacts. As a result, no significant adverse cumulative land use impacts will occur as part of the proposed project's implementation.

3.10.4 MITIGATION MEASURES

The analysis determined that no significant adverse impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

[108] Google Earth. Website accessed February 25, 2016.

3.11 MINERAL RESOURCES

3.11.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or,

- The loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan.

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? ● No Impact.

According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the project site.[109] The nearest recorded well to the project site is located approximately 675 feet southwest of the project site along Los Nietos Road.[110] Furthermore, the project area is not located within a Significant Mineral Aggregate Resource Area (SMARA), nor is it located in an area with active mineral extraction activities. As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan? ● No Impact.

The resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any effects on mineral resources in the region.

3.11.3 CUMULATIVE IMPACTS

The potential impacts on mineral resources are site-specific. Furthermore, the analysis determined that the proposed project would not result in any impacts on mineral resources. As a result, no cumulative impacts will occur.

[109]California Department of Conservation. http://maps.conservation.ca.gov/doggr/index.html#close. Website accessed February 25, 2016.

[110] Google Earth. Website accessed February 18, 2016.

3.11.4 MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.12 NOISE

3.12.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local General Plan, noise ordinance or applicable standards of other agencies;
- The exposure of people to, or the generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Locating of the project within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people to excessive noise levels; or,
- Locating of the project within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact.

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. At 140 dB, the eardrum may rupture. In general, an increase in between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[111] Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-9. The implementation of the proposed project will not expose future employees to excessive noise because the use that is contemplated for development is not a noise sensitive receptor.[112]

[111] Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

[112] An existing residential neighborhood located approximately 1,954 feet northwest along Burke Street will be unaffected by noise generated from the proposed project because of the neighborhood's orientation and distance from the project site.

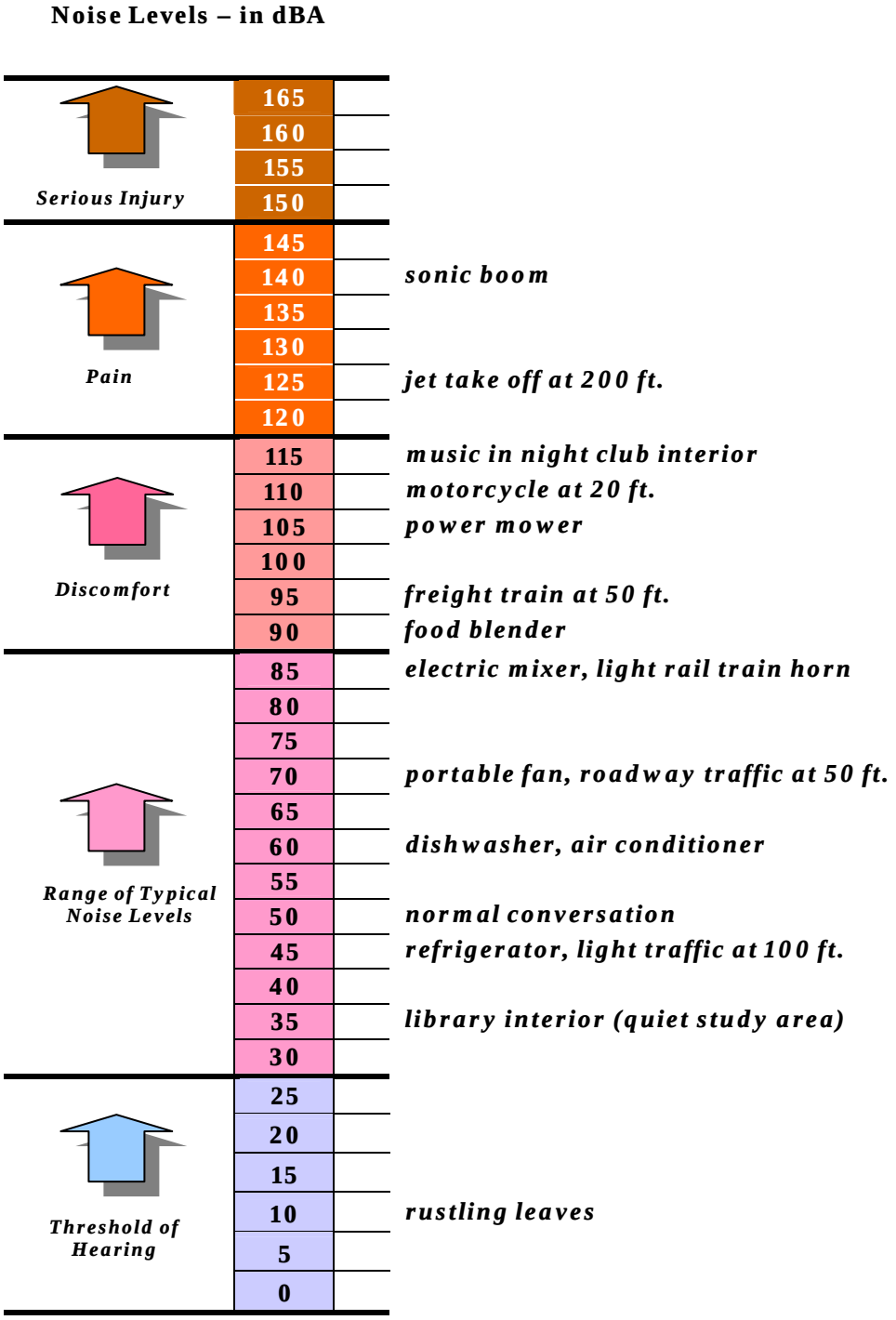


EXHIBIT 3-9
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
Source: Blodgett Baylosis Environmental Planning

In addition, the future tenant will be required to adhere to all pertinent noise control regulations outlined by the City of Santa Fe Springs. As a result, the potential impacts will be less than significant.

B. *Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels? ● Less than Significant Impact.*

The nearest land uses that may potentially be impacted from ground borne vibration and noise (primarily from the use of heavy construction equipment) are the single-family residential units along Burke Street. As noted in Subsection 3.12.2.D, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. The construction noise levels will decline as one moves away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.

The future tenant will be required to adhere to the City's noise control requirements. The proposed project is anticipated to generate approximately 174 daily trip ends, 52 AM peak hour trips, and 46 PM peak hour trips. These levels are far less than the doubling of traffic that would be required to generate a perceptible increase in traffic noise. As a result, the impacts are anticipated to be less than significant.

C. *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ● Less than Significant Impact.*

The proposed project's traffic will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). The proposed project is anticipated to generate approximately 174 daily trip ends, 52 AM peak hour trips, and 46 PM peak hour trips. These levels are far less than the doubling of traffic that would be required to generate a perceptible increase in traffic noise. Furthermore, the project site is not located within the line-of-sight for the single-family residential area located to the northwest at Burke Street and is not expected to impact the aforementioned receptors. As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant.

D. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ● Less than Significant Impact.*

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-10. The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities at 50 feet from the noise sources.

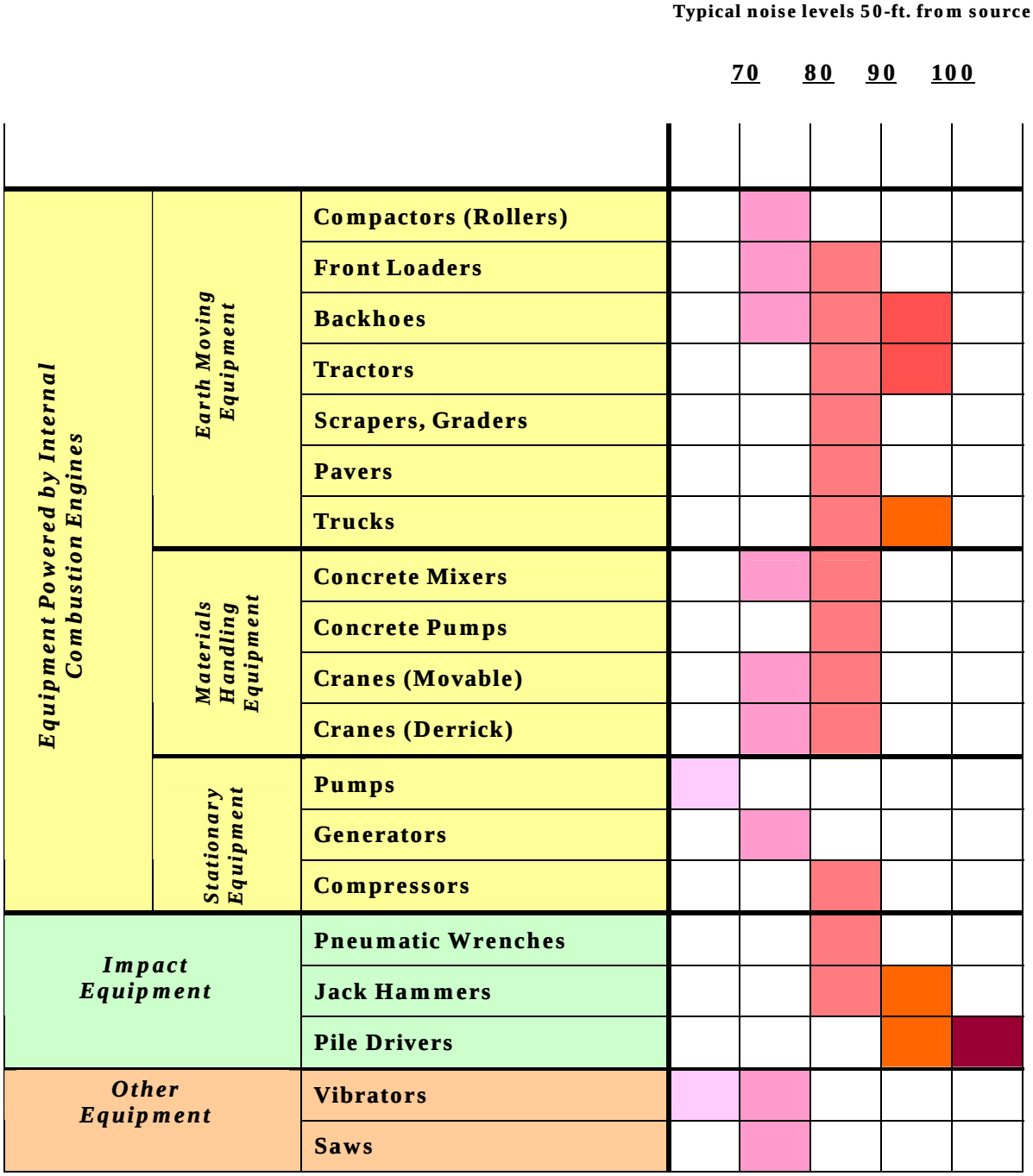


EXHIBIT 3-10
TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

As indicated previously, the nearest noise sensitive receptors are the single-family homes located 1,933 feet northwest of the project site. The aforementioned residential uses are not located with the proposed project's line of sight. In addition, the uses that surround the project site are industrial and are not considered to be noise sensitive receptors. As a result, the impacts are anticipated to be less than significant.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.

The project site is not located within two miles of a public use airport. Fullerton Airport is located approximately 7.55 miles southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 10.69 miles to the south. The Long Beach Airport is located approximately 10.40 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 19.80 miles west.[113] The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. As a result, no impacts related to the exposure of excessive aircraft generated noise levels are anticipated.

F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.

As indicated previously in Section 3.8.2.F, the project site is not located within two miles of a private airstrip. As a result, no noise impacts related to the exposure of persons to aircraft noise from a private airstrip will result from the proposed project.

3.12.3 CUMULATIVE IMPACTS

The analysis indicated that the proposed project would not result in any adverse cumulative noise impacts. As a result, no cumulative noise impacts will occur with the implementation of the proposed project.

3.12.4 MITIGATION MEASURES

The analysis identified a lack of noise sensitive receptors within the vicinity of the project site. Therefore, no mitigation measures were provided.

[113] Google Earth. Website accessed February 18, 2016.

3.13 POPULATION AND HOUSING

3.13.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? ● No Impact.

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The variables that typically contribute to growth-inducing impacts, and the project's potential growth-inducing impacts, are identified in Table 3-7.

Table 3-7
Potential Growth-Inducing Impacts

Factor Contributing to Growth Inducement	Project's Potential Contribution	Basis for Determination
New development in an area presently undeveloped.	The proposed project will promote development of an underutilized parcel.	The project will promote development consistent with the City's land use policy.
Extension of roadways and other transportation facilities.	The project will not involve the extension or modification of any off-site roadways.	The project will not require any off-site improvements or curb-cuts.
Extension of infrastructure and other improvements.	No off-site water, sewer, and other infrastructure are anticipated.	The only infrastructure improvements will serve the proposed project site only.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed at this time.	No off-site facilities will be required to accommodate the projected demand.
Removal of housing requiring replacement housing elsewhere.	The project does not involve the removal of existing affordable or subsidized units.	N0 affordable housing will be affected by the proposed project.
Additional population growth leading to increased demand for services.	The proposed project will provide long-term growth in employment.	Long-term employment will be provided by the proposed development.
Short-term growth inducing impacts related to the project's construction.	The proposed project may result in the creation of new construction employment.	Short-term increases in construction employment are a beneficial impact.

As indicated in Table 3-7, the proposed development would not result in any growth inducing impacts related to potential population growth. In addition, the jobs expected to be added are well within the employment projections contemplated by SCAG. According to the Growth Forecast Appendix prepared by SCAG for the 2012-2035 Regional Transportation Plan (RTP), the City of Santa Fe Springs is projected to add a total of 900 new jobs through the year 2035.[114] According to the State of California Employment Development Department, the City's current unemployment rate is 7.1 percent which means that there are 500 residents actively seeking work.[115] A total of 49 new jobs will be created upon the implementation of the proposed project. The number of new jobs assumes one new job for every 1,000 square feet of floor area. The number of new jobs is well within SCAG's employment projections for the City of Santa Fe Springs. As a result, no impacts are anticipated to occur.

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ● No Impact.

There are three dwelling units and various accessory structures located within the project site. All of these residential units are vacant.[116] In addition, the site is zoned for M-2 and the site's General Plan land use designation is Industrial (refer to Section 3.10.2.A). As a result, no impacts related to housing displacement will result from the proposed project's implementation.

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ● No Impact.

As indicated previously, the project site is occupied by three dwelling units and various accessory structures. All of these dwelling units are vacant. As a result, no people will be displaced. Thus, no impacts related to population displacement will result from the proposed project's implementation.

3.13.3 CUMULATIVE IMPACTS

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's implementation. As a result, no cumulative impacts will occur.

3.13.4 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

[114]Southern California Association of Governments. *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. Growth Forecast.* April 2012.

[115]State of California Employment Development Department. *Current Month Unemployment Rate and Labor Force Summary*. http://www.labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls. Website accessed March 19, 2016.

[116] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was completed on February 12, 2016.

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *fire protection services;*

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *police protection services*;

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *school services*; or,

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *other government services.*

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire protection services? ● Less than Significant Impact with Mitigation.

The City of Santa Fe Springs Fire Department provides fire prevention and emergency medical services within the City. The Fire Department consists of three separate divisions: Operations, Fire Prevention and Environmental Protection. The Operations Division provides fire suppression, emergency medical services (EMS), hazardous materials response, and urban search and rescue. The Fire Prevention Division provides plan check, inspections, and public education. Finally, the Environmental Protection Division is responsible for responding to emergencies involving hazardous materials. The Fire Department operates from four stations: Station No. 1 (11300 Greenstone Avenue), Station No. 2 (8634 Dice Road), Station No. 3 (15517 Carmenita Road), and Station No. 4

(11736 Telegraph Road). The first response station to the site is Station No. 2. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks and emergency access. The proposed project would not place additional demands on fire services since the project will involve the construction of a modern structure that will be subject to all pertinent fire and building codes. Compliance with the following mitigation as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant:

- The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.

Adherence to the above mitigation will reduce potential impacts to levels that are less than significant.

B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to police protection? ● Less than Significant Impact with Mitigation.

The City of Santa Fe Springs Department of Police Services (DPS) is responsible for management of all law enforcement services within the City. The DPS is staffed by both City personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The law enforcement contract between the two cities provides for a specified number of WPD patrolling officers though the DPS has the ability to request an increased level of service. WPD law enforcement personnel assigned to the City includes 35 sworn officers and six civilian employees.[117] Once operational, the proposed project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. To ensure the proposed industrial project elements adhere to the City's security requirements, the following mitigation will be required:

- The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

Adherence to the above mitigation will reduce potential impacts to levels that are less than significant.

C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives relative to school services? ● No Impact.

The proposed project will not involve any development and/or uses that could potentially affect school enrollments. As a result, no impacts on schools will result from the proposed project's implementation.

[117]City of Whittier, Whittier Police Department. http://www.cityofwhittier.org/depts/police/sfs/default.asp.

D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to other governmental services? ● No Impact.

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services. As a result, no impacts are anticipated.

3.14.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will not result in an incremental increase in the demand for public services. As a result, no cumulative impacts are anticipated.

3.14.4 MITIGATION MEASURES

The analysis of public service impacts indicated that no impacts are anticipated; however, to ensure the proposed project meets the City's Fire and Police department standards, the following mitigation is required:

Mitigation Measure No. 15 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.

Mitigation Measure No. 16 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to Department requirements.

3.15 RECREATION

3.15.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,

- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● No Impact.

Due to the industrial nature of the proposed project, no increase in the usage of City parks and recreational facilities is anticipated to occur. The City of Santa Fe Springs Parks and Recreation Services operates six public parks devoted to active recreation. The proposed project would not result in any development that would potentially physically alter any public park facilities and services. No parks are located adjacent to the site. The nearest park is Los Nietos Park, located approximately ¾ mile west of the project site.[118] As a result, no impacts are anticipated.

B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? ● No Impact.

The proposed project would not result in any development that would potentially increase the demand for recreational facilities and services. As a result, no impacts are anticipated.

3.15.3 CUMULATIVE IMPACTS

The analysis determined that the proposed project would not result in any potential impact on recreational facilities and services. As a result, no cumulative impacts on recreational facilities would result from the proposed project's implementation.

[118] Google Earth. Website accessed February 18, 2016.

3.15.4 MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.16 TRANSPORTATION AND CIRCULATION

3.16.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- A conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways;

- A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks;

- A substantially increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- Inadequate emergency access; or,

- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease, the performance or safety of such facilities.

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ● Less than Significant Impact.*

The proposed project will involve the construction of two new industrial buildings totaling 49,000 square feet over an existing lot. The existing roadway network located in the vicinity of the project includes Altamar Place, which extends along the project site's north side; Dice Road, with extends in a north-south orientation abutting the project site; and Los Nietos Road, located approximately 725 feet south of the project site. Direct vehicular access to the project site will be provided by driveway connections on the west on Dice Road and on the north on Altamar Place. Trucks and personal vehicles will continue to

use Altamar Place and Dice Road. Furthermore, the intersection of Altamar Place and Dice Road is a "T-intersection" that is stop sign controlled.

Trip generation estimates for the project were developed using the trip rates contained in the Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition based on the warehousing land use category (ITE Code 150). Project traffic was assumed to consist of a mix of passenger car and heavy vehicle traffic. This ITE information was used to estimate existing and future traffic generated and this information is summarized in Table 3-8. As indicated in Table 3-8, the two proposed warehouses are anticipated to generate approximately 174 daily trips, with approximately 52 trips occurring during the AM peak hour, and 46 trips occurring during the PM peak hour. When discounting the traffic generation from the existing 3 units which have been vacant for approximately two months, the net increase in traffic will be 145 daily trips with 49 trips during the AM peak hour and 43 trips during the PM peak hour.

Table 3-8
Project Trip Generation

Trip Generation Rates										
ITE Land Use/Project Scenario		**ITE Code**	**Unit**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
					In	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates										
Warehousing		150	KSF	3.56	0.237	0.063	0.300	0.080	0.240	0.320
Proposed Project Trip Generation										
Warehousing		49,000	KSF	**174**	**41**	**11**	**52**	**14**	**42**	**46**
Passenger car	80.0%			139	33	9	42	11	34	37
Trucks	20.0%			35	8	2	10	3	8	9
Existing Uses (Potential Traffic)										
Residential		Per DU	units	9.52	0.19	0.56	0.75	0.63	0.37	1.00
Existing Housing Units				29	1	2	3	2	1	3
Adjusted (Existing Uses – Project) - Δ										
Difference				**145**	**40**	**9**	**49**	**12**	**41**	**43**

KSF = 1,000 sq. ft.

Source: Institute of Transportation Engineers (ITE) 9th Edition

The existing intersection level of service (LOS) for the Norwalk and Slauson intersection is LOS D for both the morning (AM) and evening (PM) peak hours. The existing intersection LOS for the Santa Fe Springs and Slauson is LOS C for the morning AM peak hour and LOS B for the PM peak hour. The traffic distribution assumes that 50% of the project's peak hour trips (12 peak hour trips) will travel northbound on Dice Road and 50% of the trips (24 peak hour trips) will travel southbound on Dice Road. At the Dice Road and Slauson Avenue intersection, 25% of the project's peak hour trips (12 peak hour trips) will travel westbound and 25% (12 peak hour trips) will travel eastbound). Overall, the projected peak hour traffic increase at the two closest *major* intersections will be 6 trips which will not affect the existing LOS at either intersection.[119] As a result, the impacts will be less than significant.

B. Would the project result in a conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways? ● Less than Significant Impact.

The County of Los Angeles is included in the Los Angeles County Congestion Management Program (CMP), which is prepared and maintained by the Los Angeles County Metropolitan Transportation Authority (Metro). The requirements of the CMP became effective with voter approval of Proposition 111. The purpose of the CMP is to link land use, transportation and air quality decisions to develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel and to propose transportation projects that are eligible to compete for State gas tax funds.

The CMP also serves to consistently track trends during peak traffic hours at major intersections in the Country and identify areas in great need of improvements where traffic congestion is worsening. The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed under the County's CMP criteria if the proposed project is expected to generate 50 or more peak hour trips on a CMP-designated facility. As indicated previously, the proposed project is anticipated to generate approximately 52 AM peak hour trips and 46 PM peak hour trips.

The nearest CMP intersections include Whittier Boulevard/Norwalk Boulevard, Norwalk Boulevard/Imperial Highway, and Imperial Highway/Firestone Boulevard. The nearest CMP arterials include Imperial Highway, Firestone Boulevard, and Whittier Boulevard. These arterial roadways are located more than one mile from the project site. The anticipated distribution of future traffic volumes for Dice Road was assumed to be 50 % of the total traffic traveling north on Dice Road and 50%of the total traffic. The peak hour trips will be less than the 50 or more needed to require a CMP analysis. As a result, no impacts on CMP arterial roadways or intersections are anticipated.

[119] City of Santa Fe Springs. *Traffic Volume ADT Count Map 2009 Santa Fe Springs Citywide.* July 3, 2009. Site accessed March 11th, 2015.

C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? ● No Impact.

The proposed project will not result in any changes in air traffic patterns because the proposed project will not significantly increase traffic to levels that would warrant mitigation. As a result, no impacts will occur with the implementation of the proposed project.

D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● No Impact.

Vehicular access to the proposed project and new surface parking lot would be provided from a set of existing driveways on Dice Road to the west and on Altamar Place to the north. A public sidewalk is proposed and no parking would be permitted on both sides of the new private street. The existing public streets would remain unchanged. As a result no impacts are anticipated.

E. Would the project result in inadequate emergency access? ● No Impact.

The proposed project will not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be closed to traffic. As a result, the proposed project's implementation will not result in any impacts.

F. Would the project result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ● No Impact.

No existing bus stops will be removed as part of the proposed project's implementation. As a result, the proposed project's implementation will not result in any impacts.

3.16.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will not result in any increased traffic generation in the area. As a result, no cumulative impacts are anticipated.

3.16.4 MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.17 UTILITIES

3.17.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system, causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- A determination by the landfill provider that serves or may serve the project that it has insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ● Less than Significant Impact.

The City of Santa Fe Springs is located within the service area of the Sanitation District 2 of Los Angeles County. The nearest wastewater treatment plant to Santa Fe Springs is the Los Coyotes Water Reclamation Plant (WRP) located in Cerritos. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The remaining treatment capacity is 5.7 mgd. The proposed project will connect to an existing 8-inch sewer line located near the center line on

Altamar Place. As indicated in Table 3-9, the proposed development is projected to generate 6,985 gallons of effluent on a daily basis, which is well under the capacity of the aforementioned WRPs.

Table 3-9
Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Existing Uses	3 single family units	230 gals/day/unit	690 gals/day
Proposed Project	49,000 square feet	0.11 gals/unit	5,390 gals/day
Net Change - Δ			4,700 gals/day

Source: Blodgett Baylosis Environmental Planning.

In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements, no new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project; as a result, the impacts are expected to be less than significant.

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? ● No Impact.

As indicated in the previously, the proposed project will generate approximately 4,700 gallons of wastewater a day. The future wastewater generation will be within the treatment capacity of the Los Coyotes and Long Beach WRP. Therefore, no new water or wastewater treatment facilities will be needed to accommodate the excess effluent generated by the proposed project.

C. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ● Less than Significant Impact.

The County of Los Angeles, acting as the Los Angeles County Flood Control District (LACFCD), has regional, county-wide flood control responsibility. LACFCD responsibilities include developing and maintaining flood control facilities of regional significance which serve large drainage areas. The proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The site proposes new internal roadways and hardscape areas that will be subject to the National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The proposed project will connect to an existing 18-inch storm drain located on the south side of Altamar Place near Dice Road. The project will also be required to comply with the City's storm water management guidelines. As a result, the potential impacts will be less than significant.

D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ● Less than Significant Impact.

The proposed project will connect to an existing 12-inch water line located near the center line on Altamar Place. Table 3-10 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 6,110 gallons of water on a daily basis.[120] The existing water supply facilities can accommodate this additional demand. As a result, the impacts are considered to be less than significant.

Table 3-10
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Existing Uses	3 single family units	250 gals/day/unit	750 gals/day/unit
Proposed Project	49,000 square feet	0.14 gals/sq. ft.	6,860 gals/day
Net Change - Δ			6,110 gals/day

Source: Blodgett Baylosis Environmental Planning.

E. Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● No Impact.

Water in the local area is supplied by the Santa Fe Springs Water Utility Authority (SFSWUA). Water is derived from two sources: groundwater and surface water. The SFSWUA pumps groundwater from the local well and disinfects this water with chlorine before distributing it to customers. SFSWUA also obtains treated and disinfected groundwater through the City of Whittier from eight active deep wells located in the Whittier Narrows area. In addition, SFSWUA receives treated groundwater from the Central Basin Water Quality Protection Program facility located in the Central Basin, through the City of Whittier. Lastly, the SFSWUA also receive Metropolitan Water District of Southern California's (MWD) filtered and disinfected surface water, which is a blend of water from both the Colorado River and the State Water Project in Northern California. The proposed project will consume approximately 6,110 gallons of water per day. In addition, the proposed project is anticipated to generate 4,700 gallons of effluent, daily. As indicated earlier, there is sufficient capacity at the Los Coyotes and Long Beach WRPs. As a result, no impacts are anticipated to occur.

F. Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs? ● Less than Significant Impact.

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. This system includes sanitary landfills, recycling centers, materials

[120] Blodgett Baylosis Environmental Planning Utilities Calculations. Utilities worksheets provided in the Appendices.

recovery/transfer facilities, and energy recovery facilities. The two operational sites are the Calabasas Landfill, located near the City of Agoura Hills, and the Scholl Canyon Landfill, located in the City of Glendale. The Puente Hills Landfill was permanently closed in October 2013 and is only currently accepting clean dirt.[121] The Sanitation Districts continue to maintain environmental control systems at the other closed landfills, which include the Spadra, the Palos Verdes, and the Mission Canyon landfills. Local municipal solid waste collection services are currently provided by Consolidated Disposal Services, CR and R Waste and Recycling, and Serv-Wel Disposal Company.

The majority of this disposable solid waste will be taken to the Commerce "Waste-to-Energy" incineration plant for incineration. Recyclable waste will be sorted from the waste stream and sent to a recycling facility. Residual waste associated with demolition and operational activities will be disposed of at area landfills. Operational waste that cannot be recycled or taken to area landfills will be transported to the Commerce incinerator. Trash collection is provided by the Consolidated Disposal Service, CR and R Waste and Recycling, and Serv-Well Disposal Company. As indicated in Table 3-11, the future daily solid waste generation is projected to be 282 pounds per day. The proposed project will contribute a limited amount to this waste stream. As a result, no impacts on solid waste generation are anticipated.

Table 3-11
Solid Waste Generation (lbs/day)

Use	Unit	Factor	Generation
Existing Uses	3 single family units	4 lbs/unit	12 lbs/day
Proposed Project	49,000 square feet	6 lbs/1,000 sq. ft.	294 lbs/day
Net Change - Δ			282 lbs/day

Source: Blodgett Baylosis Environmental Planning.

G. Would the project comply with Federal, State, and local statutes and regulations related to solid waste? ● No Impact.

The proposed use, like all other development in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation will result from the proposed project's implementation.

H. Would the project result in a need for new systems, or substantial alterations in power or natural gas facilities? ● No Impact.

The Southern California Edison Company ("SCE") and Sempra Energy provide service upon demand and early coordination with these utility companies will ensure adequate and timely service to the project. Both utilities currently serve the planning area. Thus, no significant adverse impacts on power and natural gas services will result from the implementation of the proposed project.

[121] Los Angeles County Sanitation Districts. *Solid Waste Facilities.* http://www.lacsd.org/solidwaste/swfacilities/default.asp.

I. Would the project result in a need for new systems, or substantial alterations in communications systems? ● No Impact.

The existing telephone lines in the surrounding area will be unaffected by the proposed project. Thus, no impacts on communication systems are anticipated.

3.17.3 CUMULATIVE IMPACTS

The potential impacts related to water line and sewer line capacities are site-specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on local utilities. The ability of the existing sewer and water lines to accommodate the projected demand from future related projects will require evaluation on a case-by-case basis. As a result, no cumulative impacts on utilities will occur.

3.17.4 MITIGATION MEASURES

The analysis of utilities impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.

- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.

- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.

- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.

SECTION 4 - CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have any significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.
- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.

4.2 MITIGATION MONITORING

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Santa Fe Springs can make the following additional findings

- A Mitigation Reporting and Monitoring Program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigation measures adopted as part of the decision-maker's final determination.

A number of mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures.

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SECTION 5 - REFERENCES

5.1 PREPARERS

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5.2 REFERENCES

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APPENDICES

APPENDIX A - AIR QUALITY WORKSHEETS
APPENDIX B - UTILITIES WORKSHEETS

APPENDIX A - AIR QUALITY WORKSHEETS

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	200.00	87.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	4.00	22.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	21.00
tblConstructionPhase	PhaseEndDate	4/28/2017	4/30/2017
tblGrading	AcresOfGrading	8.25	1.50
tblGrading	AcresOfGrading	10.50	1.00
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	3.5585	28.4130	22.4047	0.0301	5.4093	1.7471	6.8085	2.9256	1.6351	4.2129	0.0000	2,780.3887	2,780.3887	0.6369	0.0000	2,793.7636
2017	50.8075	20.3788	17.7389	0.0301	0.4899	1.2467	1.7366	0.1317	1.2016	1.3333	0.0000	2,746.3985	2,746.3985	0.4492	0.0000	2,755.8321
Total	**54.3660**	**48.7918**	**40.1436**	**0.0602**	**5.8992**	**2.9938**	**8.5450**	**3.0573**	**2.8368**	**5.5462**	**0.0000**	**5,526.7873**	**5,526.7873**	**1.0861**	**0.0000**	**5,549.5957**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	3.5585	28.4130	22.4047	0.0301	2.1642	1.7471	3.5634	1.1555	1.6351	2.4427	0.0000	2,780.3887	2,780.3887	0.6369	0.0000	2,793.7636
2017	50.8075	20.3788	17.7389	0.0301	0.4899	1.2467	1.7366	0.1317	1.2016	1.3333	0.0000	2,746.3985	2,746.3985	0.4492	0.0000	2,755.8321
Total	**54.3660**	**48.7918**	**40.1436**	**0.0602**	**2.6541**	**2.9938**	**5.2999**	**1.2871**	**2.8368**	**3.7760**	**0.0000**	**5,526.7873**	**5,526.7873**	**1.0861**	**0.0000**	**5,549.5957**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**55.01**	**0.00**	**37.98**	**57.90**	**0.00**	**31.92**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	1.9943	1.3000e-004	0.0143	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0319
Energy	1.3200e-003	0.0120	0.0101	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3723	14.3723	2.8000e-004	2.6000e-004	14.4598
Mobile	0.4552	1.4906	5.9129	0.0172	1.1537	0.0235	1.1771	0.3083	0.0216	0.3299		1,418.6728	1,418.6728	0.0508		1,419.7390
Total	**2.4509**	**1.5027**	**5.9373**	**0.0173**	**1.1537**	**0.0244**	**1.1781**	**0.3083**	**0.0226**	**0.3308**		**1,433.0752**	**1,433.0752**	**0.0511**	**2.6000e-004**	**1,434.2307**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	1.9943	1.3000e-004	0.0143	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0319
Energy	1.3200e-003	0.0120	0.0101	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3723	14.3723	2.8000e-004	2.6000e-004	14.4598
Mobile	0.4552	1.4906	5.9129	0.0172	1.1537	0.0235	1.1771	0.3083	0.0216	0.3299		1,418.6728	1,418.6728	0.0508		1,419.7390
Total	**2.4509**	**1.5027**	**5.9373**	**0.0173**	**1.1537**	**0.0244**	**1.1781**	**0.3083**	**0.0226**	**0.3308**		**1,433.0752**	**1,433.0752**	**0.0511**	**2.6000e-004**	**1,434.2307**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2016	9/30/2016	5	22	
2	Site Preparation	Site Preparation	10/1/2016	10/31/2016	5	21	
3	Grading	Grading	11/1/2016	11/30/2016	5	22	
4	Building Construction	Building Construction	12/1/2016	3/31/2017	5	87	
5	Paving	Paving	4/1/2017	4/30/2017	5	20	
6	Architectural Coating	Architectural Coating	5/1/2017	5/31/2017	5	23	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,102; Non-Residential Outdoor: 25,034 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	7.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	36.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0671	0.0000	0.0671	0.0102	0.0000	0.0102			0.0000			0.0000
Off-Road	2.9066	28.2579	21.4980	0.0245		1.7445	1.7445		1.6328	1.6328		2,487.1296	2,487.1296	0.6288		2,500.3343
Total	**2.9066**	**28.2579**	**21.4980**	**0.0245**	**0.0671**	**1.7445**	**1.8117**	**0.0102**	**1.6328**	**1.6429**		**2,487.1296**	**2,487.1296**	**0.6288**		**2,500.3343**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.4400e-003	0.0872	0.0617	2.3000e-004	5.5400e-003	1.3800e-003	6.9300e-003	1.5200e-003	1.2700e-003	2.7900e-003		23.6457	23.6457	1.7000e-004		23.6493
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0543	0.0679	0.8450	1.8400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		154.6296	154.6296	7.9300e-003		154.7962
Total	**0.0598**	**0.1551**	**0.9067**	**2.0700e-003**	**0.1509**	**2.5900e-003**	**0.1535**	**0.0401**	**2.3900e-003**	**0.0424**		**178.2753**	**178.2753**	**8.1000e-003**		**178.4455**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0262	0.0000	0.0262	3.9600e-003	0.0000	3.9600e-003			0.0000			0.0000
Off-Road	2.9066	28.2579	21.4980	0.0245		1.7445	1.7445		1.6328	1.6328	0.0000	2,487.1296	2,487.1296	0.6288		2,500.3343
Total	**2.9066**	**28.2579**	**21.4980**	**0.0245**	**0.0262**	**1.7445**	**1.7707**	**3.9600e-003**	**1.6328**	**1.6367**	**0.0000**	**2,487.1296**	**2,487.1296**	**0.6288**		**2,500.3343**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.4400e-003	0.0872	0.0617	2.3000e-004	5.5400e-003	1.3800e-003	6.9300e-003	1.5200e-003	1.2700e-003	2.7900e-003		23.6457	23.6457	1.7000e-004		23.6493
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0543	0.0679	0.8450	1.8400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		154.6296	154.6296	7.9300e-003		154.7962
Total	**0.0598**	**0.1551**	**0.9067**	**2.0700e-003**	**0.1509**	**2.5900e-003**	**0.1535**	**0.0401**	**2.3900e-003**	**0.0424**		**178.2753**	**178.2753**	**8.1000e-003**		**178.4455**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3198	0.0000	5.3198	2.9019	0.0000	2.9019			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171		1.3985	1.3985		1.2866	1.2866		1,781.0872	1,781.0872	0.5372		1,792.3693
Total	**2.4428**	**25.7718**	**16.5144**	**0.0171**	**5.3198**	**1.3985**	**6.7183**	**2.9019**	**1.2866**	**4.1885**		**1,781.0872**	**1,781.0872**	**0.5372**		**1,792.3693**

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0334	0.0418	0.5200	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		95.1567	95.1567	4.8800e-003		95.2592
Total	**0.0334**	**0.0418**	**0.5200**	**1.1300e-003**	**0.0894**	**7.5000e-004**	**0.0902**	**0.0237**	**6.9000e-004**	**0.0244**		**95.1567**	**95.1567**	**4.8800e-003**		**95.2592**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0747	0.0000	2.0747	1.1317	0.0000	1.1317			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171		1.3985	1.3985		1.2866	1.2866	0.0000	1,781.0872	1,781.0872	0.5372		1,792.3693
Total	**2.4428**	**25.7718**	**16.5144**	**0.0171**	**2.0747**	**1.3985**	**3.4732**	**1.1317**	**1.2866**	**2.4183**	**0.0000**	**1,781.0872**	**1,781.0872**	**0.5372**		**1,792.3693**

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0334	0.0418	0.5200	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		95.1567	95.1567	4.8800e-003		95.2592
Total	**0.0334**	**0.0418**	**0.5200**	**1.1300e-003**	**0.0894**	**7.5000e-004**	**0.0902**	**0.0237**	**6.9000e-004**	**0.0244**		**95.1567**	**95.1567**	**4.8800e-003**		**95.2592**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5889	0.0000	4.5889	2.4905	0.0000	2.4905			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141		1.1407	1.1407		1.0494	1.0494		1,462.8468	1,462.8468	0.4413		1,472.1130
Total	**1.9908**	**21.0361**	**13.6704**	**0.0141**	**4.5889**	**1.1407**	**5.7296**	**2.4905**	**1.0494**	**3.5399**		**1,462.8468**	**1,462.8468**	**0.4413**		**1,472.1130**

3.4 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0334	0.0418	0.5200	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		95.1567	95.1567	4.8800e-003		95.2592
Total	**0.0334**	**0.0418**	**0.5200**	**1.1300e-003**	**0.0894**	**7.5000e-004**	**0.0902**	**0.0237**	**6.9000e-004**	**0.0244**		**95.1567**	**95.1567**	**4.8800e-003**		**95.2592**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7897	0.0000	1.7897	0.9713	0.0000	0.9713			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141		1.1407	1.1407		1.0494	1.0494	0.0000	1,462.8468	1,462.8468	0.4413		1,472.1130
Total	**1.9908**	**21.0361**	**13.6704**	**0.0141**	**1.7897**	**1.1407**	**2.9304**	**0.9713**	**1.0494**	**2.0207**	**0.0000**	**1,462.8468**	**1,462.8468**	**0.4413**		**1,472.1130**

3.4 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0334	0.0418	0.5200	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		95.1567	95.1567	4.8800e-003		95.2592
Total	**0.0334**	**0.0418**	**0.5200**	**1.1300e-003**	**0.0894**	**7.5000e-004**	**0.0902**	**0.0237**	**6.9000e-004**	**0.0244**		**95.1567**	**95.1567**	**4.8800e-003**		**95.2592**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176		2,046.9432	2,046.9432	0.4499		2,056.3913
Total	**3.2915**	**20.5459**	**14.7074**	**0.0220**		**1.3656**	**1.3656**		**1.3176**	**1.3176**		**2,046.9432**	**2,046.9432**	**0.4499**		**2,056.3913**

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1166	1.2091	1.3943	3.0400e-003	0.0875	0.0199	0.1074	0.0249	0.0183	0.0432		305.2405	305.2405	2.1800e-003		305.2862
Worker	0.1504	0.1880	2.3401	5.1000e-003	0.4024	3.3600e-003	0.4058	0.1067	3.0900e-003	0.1098		428.2050	428.2050	0.0220		428.6664
Total	**0.2670**	**1.3972**	**3.7343**	**8.1400e-003**	**0.4899**	**0.0233**	**0.5132**	**0.1316**	**0.0214**	**0.1530**		**733.4455**	**733.4455**	**0.0242**		**733.9526**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176	0.0000	2,046.9432	2,046.9432	0.4499		2,056.3913
Total	**3.2915**	**20.5459**	**14.7074**	**0.0220**		**1.3656**	**1.3656**		**1.3176**	**1.3176**	**0.0000**	**2,046.9432**	**2,046.9432**	**0.4499**		**2,056.3913**

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1166	1.2091	1.3943	3.0400e-003	0.0875	0.0199	0.1074	0.0249	0.0183	0.0432		305.2405	305.2405	2.1800e-003		305.2862
Worker	0.1504	0.1880	2.3401	5.1000e-003	0.4024	3.3600e-003	0.4058	0.1067	3.0900e-003	0.1098		428.2050	428.2050	0.0220		428.6664
Total	**0.2670**	**1.3972**	**3.7343**	**8.1400e-003**	**0.4899**	**0.0233**	**0.5132**	**0.1316**	**0.0214**	**0.1530**		**733.4455**	**733.4455**	**0.0242**		**733.9526**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**		**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1068	1.1002	1.3112	3.0400e-003	0.0875	0.0178	0.1053	0.0249	0.0163	0.0413		300.2964	300.2964	2.1100e-003		300.3407
Worker	0.1351	0.1698	2.1167	5.1000e-003	0.4024	3.2400e-003	0.4056	0.1067	2.9800e-003	0.1097		411.8161	411.8161	0.0203		412.2418
Total	**0.2420**	**1.2700**	**3.4279**	**8.1400e-003**	**0.4899**	**0.0210**	**0.5109**	**0.1317**	**0.0193**	**0.1510**		**712.1125**	**712.1125**	**0.0224**		**712.5824**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823	0.0000	2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**	**0.0000**	**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1068	1.1002	1.3112	3.0400e-003	0.0875	0.0178	0.1053	0.0249	0.0163	0.0413		300.2964	300.2964	2.1100e-003		300.3407
Worker	0.1351	0.1698	2.1167	5.1000e-003	0.4024	3.2400e-003	0.4056	0.1067	2.9800e-003	0.1097		411.8161	411.8161	0.0203		412.2418
Total	**0.2420**	**1.2700**	**3.4279**	**8.1400e-003**	**0.4899**	**0.0210**	**0.5109**	**0.1317**	**0.0193**	**0.1510**		**712.1125**	**712.1125**	**0.0224**		**712.5824**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1857	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755		1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.1048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2905**	**12.0981**	**9.0308**	**0.0133**		**0.7333**	**0.7333**		**0.6755**	**0.6755**		**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0488	0.0613	0.7644	1.8400e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.7114	148.7114	7.3200e-003		148.8651
Total	**0.0488**	**0.0613**	**0.7644**	**1.8400e-003**	**0.1453**	**1.1700e-003**	**0.1465**	**0.0385**	**1.0800e-003**	**0.0396**		**148.7114**	**148.7114**	**7.3200e-003**		**148.8651**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1857	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755	0.0000	1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.1048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2905**	**12.0981**	**9.0308**	**0.0133**		**0.7333**	**0.7333**		**0.6755**	**0.6755**	**0.0000**	**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0488	0.0613	0.7644	1.8400e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.7114	148.7114	7.3200e-003		148.8651
Total	**0.0488**	**0.0613**	**0.7644**	**1.8400e-003**	**0.1453**	**1.1700e-003**	**0.1465**	**0.0385**	**1.0800e-003**	**0.0396**		**148.7114**	**148.7114**	**7.3200e-003**		**148.8651**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	50.4490					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**50.7813**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0263	0.0330	0.4116	9.9000e-004	0.0782	6.3000e-004	0.0789	0.0208	5.8000e-004	0.0213		80.0753	80.0753	3.9400e-003		80.1581
Total	**0.0263**	**0.0330**	**0.4116**	**9.9000e-004**	**0.0782**	**6.3000e-004**	**0.0789**	**0.0208**	**5.8000e-004**	**0.0213**		**80.0753**	**80.0753**	**3.9400e-003**		**80.1581**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	50.4490					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**50.7813**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0263	0.0330	0.4116	9.9000e-004	0.0782	6.3000e-004	0.0789	0.0208	5.8000e-004	0.0213		80.0753	80.0753	3.9400e-003		80.1581
Total	**0.0263**	**0.0330**	**0.4116**	**9.9000e-004**	**0.0782**	**6.3000e-004**	**0.0789**	**0.0208**	**5.8000e-004**	**0.0213**		**80.0753**	**80.0753**	**3.9400e-003**		**80.1581**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4552	1.4906	5.9129	0.0172	1.1537	0.0235	1.1771	0.3083	0.0216	0.3299		1,418.6728	1,418.6728	0.0508		1,419.7390
Unmitigated	0.4552	1.4906	5.9129	0.0172	1.1537	0.0235	1.1771	0.3083	0.0216	0.3299		1,418.6728	1,418.6728	0.0508		1,419.7390

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	91.95	91.95	91.95	394,050	394,050
Unrefrigerated Warehouse-No Rail	34.97	34.97	34.97	149,850	149,850
Total	126.91	126.91	126.91	543,900	543,900

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511172	0.060004	0.180590	0.138995	0.042398	0.006681	0.016070	0.032568	0.001938	0.002493	0.004370	0.000586	0.002135

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.3200e-003	0.0120	0.0101	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3723	14.3723	2.8000e-004	2.6000e-004	14.4598
NaturalGas Unmitigated	1.3200e-003	0.0120	0.0101	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3723	14.3723	2.8000e-004	2.6000e-004	14.4598

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	33.6575	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		3.9597	3.9597	8.0000e-005	7.0000e-005	3.9838
Unrefrigerated Warehouse-No Rail	88.5068	9.5000e-004	8.6800e-003	7.2900e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4126	10.4126	2.0000e-004	1.9000e-004	10.4759
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.3100e-003**	**0.0120**	**0.0101**	**7.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**		**14.3723**	**14.3723**	**2.8000e-004**	**2.6000e-004**	**14.4598**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.0336575	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		3.9597	3.9597	8.0000e-005	7.0000e-005	3.9838
Unrefrigerated Warehouse-No Rail	0.0885068	9.5000e-004	8.6800e-003	7.2900e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4126	10.4126	2.0000e-004	1.9000e-004	10.4759
Total		**1.3100e-003**	**0.0120**	**0.0101**	**7.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**		**14.3723**	**14.3723**	**2.8000e-004**	**2.6000e-004**	**14.4598**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9943	1.3000e-004	0.0143	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0319
Unmitigated	1.9943	1.3000e-004	0.0143	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0319

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3700e-003	1.3000e-004	0.0143	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0319
Total	**1.9944**	**1.3000e-004**	**0.0143**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0302**	**0.0302**	**8.0000e-005**		**0.0319**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3700e-003	1.3000e-004	0.0143	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0319
Total	**1.9944**	**1.3000e-004**	**0.0143**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0302**	**0.0302**	**8.0000e-005**		**0.0319**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy
Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

APPENDIX B – UTILITIES WORKSHEETS

INTRODUCTION TO UTILITY SCREENING TABLES

The following worksheets are used to evaluated the potential impacts of a project.

Table 1 Definition of Project

This Table is used to establish the proposed development parameters that are used the calculation of utilities usage. The independent variable to be entered is identified by shading. For residential development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

Tables 2 Summary of Project Impacts

Consumption/Generation Rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this table.

Tables 3 through 7 Calculation of Project Impacts

Tables 3 through 7 indicate the results of the analysis.

Table 3 Electrical Consumption - This Table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.

Table 4 Natural Gas Consumption - This Table calculates the projected natural gas useagefor new development. Default generation rates provided in the shaded areas may be changed.

Table 5 Water Consumption - This Table calculates the projected water consumption ratesfor new development. Default generation rates provided in the shaded areas may be changed.

Table 6 Sewage Generation - This Table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 7 Solid Waste Generation - This Table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

Table 1 Project Name: CEG Dice Industrial Project

Definition of Project Parameters - Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development).

Land Use	Independent	Factor
Residential Uses	**Variable**	**Total Units**
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home	No. of Units	0
Office Uses	**Variable**	**Total Floor Area**
Office	Sq. Ft.	0
Medical Office Building	Sq. Ft.	0
Office Park	Sq. Ft.	
Bank/Financial Services	Sq. Ft.	0
Commercial Uses	**Variable**	**Floor Area/Rooms**
Specialty Retail Commercial	Sq. Ft.	
Convenience Store	Sq. Ft.	0
Movie Theater	Sq. Ft.	0
Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses	**Variable**	**Total Floor Area**
Industrial Park	Sq. Ft.	0
Manufacturing	Sq. Ft.	0
General Light Industry	Sq. Ft.	0
Warehouse	Sq. Ft.	49,000
Public/Institutional	**Variable**	**Total Floor Area**
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Utility Consumption and Generation

Summary of Project Impacts - Results of analysis identified below. No modifications should be made to this Table.

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	644
Natural Gas Consumption	cubic feet/day	631
Water Consumption	gallons/day	490
Sewage Generation	gallons/day	392
Solid Waste Generation	pounds/day	294

Table 3: Electrical Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**kWh**	**Variable**	**kWh/Unit/Day**
Single-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Medium Density Residential	0	5,625.00	kWh/Unit/Year	0.0
Multiple-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Mobile Home	0	4,644.00	kWh/Unit/Year	0.0
Office Uses	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Office	0	20.80	kWh/Sq. Ft./Year	0.0
Medical Office Building	0	14.20	kWh/Sq. Ft./Year	0.0
Office Park	0	20.80	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.80	kWh/Sq. Ft./Year	0.0
Commercial Uses	**Sq. Ft./Rooms**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Specialty Retail Commercial	0	16.00	kWh/Sq. Ft./Year	0.0
Convenience Store	0	16.00	kWh/Sq. Ft./Year	0.0
Movie Theater	0	16.00	kWh/Sq. Ft./Year	0.0
Shopping Center	0	35.90	kWh/Sq. Ft./Year	0
Sit-Down Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Fast-Food Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Hotel	0	8,955.00	kWh/Sq. Ft./Year	0.0
Manufacturing Uses	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Industrial Park	0	4.80	kWh/Sq. Ft./Year	0.0
Manufacturing	0	4.80	kWh/Sq. Ft./Year	0.0
General Light Industry	0	4.80	kWh/Sq. Ft./Year	0.0
Warehouse	49,000	4.80	kWh/Sq. Ft./Year	644.4
Public/Institutional	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Public/Institutional	0	4.80	kWh/Sq. Ft./Year	0.0
Open Space	0	0.00	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				644.4

Sources:
Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).
All other rates are from Common Forecasting Methodology VII Demand Forms, 1989

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Single-Family Residential	0	6,665.00	Cu. Ft./Mo./Unit	0.0
Medium Density Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Multiple-Family Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Office Uses	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Office	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Medical Office Building	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Office Park	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Bank/Financial Services	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Specialty Retail Commercial	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Convenience Store	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Movie Theater	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Shopping Center	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Fast-Food Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Hotel	0		Cu. Ft./Mo./Room	0.0
Manufacturing Uses	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Industrial Park	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Manufacturing	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
General Light Industry	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Warehouse	49,000	4.70	Cu. Ft./Mo./Sq. Ft.	631.0
Public/Institutional Use	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Public/Institutional	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Open Space	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Total Daily Natural Gas Consumption (cubic feet/day)				631.0

Sources:
South Coast Air Quality Management District, CEQA Air Quality Handbook. April 1993

Table 5: Water Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**Gals. of Water**	**Variable**	**Gals./Day**
Single-Family Residential	0	250.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	200.00	Gals./Day/Unit	0.0
Mobile Home	0	200.00	Gals./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Office	0	0.14	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.14	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.14	Gals./Day/Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Room**	**Gals. of Water**	**Variable**	**Gals./Day**
Specialty Retail Commercial	0	0.10	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.10	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.10	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.10	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	0.40	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.11	Gals./Day/Sq. Ft.	0.0
Hotel	0	130.00	Gals./Day/Room.	0.0
Manufacturing Uses	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Industrial Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.14	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.14	Gals./Day/Sq. Ft.	0.0
Warehouse	49,000	0.01	Gals./Day/Sq. Ft.	490.0
Public/Institutional Use	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Public/Institutional	0	0.10	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.10	Gals./Day/Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				490.0

Sources:

Source: Derived from Orange County Sanitation District rates (150% of effluent generation).

Table 6: Sewage Generation

Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses	**No. of Units**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Single-Family Residential	0	230.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	120.00	Gals./Day/Unit	0.0
Mobile Home	0	180.00	Gals./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Office	0	0.11	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.11	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.11	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.11	Gals./Day/Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Specialty Retail Commercial	0	0.08	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.08	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.08	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.08	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	0.30	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.08	Gals./Day/Sq. Ft.	0.0
Hotel	0	105	Gals./Day/Room.	0.0
Manufacturing Uses	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Industrial Park	0	0.11	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.11	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.11	Gals./Day/Sq. Ft.	0.0
Warehouse	49,000	0.01	Gals./Day/Sq. Ft.	392.0
Public/Institutional Use	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Public/Institutional	0	0.08	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.08	Gals./Day/Sq. Ft.	0.0
Total Daily Sewage Generation (gallons/day)				392.0

Source: Orange County Sanitation Districts.

Table 7: Solid Waste Generation

Project Component	Units of Measure	Generation Factor		Projected Generation
Residential Uses	**No. of Units**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Single-Family Residential	0	4.00	Lbs./Day/Unit	0.0
Medium Density Residential	0	4.00	Lbs./Day/Unit	0.0
Multiple-Family Residential	0	4.00	Lbs./Day/Unit	0.0
Mobile Home	0	4.00	Lbs./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Office	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Medical Office Building	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Office Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Specialty Retail Commercial	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Movie Theater	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Shopping Center	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Hotel	0		Lbs./Day/Room	0.0
Manufacturing Uses	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Industrial Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
General Light Industry	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Warehouse	49,000	6.00	Lbs./Day/1,000 Sq. Ft.	294.0
Public/Institutional Use	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Public/Institutional	0	4.00	Lbs./Day/1,000 Sq. Ft.	0.0
Open Space	0	3.00	Lbs./Day/1,000 Sq. Ft.	0.0
Total Daily Solid Waste Generation				294.0

Source: City of Los Angeles Average Solid Waste Generation Rates, April 1981

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MITIGATION MONITORING AND REPORTING PROGRAM

CEG DICE INDUSTRIAL DEVELOPMENT
SOUTHEAST CORNER OF
DICE ROAD AND ALTAMAR PLACE
SANTA FE SPRINGS, CALIFORNIA
DPA 906 & 907, MOD 1266, & LLA 2016-01

LEAD AGENCY:

CITY OF SANTA FE SPRINGS
PLANNING AND DEVELOPMENT DEPARTMENT
11710 TELEGRAPH ROAD
SANTA FE SPRINGS, CALIFORNIA 90670

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
16388 E. COLIMA ROAD, SUITE 206J
HACIENDA HEIGHTS, CALIFORNIA 91745

MAY 3, 2016

SFSP 032

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1. OVERVIEW OF THE PROJECT

The proposed project involves the construction of two new industrial buildings on a 2.27-acre (99,043 square-foot) site. The 2.27-acre project site is located in the northern portion of the City of Santa Fe Springs. The project site is located on the southeast corner of the Dice Road and Altamar Place T-intersection. The proposed project will consist of two new industrial buildings, referred to herein as *Building 1* and *Building 2*. Building 1 will have a total floor area of 35,500 square feet and Building 2 will have a total floor area of 13,500 square feet. Building 1 will be located on the eastern portion of the project site and Building 2 will be located on the western portion of the project site. Surface parking will be provided and will total 89 stalls: 61 stalls will be allotted to Building 1 and 28 stalls will be allotted to Building 2. The two new industrial buildings will have a total of six loading docks: four dock high doors and one grade-level door will be provided on Building 1 and one grade-level door will be provided on Building 2. Access to the site will be provided by two existing driveways: a north driveway along Altamar Place and a west driveway along Dice Road. The project Applicant is Chalmers Equity Group, 7901 Crossway Drive, Pico Rivera, California 90660.[1]

2. FINDINGS OF THE ENVIRONMENTAL ASSESSMENT

The Initial Study prepared for the proposed project indicated that the proposed project is not expected to result in significant adverse environmental impacts, upon implementation of the required mitigation measures. The following Mandatory Findings of Significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.
- The proposed project *will not* have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.

3. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

1 O.C. Design and Engineering. *Dice Industrial, 2 Warehouse/Office Concrete Tilt Up Buildings.* Revised Site Plan. Site Plan received on March 2, 2016.

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

4. MITIGATION MEASURES

The following mitigation is required as part of this project to ensure that potential construction related air quality emissions are mitigated:

Mitigation Measure No. 1 (Air Quality). All unpaved demolition and construction areas shall be watered up to three times per day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.

Mitigation Measure No. 2 (Air Quality). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

Mitigation Measure No. 3 (Air Quality). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Mitigation Measure No. 4 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding construction equipment, grading, site preparation, and construction activities.

Mitigation Measure No. 5 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

The following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 6 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground-disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading

and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

The following mitigation is required due to the potential for soil expansion and subsidence:

Mitigation Measure No. 7 (Geology and Soils). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.

AGE recommended considering constructing any subject property buildings with appropriate vapor mitigation measures, as there is potential from the adjacent properties to further impact soil vapor at the property. As a result, the following mitigation is required:

Mitigation Measure No. 8 (Hazards and Hazardous Materials). As indicated above, the existing buildings may contain ACMs and/or LBPs. As a result, ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials.

Mitigation Measure No. 9 (Hazards and Hazardous Materials). The Environmental Assessment undertaken for the proposed project site indicated that there is a potential for a soil vapor plume from an adjacent property extending into the project site. The consultant recommended that the future buildings must employ effective mitigation measures to eliminate contamination further spreading into the sight.

The environmental analysis determined that there may be a potential for hazardous materials to be encountered during the demolition and land clearance phases of development. As result the following mitigation measure is required:

Mitigation Measure No. 10 (Hazards and Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of the building permit.

The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

Mitigation Measure No. 11 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste

Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 12 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

Mitigation Measure No. 13 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

The analysis of public service impacts indicated that no impacts are anticipated; however, to ensure the proposed project meets the City's Fire and Police department standards, the following mitigation is required:

Mitigation Measure No. 15 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.

Mitigation Measure No. 16 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements (including, but not limited to, photometric plan review).

5. MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 1 provided on the following pages.

TABLE 1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (Air Quality). All unpaved demolition and construction areas shall be watered up to three times per day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 2 (Air Quality). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 3 (Air Quality). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 4 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding construction equipment, grading, site preparation, and construction activities.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 5 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification

Mitigation Measure No. 6 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground-disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.	City of Santa Fe Springs Planning and Development Department and the Gabrielino Band of Mission Indians, Kizh Nation ● *(The Applicant is responsible for implementation)*	*Prior to the start of any construction related activities* ● Mitigation ends when ground disturbance is completed or otherwise noted by the tribal representative.	Date: Name & Title:
Mitigation Measure No. 7 (Geology and Soils). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.	City of Santa Fe Springs Planning and Development Department and the City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to the issuance of any Building Permits* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 8 (Hazards and Hazardous Materials). As indicated above, the existing buildings may contain ACMs and/or LBPs. As a result, ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to demolition of existing buildings* ● Mitigation ends when surveys are complete.	Date: Name & Title:
Mitigation Measure No. 9 (Hazards and Hazardous Materials). The Environmental Assessment undertaken for the proposed project site indicated that there is a potential for a soil vapor plume from an adjacent property extending into the project site. The consultant recommended that the future buildings must employ effective mitigation measures to eliminate contamination further spreading into the sight.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to building construction* ● Mitigation continues over the project's operational lifetime.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification

Mitigation Measure No. 10 (Hazards and Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of the Building Permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of the building permit.	City of Santa Fe Springs Planning and Development Department, Chief Building Official ● *(The Applicant is responsible for implementation)*	*Prior to the issuance of any Building Permits* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 11 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.	City of Santa Fe Springs Planning and Development Department, Chief Building Official and City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 12 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.	City of Santa Fe Springs Planning and Development Department, Chief Building Official and City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 13 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.	City of Santa Fe Springs Planning and Development Department, City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a Certificate of Occupancy.* ● Mitigation to continue over the project's operational lifetime.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification

Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.	City of Santa Fe Springs Planning and Development Department, City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a Certificate of Occupancy*. ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 15 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Department of Fire and Rescue to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.	Santa Fe Springs Department of Fire and Rescue ● *(The Applicant is responsible for implementation)*	*During final plan check* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 16 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.	Santa Fe Springs Department of Police Services ● *(The Applicant is responsible for implementation)*	*During final plan check* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:

PUBLIC HEARING

Development Plan Approval Case No. 910 and Environmental Document

A request for approval to construct a ±18,557 sq. ft. grocery-store building and appurtenant improvements on 1.94 acre of a 3.94-acre property located at 13210 Telegraph Road (APN of 8011-013-017), at the southeast corner of Painter Avenue and Telegraph Road, in the C-4, Community Commercial, Zone. (Aldi Supermarket)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Development Plan Approval Case Nos. 910, and thereafter close the Public Hearing; and

2. Find that Development Plan Approval Case Nos. 910 is consistent with the purpose, intent, goals and policies set forth in the City's General Plan; and

3. Approve and adopt the proposed Initial Study/Mitigated Negative Declaration/ Mitigation Monitoring and Reporting Program (IS/MND/MMRP), which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that the approval of Development Plan Approval Case No. 910, will have significant adverse effects that cannot be mitigated to levels of insignificance; and

4. Approve Development Plan Approval Case Nos. 910, subject to conditions of approval contained within this Staff Report.

LOCATION/BACKGROUND

The project site consist of 4.05-acre (Gross) and is currently undeveloped, covered in dirt, sparse grass, and ruderal vegetation. The project site is fenced off on the north, west, and east sides by a chain link fence and on the south side by a concrete block wall. There are two oil wells on the site. A bowling alley sign reminiscent of the site's previous use is located in the northern part of the property. The sign is old, dilapidated, and will not contribute to the identification of the project. Mitigation measures identified in Section 3.5 of the IS/MND calls for the sign to be taken off-site to the Valley Relic Museum where it will be preserved.

The site has an address of 13210 Telegraph Road (APN of 8011-013-017), and was once occupied by a 34,000 sq. ft. building that housed a bowling alley called Premier Lanes. The bowling alley was demolished in 2010 and since that time, the site has remained undeveloped. The current zoning is C4, Community Commercial with a

General Plan Land Use Designation of industrial. Overton Moore Properties is currently in escrow to purchase the property with the intent of developing two building on the site: the first building will be constructed along the Telegraph Road and Painter Avenue street frontages and the second building at the rear of the site, with frontage only on Painter Avenue. The first building is a build-to-suit for an 18,557 sq. ft. Aldi supermarket. The second building is a speculative, concrete tilt-up industrial building of 41,046 sq. ft.

The applicant, Aldi, is requesting development plan approval (DPA 910) to construct a ±18,557 sq. ft. grocery store building and appurtenant improvements on 1.94 acre of the 3.94-acre property. Concurrent with the request is Conditional Use Permit Case No. 773, a request to construct, operate and maintain a freestanding sign measuring 20 ft.-high with a sign area of 30 sq. ft., within the landscape area of the property along Telegraph Road.

About Aldi

The first ALDI opened in the Midwest in 1976 and they have been growing at a steady pace in the US for nearly 40 years. Today, they have nearly 1,300 stores in 32 states. In the last several years, they have expanded into a number of new markets including Florida, Texas and New York City. At ALDI, customers can find more than 1,300 of the most commonly purchased grocery items in the most popular sizes – including fresh meats, fruits, vegetables and bakery items.

ALDI utilizes a "cart rental system"-contrary to traditional shopping cart corrals located in the shopping center parking lot and collected back into the store by store associates, ALDI stores have one cart corral located adjacent to the store entrance. Carts are interlocked with each other using a coin lock located on the handle of each cart, which is chained to the coin lock of the cart in front of it. In order for a customer to release a cart, a quarter must be deposited in the coin lock that will release the cart from the chain. To get the quarter back, the cart must be brought back to the designated cart corral and connected to the chain which will release the quarter. This coin system creates an incentive for customers to return their carts to the designated cart corral and receive their deposit back. This cart rental system is implemented in every ALDI store in operation today, which includes 1,300 stores across the United States.

Development Plan Approval Authorization:

Pursuant to section 155.735 (AUTHORIZATION) of the Zoning Regulations, the Planning Commission shall have the authority, subject to the procedures set forth in this subchapter (Zoning-Chapter 155), to grant development plan approval when it has been found that said approval is consistent with the requirements, intent and purpose of this chapter.

Purpose:
Pursuant to section 155.736 (PURPOSE) of the Zoning Regulations: The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the siting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general.

Development Plan Approval Case No. 910

Conceptual Site Plan – Sheet C-03:
According to the plans, a ±18,557 sq. ft. building is proposed. The building is located ±6.9 ft. from the westerly property line, ±230.6 ft. from Telegraph Road and ±83.2 ft. from Painter Avenue. The majority of parking is located north of the building with the remainder being west. No parking areas are located along the northwest and southwest face of the building. Other No Parking areas are located north of the most southerly driveway between the landscaped area and the adjacent drive aisle, with an additional, but smaller no parking area, east of said aisle. ADA parking is shown along the west side of the building. A truck dock is shown at the rear of the building. A screen gate is shown at the entry to the truck dock. Three vapor monitoring wells identified with keynote S18 are shown: two north of the building within the "No Parking area" and the other one, south of the building, within the truck dock area. There are three proposed driveway cuts: two on Painter Avenue and one on Telegraph road. Landscaping is distributed along the frontage roads and along the westerly property line, except for the area between the westerly wall of the building and the westerly property line.

Conceptual Elevations - Sheets A.1, A.2: The exterior elevations for the ALDI food market have been developed using a modern design concept adaptation from the new ALDI California store prototype. The variation in materials and parapet heights creates a visually appealing design that incorporates burnished CMU, smooth natural stone and earth tones for the primary plaster façade of the CMU building. Raised parapet elements at the main entry and building corners provide a variation in the roof plane and incorporate aluminum composite panels surrounded by prefinished white edge metal elements to give the building a modern feel. To break up the facades, smooth natural stone pilasters provide relief from the building massing and provide additional fenestration around the entire building. The honey mountain ledge smooth natural stone material is a material that is used throughout the City of Santa Fe Springs and will complement the burnished CMU banding at the base of the building. The entry elements feature aluminum storefront with clear glazing and a solid cover over the entry to provide weather protection for the customers. Additional spandrel glazing and canopy eyebrow elements have been extended along the primary façade to provide visual interest along Telegraph and Painter.

Operations Plan – Sheet A-131: The floor area is divided into areas typical for a grocery store: check lanes, produce, deli and meat areas and areas to display merchandize. Other areas shown include several coolers, freezers, check lanes, an office, break room, lockers, bathrooms, and a designated area for recycling/storage

Driveway: Three driveways are proposed: two on Painter Avenue (one with a width or 39 feet and the other 30 feet), and one on Telegraph Road, with a width of 30 feet.

Loading area: A truck dock is located at the rear of the building.

Trash Enclosure: A trash enclosure, although required, is not shown on the plans. Instead, a dumpster is depicted within the truck dock area. The Applicant is required and has been informed that a trash enclosure is required.

Gates/Fences/Walls: A decorative gate covered with 1x6 Trex composite planks provides screening of the loading activities.

Parking: The parking is distributed along Telegraph Road and Painter Avenue, adjacent to landscaping. Forty-four parking spaces are centrally located between the parking that borders Telegraph Road and the north wall of the building. An additional five parking spaces are located along the periphery of the site and along the perimeter of the building. Parking is also located against the north wall of the building, between the proposed transformer and the "No Parking" area. Six ADA parking spaces are located adjacent to the westerly wall of the building between the "No Parking" area. Seventy-four parking spaces are required (18,557/250 = 74.228 or 74), but 90 spaces are proposed.

Landscaping: The majority of the landscaping is distributed along the Painter Avenue and Telegraph Road street frontages, with the remainder located along the easterly property line and to a lesser degree, within the parking lot area. The landscape is interrupted by three driveways: one on Telegraph Road and two on Painter Avenue. The depth of the landscaping along the Painter Avenue street frontage is ±20' and along Telegraph Road, it is ±15'. The landscaping area includes meandering sidewalks along Painter Avenue. The City's Municipal Code requires 5,980 sq. ft. of landscaping; 7,953 sq. ft. is provided.

STREETS AND HIGHWAYS

The property is located at the southeast corner of Painter Avenue and Telegraph Road. Painter Avenue and Telegraph Road are designated as a "Major" arterial within the Circulation Element of the City's General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

The subject property is zoned C-4, Community Commercial with a general plan land use designation of "Commercial." The Zoning, General Plan and Land Use of the

surrounding properties are as follows:

Surrounding Zoning, General Plan Designation			
Direction	**Zoning District**	**General Plan**	**Land Use**
North	C-4	Commercial	7-11, restaurant, retail
South	M-2	Industrial	Super Et, trailer repair and service
East	M-2	Commercial	Shopping Center (Gateway Plaza)
West	M-2	Industrial	All Black Co., metal finishing and coating Magnus Industries, drill bits and sawblades

DEVELOPMENT PLAN APPROVAL - COMMISSION'S CONSIDERATION.
Pursuant to Section 155.739 of the Zoning Regulations, in studying any application for development plan approval, the Commission shall give consideration to the following:

(A) That the proposed development is in conformance with the overall objectives of this chapter (Zoning Regulation).

Finding:
The C-4 zone allows for a variety of retail establishments offering convenience and shoppers' goods for the community and local neighborhood including, music stores, supermarkets, cafes, coffee shops and restaurants, theaters, financial institutions, post offices, retail bakeries, and administrative offices, real estate offices, clinics, doctors and other professional offices.

The proposed use of the commercial building is consistent with the uses allowed in the C-4-PD zone, in that supermarkets are permitted uses in the C-4 zone

The proposed development is consistent with the purpose of the C-4 Zone in the following manner:

1. The land is appropriate for commercial uses based on its zoning, C-4, Community Commercial and its General Plan Land Use designation of Commercial.
1. Since the proposed development is commercial, rather than residential or industrial in nature, the land is being preserved for commercial uses, and will harmonize with the surrounding commercial uses.
2. If the property is improved, for example by demolishing old buildings and constructing a new building, the assessed value of the property is likely to change, leading to an increase in property values. Simply put, any improvement to a property may affect the assessed value and, by association, the property value.

3. The construction of a new commercial building provides an opportunity to attract and encourage potential new businesses to the City.
4. The proposed project will generate new jobs in the City.

(B) That the architectural design of the proposed structures are such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter (Zoning-Chapter 155).

Finding:
The new building will represent a significant enhancement in the appearance of the property. The building that formerly occupied the site was constructed sometime in the 1960's and was demolished in 2010. Since that time, the property has been undeveloped, and periodically a public nuisance and homeless encampment. The new, contemporary building will adhere to all development standards of the C4-Zone and the overall development represents a significant enhancement to the appearance of the property.

(C) That the proposed structures be considered on the basis of their suitability for their intended purpose and on the appropriate use of materials and on the principles of proportion and harmony of the various elements of the buildings or structures.

Finding:
As evident by the Operations Plan – Sheet A-131, the floor area is divided into areas typical for a grocery store: check lanes, produce, deli and meat areas and areas to display merchandize. Other areas include several coolers, freezers, check lanes, an office, break room, lockers, bathrooms, and a designated area for recycling/storage. With regards to the building, the exterior elevations for the ALDI food market was developed using a modern design concept adaptation from the new ALDI California store prototype. The variation in materials and parapet heights creates a visually appealing design that incorporates burnished CMU, smooth natural stone and earth tones for the primary plaster façade of the CMU building. To break up the facades, smooth natural stone pilasters provide relief from the building massing and provide additional fenestration around the entire building. The honey mountain ledge smooth natural stone material is a material that is used throughout the City of Santa Fe Springs and will complement the burnished CMU banding at the base of the building.

As designed, the new building is completely suitable for all of its intended uses, and the distinctive design of the building represents the architectural principles of proportion and harmony.

(D) That consideration be given to landscaping, fencing and other elements of the proposed development to ensure that the entire development is in harmony with the objectives of this chapter (Zoning Chapter 155).

Finding:
As previously noted the majority of the landscaping is distributed along the Painter Avenue and Telegraph Road street frontages, with the remainder located along the easterly property line and to a lesser degree, within the parking lot area. Meandering sidewalks are incorporated within the landscape area. All landscaping and irrigation will be consistent with the State's Model Water Efficiency Landscape ordinance.

Although the truck loading area is located at the rear of the building, and away from public view, the loading area has been enhanced with an 8' high CMU wall to match the building and a decorative gate covered with of 1x6 Trex composite planks to provide screening of the loading activities. All these elements combine to represent a building that is distinctive, of high quality and will be visually appealing to visitors to the site, as well as to members of the public traveling along Telegraph Road and Painter Avenue. Extensive consideration has been given to numerous elements of the proposed project to achieve harmony with the City's zoning regulations.

(E) That it is not the intent of this subchapter to require any particular style or type of architecture other than that necessary to harmonize with the general area.

Finding:
Staff's goal was to depict a contemporary and attractive building that was consistent with the City's development standards, and to some extent with the newer architectural style of the 7-11 across Painter Avenue, and the shopping center to the east. The new building was developed using a modern design concept adaptation from the new ALDI California store prototype. The variation in materials and parapet heights creates a visually appealing design that incorporates burnished CMU, smooth natural stone and earth tones for the primary plaster façade of the CMU building. Raised parapet elements at the main entry and building corners provide a variation in the roof plane and incorporate aluminum composite panels surrounded by prefinished white edge metal elements to give the building a modern feel. The entry elements feature aluminum storefront with clear glazing and a solid cover over the entry to provide weather protection for the customers. Additional spandrel glazing and canopy eyebrow elements have been extended along the primary façade to provide visual interest along Telegraph and Painter.

(F) That it is not the intent of this subchapter to interfere with architectural design except to the extent necessary to achieve the overall objectives of this chapter.

Finding:
The design plans for the new building were not significantly restricted or curtailed by the requirements of the City's zoning regulations. City Staff made suggestions and presented options to the architect to further enhance the appearance of the proposed building and to make the building consistent with other contemporary architectural

style in the City. Accordingly, the new proposed project is both a functional facility for the operational needs of a supermarket and promotes the architectural design principles seen as important by the City.

ENVIRONMENTAL IMPACT ASSESSMENT –IS/MND/MMRP Prepared

On the basis of the Mitigated Negative Declaration and Initial Study, City staff has concluded that although the proposed project, as a whole, could have a significant effect on the environment, there will not be a significant effect with the incorporation of mitigation measures pertaining to Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water, Mineral Resources, Noise, Public Services, Transportation and Circulation, and Utilities. The City, therefore, prepared and proposes to adopt a Mitigated Negative Declaration (MND), and a Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project. The MND and MMRP reflect the independent judgment of the City of Santa Fe Springs and the environmental consultant, Blodgett Baylosis Environmental Planning, and recognizes project design features, previous environmental evaluations, and standard construction and engineering practices, as contributing to avoidance of potential impacts.

DRAFT MND REVIEW

The Draft Initial Study/Mitigated Negative Declaration reflects the independent judgment of Blodget Baylosis Associates and the City as to the potential environmental impacts of the proposed project on the environment. The Draft Initial Study/Mitigated Negative Declaration was circulated for the required 20-day public review and comments from March 17, 2016 to April 7, 2017. The Notice of Intent to Adopt a Negative Declaration shared the same review period, except the Notice of Intent to Adopt a Negative Declaration was also posted with the Los Angeles County Clerk on March 17, 2016.

Responses to Initial Study/Mitigated Negative Declaration:

To date, staff has not received any correspondence nor has anyone called or came to the counter to provide comments or stating concerns relating to the proposed Initial Study/Mitigated Negative Declaration

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 et. Seq. and 65854 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.866 of the City's Municipal Code. Legal notice of the Public Hearing for the proposed CUP was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on April 28, 2016. The legal notice was also posted at Santa Fe Springs City Hall, the City Library and the City's Town Center and published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State

Zoning and Development Laws and by the City's Zoning Ordinance.

CONDITIONS OF APPROVAL:

ENGINEERING / PUBLIC WORKS DEPARTMENT:
(Contact: Robert Garcia ext. 7545)

1. That the applicant shall pay a flat fee of $49,117 to reconstruct/resurface the existing street frontage to centerline for Telegraph Road and Painter Avenue. (Design and work to be completed by City at a future date)

2. That the applicant shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Painter Avenue street frontage. If applicable, the dedicated easement shall be shown on the Parcel/Tract Map. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans

3. Full street improvements shall be constructed to City standard in accordance with plans prepared by the applicant and approved by the City Engineer. Street to be improved shall include the south east corner of Painter Avenue and Telegraph Road. The applicant shall design and construct the removal and replacement of the Primary and Secondary Traffic Signal Pole(s). Plans will include wiring, conduits, pull boxes, associated traffic loops, and Edison Power Pole(s) for the purpose of installing 30 foot radius curb return. The applicant to acquire approval from Edison for the relocation of power pole(s).

4. Street right-of-way easements shall be dedicated to the City of Santa Fe Springs at no cost as follows:

   a. Along the east side of Painter Avenue and south side of Telegraph Road for the construction of a 30 foot radius curb return and a dedicated bus shelter.

5. A.D.A. compliant access ramps and associated sidewalk improvements with black truncated domes to be constructed at south east corner of Telegraph Road and Painter Avenue. Construction shall be paid for by the owner/ developer.

6. All oil wells, pipelines, tanks, and related lines within the public right-of-way shall be removed from the right-of-way unless otherwise approved by the City Engineer.

7. That adequate "on-site" parking shall be provided per City requirements, and all streets abutting the development shall be posted "No Stopping Any Time." The City will install the offsite signs and the applicant shall pay the actual cost of sign installation and removal of any conflicting signs. (Payment required prior to

issuance of building permit.)

8. The applicant shall reimburse the City for the actual cost for the installation, replacement or modification of street name signs, traffic control signs, striping and pavement markings on Painter Avenue as required in conjunction with the development. The City will complete the work. (Payment required prior to issuance of building permit.)

9. That the applicant shall pay to the City the entire cost ($15,000) of design, engineering, installation and inspection of (1 street lights on Painter Avenue. The City will design and cause construction of said street light. (Payment required prior to issuance of building permit.)

10. That common driveways shall not be allowed unless approved by the City Engineer. Proposed driveways shall be located to clear existing fire hydrants, street lights, water meters, etc.

11. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Telegraph Road and Painter Avenue. Storm drain plans shall be approved by the City Engineer.

12. Fire hydrants shall be installed as required by the Fire Department. Existing public fire hydrants adjacent to the site, if any, shall be upgraded if required by the City Engineer. That the applicant shall pay to the City the entire cost of design, engineering, installation and inspection of (1) Fire hydrant.

13. That sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be approved by the City Engineer. A sewer study shall be submitted along with the sanitary sewer plans. In lieu of a sewer study, the applicant may perform sewer flow test of the sewer manholes as determined by the City.

14. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.

15. That the applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.

16. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.

17. The applicant shall submit a traffic study prepared by a Professional Engineer. The traffic study shall show the present traffic in the area and projected traffic after the development of the property. Any improvements or mitigation measures including installation of traffic signals and/or modifications, the installation of additional left turn lanes or deceleration lanes, the lengthening of left turn lanes or other median modifications, etc. that are warranted based on the study, the applicant shall pay to the City the full cost of design engineering, installation and inspection of the improvements. The City will design and cause construction of the improvements.

18. That all point of access to the proposed development shall be reviewed and approved by the City Engineer. The City will allow left turns out of both driveways.

19. Final parcel map checking of $4,824 plus $285 per parcel shall be paid to the City. The applicant shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

20. The applicant shall provide at no cost to the City, one Mylar print of the recorded parcel map from the County of Los Angeles Department of Public Works, P.O. Box 1460, Alhambra, CA 91802-1460, Attention: Bill Slenniken (626) 458-5131.

21. That the applicant shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development. The applicant will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the applicant cannot meet the mitigation requirements, the applicant shall pay a mitigation fee to be determined by the City Engineer for off-site transportation improvements.

22. That the applicant shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.

23. That the applicant shall pay the water trunkline connection fee of $3,250 per acre upon application for water service connection or if utilizing any existing water service. (Payment required prior to issuance of building permit.)

24. That a grading plan shall be submitted for drainage approval to the City

Engineer. The applicant shall pay drainage review fees in conjunction with this submittal. A professional civil engineer registered in the State of California shall prepare the grading plan.

25. That a hydrology study shall be submitted to the City if requested by the City Engineer. The study shall be prepared by a Professional Civil Engineer.

26. That upon completion of public improvements constructed by applicant, the applicant's civil engineer shall submit Mylar record drawings and an electronic file (AutoCAD Version 2004 or higher) to the office of the City Engineer.

27. That the applicant shall comply with the National Pollutant Discharge Elimination System (NPDES) program and shall require the general contractor to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) on all construction sites in accordance with current MS4 Permit. The applicant/ will also be required to submit a Certification for the project and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Brian Reparuk 562.868-0511 x3701)

28. That all buildings over 5,000 sq. ft. shall be protected by an approved automatic sprinkler system per Section 93.11 of the Santa Fe Springs Municipal Code.

29. That the applicant shall comply with the requirements of Section 117.131 of the Santa Fe Springs Municipal Code, Requirement for a Soil Gas Study, in accordance with Ordinance No. 955, prior to issuance of building permits. As required by SFSFD approved Methane Study.

30. To prevent the travel of combustible methane gas into any structure, all slab or foundation penetrations, including plumbing, communication and electrical penetrations, must be sealed with an appropriate material. In addition, underground electrical conduits penetrating the slab or foundation of the structure, shall comply with the National Electrical Code (NEC), replete with a seal-off device normally required for classified electrical installations, so as to prevent the travel of combustible methane gas into the structure through conduit runs. As required by SFSFD approved Methane Study.

31. That interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department.

32. That if on-site fire hydrants are required by the Fire Department, a minimum flow

must be provided at 2,500 gpm with 1,500 gpm flowing from the most remote hydrant. In addition, on-site hydrants must have current testing, inspection and maintenance per California Title 19 and NFPA 25.

33. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 feet with a minimum clear height of 13 feet 6 inches. Internal driveways shall have a turning radius of not less than 52 feet. The final location and design of this 26 feet shall be subject to the approval of the City's Fire Chief as established by the Uniform Fire Code. A request to provide emergency vehicle aisle width less than 26 feet shall be considered upon the installation/provision of mitigation improvements approved by the City's Fire Chief.

34. That prior to submitting plans to the Building Department, a preliminary site plan shall be approved by the Fire Department for required access roadways and on-site fire hydrant locations. The site plan shall be drawn at a scale between 20 to 40 feet per inch. Include on plan all entrance gates that will be installed.

35. That Knox boxes are required on all new construction. All entry gates shall also be equipped with Knox boxes or Knox key switches for power-activated gates.

36. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways.

37. That prior to construction, the applicant shall submit a work plan to the Fire Department for the sampling of methane as described under City Ordinance 955 relating to Methane Zone requirement for new construction. Submit plans for approval prior to beginning the investigation.

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)
(Contact: Tom Hall 562.868-0511 x3715)

38. The applicant shall conduct a subsurface soil investigation (Phase II) around any areas identified in the most recent Phase I Environmental Site Assessment as a recognizable environmental condition. The Phase II shall identify the vertical and lateral extent of any soil contamination. The Phase II report shall be submitted to the Santa Fe Springs Fire-Rescue Environmental Protection Division (EPD) for review and written approval. Should the recommendations/findings of the Phase II report indicate that contaminate levels exceed recognized regulatory screening levels or site-specific human health risk-based screening levels, additional assessment and/or remedial action will be required.

39. If remedial action is required to mitigate soil contamination, a work plan must be submitted to the EPD for review and written approval before implementing the

remediation measures. Once remedial actions are complete, a final report shall be submitted to the EPD for review and written approval.

40. Permits and approvals. That the applicant shall, at its own expense, secure or cause to be secured any and all permits or other approvals which may be required by the City and any other governmental agency prior to conducting environmental assessment or remediation on the property. Permits shall be secured prior to beginning work related to the permitted activity.

41. That all abandoned pipelines, tanks and related facilities shall be removed unless approved by the City Engineer and Fire Chief. Appropriate permits for such work shall be secured before abandonment work begins.

42. That the applicant shall submit plumbing plans to the Fire Department Environmental Protection Division (EPD) and, if necessary, obtain an Industrial Wastewater Discharge Permit Application for generating, storing, treating or discharging any industrial wastewater to the sanitary sewer.

POLICE SERVICES DEPARTMENT:
(Contact: Margarita Munoz 562.409.1850 x3319)

43. That the Applicant shall obtain a valid License from the Department of Alcoholic beverage Control (ABC) and an Alcohol Sales Conditional Use Permit and from the Department of Police Services should they be interested in warehousing and/or selling alcoholic beverages.

44. That the applicant shall install a video recording surveillance system with the following minimum configuration: Cameras capable of recording in HD at 5Mbs to capture 1080P video at 30 FPS, and a Network Video Recorder (NVR) which can record at a minimum of 1080P video per channel. A scaled camera plan shall be submitted to the Department of Police Services to review and approve 60-days prior to opening the store to the public.

45. That the applicant shall submit and obtain approval of a proposed lighting (photometric) and security plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the subject property. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric and security plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.

46. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services and the Fire Chief. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day.

47. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued.

48. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.

49. That during the construction phase of the proposed project, the contractor shall provide an identification number (i.e. address number) at each building and/or entry gate to direct emergency vehicles in case of an emergency. The identification numbers may be painted on boards and fastened to the temporary construction fence. The boards shall be removed after each building has been identified with their individual permanent number address.

50. That the Applicant and/or his employees shall maintain the parking area free of litter and debris, and that the breeze way along the eastside of the building shall be constantly monitored for to prevent trash and unauthorized individuals.

WASTE MANAGEMENT:
(Contact: Teresa Cavallo 562.868.0511 x7309)

51. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City.

52. That all projects over $50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309.

53. That the applicant shall comply with Public Resource Code, Section 42900 et seq. (California Solid Waste Reuse and Recycling Access Act of 1991) as amended, which requires each development project to provide adequate storage area for the collection/storage and removal of recyclable and green waste materials.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Wayne M. Morrell 562.868-0511 x7362)

54. That the subject site shall be monitored daily and cleared of any trash, junk, litter, and debris. This condition requires the submittal of a litter control plan that documents how refuse and litter generated from the site will be managed.

55. That directional signage shall be placed at the drive-thru entrance and at the exit to help direct customers.

56. That any temporary or grand opening signage shall comply with the City regulations (as per Section 155.530).

57. That the applicant understands and agrees that installation of exterior newsstands, pay phones, or vending machines shall be prohibited.

58. That bicycle racks or other secure bicycle parking shall be provided to accommodate bicycles. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be provided and identified on all plans, and to the satisfaction of the city.

59. That all parking areas shall be legibly marked off on the pavement, showing the required parking spaces. All parking spaces which are provided as compact

spaces shall be further identified by having the words "compact," or comparable wording legibly written on the pavement, wheel stop or on a clearly visible sign.

60. That the facility operator(s) shall be strictly liable for any and all sudden and accidental pollution and gradual pollution resulting from their use within the City, including cleanup, and injury or damage to persons or property. Additionally, operators shall be responsible for any sanctions, fines, or other monetary costs imposed as a result of the release of pollutants from their operations. "Pollutants" means any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapor, soot, fumes, acids, alkalis, chemicals, electromagnetic waves and waste. "Waste" includes materials to be recycled, reconditioned or reclaimed.

61. That the applicant understands and agrees that all fences, walls, gates and similar improvements on the subject site shall be subject to the prior approval by the Fire Department and Planning and Development Department.

62. That the applicant shall clarify on the construction drawings that all roof drains (facing the street?), shall be provided along the interior walls and not along the exterior of the building.

63. That all activities shall occur inside the building. No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services, and Fire Marshall.

64. That the applicant understands and agrees that 90 off-street parking spaces, as shown on the site plan submitted and on file with this case, shall be made continuously available on the subject site at all times.

65. That commercial vehicles, trucks and/or truck tractors shall no queue on Telegraph Road or Painter Avenue, not use said streets as a staging area, or to back-up from said streets to the property.

66. Except within any designated loading areas, there shall be no storage or staging of trucks.

67. There shall be no use of public address systems audible from the exterior of the building.

68. Sealed rubber loading dock gaskets shall be installed and continuously maintained in good condition. Trucks using the loading docks shall connect directly to the sealed rubber gaskets while off-loading.

69. That the Department of Planning and Development require and any proposed double-check detector assembly be screened by shrubs or other materials. All shrubs shall be planted a minimum distance of two (2) feet surrounding the detector assembly; *however, the area in front of the OS and Y valves shall not be screened.* The screening shall also only be applicable to the double-check detector assembly and *shall not* include the fire department connector (FDC). Notwithstanding, the Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly.

70. That all Reduced Pressure Backflow preventer shall be installed in a backflow prevention cage on a concrete pad. The backflow preventer shall be painted "hunter green." Please see All-Spec Enclosure Inc., stainless steel tubular backflow preventer. The enclosure shall be lockable, weather resistant and vandal proof. The location shall be near the water meter in the landscape area. Note: See Public Works Backflow Prevention Enclosure standard W-20.

71. That the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 909.

72. That prior to submitting plans to the Building Division for plan check, the applicant shall submit Mechanical plans that include a roof plan that shows the location of all roof mounted equipment. All roof-mounted mechanical equipment and/or duct work which projects above the roof or roof parapet of the proposed development and is visible from adjacent property or a public street shall be screened by an enclosure which is consistent (similar colors and materials consistent with the construction of the exterior finish of the building) with the architecture of the building and approved by the Director of Planning or designee. No roof-mounted equipment shall be permitted unless such equipment is not visible from adjacent properties and streets from a height of five (5) feet above ground level.

73. That the applicant shall submit for approval a detailed landscape and automatic irrigation plan pursuant to the Landscaping Guidelines of the City. Said landscape plan shall indicate the location and type of all plant materials, existing and proposed, to be used, and shrubs designed to fully screen the interior yard and parking areas from public view and 24" box trees along the street frontage. Notwithstanding, s*aid plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance)*.

74. That prior to the issuance of the Certificate of Occupancy, the applicant shall provide certification from the Landscape Architect of record that the plant installation on the Site are in accordance with the approved site plan and landscape plan.

75. That the landscaped areas shall be provided with a suitable, fixed, permanent and automatically controlled method for watering and sprinkling of plants. This operating sprinkler system shall consist of an electrical time clock, control valves, and piped water lines terminating in an appropriate number of sprinklers to insure proper watering periods and to provide water for all plants within the landscaped area. Sprinklers used to satisfy the requirements of this section shall be spaced to assure complete coverage of all landscaped areas. Notwithstanding, s*aid plan shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*

Note: Staff shall not approve the landscaping and irrigation plan without first reviewing and approving the civil drawings, specifically as it pertains to the landscaping and irrigation plan (i.e., location and size of riprap, bioswales, areas of infiltration trenches, etc.)

76. That the applicant shall submit a lighting program that is integrated into the overall site, landscape design and building design. Lighting shall be used to highlight prominent building features such as entries and other focal points. Up-lighting shall also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design. It is also a great way to create a "barrier" or to simply enhance the beauty of uniquely structured plants that you may have in your landscape.

78. That upon completion of the new landscaping, the required landscaped areas shall be maintained in a neat, clean, orderly and healthful condition. This is meant to include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.

79. That the electrical plans, which show the location of any proposed electrical transformer(s), shall be subject to the approval of the Planning Department. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the *prior approval* of the Director of Planning or designee. The electrical transformer shall be screened with shrubs. (Three (3) foot clearance on sides and back of the equipment. Eight (8) foot clearance in front of the equipment. Landscaping irrigation system shall be installed so that they do not spray on equipment.) A copy of the Guideline is available at the Planning Department).

80. That approved suite numbers/letters or address numbers shall be placed on the proposed building in such a position as to be plainly visible and legible from the street fronting the property. Said numbers shall contrast with their background. The size recommendation shall be 12" minimum.

81. That a sufficient number of approved outdoor trash enclosures shall be provided for the development subject to the approval of the Director of Planning or designee. The calculation to determine the required storage area is: 1% of the first 20,000 sq. ft. of floor area + ½% of floor area exceeding 20,000 sq. ft., but not less than 4 ½ feet in width nor than 6 feet in height. The enclosure shall be designed, in coordination with the architectural design of the building, including materials and colors.

82. That the proposed building shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored or rusted.

83. That prior to issuance of building permits, the applicant shall comply with the following conditions to the satisfaction of the City of Santa Fe Springs:

a. Covenants.

1. Applicant shall provide a written covenant to the Planning Department that, except as may be revealed by the environmental remediation described above and except as applicant may have otherwise disclosed to the City, Commission, Planning Commission or their employees, in writing, applicant has investigated the environmental condition of the property and does not know, or have reasonable cause to believe, that (a) any crude oil, hazardous substances or hazardous wastes, as defined in state and federal law, have been released, as that term is defined in 42 U.S.C. Section 9601 (22), on, under or about the Property, or that (b) any material has been discharged on, under or about the Property that could affect the quality of ground or surface water on the Property within the meaning of the California Porter-Cologne Water Quality Act, as amended, Water Code Section 13000, et seq

2. Applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of applicant's knowledge, it does not know or have reasonable cause to believe that it is in violation of any notification, remediation or other requirements of any federal, state or local agency having jurisdiction concerning the environmental conditions of the Property.

b. Applicant understands and agrees that it is the responsibility of the applicant to investigate and remedy, pursuant to applicable federal, state and local law, any and all contamination on or under any land or structure affected by this approval and issuance of related building permits. The City, Commission, Planning Commission or their employees, by this

approval and by issuing related building permits, in no way warrants that said land or structures are free from contamination or health hazards.

c. Applicant understands and agrees that any representations, actions or approvals by the City, Commission, Planning Commission or their employees do not indicate any representation that regulatory permits, approvals or requirements of any other federal, state or local agency have been obtained or satisfied by the applicant and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the applicant may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. Applicant, not the City, Commission, Planning Commission or their employees will be responsible for any and all penalties, liabilities, response costs and expenses arising from any failure of the applicant to comply with such regulatory requirements.

84. That prior to occupancy of the building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting Cecilia Martinez at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org).

85. That the applicant shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. *(Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings)*

86. That the applicant shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be accessed to any contractor or sub-contractor that fails to obtain a Business License and a Building Permit final or Certificate of Occupancy will not be issued until all fees and penalties are paid in full. Please contact Cecilia Martinez, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org.

87. That the Mitigation Monitoring Program, which was prepared for the proposed project and adopted by the Planning Commission upon completion of the Mitigated Negative Declaration, shall be made part of the conditions of approval

for Development Plan Approval Case No. 910. The Mitigation Monitoring Program is listed as an attachment to this staff report.

88. That the applicant shall indemnify, protect, defend and hold harmless from and against any and all claims, liabilities and costs, including attorney's fees, arising from CEQA challenges and subsequent environmental review for the Project and any or all entitlements and approvals issued by the City in connection with the Project.

89. That the application understands and agrees that the design and construction of the subject freestanding sign is contingent upon approval of a Conditional Use Permit (CUP 773) prior to installation of said sign.

90. That the applicant shall provide conduit fiber optics or other smart technologies for each parcel for internet access. The conduit shall also be adequate to provide the opportunity for future telecommunications to the project site.

91. That the applicant shall work with the cable or internet provider for the City, for the installation of underground cabling and related telecommunications facilities within the project site. At least along the project's perimeters, along Telegraph Road and Painter Avenue, the owner/developer shall work with the cable or internet provider for the City for the installation of underground cabling and related telecommunications facilities, and in recognition of the Citywide importance of providing telecommunication facilities along these frontages, Applicant shall also install and dedicate to the City separate underground telecommunications conduit adequate to provide the opportunity for future telecommunications to the project and for the City's anticipated future needs and services, all to the satisfaction of the Public Works Director.

92. That the development shall otherwise be substantially in accordance with the plot plan, floor plan, and elevations submitted by the owner and on file with the case.

93. That the final plot plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning.

94. That the applicant understands and agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to the subject Conditional Use Permit (CUP 773) and Development Plan Approval (DPA 910), or any actions or operations conducted pursuant

thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

95. That all other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.

96. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.

97. That the applicant understands and agrees that if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans must be provided to the planning department for review and approval prior to the implementation of such changes. Please note that certain changes may also require approvals from other departments.

98. That unless otherwise specified in the action granting development plan approval and or conditional use permit approval, said approval which has not been utilized within a period of 12 consecutive months from the effective date shall become null and void. Also the abandonment or nonuse of a development plan approval for a period of 12 consecutive months shall terminate said development plan approval and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action.

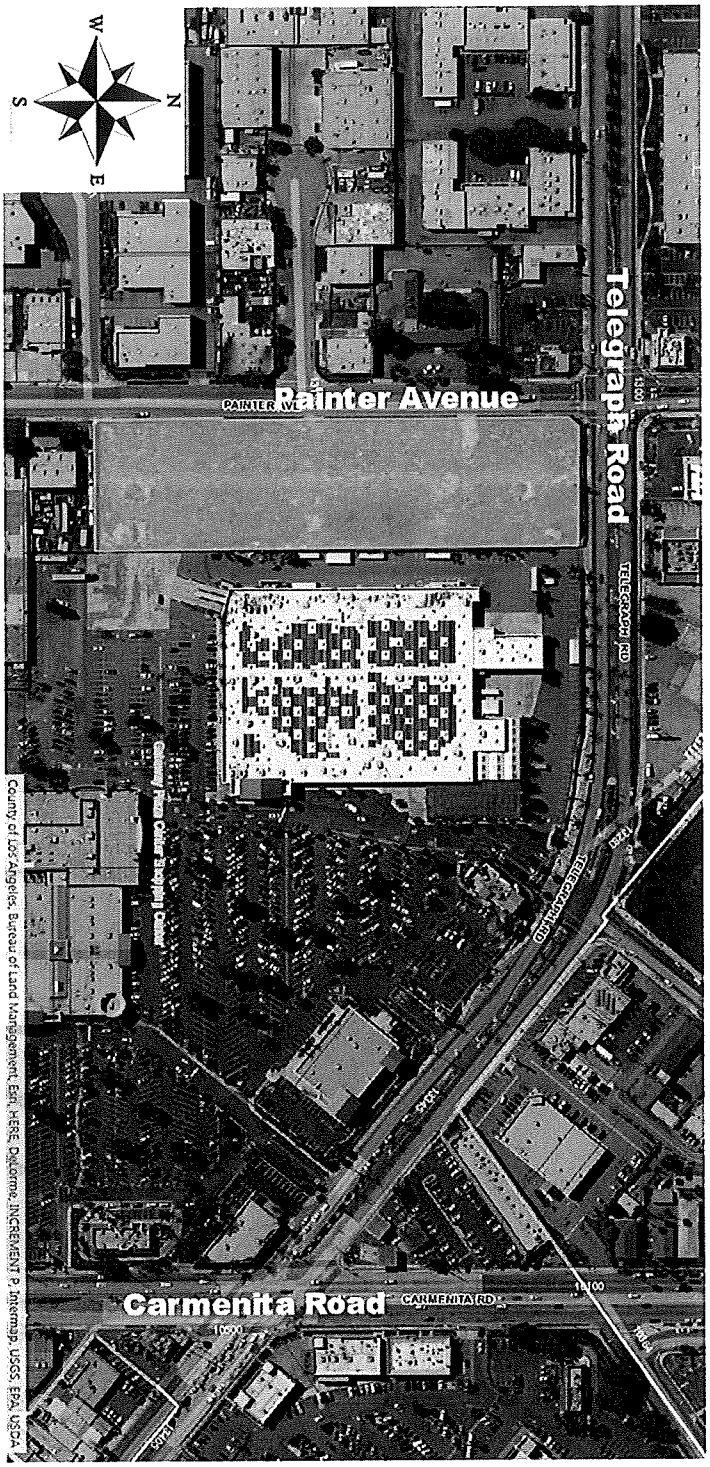
Wayne M. Morrell
Director of Planning

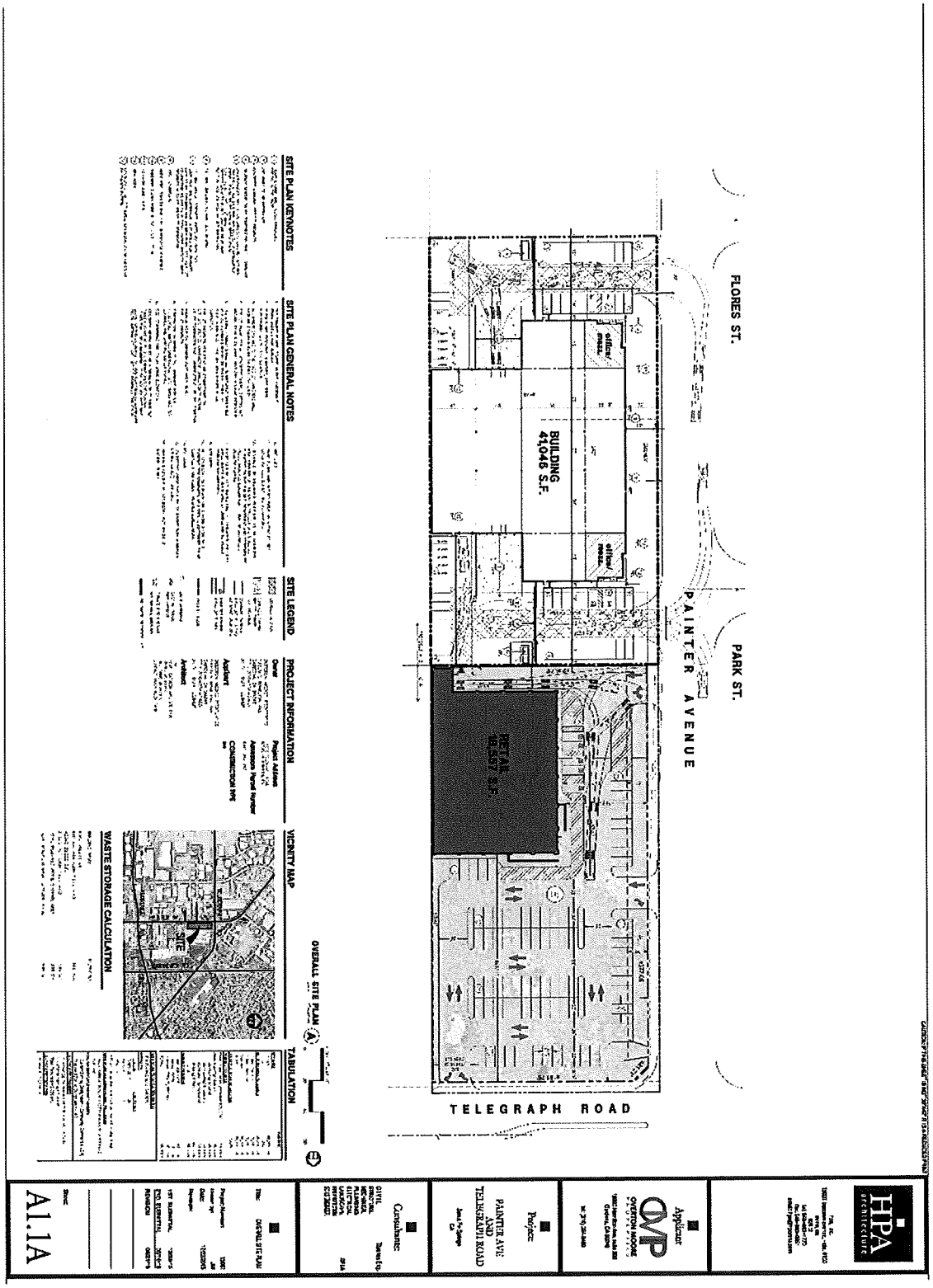
Attachments:
1. Location Aerial
2. Overall Site Plan-Sheet A1.1A
3. Conceptual Site Plan-Sheet C-03
4. Operations Plan-Sheet A-131
5. Architectural Elevations
6. Rendering
7. Conceptual Landscape Plan-Sheet LCP1

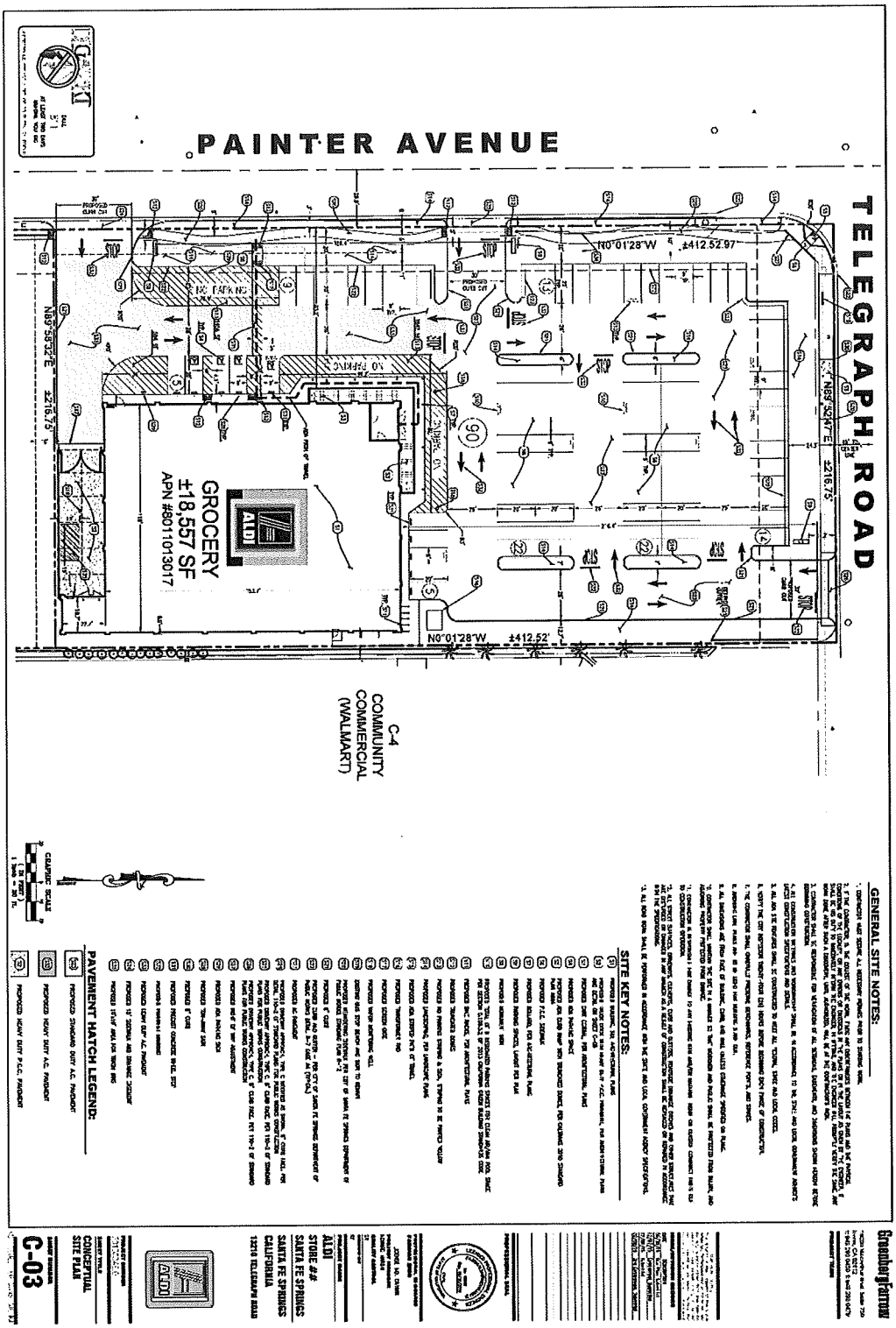
CITY OF SANTA FE SPRINGS-Aerial Photograph

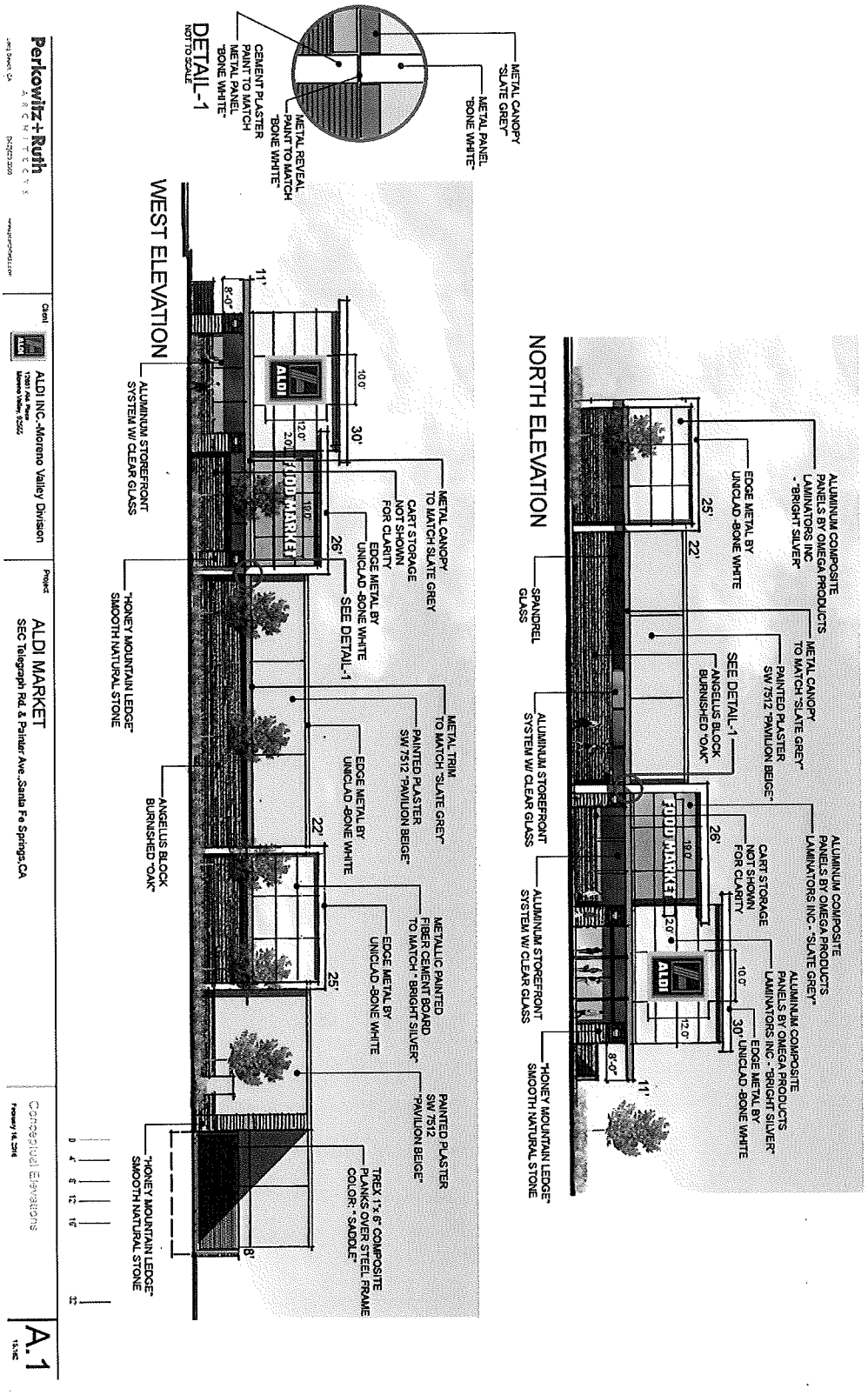
Development Plan Approval Case No. 910 (Aldi Supermarket)

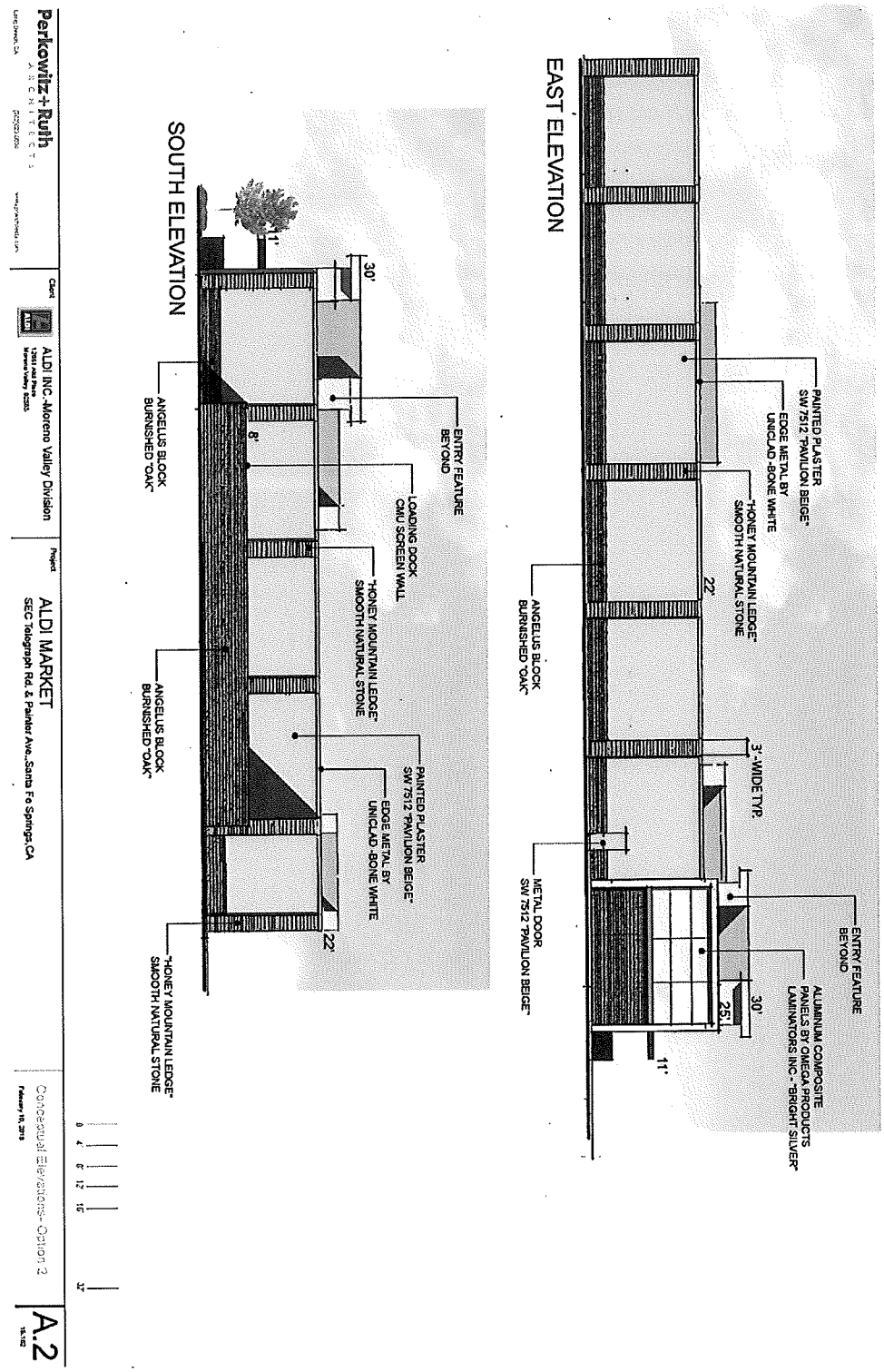
13210 Telegraph Road




FLORES ST.
PARK ST.
PAINTER AVENUE
TELEGRAPH ROAD
BUILDING
41,046 S.F.
RETAIL
18,507 S.F.
SITE PLAN KEYNOTES
SITE PLAN GENERAL NOTES
SITE LEGEND
PROJECT INFORMATION
VICINITY MAP
WASTE STORAGE CALCULATION
TABULATION
OVERALL SITE PLAN
HPA ARCHITECTURE
Applicant
OVERTON MOORE PROPERTIES
Project:
PAINTER AVE. AND TELEGRAPH ROAD
Consultants:
A1.1A


PAINTER AVENUE
TELEGRAPH ROAD
GROCERY
±18,557 SF
APN #8011013017
C-4
COMMUNITY
COMMERCIAL
(WALMART)
N0°01'28"W ±412.52'
N89°58'32"E ±216.75'
GENERAL SITE NOTES:
SITE KEY NOTES:
PAVEMENT HATCH LEGEND:
CONCEPTUAL SITE PLAN
C-03
ALDI
STORE ##
SANTA FE SPRINGS, CALIFORNIA
12216 TELEGRAPH ROAD


NORTH ELEVATION
ALUMINUM COMPOSITE PANELS BY OMEGA PRODUCTS LAMINATORS INC - "BRIGHT SILVER"
METAL CANOPY TO MATCH "SLATE GREY"
PAINTED PLASTER SW 7512 "PAVILION BEIGE"
EDGE METAL BY UNICLAD -BONE WHITE
SEE DETAIL-1
ANGELUS BLOCK BURNISHED "OAK"
CART STORAGE NOT SHOWN FOR CLARITY
SPANDREL GLASS
ALUMINUM STOREFRONT SYSTEM W/ CLEAR GLASS
"HONEY" MOUNTAIN LEDGE" SMOOTH NATURAL STONE
FOOD MARKET
ALDI
WEST ELEVATION
METAL CANOPY "SLATE GREY"
METAL PANEL "BONE WHITE"
METAL REVEAL PAINT TO MATCH "BONE WHITE"
CEMENT PLASTER PAINT TO MATCH METAL PANEL "BONE WHITE"
DETAIL-1
NOT TO SCALE
METAL TRIM TO MATCH "SLATE GREY"
METALLIC PAINTED FIBER CEMENT BOARD TO MATCH "BRIGHT SILVER"
PAINTED PLASTER SW 7512 "PAVILION BEIGE"
TREX 1"x 6" COMPOSITE PLANKS OVER STEEL FRAME COLOR: "SADDLE"
Perkowitz+Ruth ARCHITECTS
ALDI INC.-Moreno Valley Division
ALDI MARKET
SEC Telegraph Rd. & Painter Ave.,Santa Fe Springs,CA
Conceptual Elevations
A.1


EAST ELEVATION
PAINTED PLASTER SW 7512 "PAVILION BEIGE"
EDGE METAL BY UNICLAD -BONE WHITE
"HONEY MOUNTAIN LEDGE" SMOOTH NATURAL STONE
ANGELUS BLOCK BURNISHED "OAK"
3'-WIDE TYP.
METAL DOOR SW 7512 "PAVILION BEIGE"
ENTRY FEATURE BEYOND
ALUMINUM COMPOSITE PANELS BY OMEGA PRODUCTS LAMINATORS INC.- "BRIGHT SILVER"
22'
30'
25'
11'
SOUTH ELEVATION
ENTRY FEATURE BEYOND
LOADING DOCK CMU SCREEN WALL
"HONEY MOUNTAIN LEDGE" SMOOTH NATURAL STONE
PAINTED PLASTER SW 7512 "PAVILION BEIGE"
EDGE METAL BY UNICLAD -BONE WHITE
ANGELUS BLOCK BURNISHED "OAK"
30'
8'
22'
1'
0 4' 8' 12' 16' 32'
Perkowitz+Ruth
Client
ALDI INC.-Moreno Valley Division
Project
ALDI MARKET
SEC Telegraph Rd. & Painter Ave.,Santa Fe Springs,CA
Conceptual Elevations- Option 2
A.2



Report Submitted By: W. Morrell, Planning and Development Dept. Date of Report: May 5, 2016

PUBLIC HEARING

Conditional Use Permit Case No. 773 and Environmental Documents

A request for conditional use permit approval to construct, operate and maintain a freestanding sign measuring 20- ft. high with a sign area of 30 sq. ft., on 1.94 acre of a 3.94-acre property at 13210 Telegraph Road (APN: 8011-013-017), at the southeast corner of Painter Avenue and Telegraph Road, in the C-4, Community Commercial, Zone. (Aldi)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Conditional Use Permit Case No. 773 and, after receiving all public comments, close the Public Hearing; and

2. Approve and adopt the proposed Initial Study/Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (IS/MND/MMRP), which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that the approval of Conditional Use Permit Case Nos. 773 will have significant adverse effects that cannot be mitigated to levels of insignificance; and

2. Find that the applicant's request meets the criteria set forth in Section 155.325 et. Seq. of the City Zoning Regulations for the granting of a Conditional Use Permit; and

3. Approve Conditional Use Permit Case No. 773, subject to conditions of approval contained within this Staff Report.

LOCATION/BACKGROUND

The project site consist of 4.05-acre (Gross) and is currently undeveloped, covered in dirt, sparse grass, and ruderal vegetation. The project site is fenced off on the north, west, and east sides by a chain link fence and on the south side by a concrete block wall. There are two oil wells on the site. A bowling alley sign reminiscent of the site's previous use is located in the northern part of the property. The sign is old, dilapidated, and will not contribute to the identification of the project. Mitigation measures identified in Section 3.5 of the IS/MND/MMRP calls for the sign to be taken off-site to the Valley Relic Museum where it will be preserved.

The site has an address of 13210 Telegraph Road (APN of 8011-013-017), and was once occupied by a 34,000 sq. ft. building that housed a bowling alley called Premier Lanes. The bowling alley was demolished in 2010 and since that time, the site has remained undeveloped. The current zoning is C4, Community Commercial with a General Plan Land Use Designation of industrial. Overton Moore Properties is currently in escrow to purchase the property with the intent of developing two building on the site: the first building will be constructed along the Telegraph Road and Painter Avenue street frontages and the second building at the rear of the site, with frontage only on Painter Avenue. The first building is a build-to-suit for an 18,557 sq. ft. Aldi supermarket. The second building is a speculative, concrete tilt-up industrial building of 41,046 sq. ft.

ZONING CODE REQUIREMENT

The applicant, Aldi, is requesting approval to construct, operate and maintain a freestanding sign measuring 20-feet high with a sign area of 30 sq. ft., on 1.94 acre of a 3.94-acre property at 13210 Telegraph Road (APN of 8011-013-017). Pursuant to Section 155.169 et. Seq. of the Zoning Regulations, signs shall be limited to building wall signs, fascia signs and monument signs except ..... that freestanding signs other than those specifically permitted .....shall be permitted if authorized by a valid conditional use permit. The Planning Commission shall establish criteria and conditions for the approval of conditional use permits for freestanding signs.

Code Section	
	155.169 SIGNS. No signs shall be permitted in the C-4 Zone except in accordance with the following provisions. The provisions of §§ 155.515 through 155.536 regarding signs shall also apply: (C) Signs shall be limited to building wall signs, fascia signs and monument signs except that electronic message boards and freestanding center signs shall be permitted in accordance with division (K) of this section and § 155.525 of this chapter, respectively, and except that freestanding signs other than those specifically permitted by this section shall be permitted if authorized by a valid conditional use permit. The Planning Commission shall establish criteria and conditions for the approval of conditional use permits for freestanding signs.

Aldi is therefore requesting conditional use permit approval (**CUP 773**) to construct, operate and maintain a freestanding sign measuring 20-feet high with a sign area of 30 sq. ft. Concurrently, Aldi is also requesting Development Plan Approval (**DPA 910**) to allow the construction of a ±18,557 sq. ft. grocery store building and appurtenant improvements on 1.94 acre of a 3.94-acre property.

Site Plan-Sheet No. 1 of 6: According to the site plan, the sign is located along the Telegraph Road street frontage, will be setback a minimum distance of ±20 feet from Telegraph Road, and approximately ±170 feet east of Painter Avenue. The sign is also located west of a ±30-feet wide driveway on Telegraph Road.

Elevations-(Sheet 6 of 6): According to the elevations, the display area of the sign is 30 sq. ft. (6'-0" high x 5'-0" wide) and the height is 20 feet. A lattice structure frames the sign area. This same lattice structure encloses the steel poles of the sign. The pole and lattice structure are painted Slate Grey which is the same Slate Grey that used for on the metal canopy of the building. The base of the sign consists of Honey Mountain Smooth Natural stone which is the same stone used for the column of the building. The base is capped with the same Bone White Cladding used for the medal-edge element used on the building.

STREETS AND HIGHWAYS

The property is located at the southeast corner of Painter Avenue and Telegraph Road. Painter Avenue and Telegraph Road are designated as a "Major" arterial within the Circulation Element of the City's General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

The subject property is zoned C4, Community Commercial with a general plan land use designation of "Commercial." The Zoning, General Plan and Land Use of the surrounding properties are as follows:

Surrounding Zoning, General Plan Designation			
Direction	**Zoning District**	**General Plan**	**Land Use**
North	C-4	Commercial	7-11, restaurant, retail
South	M-2	Industrial	Super Et, trailer repair and service
East	M-2	Commercial	Shopping Center (Gateway Plaza)
West	M-2	Industrial	All Black Co., metal finishing and coating Magnus Industries, drill bits and sawblades

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 et. Seq. and 65854 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.866 of the City's Municipal Code. Legal notice of the Public Hearing for the proposed CUP was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on April 28, 2016. The legal notice was also posted at Santa Fe Springs City Hall, the City Library and the City's Town Center and published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance.

ENVIRONMENTAL IMPACT ASSESSMENT –IS/MND/MMRP Prepared

On the basis of the Mitigated Negative Declaration and Initial Study, City staff has concluded that although the proposed project, as a whole, could have a significant effect on the environment, there will not be a significant effect with the incorporation of mitigation measures pertaining to Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water, Mineral Resources, Noise, Public Services, Transportation and Circulation, and Utilities. The City, therefore, prepared and proposes to adopt a Mitigated Negative Declaration (MND), and a Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project. The MND and MMRP reflect the independent judgment of the City of Santa Fe Springs and the environmental consultant, Blodgett Baylosis Environmental Planning, and recognizes project design features, previous environmental evaluations, and standard construction and engineering practices, as contributing to avoidance of potential impacts.

COMMISSION'S CONSIDERATION

Before granting a conditional use permit, the Commission shall satisfy itself that the proposed use will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general. The Commission shall give due consideration to the appearance of any proposed structure and may require revised architectural treatment if deemed necessary to preserve the general appearance and welfare of the community.

FINDING

1. *That the proposed use will* not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.

The proposed freestanding sign is to be the main identification sign along Telegraph Road for the proposed Aldi's supermarket. East, across Painter Avenue, at approximately ±202 lineal feet, is an existing freestanding sign for a business called Alberto's Mexican Food. West, along Telegraph Road, at approximately ±964 lineal feet of the proposed sign is freestanding sign for Gateway Plaza, a commercial shopping center located adjacent to the subject property. Across Telegraph Road, at approximately ±412 lineal feet, measured diagonally, is a freestanding sign for a business called Rapid Truck Rentals. Two other freestanding signs are located east of the proposed freestanding sign on the north side of Telegraph Road: one at a small shopping center at the northeast corner of Laurel Avenue and Telegraph road and the other for a Walgreens store. Both signs are located within the unincorporated area of Los Angeles County.

The sign is part of an overall proposal to construct a new building for Aldi supermarket. When taken as a whole, the project would have these benefits:

1. Elimination of the public nuisance and blight associated with the property (tall grass and weeds, graffiti, homeless encampment, unsightly perimeter fencing and screening material)
2. Re-abandonment of a leaking oil well
3. Development of a property that has been undeveloped for six years
4. Creation of jobs, some of which will be local
5. Increased property taxes with the reassessment of the property upon sale
6. Wages ($13-$21) and benefits (health insurance, dental coverage, 401(k) above the national average[1]
7. Generation of sales tax

FINDING

2. That the Commission shall give due consideration to the appearance of any proposed structure and may require revised architectural treatment if deemed necessary to preserve the general appearance and welfare of the community.

The freestanding sign was designed to compliment the architectural style of the building. This was done by composing the base of the sign with the same ledgestone used on the columns of the building and capping said base with the same Bone White Cladding used on the building. Likewise, the Slate Grey color used on the metal canopy of the building is the same Slate Grey color used on the lattice structure and pole of the freestanding sign. Finally, within 1000 feet are five freestanding signs.

STAFF REMARKS

Based on the reasons presented above, Staff believes that Conditional Use Permit Case No. 773 will not be detrimental to persons or property in the immediate vicinity, will not adversely affect the city in general, and due consideration was given to the appearance of the proposed structure. Staff is, therefore, recommending approval of Conditional Use Permit Case No, 773, subject to the conditions of approval as contained within this staff report.

CONDITIONAL APPROVAL

The Commission may grant a conditional use permit subject to such conditions as the Commission finds are warranted by the circumstances involved. This may include the dedication and development of streets adjoining the property and other improvements. All such conditions shall be binding upon the applicants, their successors and assigns; shall run with the land; shall limit and control the issuance and validity of certificates of occupancy; and shall restrict and limit the construction, location, use and maintenance of all land and structures within the development.

CONDITIONS OF APROVAL:

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Wayne M. Morrell 562.868-0511 x7362

1. That the Applicant shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. ***Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.***

2. That the Applicant shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be accessed to any contractor or sub-contractor that fails to obtain a Business License and a Building Permit final or Certificate of Occupancy will not be issued until all fees and penalties are paid in full. Please contact Cecilia Martinez, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org.

3. That the base of the sign shall be located within a landscape planter area.

4. That the development shall otherwise be substantially in accordance with the plot plan and elevations submitted by the Applicant and on file with the case. Minor modifications may be administratively approved by the Director of Planning.

5. That the final plot plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning and Development. Minor modifications may be administratively approved by the Director of Planning.

6. That all other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.

7. That Conditional Use Permit Case No. 773 shall be subject to a Compliance Review in one (1) year from the date of approval, by year May 9, 2017, by the Planning Commission. Approximately three (3) months before May 9, 2017, the Applicant shall request, in writing, an extension of the privileges granted herein,

provided that the use has been continuously maintained in strict compliance with these conditions of approval.

8. That the Applicant, Aldi Inc., agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards concerning, CUP 773, when action is brought within the time period provided for in the City's Zoning Ordinance, Section 155.865. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the owner/developer of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

9. That unless otherwise specified in the action granting a conditional use permit, said approval which has not been utilized within 12 months from the effective date shall become null and void. Also the abandonment or nonuse of a conditional use permit for a period of 12 consecutive months shall terminate said conditional use permit and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action.

10. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.

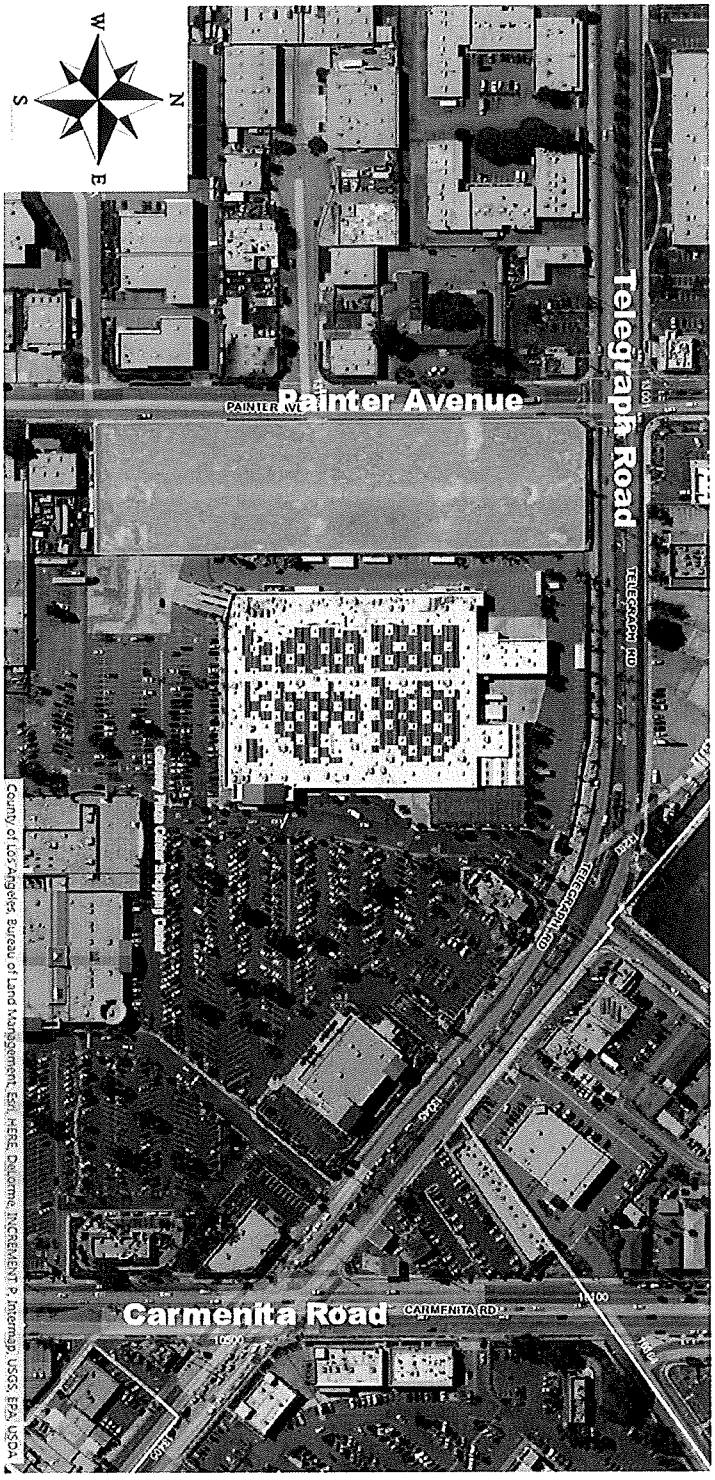
Wayne M. Morrell
Director of Planning

Attachments:
1. Location Map - Aerial Photograph
2. Site Plan (Sheet 1 of 6)
3. Elevation (Sheet 6 of 6)
4. CUP Application

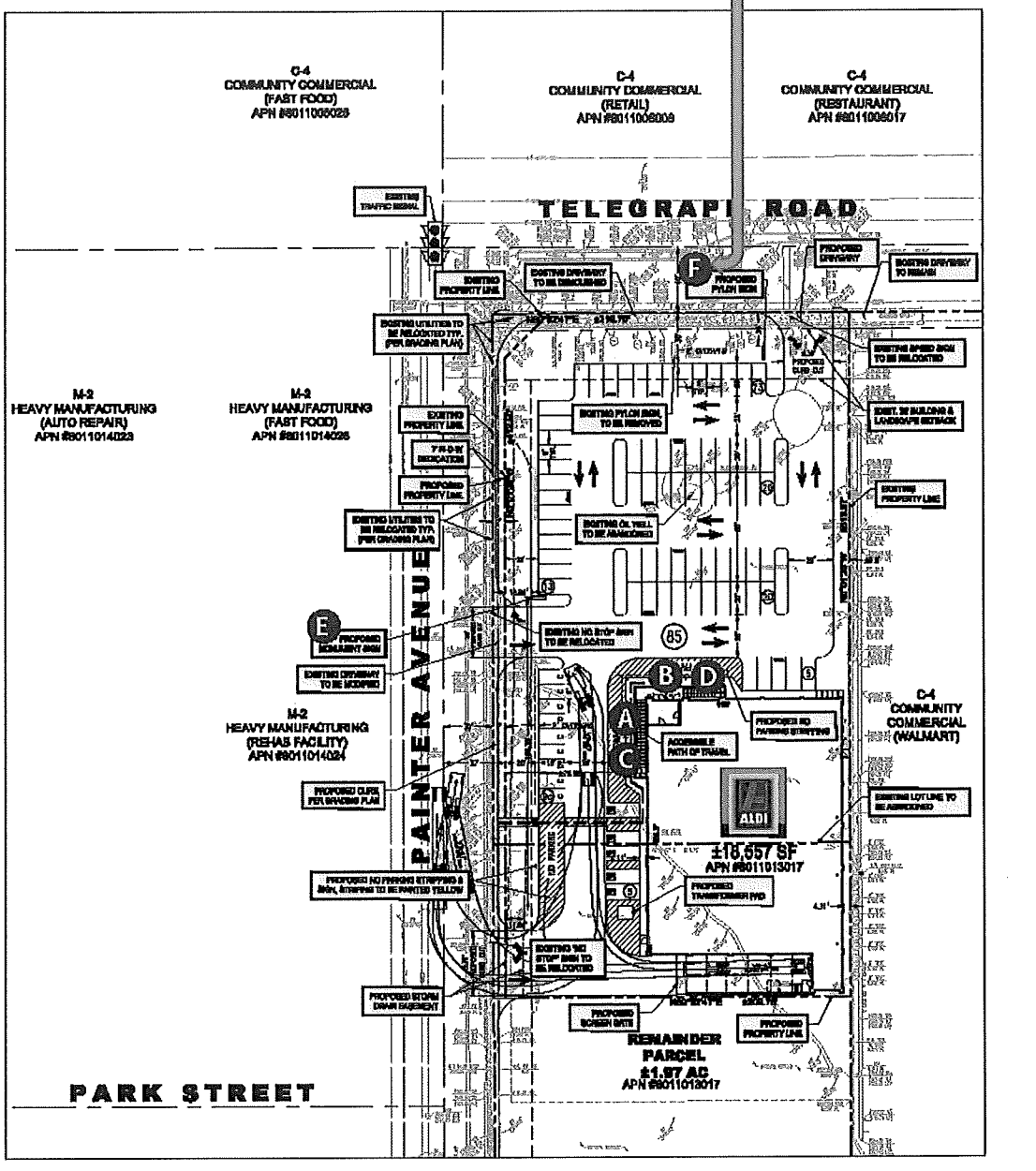
CITY OF SANTA FE SPRINGS-Aerial Photograph

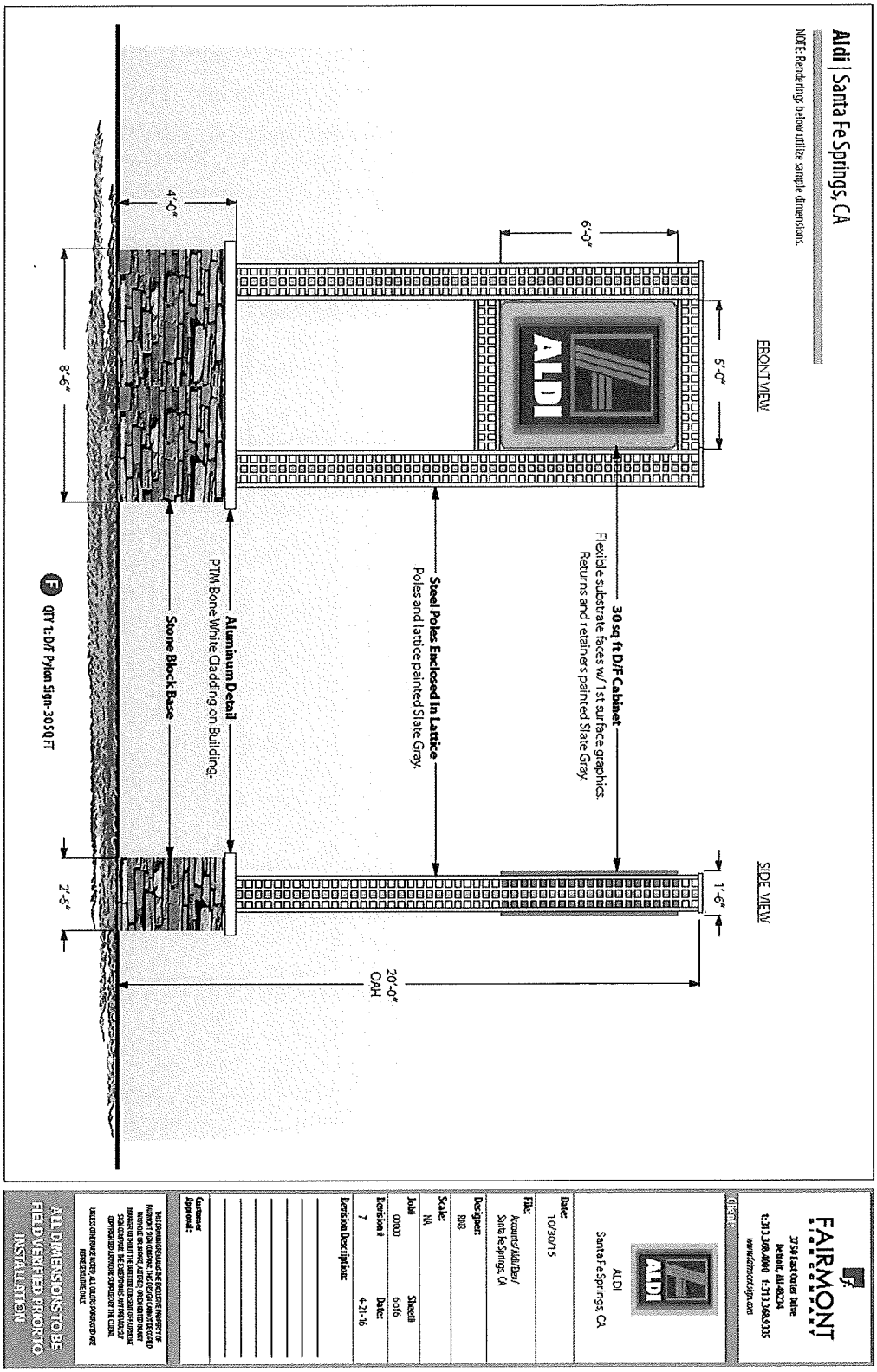
Conditional Use Permit Case No. 773 (Signage for Aldi Supermarket)

13210 Telegraph Road



Proposed Location of Freestanding Sign




Aldi | Santa Fe Springs, CA
NOTE: Renderings below utilize sample dimensions.
FRONT VIEW
SIDE VIEW
6'-0"
5'-0"
1'-6"
20'-0" OAH
8'-6"
4'-0"
2'-5"
30 sq ft D/F Cabinet
Flexible substrate faces w/ 1st surface graphics.
Returns and retainers painted Slate Gray.
Steel Poles Enclosed In Lattice
Poles and lattice painted Slate Gray.
Aluminum Detail
PTM Bone White Cladding on Building.
Stone Block Base
QTY 1: D/F Pylon Sign- 30 SQ FT
FAIRMONT
3750 East Outer Drive
Detroit, MI 48234
t: 313.368.4000 f: 313.368.9335
www.fairmontsign.com
client:
ALDI
Santa Fe Springs, CA
Date:
10/30/15
File:
Accounts/Aldi/Dlas/
Santa Fe Springs, CA
Designer:
BNB
Scale:
NA
Job#
0000
Sheet#
6of6
Revision #
7
Date:
4-21-16
Revision Description:
Customer
Approval:
ALL DIMENSIONS TO BE
FIELD VERIFIED PRIOR TO
INSTALLATION

City of Santa Fe Springs

Application for

CONDITIONAL USE PERMIT (CUP)

Application is hereby made by the undersigned for a Conditional Use Permit on the property located at (Provide street address or, if no address, give distance from nearest cross street): Southeast Corner of Telegraph Road and Painter Avenue, APN 8011-013-017

Give the correct legal description of the property involved (include **only** the portion to be utilized for the Conditional Use Permit. If description is lengthy, attach supplemental sheet if necessary)

THE WESTERLY 216.75 FEET OF LOTS 1, 2 AND 3 OF TRACT NO. 5309, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 64 PAGE 38 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. APN: 8011-013-017

Record Owner of the property:
Name: Phone No:
Mailing Address: Date of Purchase:
Fax No: E-mail:
Is this application being filed by the Record Owner?
(If filed by anyone other than the Record Owner, written authorization signed by the Owner must be attached to the application.)

Representative authorized by the Record Owner to file this application:
Name: Ben Vesper, Director of Real Estate for ALDI Phone No: (951) 530-5750
Mailing Address: 12661 Aldi Place, Moreno Valley, CA 92555
Fax No: (951) 530-5775 E-mail: ben.vesper@aldi.us
Describe any easements, covenants or deed restrictions controlling the use of the property: None.

The Conditional Use Permit is requested for the following use *(Describe in detail the nature of the proposed use, the building and other improvements proposed)*:
CUP is requested for a Freestanding Sign.
The above uses are being requested in conjunction with development of +/- 1.91 acre vacant lot with an 18,557 sf food market and associated on/off site improvements.

NOTE

This application must be accompanied by the filing fee, map and other data specified in the form entitled "Checklist for Conditional Use Permits."

JUSTIFICATION STATEMENT

ANSWERS TO THE FOLLOWING QUESTIONS MUST BE CLEAR AND COMPLETE. THEY SHOULD JUSTIFY YOUR REQUEST FOR A CONDITIONAL USE PERMIT

1. Explain why the proposed use is essential or desirable in the location requested.
   See attached.

2. Explain why the proposed use will not be detrimental to persons and properties in the vicinity, nor to the welfare of the community in general.
   See attached.

3. What steps will be taken to ensure that there will be no harmful noise, dust, odors or other undesirable features that might affect adjoining properties?
   See attached.

4. Explain why the proposed use will not in the future become a hindrance to quality development or redevelopment of adjoining properties.
   See attached.

5. Explain what measures will be taken to ensure that the proposed use will not impose traffic burdens or cause traffic hazards on adjoining streets.
   See attached.

6. If the operator of the requested conditional use will be someone other than the property owner, state name and address of the operator.
   See attached.

PROPERTY OWNERS STATEMENT

We, the undersigned, state that we are the owners of all of the property involved in this petition (Attach a supplemental sheet if necessary):

Name (please print): _____
Mailing Address: _____
Phone No: _____
Fax No:_____ E-mail: _____
Signature: _____

Name (please print): _____
Mailing Address: _____
Phone No: _____
Fax No:_____ E-mail: _____
Signature: _____

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

I, _____, being duly sworn, depose and say that I am the petitioner in this application for a Conditional Use Permit, and I hereby certify under penalty of law that the foregoing statements and all statements, maps, plans, drawings and other data made a part of this application are in all respects true and correct to the best of my knowledge and belief.

Signed: _____
(If signed by other than the Record Owner, written authorization must be attached to this application)

(seal)

On _____ before me,_____,
Personally appeared _____
personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

_____
Notary Public

FOR DEPARTMENT USE ONLY
CASE NO: _____
DATE FILED: _____
FILING FEE: _____
RECEIPT NO: _____
APPLICATION COMPLETE? _____

ALDI, Inc.
Santa Fe Springs, CA
Telegraph Road and Painter Avenue
APN 8011-013-017
Development Plan Approval
Conditional Use Permit

CUP Findings

1. Explain why the proposed use is essential or desirable in the location requested.

The proposed use includes a freestanding sign to be located along Telegraph Road. The sign will be constructed as part of the ALDI food market project and serve as the primary identification for this store. As such, the proposed freestanding sign is essential and desirable at the requested location.

2. Explain why the proposed use will not be detrimental to persons and properties in the Vicinity, nor to the welfare of the community in general.

The proposed freestanding sign will conform to the all requirements of the City's adopted sign regulations. The sign will also be designed to match the colors and architectural elements of the proposed building. The sign will also be constructed in a good workman-like manner consistent with standards and best practices of applicable trades. As such, the proposed freestanding sign will not be detrimental to persons and properties in the vicinity, nor to the welfare of the community in general.

3. What steps will be taken to ensure that there will be no harmful noise, dust, odors or other undesirable features that might affect adjoining properties?

The sign will also be constructed in a good workman-like manner consistent with standards and best practices of applicable trades. As such, there will be no harmful noise, dust, odors or other undesirable features as a result of the construction of the proposed freestanding sign.

4. Explain why the proposed use will not in the future become a hindrance to quality development or redevelopment of adjoining properties.

The proposed freestanding sign will conform to the all requirements of the City's adopted sign regulations. The sign will also be designed to match the colors and architectural elements of the proposed building. The sign will also be constructed in a good workman-like manner consistent with standards and best practices of applicable trades. As such, the proposed freestanding sign will not in the future become a hindrance to quality development or redevelopment of adjoining properties.

5. Explain what measures will be taken to ensure that the proposed use will not impose traffic burdens or cause traffic hazards on adjoining streets.

The proposed freestanding sign will conform to the all requirements of the City's adopted sign regulations including requirements for setback to ensure there are no conflicts with drivers visibility. The sign will also be constructed in a good workman-like manner consistent with standards and best practices of applicable trades. Additionally, the sign will have no intensification on the proposed primary use of a grocery store. As such, the proposed freestanding sign will not impose traffic burdens or cause traffic hazards on adjoining streets.

6. If the operator of the requested conditional use will be someone other than the property owner, state name and address of the operator.

ALDI Inc.
12661 Aldi Place
Moreno Valley, CA 92555

PUBLIC HEARING

Development Plan Approval Case No. 911 and Environmental Document

A request for approval to construct a concrete tilt-up building of ±41,046 sq. ft. and appurtenant improvements on 2.00 acres of a 3.94-acre property located at 13210 Telegraph Road (APN of 8011-013-017), at the southeast corner of Painter Avenue and Telegraph Road, in the C-4, Community Commercial, Zone.
(Overton Moore Properties)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Development Plan Approval Case Nos. 911 and thereafter close the Public Hearing; and

   Find that Development Plan Approval Case Nos. 911 is consistent with the purpose, intent, goals and policies set forth in the City's General Plan; and

1. Approve and adopt the proposed Initial Study/Mitigated Negative Declaration/ Mitigation Monitoring and Reporting Program (IS/MND/MMRP), which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that the approval of Development Plan Approval Case No. 911, will have significant adverse effects that cannot be mitigated to levels of insignificance; and

5. Approve Development Plan Approval Case Nos. 911, subject to conditions of approval contained within this Staff Report.

LOCATION/BACKGROUND

The project site consist of 4.05-acre (Gross) and is currently undeveloped, covered in dirt, sparse grass, and ruderal vegetation. The project site is fenced off on the north, west, and east sides by a chain link fence and on the south side by a concrete block wall. There are two oil wells on the site. A bowling alley sign reminiscent of the site's previous use is located in the northern part of the property. The sign is old, dilapidated, and will not contribute to the identification of the project. Mitigation measures identified in Section 3.5 of the IS/MND calls for the sign to be taken off-site to the Valley Relic Museum where it will be preserved.

The site has an address of 13210 Telegraph Road (APN of 8011-013-017), and was once occupied by a 34,000 sq. ft. building that housed a bowling alley called Premier Lanes. The bowling alley was demolished in 2010 and since that time, the site has remained undeveloped. The current zoning is C4, Community Commercial with a General Plan Land Use Designation of industrial. Overton Moore Properties is currently in escrow to purchase the property with the intent of developing two building on the site: the first building will be constructed along the Telegraph Road and Painter Avenue street frontages and the second building at the rear of the site, with frontage only on Painter Avenue. The first building is a build-to-suit for an 18,557 sq. ft. Aldi supermarket. The second building is a speculative, concrete tilt-up industrial building of ±41,046 sq. ft.

The applicant, Overton Moore Properties, is requesting Development Plan Approval (DPA 911) to construct a ±41,046 sq. ft. concrete tilt-up speculative building and appurtenant improvements on 2.00 acres of the 3.94-acre property. Concurrent with the request are:

Tentative Parcel Map Case No. 73846: A request for approval to subdivide the existing one parcel property of 3.94-acres (Net) into two parcels: (Parcel 1 of 1.94 acres (Net) and Parcel 2 of 2.00 acres (Net). The acreage encompassed by Parcel 2 will mimic the 2 acres resulting from Zone Change Case No. 136; and

Zone Change Case No. 136: A request for approval to change the zoning designation on 2.00-acres (Net)) of a 3.94-acre (Net) property, from C-4, Community Commercial to M-2, Heavy Manufacturing. The acreage encompassed by the zone change will mimic the area of Parcel 2 of Tentative Parcel Map No. 73846; and

General Plan Amendment Case No. 26: A request for approval to change the general plan land use on 2.00 acres (Net) of a 3.94-acre property from C-4, Community Commercial to M-2, Heavy Manufacturing. The acreage encompassed by general plan amendment will mimic the area of Parcel 2 of Tentative Parcel Map No. 73846.

Development Plan Approval Authorization:
Pursuant to section 155.735 (AUTHORIZATION) of the Zoning Regulations, the Planning Commission shall have the authority, subject to the procedures set forth in this subchapter (Zoning-Chapter 155), to grant development plan approval when it has been found that said approval is consistent with the requirements, intent and purpose of this chapter.

Purpose:
Pursuant to section 155.736 (PURPOSE) of the Zoning Regulations: The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the siting of new structures or additions or

alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general.

Development Plan Approval Case No. 911

Site Plan Sheet A1.1 and A1.1A: According to the plan, a ±41,046 sq. ft. T-shaped concrete tilt-up building is proposed at the rear of an 18,557 sq. ft. retail building. While the proposed retail building has frontages on Telegraph Road and Painter Avenue, the concrete tilt-up building only has street frontage along Painter Avenue. It is setback ±30 lineal feet from Painter Avenue and ±79 lineal feet from the newly created property line that would result from the approval of the tentative map. Three dock-high doors and one grade-level door are proposed on either end of the building. Two office/mezzanine areas are shown: one at the northeast and the other at the southeast area of the building. The building appears to be divisible into two units. Parking is distributed along the north, south and easterly property lines, except in the area occupied by the building (westerly property line.) Additional parking, including ADA is adjacent to both office/mezzanine areas. All of the compact spaces are along the easterly property line. There are two proposed driveways: one north of the building and the other, south of the building. The width of the driveway aprons are 30 feet. Two screen walls, each 14-feet high, are proposed to screen the loading doors. The doors are further screened by 12-foot high gates. Two trash enclosures, each at the rear/east of the14-feet high screen wall, are proposed. Except for the area occupied by the two driveways, the entire area between the westerly property line and the building is landscaped. Meandering sidewalks are incorporated into the landscape area along Painter Avenue. Landscaping is further distributed along the northerly and southerly property lines.

Conceptual Elevations - Sheets A.1, A.2: The building was designed to be visually appealing and architecturally distinct. Articulation of the elevation facing Painter Avenue was provided by variations in the height of the parapet. In addition, this elevation was further defined by the use of a different design element at the middle of the building. The primary entrance of each office area is recessed 3' from the primary wall lines and further emphasized with a tube-steel canopy. The structure is painted with three selected colors, which help to add interest to the design.

Overall Floor Plan-Sheet A2.1): The floor area is very simplistic in that it simply shows office/mezzanine areas. This simplistic depiction is maybe because it is a "spec" building.

Driveway Aprons: Two driveway aprons with widths of 30 feet are proposed: both at opposite ends of the building. Driveway aisle widths of 30 feet are maintained towards the easterly property line. The 30-feet aisle width terminates in front of the 14-foot high screen gates.

Loading area: Four loading doors, on either end of the building are proposed: Three are in a truck well, and one is at grade level.

Trash Enclosure: Two trash enclosures, each at the opposite end of the building are proposed. The enclosures are screened by 14-foot high screen walls.

Gates/Fences/Walls: Twelve-foot high, manually operated gates, with Knox pads, between 14-foot high concrete tilt-up screen walls, are depicted at each ends of the building.

Parking: Parking is distributed along the north, south and easterly property lines, except in the area occupied by the building (westerly property line.) Additional parking is located adjacent to both office/mezzanine areas. Parking is absent along the westerly area of the building since this area, except for driveways, consist of landscaping. All of the compact spaces are along the easterly property line. Sixty-eight parking spaces are required (1/500 for 1st 20,000 sq. ft. (20,000/500 = 40), and remainder of (21,046 @ 1/750=28.06). Sixty-eight parking spaces are provided. Of the 68 spaces, 54 are standard stalls (8.5' x 19'), 4 are handicap (9' x 19') and 10 are compact (7.5' x 17').

Landscaping: The majority of the landscaping is distributed along the Painter Avenue street frontages, except where interrupted by two driveways. The depth of the landscaping along the Painter Avenue street frontage is ±30 feet. The remainder of the landscaping is distributed along the northerly and southerly property lines. There is no landscaping behind the screen walls. Meandering sidewalks are shown along the Painter Avenue street frontage. Per Code, 6,739 sq. ft. of landscaping is required, but 12,104 sq. ft. is provided.

STREETS AND HIGHWAYS

The property is located at the southeast corner of Painter Avenue and Telegraph Road. Painter Avenue and Telegraph Road are designated as a "Major" arterial within the Circulation Element of the City's General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

The subject property is currently zoned C4, Community Commercial with a general plan land use designation of "Commercial." Zone Change 136 and General Plan Amendment Case No. 26, if approved, would change the zoning and general plan land use designation from C-4, Community Commercial to M-2, Heavy Manufacturing, and from Commercial to Industrial. The Zoning, General Plan and Land Use of the surrounding properties are as follows:

Surrounding Zoning, General Plan Designation			
Direction	**Zoning District**	**General Plan**	**Land Use**
North	C-4	Commercial	7-11, restaurant, retail
South	M-2	Industrial	Super Et, trailer repair and service
East	M-2	Commercial	Shopping Center (Gateway Plaza)
West	M-2	Industrial	All Black Co., metal finishing and coating Magnus Industries, drill bits and sawblades

DEVELOPMENT PLAN APPROVAL - COMMISSION'S CONSIDERATION.
Pursuant to Section 155.739 of the Zoning Regulations, in studying any application for development plan approval, the Commission shall give consideration to the following:

(A) That the proposed development is in conformance with the overall objectives of this chapter (Zoning Regulation).

Finding:
As mentioned previously, if Zone Change 136 and General Plan Amendment Case No. 26 are approved, the zoning of the property would change from C-4, Community Commercial to M-2, Heavy Manufacturing, and the general plan land use designation would change from Commercial to Industrial. Pursuant to Section 155.240 of the Zoning Regulations, the purpose of the M-2 Zone is to preserve the lands of the city appropriate for heavy industrial uses, to protect these lands from intrusion by dwellings and inharmonious commercial uses, to promote uniform and orderly industrial development, to create and protect property values, to foster an efficient, wholesome and aesthetically pleasant industrial district, to attract and encourage the location of desirable industrial plants, to provide an industrial environment which will be conducive to good employee relations and pride on the part of all citizens of the community and to provide proper safeguards and appropriate transition for surrounding land uses

The proposed development is consistent with the purpose of the M-2 Zone in the following manner:

1. The land is appropriate for industrial uses based on its proposed zoning, M-2, Heavy Manufacturing, and proposed general plan land use designation of Industrial.
2. Since the proposed development is industrial, rather than residential or commercial in nature, the land is being preserved for industrial uses, and will harmonize with the surrounding industrial uses to the west and south.
3. If the property is improved, for example by constructing a new building, the assessed value of the property is likely to change, leading to an increase in

property values. Simply put, any improvement to a property is likely to affect the assessed value and, by association, the property value.

4. The construction of a new industrial building provides an opportunity to attract and encourage potential new businesses to the City.
5. The new building will generate new jobs, some potentially local, in the City.

Currently, the industrial vacancy rate in the City is 1.14 %, which is a historic low. Most of the recent development in the City and surrounding areas has occurred in larger buildings greater than 100,000 sq. ft. The proposed zone change of the southerly portion of the site will allow for the development of the site with a ±41,046 sq. ft. building and will allow the City to attract and maintain small businesses/owners.

Because of the proximity of the present zone to the commercial corridor along Telegraph Road and the physical barriers (wall and grade difference) of the commercial property to the east, the present zone designation isolates the southern portion of the property. The southern portion of the property has more identity with the adjacent Industrial/Manufacturing zone designation allowing for a better transition from industrial to commercial towards the intersection of Painter Avenue and Telegraph Road. Moreover, the southern portion of the property only has minimal street frontage along Painter Avenue, which has minimal traffic counts. This lack of identity along a major street makes this portion of the site not suitable for commercial tenants.

(B) That the architectural design of the proposed structures are such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter (Zoning-Chapter 155).

Finding:

The new building will represent a significant enhancement in the appearance of the property. The building that formerly occupied the site was constructed sometime in the 1960's and was demolished in 2010. Since that time, the property has been undeveloped, and periodically a public nuisance and homeless encampment. The new building will adhere to all development standards of the M-2, Zone and the overall development represents a significant enhancement to the appearance of the property.

(C) That the proposed structures be considered on the basis of their suitability for their intended purpose and on the appropriate use of materials and on the principles of proportion and harmony of the various elements of the buildings or structures.

Finding:

As evident by the Overall Floor Plan and Site Plan (Sheets A1.2, A21), the building is designed for industrial uses. This is evident by its T-Shaped, division of interior space,

location of trash enclosures, parking spaces, the number of loading doors and its location on Painter Avenue instead of at the intersection of Painter Avenue and Telegraph Road. The building was designed to be visually appealing and architecturally distinct. This was achieved by variation in heights, the use of different building materials, the use of different accent colors, and by recessing the office areas.

As designed, the new building is completely suitable for all of its intended uses, and the distinctive design of the building represents the architectural principles of proportion and harmony.

(D) That consideration be given to landscaping, fencing and other elements of the proposed development to ensure that the entire development is in harmony with the objectives of this chapter (Zoning Chapter 155).

Finding:
As previously mentioned, the majority of the landscaping is distributed along the Painter Avenue street frontages, except where interrupted by two driveways. The depth of the landscaping along the Painter Avenue street frontage is ±30 feet. Meandering sidewalks are shown along the Painter Avenue street frontage and the amount of landscaping proposed exceed the amount required per Code. Decorative 14-foot high concrete tilt-up screen walls effectively screen the loading areas from the public street. All landscaping and irrigation will be consistent with the State's Model Water Efficiency Landscape ordinance. All of the City's development standards have been adhered to and no request for modifications to the City's standards were requested.

The Applicant is required to submit a lighting program that is integrated into the overall site, landscape design and building design. Lighting is to be used to highlight prominent building features such as entries and other focal points. Up-lighting is also to be used as a way to enhance the texture of plants and structures, and to create a sense of height in the landscape design and to enhance the beauty of uniquely structured plants.

All these elements combine to represent a building that is distinctive, of high quality and will be visually appealing to visitors to the site, as well as to members of the public traveling along Painter Avenue. Extensive consideration has been given to numerous elements of the proposed project to achieve harmony with the City's zoning regulations.

(E) That it is not the intent of this subchapter to require any particular style or type of architecture other than that necessary to harmonize with the general area.

Finding:
Staff's goal was to depict a contemporary and attractive building that was consistent

with the City's development standards. A specific architectural design was not imposed; rather, through meetings with the City and by way of examples, the final design of the building was developed. The resulting design is in harmony with the design principles that appear elsewhere in the City.

(F) That it is not the intent of this subchapter to interfere with architectural design except to the extent necessary to achieve the overall objectives of this chapter.

Finding: The design plans for the new building were not significantly restricted or curtailed by the requirements of the City's zoning regulations. City Staff made suggestions and presented options to the architect to further enhance the appearance of the proposed building. Accordingly, the proposed building is both a functional facility for the operational needs of any industrial use and promotes the architectural design principles seen as important by the City.

ENVIRONMENTAL IMPACT ASSESSMENT –IS/MND/MMRP Prepared

On the basis of the Mitigated Negative Declaration and Initial Study, City staff has concluded that although the proposed project, as a whole, could have a significant effect on the environment, there will not be a significant effect with the incorporation of mitigation measures pertaining to Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water, Mineral Resources, Noise, Public Services, Transportation and Circulation, and Utilities. The City, therefore, prepared and proposes to adopt a Mitigated Negative Declaration (MND), and a Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project. The IS/MND and MMRP reflect the independent judgment of the City of Santa Fe Springs and the environmental consultant, Blodgett Baylosis Environmental Planning, and recognizes project design features, previous environmental evaluations, and standard construction and engineering practices, as contributing to avoidance of potential impacts.

DRAFT MND REVIEW

The Draft Initial Study/Mitigated Negative Declaration reflects the independent judgment of Blodget Baylosis Associates and the City as to the potential environmental impacts of the proposed project on the environment. The Draft Initial Study/Mitigated Negative Declaration was circulated for the required 20-day public review and comments from March 17, 2016 to April 7, 2017. The Notice of Intent to Adopt a Negative Declaration shared the same review period, except the Notice of Intent to Adopt a Negative Declaration was also posted with the Los Angeles County Clerk on March 17, 2016.

Responses to Initial Study/Mitigated Negative Declaration:

To date, staff has not received any correspondence nor has anyone called or came to the counter to provide comments or stating concerns relating to the proposed Initial Study/Mitigated Negative Declaration

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 et. Seq. and 65854 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.866 of the City's Municipal Code. Legal notice of the Public Hearing for the proposed CUP was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on April 28, 2016. The legal notice was also posted at Santa Fe Springs City Hall, the City Library and the City's Town Center and published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance.

CONDITIONS OF APPROVAL:

ENGINEERING / PUBLIC WORKS DEPARTMENT:

(Contact: Robert Garcia ext. 7545)

1. That the applicant shall pay a flat fee of $27,863 to reconstruct/resurface the existing street frontage to centerline for Painter Avenue.

2. That the applicant shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Telegraph Road and Painter Avenue street frontages. If applicable, the dedicated easement shall be shown on the Parcel/Tract Map. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans

3. All oil wells, pipelines, tanks, and related lines within the public right-of-way shall be removed from the right-of-way unless otherwise approved by the City Engineer.

4. That adequate "on-site" parking shall be provided per City requirements, and all streets abutting the development shall be posted "No Stopping Any Time." The City will install the offsite signs and the applicant shall pay the actual cost of sign installation and removal of any conflicting signs.

5. That the applicant shall pay to the City the entire cost ($15,000) of design, engineering, installation and inspection of (1 street lights on Painter Avenue. The City will design and cause construction of said street light. The new street light is in addition to the Aldi Street Light. The New Street Light will be located approximately thirty (30) Feet South of Park Street on the East Side of Painter Avenue.

6. That common driveways shall not be allowed unless approved by the City Engineer. Proposed driveways shall be located to clear existing fire hydrants, street lights, water meters, etc.

7. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Telegraph Road and Painter Avenue. Storm drain plans shall be approved by the City Engineer.

8. Fire hydrants shall be installed as required by the Fire Department. Existing public fire hydrants adjacent to the site, if any, shall be upgraded if required by the City Engineer. That the applicant shall pay to the City the entire cost of design, engineering, installation and inspection of (1) Fire hydrant. The approximate cost for the Fire Hydrant is $17,500.

9. That sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be approved by the City Engineer. A sewer study shall be submitted along with the sanitary sewer plans. In lieu of a sewer study, the applicant may perform sewer flow test of the sewer manholes as determined by the City.

10. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.

11. That the applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.

12. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.

13. That all point of access to the proposed development shall be reviewed and approved by the City Engineer. The City will allow left turns out of both driveways.

14. Final parcel map checking of $4,824 plus $285 per parcel shall be paid to the City. The applicant shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

15. The applicant shall provide at no cost to the City, one Mylar print of the recorded parcel map from the County of Los Angeles Department of Public Works, P.O. Box 1460, Alhambra, CA 91802-1460, Attention: Bill Slenniken (626) 458-5131.

16. That the applicant shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development. The applicant will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the applicant cannot meet the mitigation requirements, the applicant shall pay a mitigation fee to be determined by the City Engineer for off-site transportation improvements.

17. That the applicant shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.

18. That the applicant shall pay the water trunkline connection fee of $3,250 per acre upon application for water service connection or if utilizing any existing water service.

19. That a grading plan shall be submitted for drainage approval to the City Engineer. The applicant shall pay drainage review fees in conjunction with this submittal. A professional civil engineer registered in the State of California shall prepare the grading plan.

20. That a hydrology study shall be submitted to the City if requested by the City Engineer. The study shall be prepared by a Professional Civil Engineer.

21. That upon completion of public improvements constructed by applicant, the applicant's civil engineer shall submit Mylar record drawings and an electronic file (AutoCAD Version 2004 or higher) to the office of the City Engineer.

22. That the applicant shall comply with the National Pollutant Discharge Elimination System (NPDES) program and shall require the general contractor to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) on all construction sites in accordance with current MS4 Permit. The applicant/ will also be required to submit a Certification for the project and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Brian Reparuk 562.868-0511 x3701)

23. That all buildings over 5,000 sq. ft. shall be protected by an approved automatic sprinkler system per Section 93.11 of the Santa Fe Springs Municipal Code.

24. That the applicant shall comply with the requirements of Section 117.131 of the Santa Fe Springs Municipal Code, Requirement for a Soil Gas Study, in accordance with Ordinance No. 955, prior to issuance of building permits. As required by SFSFD approved Methane Study.

25. To prevent the travel of combustible methane gas into any structure, all slab or foundation penetrations, including plumbing, communication and electrical penetrations, must be sealed with an appropriate material. In addition, underground electrical conduits penetrating the slab or foundation of the structure, shall comply with the National Electrical Code (NEC), replete with a seal-off device normally required for classified electrical installations, so as to prevent the travel of combustible methane gas into the structure through conduit runs. As required by SFSFD approved Methane Study.

26. That interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department.

27. That if on-site fire hydrants are required by the Fire Department, a minimum flow must be provided at 2,500 gpm with 1,500 gpm flowing from the most remote hydrant. In addition, on-site hydrants must have current testing, inspection and maintenance per California Title 19 and NFPA 25.

28. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 feet with a minimum clear height of 13 feet 6 inches. Internal driveways shall have a turning radius of not less than 52 feet. The final location and design of this 26 feet shall be subject to the approval of the City's Fire Chief as established by the Uniform Fire Code. A request to provide emergency vehicle aisle width less than 26 feet shall be considered upon the installation/provision of mitigation improvements approved by the City's Fire Chief.

29. That prior to submitting plans to the Building Department, a preliminary site plan shall be approved by the Fire Department for required access roadways and on-site fire hydrant locations. The site plan shall be drawn at a scale between 20 to 40 feet per inch. Include on plan all entrance gates that will be installed.

30. That Knox boxes are required on all new construction. All entry gates shall also be equipped with Knox boxes or Knox key switches for power-activated gates.

31. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways.

32. That prior to construction, the applicant shall submit a work plan to the Fire Department for the sampling of methane as described under City Ordinance 955 relating to Methane Zone requirement for new construction. Submit plans for approval prior to beginning the investigation.

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)
(Contact: Tom Hall 562.868-0511 x3715)

33. The applicant shall conduct a subsurface soil investigation (Phase II) around any areas identified in the most recent Phase I Environmental Site Assessment as a recognizable environmental condition. The Phase II shall identify the vertical and lateral extent of any soil contamination. The Phase II report shall be submitted to the Santa Fe Springs Fire-Rescue Environmental Protection Division (EPD) for review and written approval. Should the recommendations/findings of the Phase II report indicate that contaminate levels exceed recognized regulatory screening levels or site-specific human health risk-based screening levels, additional assessment and/or remedial action will be required.

34. If remedial action is required to mitigate soil contamination, a work plan must be submitted to the EPD for review and written approval before implementing the remediation measures. Once remedial actions are complete, a final report shall be submitted to the EPD for review and written approval.

35. Permits and approvals. That the applicant shall, at its own expense, secure or cause to be secured any and all permits or other approvals which may be required by the City and any other governmental agency prior to conducting environmental assessment or remediation on the property. Permits shall be secured prior to beginning work related to the permitted activity.

36. That all abandoned pipelines, tanks and related facilities shall be removed unless approved by the City Engineer and Fire Chief. Appropriate permits for such work shall be secured before abandonment work begins.

37. That the applicant shall submit plumbing plans to the Fire Department Environmental Protection Division (EPD) and, if necessary, obtain an Industrial Wastewater Discharge Permit Application for generating, storing, treating or discharging any industrial wastewater to the sanitary sewer.

POLICE SERVICES DEPARTMENT:
(Contact: Margarita Munoz 562.409.1850 x3319)

38. That the Applicant shall obtain a valid License from the Department of Alcoholic beverage Control (ABC) and an Alcohol Sales Conditional Use Permit and from the Department of Police Services should they be interested in warehousing and/or selling alcoholic beverages.

39. That the applicant shall install a video recording surveillance system with the following minimum configuration: Cameras capable of recording in HD at 5Mbs to capture 1080P video at 30 FPS, and a Network Video Recorder (NVR) which can record at a minimum of 1080P video per channel. A scaled camera plan shall be submitted to the Department of Police Services to review and approve 60-days prior to opening the store to the public.

40. That the applicant shall submit and obtain approval of a proposed lighting (photometric) and security plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the subject property. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric and security plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.

41. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services and the Fire Chief. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day.

42. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued.

43. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.

44. That during the construction phase of the proposed project, the contractor shall provide an identification number (i.e. address number) at each building and/or entry gate to direct emergency vehicles in case of an emergency. The identification numbers may be painted on boards and fastened to the temporary construction fence. The boards shall be removed after each building has been identified with their individual permanent number address.

45. That the Applicant and/or his employees shall maintain the parking area free of litter and debris, and that the breeze way along the eastside of the building shall be constantly monitored for to prevent trash and unauthorized individuals.

WASTE MANAGEMENT:
(Contact: Teresa Cavallo 562.868.0511 x7309)

46. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City.

47. That all projects over $50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309.

48. That the applicant shall comply with Public Resource Code, Section 42900 et seq. (California Solid Waste Reuse and Recycling Access Act of 1991) as amended, which requires each development project to provide adequate storage area for the collection/storage and removal of recyclable and green waste materials.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Wayne M. Morrell 562.868-0511 x7362)

49. That the subject site shall be monitored daily and cleared of any trash, junk, litter, and debris. This condition requires the submittal of a litter control plan that documents how refuse and litter generated from the site will be managed.

50. That directional signage shall be placed at the drive-thru entrance and at the exit to help direct customers.

51. That any temporary or grand opening signage shall comply with the City regulations (as per Section 155.530).

52. That the applicant understands and agrees that installation of exterior newsstands, pay phones, or vending machines shall be prohibited.

53. That bicycle racks or other secure bicycle parking shall be provided to accommodate bicycles. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be provided and identified on all plans, and to the satisfaction of the city.

54. That all parking areas shall be legibly marked off on the pavement, showing the required parking spaces. All parking spaces which are provided as compact spaces shall be further identified by having the words "compact," or comparable wording legibly written on the pavement, wheel stop or on a clearly visible sign.

55. That the facility operator(s) shall be strictly liable for any and all sudden and accidental pollution and gradual pollution resulting from their use within the City, including cleanup, and injury or damage to persons or property. Additionally, operators shall be responsible for any sanctions, fines, or other monetary costs imposed as a result of the release of pollutants from their operations. "Pollutants" means any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapor, soot, fumes, acids, alkalis, chemicals, electromagnetic waves and waste. "Waste" includes materials to be recycled, reconditioned or reclaimed.

56. That the applicant understands and agrees that all fences, walls, gates and similar improvements on the subject site shall be subject to the prior approval by the Fire Department and Planning and Development Department.

57. That the applicant shall clarify on the construction drawings that all roof drains (facing the street?), shall be provided along the interior walls and not along the exterior of the building.

58. That all activities shall occur inside the building. No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services, and Fire Marshall.

59. That the applicant understands and agrees that 85 off-street parking spaces, as shown on the site plan submitted and on file with this case, shall be made continuously available on the subject site at all times.

60. That commercial vehicles, trucks and/or truck tractors shall no queue on Telegraph Road or Painter Avenue, not use said streets as a staging area, or to back-up from said streets to the property.

61. Except within any designated loading arear, there shall be no storage or staging of trucks.

62. There shall be no use of public address systems audible from the exterior of the building.

63. Sealed rubber loading dock gaskets shall be installed and continuously maintained in good condition. Trucks using the loading docks shall connect directly to the sealed rubber gaskets while off-loading.

64. That the Department of Planning and Development require and any proposed double-check detector assembly be screened by shrubs or other materials. All shrubs shall be planted a minimum distance of two (2) feet surrounding the detector assembly; *however, the area in front of the OS and Y valves shall not be screened.* The screening shall also only be applicable to the double-check detector assembly and *shall not* include the fire department connector (FDC). Notwithstanding, the Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly.

65. That all Reduced Pressure Backflow preventer shall be installed in a backflow prevention cage on a concrete pad. The backflow preventer shall be painted "hunter green." Please see All-Spec Enclosure Inc., stainless steel tubular backflow preventer. The enclosure shall be lockable, weather resistant and vandal proof. The location shall be near the water meter in the landscape area. Note: See Public Works Backflow Prevention Enclosure standard W-20.

66. That the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 909.

67. That prior to submitting plans to the Building Division for plan check, the applicant shall submit Mechanical plans that include a roof plan that shows the location of all roof mounted equipment. All roof-mounted mechanical equipment and/or duct work which projects above the roof or roof parapet of the proposed development and is visible from adjacent property or a public street shall be screened by an enclosure which is consistent (similar colors and materials

consistent with the construction of the exterior finish of the building) with the architecture of the building and approved by the Director of Planning or designee. No roof-mounted equipment shall be permitted unless such equipment is not visible from adjacent properties and streets from a height of five (5) feet above ground level.

68. That the applicant shall submit for approval a detailed landscape and automatic irrigation plan pursuant to the Landscaping Guidelines of the City. Said landscape plan shall indicate the location and type of all plant materials, existing and proposed, to be used, and shrubs designed to fully screen the interior yard and parking areas from public view and 24" box trees along the street frontage. Notwithstanding, s*aid plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*

69. That prior to the issuance of the Certificate of Occupancy, the applicant shall provide certification from the Landscape Architect of record that the plant installation on the Site are in accordance with the approved site plan and landscape plan.

70. That the landscaped areas shall be provided with a suitable, fixed, permanent and automatically controlled method for watering and sprinkling of plants. This operating sprinkler system shall consist of an electrical time clock, control valves, and piped water lines terminating in an appropriate number of sprinklers to insure proper watering periods and to provide water for all plants within the landscaped area. Sprinklers used to satisfy the requirements of this section shall be spaced to assure complete coverage of all landscaped areas. Notwithstanding, s*aid plan shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*

Note: Staff shall not approve the landscaping and irrigation plan without first reviewing and approving the civil drawings, specifically as it pertains to the landscaping and irrigation plan (i.e., location and size of riprap, bioswales, areas of infiltration trenches, etc.)

71. That the applicant shall submit a lighting program that is integrated into the overall site, landscape design and building design. Lighting shall be used to highlight prominent building features such as entries and other focal points. Up-lighting shall also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design. It is also a great way to create a "barrier" or to simply enhance the beauty of uniquely structured plants that you may have in your landscape.

72. That upon completion of the new landscaping, the required landscaped areas shall be maintained in a neat, clean, orderly and healthful condition. This is

meant to include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.

73. That the electrical plans, which show the location of any proposed electrical transformer(s), shall be subject to the approval of the Planning Department. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the *prior approval* of the Director of Planning or designee. The electrical transformer shall be screened with shrubs. (Three (3) foot clearance on sides and back of the equipment. Eight (8) foot clearance in front of the equipment. Landscaping irrigation system shall be installed so that they do not spray on equipment.) A copy of the Guideline is available at the Planning Department).

74. That approved suite numbers/letters or address numbers shall be placed on the proposed building in such a position as to be plainly visible and legible from the street fronting the property. Said numbers shall contrast with their background. The size recommendation shall be 12" minimum.

75. That a sufficient number of approved outdoor trash enclosures shall be provided for the development subject to the approval of the Director of Planning or designee. The calculation to determine the required storage area is: 1% of the first 20,000 sq. ft. of floor area + ½% of floor area exceeding 20,000 sq. ft., but not less than 4 ½ feet in width nor than 6 feet in height. The enclosure shall be designed, in coordination with the architectural design of the building, including materials and colors.

76. That the proposed building shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored or rusted.

77. That prior to issuance of building permits, the applicant shall comply with the following conditions to the satisfaction of the City of Santa Fe Springs:

    a. Covenants.

        1. Applicant shall provide a written covenant to the Planning Department that, except as may be revealed by the environmental remediation described above and except as applicant may have otherwise disclosed to the City, Commission, Planning Commission or their employees, in writing, applicant has investigated the environmental condition of the property and does not know, or have reasonable cause to believe, that (a) any crude oil, hazardous substances or hazardous wastes, as defined in state and federal law, have been released, as that term is defined in 42 U.S.C. Section

9601 (22), on, under or about the Property, or that (b) any material has been discharged on, under or about the Property that could affect the quality of ground or surface water on the Property within the meaning of the California Porter-Cologne Water Quality Act, as amended, Water Code Section 13000, et seq

2. Applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of applicant's knowledge, it does not know or have reasonable cause to believe that it is in violation of any notification, remediation or other requirements of any federal, state or local agency having jurisdiction concerning the environmental conditions of the Property.

b. Applicant understands and agrees that it is the responsibility of the applicant to investigate and remedy, pursuant to applicable federal, state and local law, any and all contamination on or under any land or structure affected by this approval and issuance of related building permits. The City, Commission, Planning Commission or their employees, by this approval and by issuing related building permits, in no way warrants that said land or structures are free from contamination or health hazards.

c. Applicant understands and agrees that any representations, actions or approvals by the City, Commission, Planning Commission or their employees do not indicate any representation that regulatory permits, approvals or requirements of any other federal, state or local agency have been obtained or satisfied by the applicant and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the applicant may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. Applicant, not the City, Commission, Planning Commission or their employees will be responsible for any and all penalties, liabilities, response costs and expenses arising from any failure of the applicant to comply with such regulatory requirements.

78. That prior to occupancy of the building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting Cecilia Martinez at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org).

79. That the applicant shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be

made part of the construction drawings for the proposed development. *(Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings)*

80. That the applicant shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be accessed to any contractor or sub-contractor that fails to obtain a Business License and a Building Permit final or Certificate of Occupancy will not be issued until all fees and penalties are paid in full. Please contact Cecilia Martinez, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org.

81. That the Mitigation Monitoring Program, which was prepared for the proposed project and adopted by the Planning Commission upon completion of the Mitigated Negative Declaration, shall be made part of the conditions of approval for Development Plan Approval Case No. 910. The Mitigation Monitoring Program is listed as an attachment to this staff report.

82. That the applicant shall indemnify, protect, defend and hold harmless from and against any and all claims, liabilities and costs, including attorney's fees, arising from CEQA challenges and subsequent environmental review for the Project and any or all entitlements and approvals issued by the City in connection with the Project.

83. That the application understands and agrees that the design and construction of the subject freestanding sign is contingent upon approval of a Conditional Use Permit (CUP 773) prior to installation of said sign.

84. That the applicant shall provide conduit fiber optics or other smart technologies for each parcel for internet access. The conduit shall also be adequate to provide the opportunity for future telecommunications to the project site.

85. That the applicant shall work with the cable or internet provider for the City, for the installation of underground cabling and related telecommunications facilities within the project site. At least along the project's perimeters, along Telegraph Road and Painter Avenue, the owner/developer shall work with the cable or internet provider for the City for the installation of underground cabling and related telecommunications facilities, and in recognition of the Citywide importance of providing telecommunication facilities along these frontages, Applicant shall also install and dedicate to the City separate underground telecommunications conduit adequate to provide the opportunity for future telecommunications to the project and for the City's anticipated future needs and

services, all to the satisfaction of the Public Works Director.

86. That the development shall otherwise be substantially in accordance with the plot plan, floor plan, and elevations submitted by the owner and on file with the case.

87. That the final plot plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning.

88. That the applicant understands and agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to the subject Conditional Use Permit (CUP 773) and Development Plan Approval (DPA 910), or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

89. That all other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.

90. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.

91. That the applicant understands and agrees that if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans must be provided to the planning department for review and approval prior to the implementation of such changes. Please note that certain changes may also require approvals from other departments.

92. That unless otherwise specified in the action granting development plan approval and or conditional use permit approval, said approval which has not been utilized within a period of 12 consecutive months from the effective date shall become null and void. Also the abandonment or nonuse of a development plan approval for a period of 12 consecutive months shall terminate said development plan approval and any privileges granted thereunder shall become

null and void. However, an extension of time may be granted by Commission or Council action.

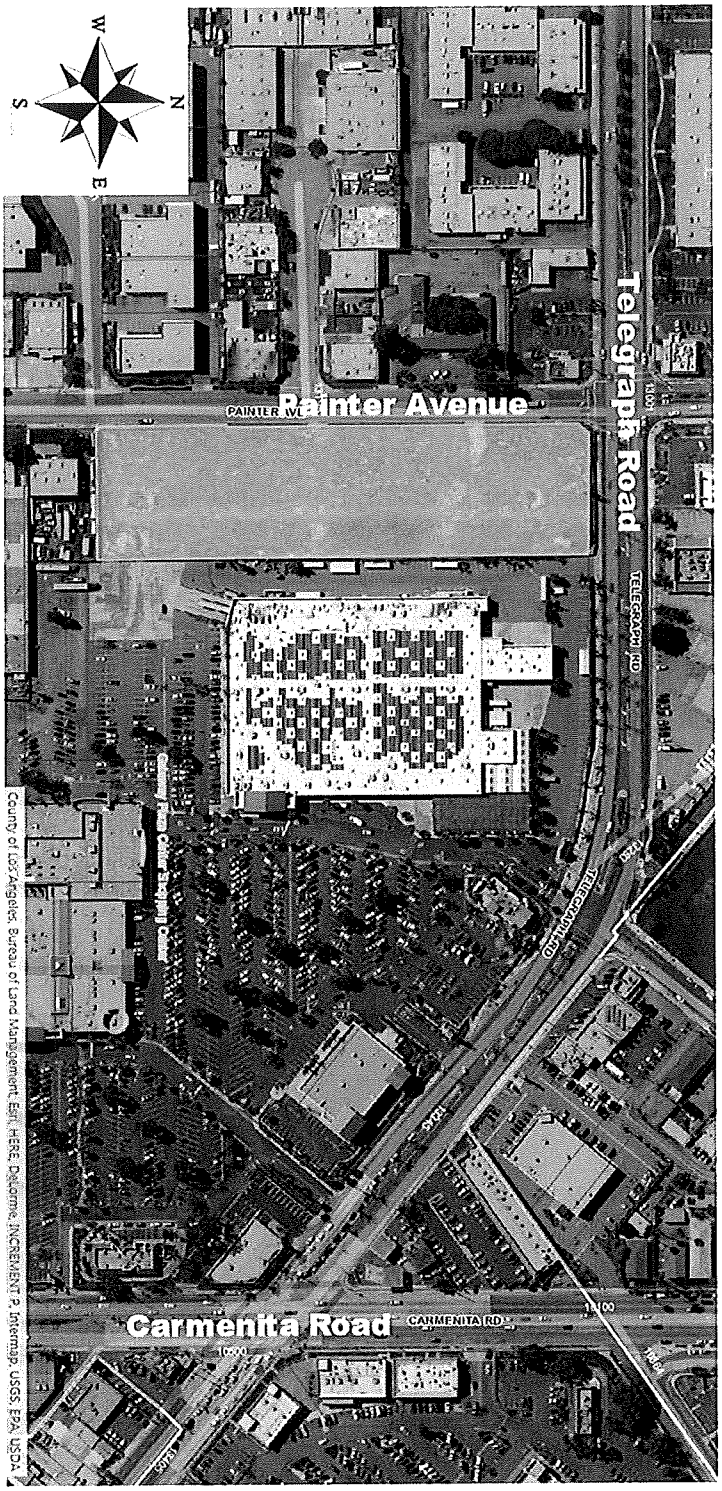
Wayne M. Morrell
Director of Planning

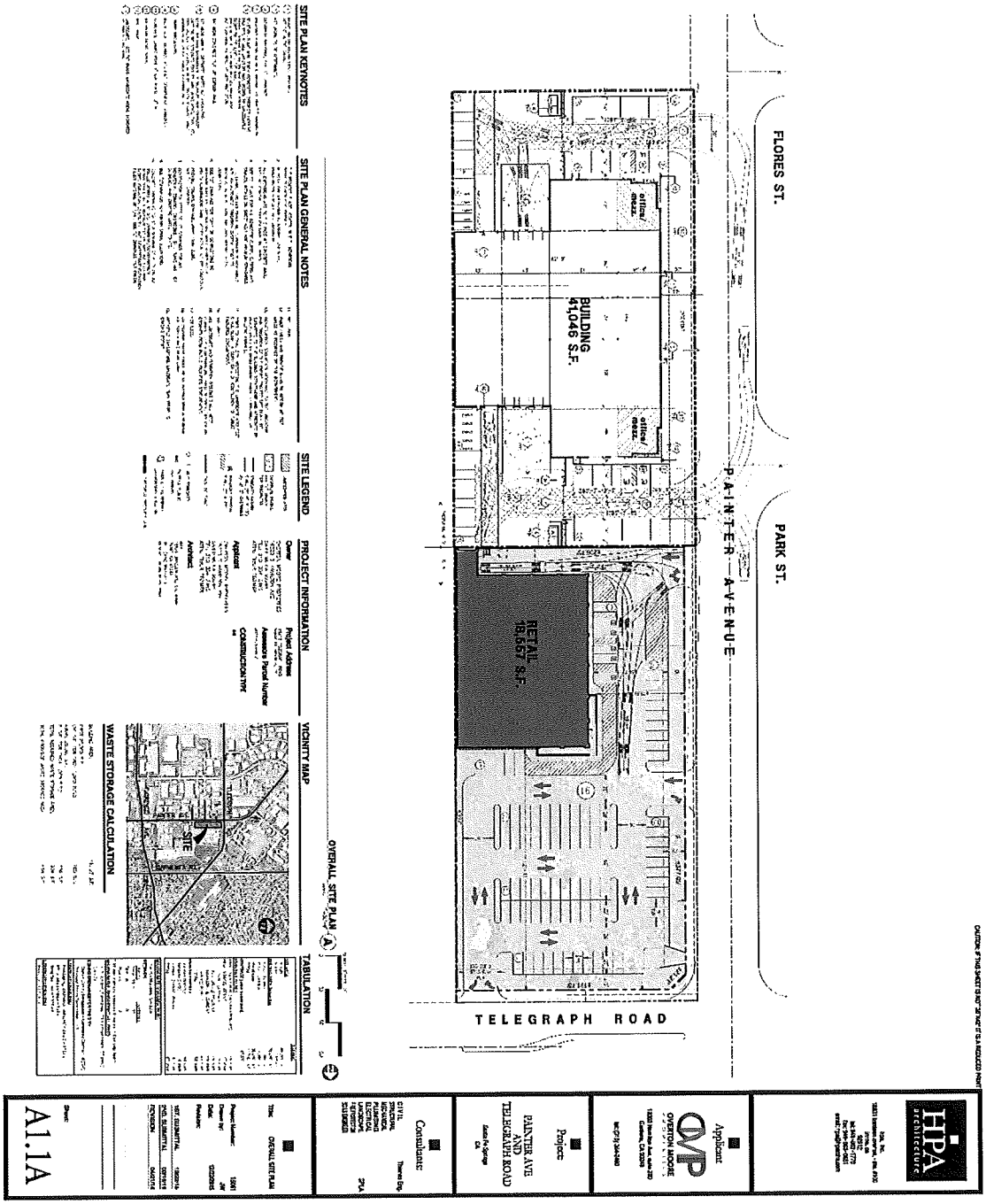
Attachments:
1. Location Aerial
2. Site Plan- Overall (Showing Aldi Site)-Sheet A1.1a
3. Site Plan – Sheet A1.1
4. Overall Floor Plan-Sheet A2.1
5. Elevations-Sheet A3.1
6. Conceptual Landscaping Plan-Sheet L-1
7. Letter of Authorization
8. DPA Application

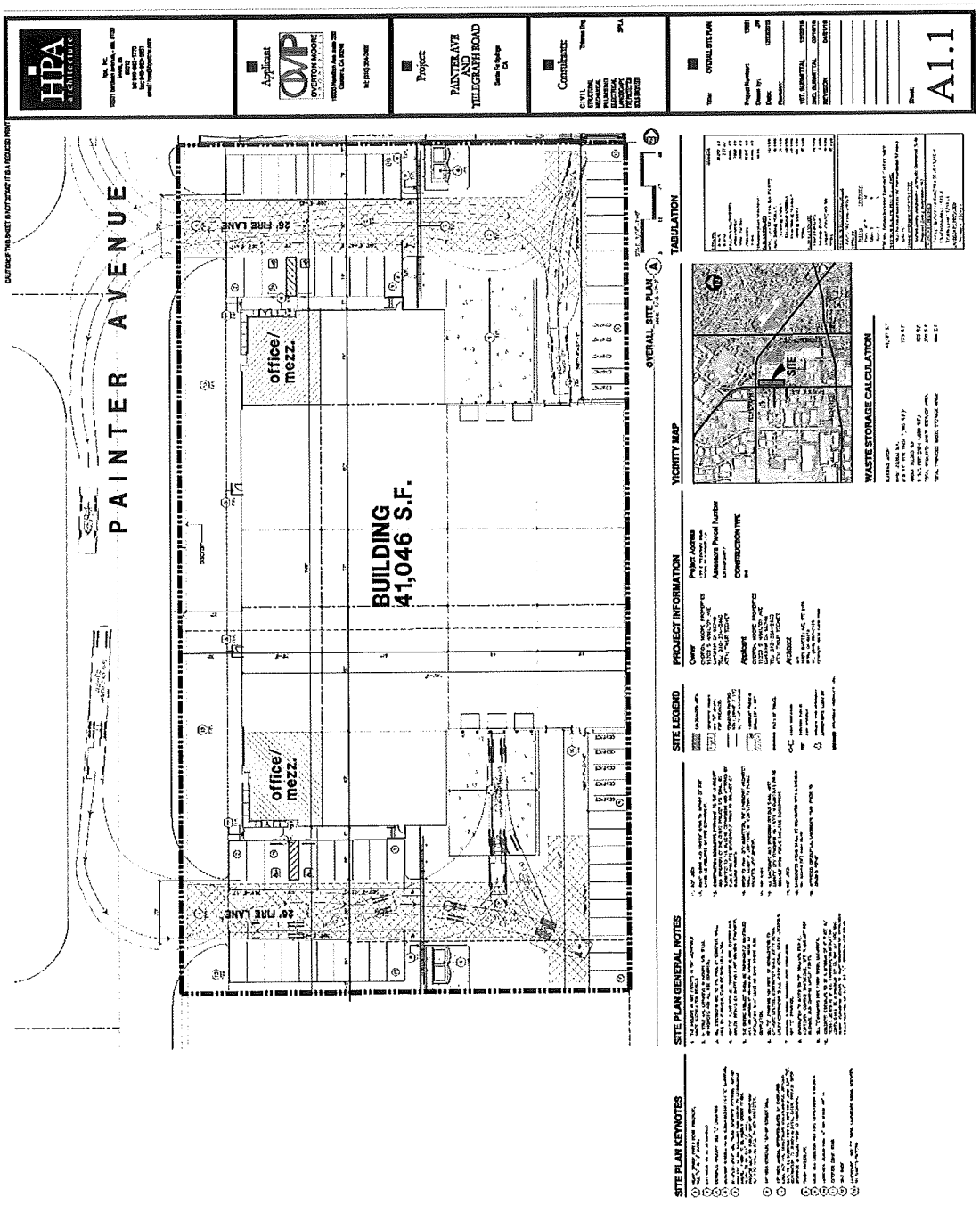
CITY OF SANTA FE SPRINGS-Aerial Photograph

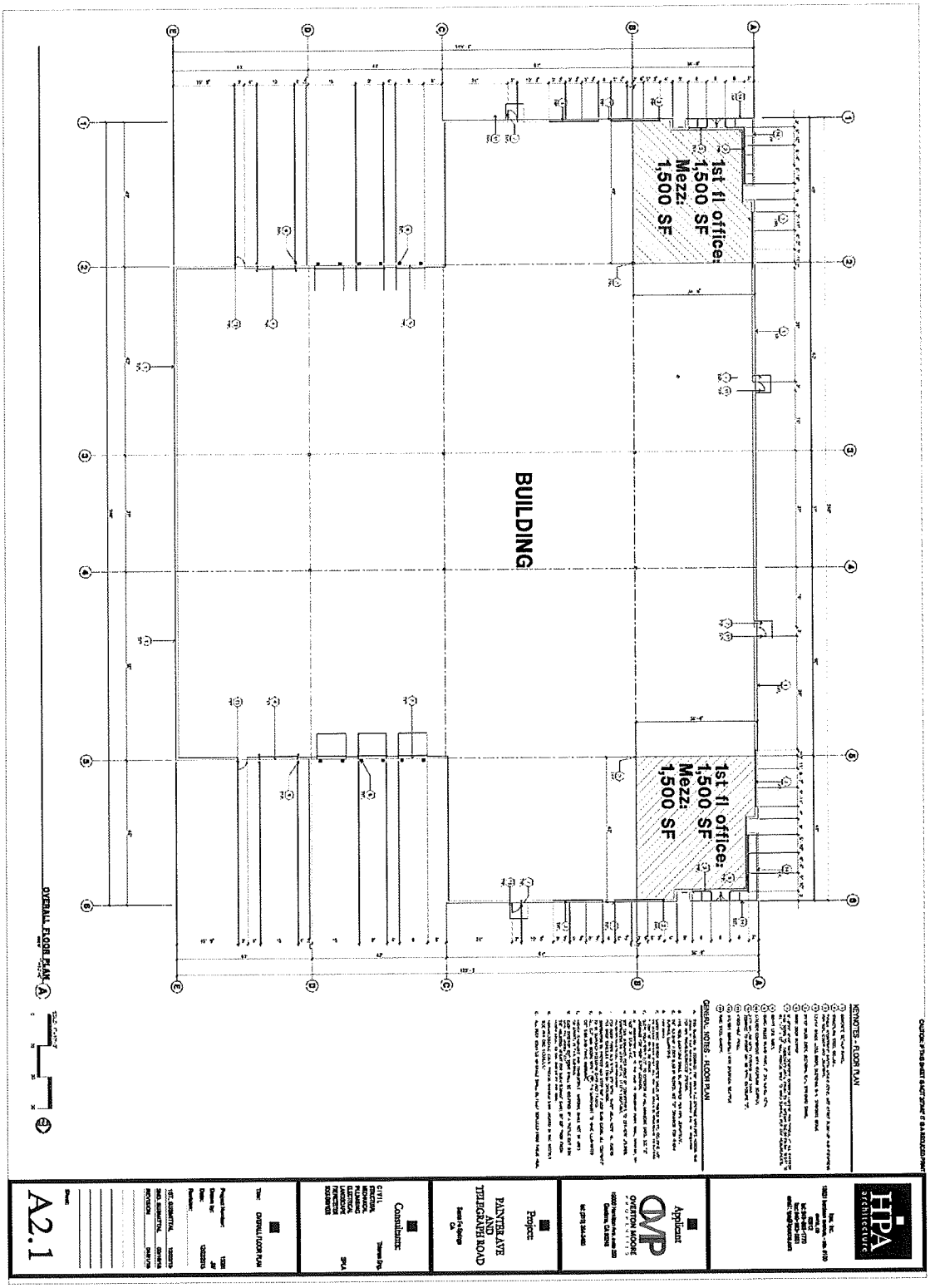
Development Plan Approval Case No. 911

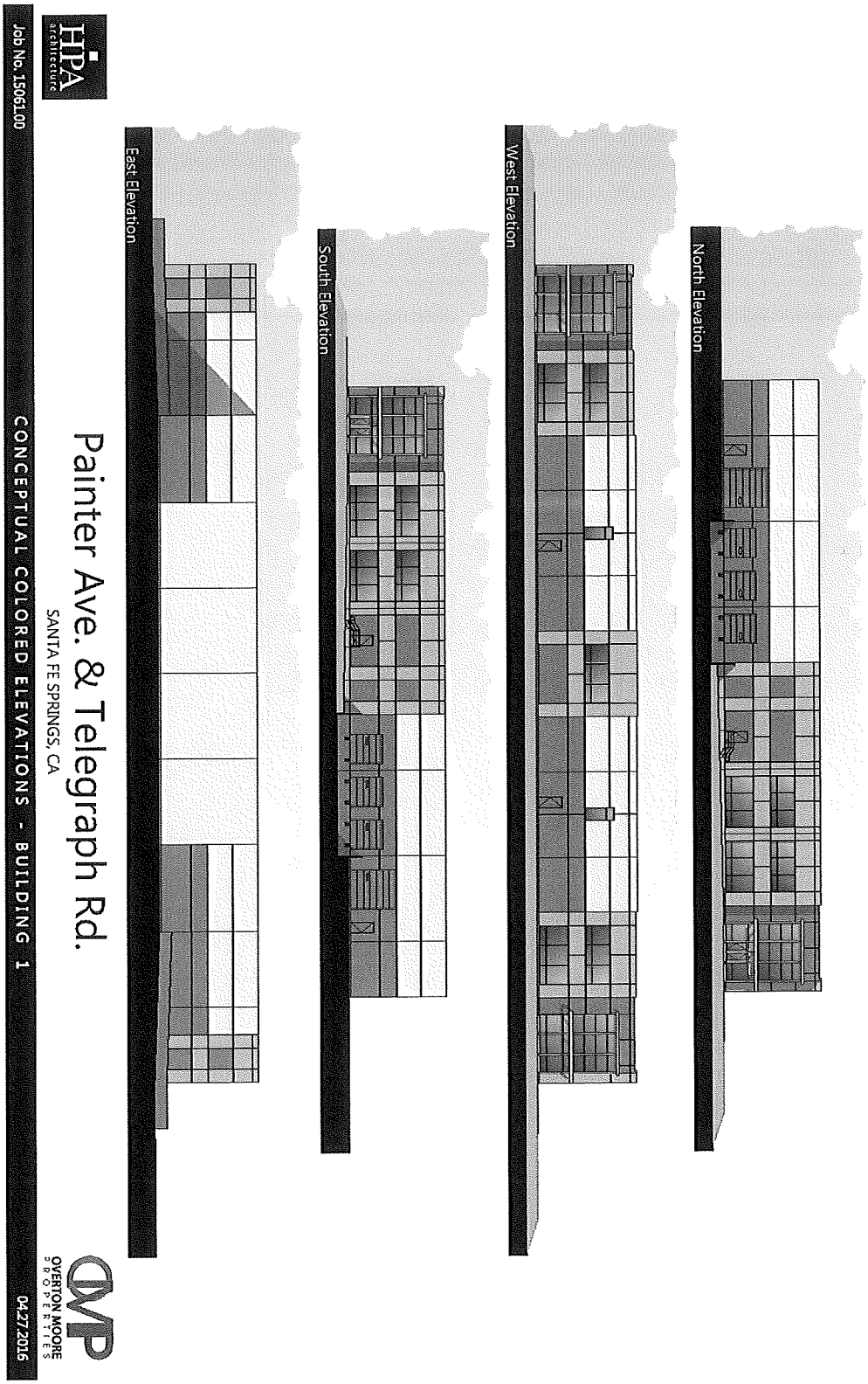
13210 Telegraph Road

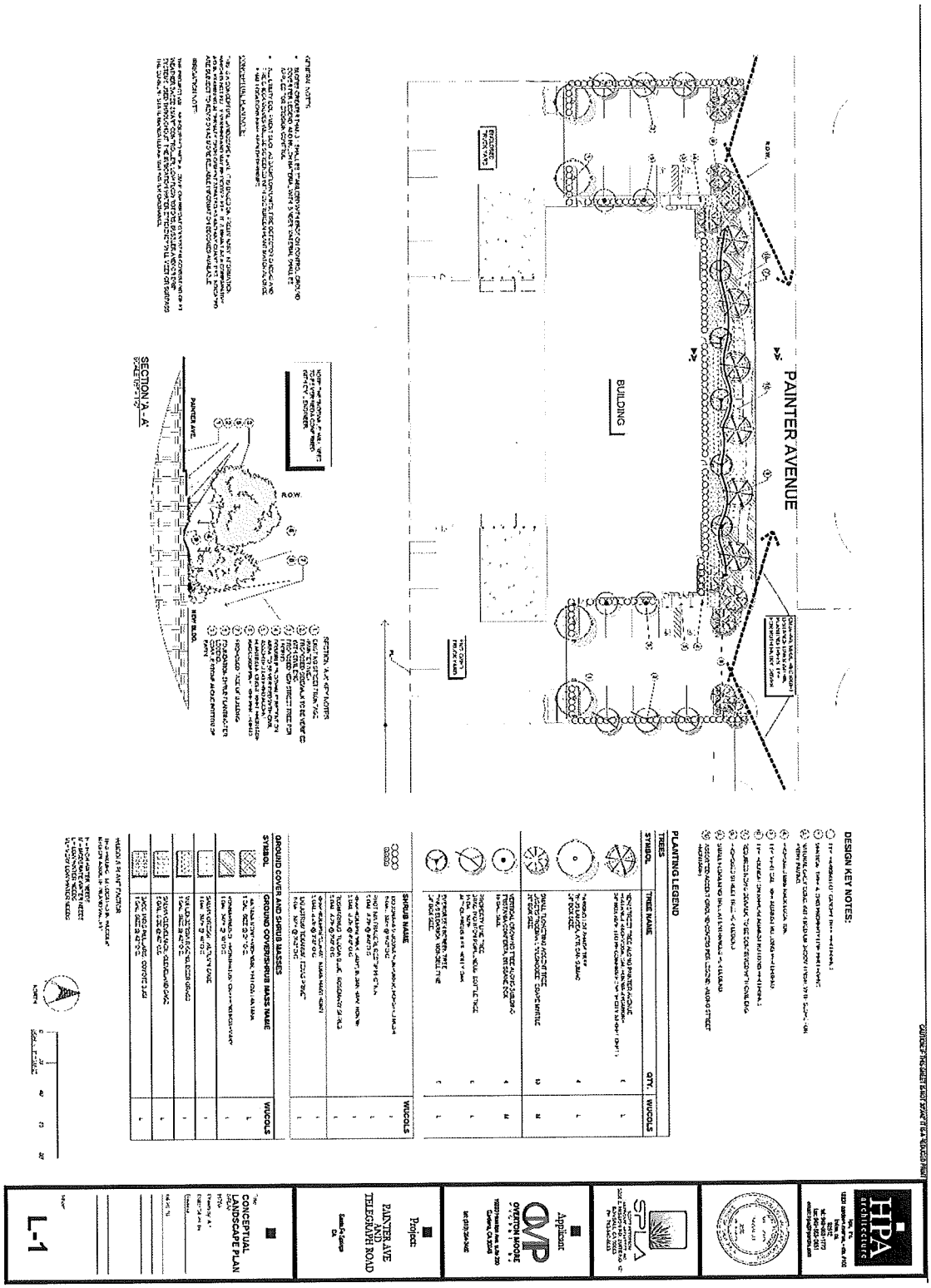



FLORES ST.
PARK ST.
PAINTER AVENUE
TELEGRAPH ROAD
BUILDING
41,046 S.F.
RETAIL
19,167 S.F.
office/
mezz.
SITE PLAN KEYNOTES
SITE PLAN GENERAL NOTES
SITE LEGEND
PROJECT INFORMATION
VICINITY MAP
WASTE STORAGE CALCULATION
TABULATION
OVERALL SITE PLAN
HPA architecture
Applicant
OVERTON MOORE PROPERTIES
Project
PAINTER AVE AND TELEGRAPH ROAD
Consultants
OVERALL SITE PLAN
A1.1A


HPA ARCHITECTURE
Applicant
OVERTON MOORE
Project
PAINTER AVE AND TELEGRAPH ROAD
Consultants
A1.1
PAINTER AVENUE
BUILDING 41,046 S.F.
office/ mezz.
office/ mezz.
26' FIRE LANE
26' FIRE LANE
OVERALL SITE PLAN
TABULATION
VICINITY MAP
SITE
WASTE STORAGE CALCULATION
PROJECT INFORMATION
SITE LEGEND
SITE PLAN GENERAL NOTES
SITE PLAN KEYNOTES


1st fl office:
1,500 SF
Mezz:
1,500 SF
BUILDING
1st fl office:
1,500 SF
Mezz:
1,500 SF
OVERALL FLOOR PLAN
KEYNOTES - FLOOR PLAN
GENERAL NOTES - FLOOR PLAN
HPA ARCHITECTURE
Applicant
OVP
Consultants
Project
PAINTER AVE AND TELEGRAPH ROAD
A2.1


HPA architecture
Painter Ave. & Telegraph Rd.
SANTA FE SPRINGS, CA
OVERTON MOORE PROPERTIES
Job No. 15061.00
CONCEPTUAL COLORED ELEVATIONS - BUILDING 1
04.27.2016
East Elevation
South Elevation
West Elevation
North Elevation


PAINTER AVENUE
BUILDING
R.O.W.
SECTION 'A'-'A'
DESIGN KEY NOTES:
PLANTING LEGEND
TREES
SYMBOL
TREE NAME
QTY.
WUCOLS
SHRUB NAME
GROUND COVER AND SHRUB MASSES
SYMBOL
GROUND COVER/SHRUB MASS NAME
WUCOLS
HPA architecture
Applicant
OVERTON MOORE PROPERTIES
Project:
PAINTER AVE AND TELEGRAPH ROAD
CONCEPTUAL LANDSCAPE PLAN
L-1

TOWNSEND GROUP INVESTMENTS

11/19/2015

RE: 13210 Telegraph Road, Santa Fe Springs, CA

To whom it may concern,

Overton Moore Properties on behalf of one of its affiliates is in escrow to purchase the approximate 4.05 acre property located at 13210 Telegraph Road. The owners of the property, David R. Butterworth and Kenneth T. Butterworth, Successor Trustees of The Edward L Butterworth Revocable Trust Under Trust Agreement Dated November 20, 2001 and Stuart Nelson, Trustee under The Will of Cecilia Butterworth Ross (collectively "Seller"), authorize Overton Moore Properties ("OMP") and its tenant, Aldi California LLC ("Aldi"), to submit to the City of Santa Fe Springs and all other governmental agencies for all entitlements and approvals necessary for the development of the above referenced property; however, OMP and Aldi shall not enter into any agreements with any governmental agency with respect to such entitlement and permit applications which would be binding upon Seller or the Real Property in the event the sale transaction is not consummated.

Seller:

By: _____
David R. Butterworth, Trustee

733879.2

22601 PACIFIC COAST HWY | SUITE 200 | MALIBU, CALIFORNIA 90265
310-456-1645 | WWW.TOWNSENDGROUPINVESTMENTS.COM

City of Santa Fe Springs

Application for

DEVELOPMENT PLAN APPROVAL (DPA)

The undersigned hereby petition for Development Plan Approval:

LOCATION OF PROPERTY INVOLVED:
Provide street address or Assessors Parcel Map (APN) number(s) if no address is available. Additionally, provide distance from nearest street intersection:

The property is located at the southeast corner of Telegraph Road and Painter Avenue, APN 8011-013-017.

RECORD OWNER OF THE PROPERTY:
Name: _____ Phone No: _____
Mailing Address: _____
Fax No: _____ E-mail: _____

THE APPLICATION IS BEING FILED BY:

☐ Record owner of the property

☒ Authorized agent of the owner (written authorization must be attached to application)

Status of Authorized Agent: Engineer/Architect: _____ Attorney: _____
Purchaser: X Lessee: _____
Other (describe): _____

DESCRIBE THE DEVELOPMENT PROPOSAL (See reverse side of this sheet for information as to required accompanying plot plans, floor plans, elevations, etc.)
Development of +/- 2.03 acre vacant lot with an 41,340 sf industrial building and associated on/off site improvements. In conjunction with this DPA, the applicant is processing applications for a Parcel Map, Zone Change and General Plan Amendment.

I HEREBY CERTIFY THAT the facts, statements and information furnished above are true and correct to the best of my knowledge and belief.

Signed: _____
Signature

Michael Johnson
Print name

(If signed by other than the record owner, written authorization must be attached to this application.)

NOTE

This application must be accompanied by the filing fee, map and other data specified in the form entitled "Checklist for Development Plan Approval."

DPA Application
Page 2 of 2

PROPERTY OWNERS STATEMENT

We, the undersigned, state that we are the owners of all of the property involved in this petition (Attach a supplemental sheet if necessary):

Name (please print): _____
Mailing Address: _____
Phone No: _____
Fax No: _____ E-mail: _____
Signature: _____

Name (please print): _____
Mailing Address: _____
Phone No: _____
Fax No: _____ E-mail: _____
Signature: _____

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

I, _____, being duly sworn, depose and say that I am the petitioner in this application for a Development Plan Approval, and I hereby certify under penalty of law that the foregoing statements and all statements, maps, plans, drawings and other data made a part of this application are in all respects true and correct to the best of my knowledge and belief.

Signed: _____
(If signed by other than the Record Owner, written authorization must be attached to this application)

(seal)

On _____ before me, _____,
Personally appeared _____
personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

_____
Notary Public

FOR DEPARTMENT USE ONLY
CASE NO: DPA No. 911
DATE FILED: 12/23/15
FILING FEE: $ 2253
RECEIPT NO: LCL7118
APPLICATION COMPLETE? _____

PUBLIC HEARING

Tentative Parcel Map No. 73846 and Environmental Documents

Request for approval to subdivide an existing one parcel property of 3.94-acres (Net) into two parcels (Parcel 1 of 1.94-acres (Net) and Parcel 2 of 2.00-acres (Net)), on the undeveloped property at the southeast corner of Painter Avenue and Telegraph Road, with an address of 13210 Telegraph Road (APN: 8011-013-017), and zoned C4, Community Commercial with a General Plan Land Use Designation of industrial. (Overton Moore Properties)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Tentative Parcel Map No. 73846 and, after receiving all public comments, thereafter close the Public Hearing; and

2. Approve and adopt the proposed Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (IS/MND/MMRP) which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that the proposed project, Tentative Parcel Map (TPM) Case No. 73846 will have a significant adverse effect on the environment; and

3. Find that Tentative Parcel Map No. 73846, together with the provisions for its design and improvement, is consistent with the City's General Plan; and

4. Find that Tentative Tract Map No. 73846 meets the standards set forth in Sections 66474 and 66474.6 of the Subdivision Map Act for the granting of approval of a tentative or final map; and

5. Approve Tentative Parcel Map No. 73846, subject to the conditions of approval as stated in this report.

LOCATION/BACKGROUND

The project site consist of 4.05-acre (Gross) and is currently undeveloped, covered in dirt, sparse grass, and ruderal vegetation. The project site is fenced off on the north, west, and east sides by a chain link fence and on the south side by a concrete block wall. There are two oil wells on the site. A bowling alley sign reminiscent of the site's previous use is located in the northern part of the property. The sign is old, dilapidated, and will not contribute to the identification of the project. Mitigation measures identified in Section 3.5 of the IS/MND/MMRP calls for the sign to be taken off-site to the Valley Relic Museum where it will be preserved.

Report Submitted By: Wayne M. Morrell
Planning and Development Dept.

Date of Report: May 5, 2016

The site has an address of 13210 Telegraph Road (APN: 8011-013-017), and was once occupied by a 34,000 sq. ft. building that housed a bowling alley called Premier Lanes. The bowling alley was demolished in 2010 and since that time, the site has remained undeveloped. The current zoning is C4, Community Commercial with a General Plan Land Use Designation of industrial. Overton Moore Properties is currently in escrow to purchase the property with the intent of developing two building on the site: the first building will be constructed along the Telegraph Road and Painter Avenue street frontages and the second building at the rear of the site, with frontage only on Painter Avenue. The first building is a build-to-suit for an 18,557 sq. ft. Aldi supermarket. The second building is a speculative, concrete tilt-up industrial building of 41,046 sq. ft.

The applicant is therefore requesting approval of Tentative Parcel Map No. 73846, to subdivide an existing one parcel property of 3.94-acres into two parcels: Parcel 1 of 1.94-acres (Net) and Parcel 2 of 2.00-acres (Net).

In summary: One parcel currently exist. After the subdivision, the one lot will be "split" resulting in two parcels, each with a future building: one commercial and the other industrial. The following tables, Table I and Table II, illustrate the condition of the site before and after the proposed subdivision.

Table I
Existing Condition

APN:	Address	No. of Bldgs	No. of Parcels	Size of Lot
8011-013-017	13210 Telegraph Road	0	1	4.05-acres (Gross)
Total: 1	**1**	**0**	**1**	4.05-acres (Gross)

Table II
Condition after Proposed Subdivision

APN:	Address	No. of Bldgs/Size	No. of Parcels	Size of Lot
8011-013-017	13210 Telegraph Road	1/±18,557 sq. ft.	1	1.94-acres (Net)
New APN	New Address	1/±41,046 sq. ft.	1	2.00-acres (Net)
Total: 2	**2**	**2**	**2**	**3.94 acres (Net)**

RELATED ENTITLEMENTS

In addition to the request for the tentative parcel map, the applicant is also requesting approval of the following entitlements:

Development Plan Approval (DPA 911): A request for approval to construct a concrete tilt-up building of ±41,046 sq. ft. and appurtenant improvements on 2.00 acres of a 3.94-acre property.

Zone Change Case No. 136: A request for approval to change the zoning designation on 2.00acres (Net)) of a 3.94-acre (Net) property, from C-4, Community Commercial to M-2, Heavy Manufacturing. The acreage encompassed by the zone change will mimic the area of Parcel 2 of Tentative Parcel Map No. 73846; and

General Plan Amendment Case No. 26: A request for approval to change the general plan land use designation on 2.00 acres (Net) of a 3.94-acre property from C-4, Community Commercial to M-2, Heavy Manufacturing. The acreage encompassed by general plan amendment will mimic the area of Parcel 2 of Tentative Parcel Map No. 73846.

STREETS AND HIGHWAYS

The property is located at the southeast corner of Painter Avenue and Telegraph Road. Painter Avenue and Telegraph Road are designated as a "Major" arterial within the Circulation Element of the City's General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

The subject property is zoned C4, Community Commercial with a general plan land use designation of "Commercial." The Zoning, General Plan and Land Use of the surrounding properties are as follows:

Table III
Surrounding Zoning, General Plan and Land Use

Surrounding Zoning, General Plan Designation			
Direction	**Zoning District**	**General Plan**	**Land Use**
North	C-4	Commercial	7-11, restaurant, retail
South	M-2	Industrial	Super Et, trailer repair and service
East	M-2	Commercial	Shopping Center (Gateway Plaza)
West	M-2	Industrial	All Black Co., metal finishing and coating Magnus Industries, drill bits and sawblades

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 et seq. and 65854 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.866 of the City's Municipal Code. Legal notice of the Public Hearing for the proposed TPM 73846 was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on April 28, 2016. The legal notice was also posted at Santa Fe Springs City Hall, the City Library and the City's Town Center and published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance.

ENVIRONMENTAL IMPACT ASSESSMENT –IS/MND/MMRP Prepared

On the basis of the Mitigated Negative Declaration and Initial Study, City staff has concluded that although the proposed project, as a whole, could have a significant effect on the environment, there will not be a significant effect with the incorporation of mitigation measures pertaining to Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water, Mineral Resources, Noise, Public Services, Transportation and Circulation, and Utilities. The City, therefore, prepared and proposes to adopt a Mitigated Negative Declaration (MND), and a Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project. The MND and MMRP reflect the independent judgment of the City of Santa Fe Springs and the environmental consultant, Blodgett Baylosis Environmental Planning, and recognizes project design features, previous environmental evaluations, and standard construction and engineering practices, as contributing to avoidance of potential impacts.

TENTATIVE PARCEL MAP - REQUIRED FINDINGS FOR APPROVAL:

1. Consistency with the General Plan

Pursuant to Section 154.07 of the Municipal Code, a tentative map shall not be approved unless the Planning Commission finds that the proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan as required by §66473.5 of the Subdivision Map Act.

TENTATIVE TRACT MAP – REQUIREMENTS FOR APPROVAL

Pursuant to Section 154.07 of the Municipal Code, a tentative map shall not be approved unless the Planning Commission finds that the proposed subdivision, together with the provisions for its design and improvements, is consistent with the general plan as required by Section 66473.5 of the Subdivision Map Act.

Additionally, the Planning Commission shall deny a tentative map if it makes any of the following findings as set forth in Sections 66474 and 66474.6 of the Subdivision Map Act.

1. That the proposed map is not consistent with applicable general and specific plans.

2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plan.

3. That the site is not physically suitable for the type of development.

4. That the site is not physically suitable for the proposed density of development.

5. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public.

8. That the governing body of any local agency shall determine whether the discharge of waste from the proposed subdivision into an existing community sewer system would result in violation of existing requirements prescribed by a California regional water quality control board pursuant to Division 7 (commencing with Section 13000) of the Water Code. In the event that the governing body finds that the proposed waste discharge would result in or add to violation of requirements of such board, it may disapprove the tentative map or maps of the subdivision.

TENTATIVE PARCEL MAP – FINDINGS IN SUPPORT OF APPROVAL:

The proposed Tentative Parcel Map, subject to the conditions of approval as contained with the staff report, is in accordance with Section §66473.5 of the Subdivision Map Act in that:

1. The proposed map and design or improvement of the proposed subdivision is consistent with applicable General and Specific Plans.

The project site is not located within a Specific Plan area of the City. In addition, the proposed subdivision is consistent with the City's General Plan in that the subdivision will not change the General Plan Land Use designation of Commercial for Parcel 1

and a Zone Change (ZC 136 and General Plan Amendment (GPA 26) are proposed for Parcel 2. If approved, the zoning and general plan designation would be consistent.

The City of Santa Fe Springs has adopted a general plan to provide an overall direction for the future development of the City. The general plan's land use element describes the general location, distribution, and various types of land uses found within the City, and sets forth goals and policies for future development in the City. The land use element designates the site as "Commercial" and states that the purpose of the commercial designations are to provide for convenient shopping for goods and services, and to establish those standards of development necessary to insure that commercial areas will be wholesome and prosperous and with adjoining land uses. The area covered by building and structures in this category will not exceed thirty five (35) percent of the total area.

The proposed project conforms to the land use element's requirements, and directly supports several important goals and policies of the general plan, as more fully described below.

FINDINGS

The proposed Tentative Parcel Map, subject to the attached conditions, is in accordance with the Subdivision Map Act (California Government Code, Section 66474) in that:

1. Approval of the proposed Parcel Map would promote a number of Specific General Plan Goal and Policies as described in "Table 2" below:

Table IV
General Plan Consistency Analysis

General Plan Element	*Policy*	Project Consistency
Land Use	**Goal 5:** Provide an environment to stimulate local employment, community spirit, property values, community stability, the tax base, and the viability of local business.	The map would facilitate the purchase of newly created Parcel 1 which will result in the construction of a grocery store, a reassessment of the property, and future employment opportunities.
	Goal 9, Policy 9.1: Consideration of providing an adequate tax base from property tax or sales tax income.	The resulting development of a grocery store and new industrial building will result in sales tax revenue to the City. The reassessment of the property will result in higher property taxes, a portion of which the City will receive.

	Goal 11: Support and encourage the viability of the industrial and commercial areas of Santa Fe Springs.	The subdivision will result in a commercial use (grocery store) on Parcel 1 and an industrial use (Spec) on Parcel 2.

In summary, the proposed parcel map, subject to the attached conditions, is compatible with the goals and objectives of the various elements of the City of Santa Fe Springs General Plan, and therefore, is in compliance with Government Code Section 66473.5, entitled "Subdivision must be consistent with General Plan or Specific Plan."

2. *The site is physically suitable for the type of development and proposed density of development.*

The map will facilitate the development of the property with a grocery store and a speculative industrial building. The existing zoning allows for a grocery store use and if ZC 136 and GPA 26 are approved, the industrial building and any subsequent industrial uses would be consistent with the zoning and land use. All public streets and utility services necessary and sufficient for the full use, occupancy, and operation of the future buildings, including water, storm drain(s), sanitary sewer, gas, electric, cable and telephone facilities, are readably available. Within Telegraph Road and also on Painter Avenue are the following utilities: 8-inch sewer line; 2-inch SoCal gas line; and a 14-inch water line.

3. *The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat or is likely to cause serious public health concerns.*

The project site is not located in a sensitive environment, but rather in a fully urbanized area surrounded by various land uses. None of the parcels, pre and post subdivision, contain any riparian habitats, wetland habitats, and are not utilized for movement of any known native wildlife species of migratory fish or wildlife species; consequently, the design of the subdivision is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The Site is located in the Whittier Quadrangle[1]. A search of the California Department of Fish and Game (CDFG) Diversity Database was conducted to determine if any plant or wildlife species of concern have been identified in the Whittier Quadrangle vicinity. All species considered threatened or sensitive in the subject quadrangle inhabit vernal pools[2], tidal marshes, coastal scrubs, coastal dunes, grasslands,

1 Quadrangle: A four-sided figure, bounded by parallels of latitude and meridians of longitude, used as an area unit in mapping.
2 Vernal Pools: Seasonal depressional wetlands that occur under the Mediterranean climate conditions of the West Coast.

woodlands, or riparian communities[3]. None of the above communities exists on the subject site. (Source: 2007 EIR, The Villages at Heritage Springs, State Clearinghouse #; 2005011096)

Notwithstanding the above, an IS/MND/MMRP was prepared. Based on the findings of the IS/MND, it was determined, that with mitigation measures, the project would not have a significant adverse impact on the environment.

4. *The design of the subdivision or the type of improvements is not likely to cause serious public health problems.*

The proposed subdivision is for a property located in an urbanized area and is consistent with other similar properties in the surrounding area. As noted previously, the proposed map is consistent with the General Plan and the proposed development facilitated by map is also and will be consistent with the zoning and land use designation. Additionally, an IS/MND was prepared to examine the potential impacts of the proposed project on the environment. Based on the findings of the IS/MND, it was determined, that with mitigation measures, the project would not have a significant adverse impact on the environment.

5. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.*

The easements identified on the map are as shown on Table V

Table V
Identification of Easements

# ON TPM 73846	EASEMENT DOCUMENT	TYPE 0F EASEMENT	EASEMENT HOLDER	EASEMENT HOLDER ADDRESS	QUITCLAIM OR LETTER OF NON-INTERFERENCE BEING PROCESSED
2	Instrument No. 1873	Pipe Line (Quitclaim Deed)	Chevron	9525 Camino Media, Ste A1068, Bakersfield CA 93311	NIL
3	Instrument No. 4009	Public Road and Highway	County of Los Angeles	900 S. Fremont Avenue, 3rd Floor, Alhambra CA 91803	NIL

3 Riparian Communities: Plant communities contiguous to and affect by surface and subsurface hydrologic features of perennial or intermittent lotic and lentic water bodies (rivers, streams, lakes or drainage ways).

6	Instrument No. 4585	Underground Electric System	SCE	2131 Walnut Grove Ave. GO3, 2nd Flr, 270J, Rosemead CA 91770	NIL
7	Instrument No. 1901	Street, Public Utility	City of Santa Fe Springs	11710 E Telegraph Road, Santa Fe Springs CA 90670	N/A - City will sign off of the map
8	Instrument No. 2910, Bk D1162 Pg	Street, Public Utility	City of Santa Fe Springs	11710 E Telegraph Road, Santa Fe Springs CA 90670	N/A - City will sign off of the map
9	Instrument No. 4133	Public Utilities	Verizon Inc.	201 Flynn Road, Camarillo CA 93012	NIL

As required by the Subdivision Map Act, all listed easement holders were sent "Noninterference Letters." The notifications were done by the Thienes Engineering, Inc., the engineering firm of record for the proposed project. All letters were sent Certified mail. To date, Staff has not received any correspondence stating that the proposed project would interfere with any of the listed easements.

6. *In accordance with Government Code Section 66474.6, it has been determined that the discharge of waste from the proposed subdivision, subject to the attached conditions, into the existing sewer system will not result in a violation of the requirements prescribed by the Regional Water Quality Control Board in that the developer is required to comply with the EIR Mitigation Monitoring Program, submit an erosion control plan and comply with the NPDES, Best Management Practices, during the grading and construction phases of the project. The*

The project involves a request to subdivide an existing one-acre parcel of 4.05-acres (Gross) into two parcels: Parcel 1 of 1.94-acres (Net) and Parcel 2 of 2.00-acres (Net)). The subdivision would facilitate the development of an 18,557 sq. ft. grocery store on Parcel 1 and the construction of a 41,197 sq. ft. concrete tilt-up building on Parcel 2. There are existing 8-inch vitrified concrete sewer lines on both Painter Avenue and Telegraph Road. Those lines should have the capacity to handle any discharge from the proposed developments. In addition, the applicant is required to design sanitary sewers in accordance with City specifications and said plans shall be approved by the City engineer. A sewer study is also required to be submitted with the sanitary sewer plans.

7. *The design of the subdivision or the type of improvements is not likely to cause serious public health problems.*

See response No. 4.

8. *The proposed subdivision shall be in accordance with Government Code Section 66473.1, entitled "Design of Subdivision to provide for Future Passive or Natural Heating and Cooling Opportunities."*

The proposed building resulting from the proposed subdivision will be required to adhere to the California Green Building Code. The purpose of this code is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1. Planning and design; 2. Energy efficiency; 3. Water efficiency and conservation; 4. Material conservation and resource efficiency; and 5. Environmental quality

STAFF REMARKS

Based on the reasons enumerated above, Staff believes that the Tentative Parcel Map No. 73846, together with the provisions for its design and improvement, is consistent with and, in furtherance, of the policies and goals set forth in the City General Plan and is, therefore, recommending approval of Tentative Parcel Map No. 73846.

AUTHORITY OF PLANNING COMMISSION

The Planning Commission, after receiving and hearing the results of investigations and reports on the design and improvements of any proposed division of real property for which a tentative map is filed, shall have the authority to impose requirements and conditions upon such division of land and to approve, conditionally approve or disapprove such map and division of land.

ENGINEERING / PUBLIC WORKS DEPARTMENT:
(Contact: Robert Garcia 562-868-0511 x7545)

1. Final parcel map checking of $4,824 plus $285 per parcel shall be paid to the City. The applicant shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

2. The Applicant shall provide at no cost to the City, one Mylar print of the recorded parcel map from the County of Los Angeles Department of Public Works, P.O. Box 1460, Alhambra, CA 91802-1460, Attention: Bill Slenniken (626) 458-5131.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Wayne M. Morrell- 562.868-0511 x7362)

3. That the request for TPM 73846 is to subdivide an existing one-acre parcel of 4.05-acres (Gross) into two parcels: Parcel 1 of 1.94-acres (Net) and Parcel 2 of 2.00-acres (Net)).

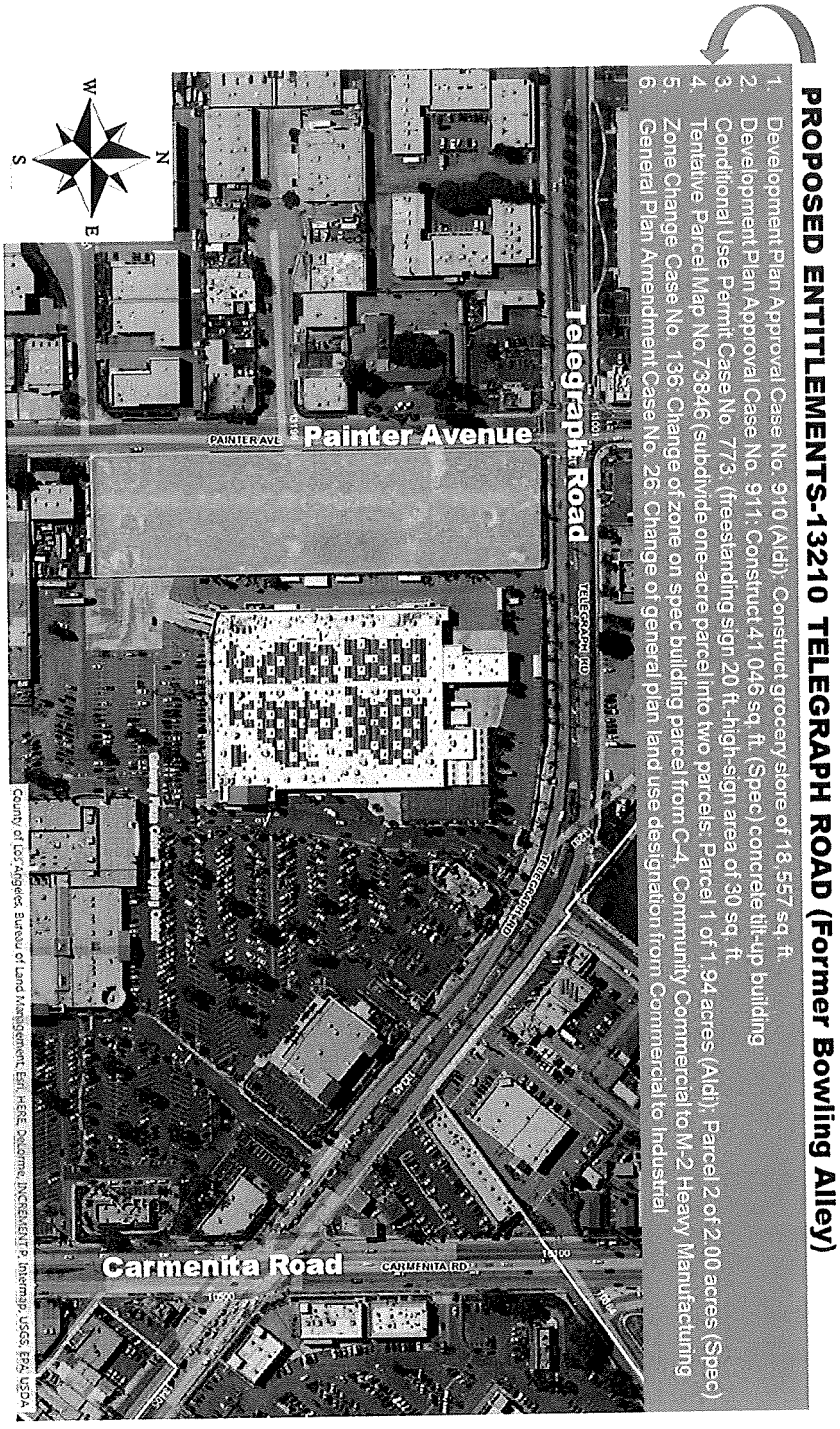
4. That Tentative Parcel Map No. 73846 shall expire 24 months after Planning Commission approval, on May 9, 2016, except as provided under the provisions of California Government Code Section 66452.6. During this time period the final map shall be presented to the City Council of the City of Santa Fe Springs for approval.

5. That as a condition for approval for Tentative Parcel Map No. 73846, the "Subdivider," Overton Moore Properties, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards concerning the subdivision when action is brought within the time period provided for in Government Code, Section 66499.37. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding the City shall promptly notify Subdivider of such claim, action or proceeding and shall cooperate fully in the defense thereof.

6. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.

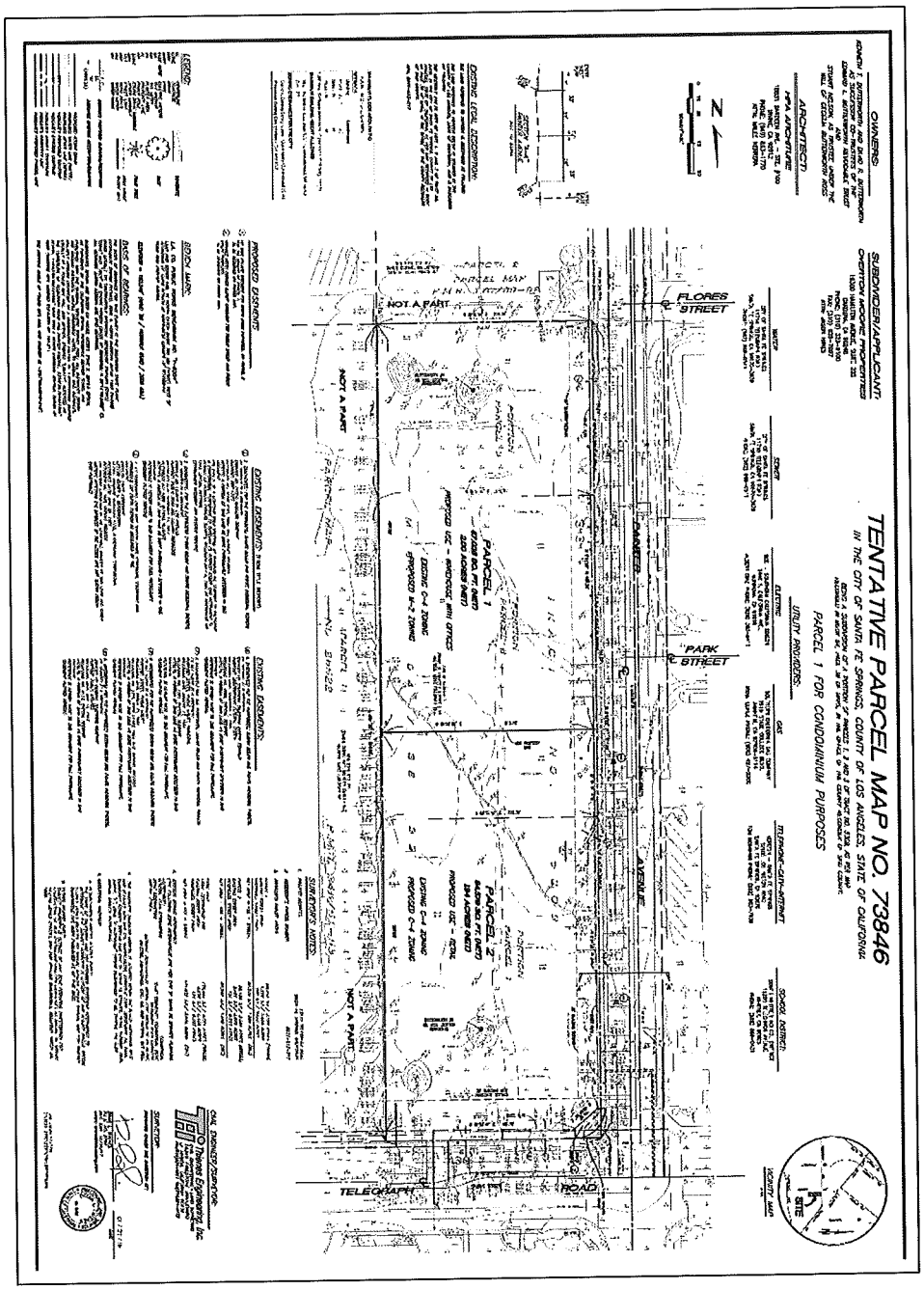
Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Proposed Tentative Parcel Map (TPM 73846)
3. Sample Noninterference Letter
4. Radius Map for Public Hearing Notice
5. Public Hearing to Newspaper-Ad Confirmation
6. Tentative Parcel Map Application



Report Submitted By: Wayne M. Morrell
Planning and Development Dept.

Date of Report: May 4, 2016



Report Submitted By: Wayne M. Morrell
Planning and Development Dept.

Date of Report: May 4, 2016

Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING

January 18, 2016

Land Development Division
County of Los Angeles
900 S. Fremont Ave., 3rd Flr.
Alhambra CA 91803

Job Number: 3397

Re: Request for letter of non-interference

We Transmit: One (1) Copy of Final Parcel Map No. 73846
One (1) Copy of Easement Document (Instrument No. 4009, O.R.)
One (1) Copy of State of California Subdivisions Map Act (S.M.A.) Section 66436

To whom it may concern,

In compliance with Section 66436 (a) 3 (A) (i-viii) of the Subdivision Map Act (S.M.A.), we forward to you, as an entity or holder of easement(s), right(s)-of-way, or interest(s) in the subject property, the attached items to request a letter of non-interference of said easement(s).

Your options pertaining to the recordation of the subject Final Map are explained in the enclosed Section of the Subdivision Map Act (S.M.A.).

Please address any correspondence regarding this matter to the City of Santa Fe Springs, in care of our office, so that it could be addressed/processed prior to map recordation.

If you should have any questions or require further information, please do not hesitate to call.

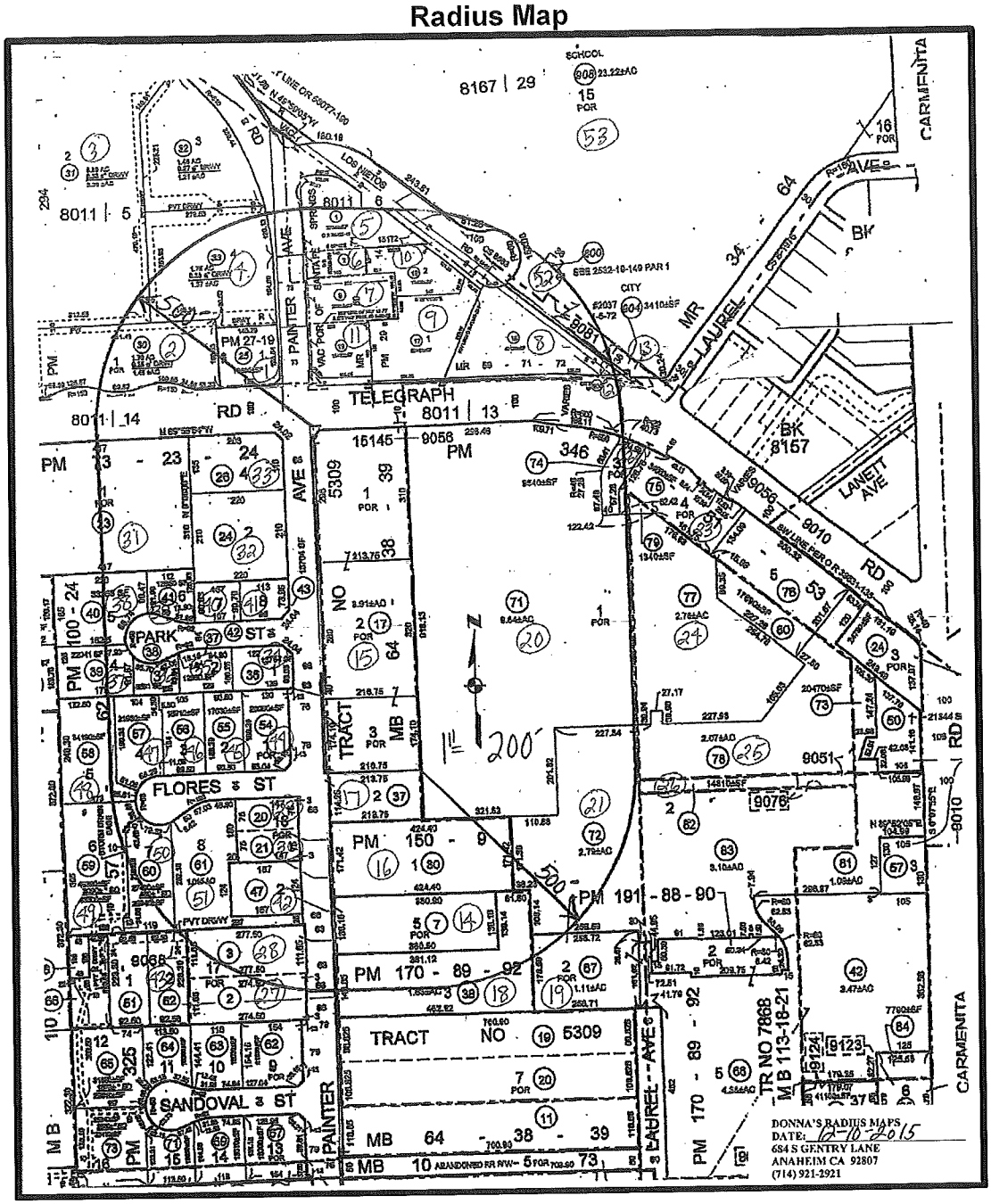
Thank you,

SBova

Sarah Bova
Project Planner
sarah@thieneseng.com

14349 Firestone Blvd. • La Mirada, CA 90638 • Tel: (714) 521-4811 • Fax: (714) 521-4173

Radius Map



Report Submitted By: Wayne M. Morrell
Planning and Development Dept.

Date of Report: May 4, 2016

Advertising Order Confirmation

CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing at a regular meeting on Monday, May 9, 2016 at 6:00 p.m. in the City Council Chambers within City Hall located at 11710 Telegraph Road, Santa Fe Springs, California 90670. The hearings will be to consider the following:

PUBLIC HEARING RE: Development Plan Approval (DPA) Case Nos. 910 & 911; Conditional Use Permit (CUP) Case No. 773;Tentative Parcel Map (TPM) 73846; General Plan Amendment (GPA) Case No. 26; and Zone Change (ZC) Case No. 136.

DPA 910: A request for development plan approval to construct a ±18,557 sq. ft. grocery store building (ALDI) and appurtenant improvements on 1.94-acres of a 3.94-acre property at 13210 Telegraph Road (APN: 8011-013-017), in the C-4 Community Commercial, Zone; and

CUP 773: A request to allow the construction of a freestanding sign measuring 20 ft. high with a sign area of 30 sq. ft., for Aldi supermarket, on 1.94-acre of a 3.94-acre property; and

DPA 911: A request for development plan approval to construct a concrete tilt-up building of ±41,197 sq. ft. and appurtenant improvements on 2.00-acres of a 3.94-acre property at 13210 Telegraph Road; and.

TPM 73846: A request for approval to subdivide an existing single parcel of 3.94-acres into two parcels: Parcel 1 of 1.94-acres and Parcel 2 of 2.00-acres. Parcel 1 is to be developed with a ±18,557 sq. ft. Aldi supermarket and Parcel 2 for a ±41,197 sq. ft. concrete tilt-up, spec building; and

GPA 26: A request to change the existing General Plan Land Use designation of Commercial to Industrial on 2.00-acres (Parcel 2) of a 3.94-acre property at 13210 Telegraph Road; and

ZC 136: A request to change the existing Zoning of C-4, Community Commercial to M-2, Heavy Manufacturing on 2.00-acres (Parcel 2) of a 3.94-acre property at 13210 Telegraph Road.

At the **May 9, 2016**, public hearing meeting, the Planning Commission will make a recommendation to the legislative body, the City Council, to approve GPA 26 and ZC 136. Therefore, **NOTICE IS HEREBY GIVEN** that the City Council of the City of Santa Fe Springs will hold a Public Hearing at a regular meeting on Thursday, **May 26, 2016 at 6:00 p.m.** in the City Council Chambers within City Hall located at 11710 Telegraph Road, Santa Fe Springs, California 90670. The hearings will be to consider the following: **GPA 26 and ZC 136.**

CEQA STATUS: An Initial Study/Mitigated Negative Declaration/Mitigation Monitoring and Reporting Program has been prepared to study the potential environmental impacts associated with the proposed entitlements. The Project is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5. To view the environmental documents online visit http://www.santafesprings.org/ and/or click on the link or copy the link into your web browser:http://www.santafesprings.org/cityhall/planning/planning/environmental_documents.asp.

ALL INTERESTED PERSONS are invited to attend the Public Hearings and express opinions upon the items listed above. If you challenge the nature of this 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 City of Santa Fe Springs City Clerk, Planning Commission or City Council at, or prior to the Public Hearing.

FURTHER INFORMATION on the above-described projects and environmental document may be obtained at the City of Santa Fe Springs Planning Department, 11710 Telegraph Road, California or by contacting Wayne M. Morrell, Director of Planning, at (562)868-0511, Extension 7362, or e-mail atwaynemorrell@santafesprings.org.

Pub: April 28, 2016 Whittier Daily News Ad#796385

City of Santa Fe Springs

SUBDIVISION/TRACT/PARCEL MAP APPLICATION AND OWNER'S STATEMENT

All applications, plans, maps, exhibits, and other documents must be accurate and complete for submission to the Planning and Development Department. Instructions for filing the Subdivision application are attached to this application, which contain general information, definitions, public hearing requirements, processing procedures and required fees. In addition, further supporting documents may be required upon the discretion of the Planning and Development Department. If the application is determined to be incomplete, the Planning and Development Department will notify the applicant via mail detailing the required document(s). Submission of an incomplete application will impede and prolong the application process.

PROPERTY LOCATION:

Address: The property is located at the southeast corner of Telegraph Road and Painter Avenue, APN

Assessor's Parcel Number: THE WESTERLY 216.75 FEET OF LOTS 1, 2 AND 3 OF TRACT NO. 5309, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 64 PAGE 38 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. APN: 8011-013-017

PURPOSE OF PARCEL (SUBDIVISION) MAP & LEGAL DESCRIPTION:

The current parcel is 4.05 acres. The proposed parcel map will create two parcels, a 2.02 acre northern parcel and a 2.03 southern parcel. The Applicant is also requesting a Change of Zone and a General Plan Amendment for the southern parcel.

PROJECT AND LAND USE DATA:

Existing Land Use: Vacant Land.

	(Existing)	(Proposed)
Zoning Classification:	Commercial C-4 Community	Northern Parcel - Commercial C-4 Community Southern Parcel - Manufacturing M-2 Heavy

Intended Land Uses of Lots within the Subdivision:

Northern Parcel - Commercial Use

Southern Parcel - Industrial/Manufacturing Use

General Plan Land Use Classification:
(Existing) Commercial C-4 Community (Proposed) Northern Parcel - Commercial, Southern Parcel - Industrial

Surrounding Land Uses:

North: Commercial
South: Industrial
East: Commercial
West: Industrial

Existing No. of Lots:
(1) One

Proposed No. of Lots:
(2) Two

Lot Area-per Parcel (S.F./Acres):
(Existing Parcel) 176,441 S.F / 4.05 Acres (Proposed Parcels) North - 88,188 S.F./ 2.02 Acres and South 88,253 S.F. / 2.03 Acres

Building (footprint) Area-per Parcel:
North - 18,557 S.F. and South 41,340 S.F.

Are dedications or public improvements required?
(Existing Parcel) 176,441 S.F / 4.05 Acres (Proposed Parcels) North - 88,188 S.F./ 2.02 Acres and South 88,253 S.F. / 2.03 Acres

PROJECT FINDING:

After submittal of the completed application, Planning and Development staff will review all documents prior to scheduling a public hearing at the earliest agenda before the Planning Commission of the City of Santa Fe Springs. The application will be evaluated based on the proposed (parcel map) subdivision, public testimony at the hearing, and the finding listed below (Subdivision Map Act, Section 66474). Please provide support for the required findings below and additional comments. Please

PROJECT FINDING	YES	NO	COMMENTS
Is the proposed map consistent with applicable general and specific plans?	X		
Is the design or improvement of the proposed subdivision consistent with applicable general or specific plans?		X	In conjunction with this TPM, the applicant is processing applications for a Zone Change and General Plan Amendment.
Is the site physically suitable for the proposed density of development?	X		
Is the design of the subdivision or the proposed improvements likely to cause substantial environmental damage of likely to injure fish or wildlife or their habitat?		X	
Is the design of the subdivision or the type of improvements likely to cause serious public health problems?		X	
Will the design of the subdivision or the type of improvements conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision?		X	

UTILITIES:

Grading: Is any grading of lots contemplated? Yes (If yes, show details on the tentative map.)

Water: What provisions are being made to provide an adequate water system?
Water is currently in the street and stubbed onto the property.

Sewers: What provisions are being made to provide an adequate sewer system?
Sewer is currently in the street and stubbed onto the property.

Gas and Electricity: Are the appropriate utility companies being contacted to ensure service to the subject property?
Yes

Streets: Will each resulting parcel or lot front on a dedicated and improved street? Yes

Have you discussed street improvement requirements with the Department of Public Works? Yes

Deed Restrictions: State nature of deed restrictions, existing and proposed: None

Report Submitted By: Wayne M. Morrell
Planning and Development Dept.

Date of Report: May 4, 2016

RESPONSIBLE PARTIES:

Gas Agency:	Southern California Gas Company The Gas Co.	Water Agency:	City of Santa Fe Springs
Address:	1919 South State College Blvd. Anaheim, CA 92806	Address:	11710 Telegraph Rd. Santa Fe Springs, CA 90670
E-Mail:	RLopez2@semprautilities.com	E-mail:	frankbeach@santafesprings.org
Contact Person:	Ryan Lopez	Contact Person:	Frank Beach
Phone Number:	714-634-5067	Phone Number:	562-868-0511
Sewer Agency:	City of Santa Fe Springs	Electric Agency:	SCE
Address:	11710 Telegraph Rd. Santa Fe Springs, CA 90670	Address:	9901 Geary Avenue Santa Fe Springs, CA 90670
E-Mail:	frankbeach@santafesprings.org	E-Mail:	Reymundo.moreno@sce.com
Contact Person:	Frank Beach	Contact Person:	Reymundo Moreno
Phone Number:	562-868-0511	Phone Number:	562-903-3185

THE APPLICATION IS BEING FILED BY:

_____ Record Owner of the Property

X Authorized Agent of the Owner (Written authorization must be attached to application.)

STATUS OF AUTHORIZED AGENT (Engineer, Attorney, Purchaser, Developer, Lessee, etc.): Purchaser

I HEREBY CERTIFY THAT the facts, statements and information furnished above are true and correct to the best of my knowledge and belief.

SIGNED: _____

(If signed by other than the Record Owner, written authorization must be attached to this application.)

OWNER AGENT

Name:	Overton Moore Properties
Contact:	Jason Hines
Address:	19300 South Hamilton Avenue, Suite 200
City:	Gardena
State:	CA
Zip Code:	90248
Phone:	310-354-2471
E-Mail:	jhines@omprop.com

RECORD OWNER

Name:	c/o Overton Moore Properties
Contact:	Jason Hines
Address:	19300 South Hamilton Avenue, Suite 200
City:	Gardena
State:	CA
Zip Code:	90248
Phone:	310-354-2471
E-Mail:	jhines@omprop.com

ENGINEER LICENSE SURVEY

Name:	Thienes Engineering, Inc.
Contact:	Sarah Bova
Address:	14349 Firestone Blvd
City:	La Mirada
State:	CA
Zip Code:	90638
Phone:	714-521-4811
E-Mail:	Sarah@thieneseng.com

FOR DEPARTMENTAL USE ONLY	
TRACT/PARCEL MAP NO.:	73846
DATE FILED:	12/23/15
FILING FEE:	$5,422
RECEIPT NO.:	1CL7118
APPLICATION COMPLETE?	

(D) Industrial uses.

(1) Industrial uses, including incidental office uses.

(a) 0 - 20,000: one parking space per 500 square feet.

(b) 20,001 - 100,000: one parking space per 750 square feet.

(c) 100,001 - 200,000: one parking space per 1,000 square feet.

(d) 200,001 and above: one parking space per 2,000 square feet.

(e) Truck parking shall be required as per § 155.487(F).

100,000 square feet or more and there shall be one truck parking for every four truck docks.

(2) Notwithstanding the above, multi-tenant industrial units or buildings shall provide one space for each 500 square feet of gross floor area for the first 40,000 square feet of gross building area. Additionally, incidental office area exceeding 15% of the gross building area shall require one parking space for each 300 square feet of floor area and one parking space shall be provided for each vehicle used in connection with the use.

PUBLIC HEARING

General Plan Amendment No. 26 and Environmental Document

Resolution No. 56-2016

A request for approval to amend the Land Use Map of the City's General Plan, on 2.00- acres (Net)) of a 3.94-acre (Net) property, from Commercial to Industrial on the property at 13210 Telegraph Road (APN: 8011-013-017), at the southeast corner of Painter Avenue and Telegraph Road. (Overton Moore Properties)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding General Plan Amendment Case No. 26 and, after receiving all public comments, close the Public Hearing; and

2. Approve and adopt the proposed Initial Study/Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (IS/MND/MMRP), which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that the approval of General Plan Amendment Case No. 26, will have significant adverse effects that cannot be mitigated to levels of insignificance; and

3. Recommend to the City Council, approval of General Plan Amendment Case No. 26, a request to amend the Land Use Map on 2.00 acres (Net) of a single parcel of 3.94-acres (Net), with an address of 13210 Telegraph Road (APN of 8011-013-017), and located at the southeast corner of Painter Avenue and Telegraph Road, from the existing land use designation of Commercial to Industrial.

4. Adopt Resolution No. 56-2016, which incorporates the Planning Commission's findings and recommendation regarding this matter.

LOCATION/BACKGROUND

The project site consist of 3.94-acre (Net) and is currently undeveloped, covered in dirt, sparse grass, and ruderal vegetation. The project site is fenced off on the north, west, and east sides by a chain link fence and on the south side by a concrete block wall. There are two oil wells on the site. A bowling alley sign reminiscent of the site's previous use is located in the northern part of the property. The sign is old, dilapidated, and will not contribute to the identification of the project. Mitigation measures identified in Section 3.5 of the IS/MND calls for the sign to be taken off-site to the Valley Relic Museum where it will be preserved.

The site has an address of 13210 Telegraph Road (APN: 8011-013-017), and was once occupied by a 34,000 sq. ft. building that housed a bowling alley called Premier Lanes. The bowling alley was demolished in 2010 and since that time, the site has remained undeveloped. The current zoning is C4, Community Commercial with a General Plan Land Use Designation of industrial. Overton Moore Properties is currently in escrow to purchase the property with the intent of developing two building on the site: the first building will be constructed along the Telegraph Road and Painter Avenue street frontages and the second building at the rear of the site, with frontage only on Painter Avenue. The first building is a build-to-suit for an 18,557 sq. ft. Aldi supermarket. The second building is a speculative, concrete tilt-up industrial building of 41,046 sq. ft.

The applicant, Overton Moore Properties, is requesting approval to amend the Land Use Map of the City's General Plan, on 2.00-acres (Net)) of the 4.05-acre (Gross) property, from Commercial to Industrial. The acreage encompassed by the General Plan amendment will mimic the area (Parcel 2) resulting from proposed Tentative Parcel Map Case No. 73846, a request for approval to subdivide the existing one parcel property of 4.05-acres (Gross) into two parcels: (Parcel 1 of 1.94-acres (Net) and Parcel 2 of 2.00-acres (Net)).

Concurrently, the applicant is requesting approval of Zone Change Case No. 136, a request to change the existing zoning designation on proposed Parcel 2, of 2.00-acres (Net) from C-4, Community Commercial to M-2, Heavy Manufacturing. No changes to the General Plan or Zoning is proposed for Parcel 1. Upon approval and adoption of the proposed General Plan Amendment and Change of Zone, the new General Plan Land Use designation of Industrial, and new zoning designations of M-2, Heavy Manufacturing, will be consistent.

CRITERIA FOR AMENDING THE GENERAL PLAN

Sections 65353-65356 of the State Planning, Zoning and Development Laws set forth the procedures for amending the City's General Plan. Specifically, the State Planning Laws dictate that at least one Public Hearing shall be conducted on the proposed General Plan Amendment; the Commission shall make a written recommendation on the adoption or amendment of the general plan; and a recommendation for approval shall be made by affirmative vote of not less than a majority of the total membership of the Commission; and the Planning Commission shall send its recommendation to the legislative body. Other than the aforementioned requirements, there are no mandatory findings that the Planning Commission must make before recommending approval or denial of a request to amend the City's General Plan. However, in previous considerations of proposed General Plan Amendments, the Planning Commission has reviewed the request based on the following criteria:

1. That the Amendment will not distort or disturb the harmonious relationships of land use designations shown on the General Plan Map and would not disturb

the relationship of the various elements of the General Plan and/or be inconsistent with the goals and policies of the General Plan

2. That the property involved in the requested Amendment is suitable for the uses permitted in the proposed land use designation.

3. That the proposed land use designation would not be detrimental to persons or properties in the surrounding area nor to the community in general.

STREETS AND HIGHWAYS

The property is located at the southeast corner of Painter Avenue and Telegraph Road. Painter Avenue and Telegraph Road are designated as a "Major" arterial within the Circulation Element of the City's General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

The subject property is zoned C4, Community Commercial with a general plan land use designation of "Commercial." The Zoning, General Plan and Land Use of the surrounding properties are as follows:

Table I
General Plan Consistency Analysis

Surrounding Zoning, General Plan Designation			
Direction	**Zoning District**	**General Plan**	**Land Use**
North	C-4	Commercial	7-11, restaurant, retail
South	M-2	Industrial	Super Et, trailer repair and service
East	M-2	Commercial	Shopping Center (Gateway Plaza)
West	M-2	Industrial	All Black Co., metal finishing and coating Magnus Industries, drill bits and sawblades

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 et seq. and 65854 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.866 of the City's Municipal Code. Legal notice of the Public Hearing for the proposed general plan amendment was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on April 28, 2016. The legal notice was also posted at Santa Fe Springs City Hall, the City Library and the City's Town Center and published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning

Ordinance.

ENVIRONMENTAL IMPACT ASSESSMENT –IS/MND/MMRP Prepared

On the basis of the Mitigated Negative Declaration and Initial Study, City staff has concluded that although the proposed project, as a whole, could have a significant effect on the environment, there will not be a significant effect with the incorporation of mitigation measures pertaining to Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water, Mineral Resources, Noise, Public Services, Transportation and Circulation, and Utilities. The City, therefore, prepared and proposes to adopt a Mitigated Negative Declaration (MND), and a Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project. The MND and MMRP reflect the independent judgment of the City of Santa Fe Springs and the environmental consultant, Blodgett Baylosis Environmental Planning, and recognizes project design features, previous environmental evaluations, and standard construction and engineering practices, as contributing to avoidance of potential impacts.

FINDINGS

1. *That the Amendment will not distort or disturb the harmonious relationships of land use designations shown on the General Plan Map and would not disturb the relationship of the various elements of the General Plan.*

The current General Plan land use designation and Zoning designation for the entire 3.94 (Net)–acre property is Commercial with a general plan land use designation of Industrial. With proposed TPM 73846, two new parcels will be created: Parcel 1 of 1.94-acres (Net) and Parcel 2 of 2.00-acres (Net). Parcel 1 will be developed with an ±18,557 sq. ft. Aldi supermarket and Parcel two will be developed with a speculative, concrete tilt-up industrial building of ±41,046 sq. ft. The general plan and zoning for Parcel 1 of 1.94 acres will remain unchanged (Commercial and C-4 Community Commercial); however for Parcel 2 of 2.00-acres, the proposal is to change the general plan land use designation from Commercial to Industrial and to change the zoning designation from C-4, Community Commercial to M-2, Heavy Manufacturing.

As mentioned, Parcel 1, with frontage on both Telegraph Road and Painter Avenue, will remain unchanged with respect to its general plan and zoning. That property's zoning is consistent with the commercial corridor along Telegraph Road and with the commercial uses to the north and east that are better accessed from Telegraph Road and are clustered as compatible commercial uses. The southern portion of the property, which is subject to the general plan amendment, has more identity with the adjacent Industrial/Manufacturing zone designation to the south and west. As proposed, this allows for a better transition from industrial to commercial as one transitions northerly to the intersection of Painter Avenue and Telegraph Road.

2. *That the Amendment would not disturb the relationship of the various elements of the General Plan.*

The General Plan is the *master plan of the city*. The General Plan provides the overall direction for the future development of the City. It is a comprehensive planning document that addresses the many aspects of community life in the City of Santa Fe Springs. It is a long range plan in that it seeks to provide for the needs of the community into the future. The General Plan is also flexible enough to respond to the changing needs and concerns of those who live, work and frequent Santa Fe Springs.

The General Plan consists of seven mandatory elements, including: 1) Land Use; 2) Housing; 3) Open Space; 4) Conservation; 5) Safety; 6) Circulation and 7) Noise. There is no evidence to suggest that the proposed General Plan Amendment and associated Zone Change will disturb the relationship between these elements and/or be inconsistent with the goals and policies of the General Plan.

The following table (Table II) illustrates how the proposed General Plan amendment will be consistent with the goals and policies of the General Plan.

Table II
General Plan Consistency Analysis

Element	Policy	Project Consistency/Comment
Land Use	**Policy 9.1a:** Consideration of providing an adequate tax base from property tax or sales tax revenue.	**Consistent:** The annual taxes on the property is 69,339.18. When building are constructed, the annual tax will increase. The proposed grocery store would also generate sales tax.
	Goal 11: Support and encourage the viability of the industrial and commercial areas of Santa Fe Springs.	**Consistent:** A portion of the property will remain commercial with the remaining being developed with industrial users in mind.
Safety	**Policy 5.3:** Review all new developments with regards to urban fire risks	**Consistent:** The proposed buildings will be reviewed for design features to reduce the demand for fire department's services, including fire hydrant placement, emergency access, and the installation of sprinklers within each building.
Circulation	**Goal 3, Policy 3.7:** Minimize pedestrian and vehicular conflicts	**Consistent:** Both buildings will incorporate meandering sidewalks instead of having the sidewalks next to the curb. This will create a barrier between pedestrian and traffic.
	Goal 1, Policy 1.6: Limit driveway access on arterial streets to maintain a desired quality of flow.	**Consistent:** An existing driveway located close to the intersection will be removed and replaced by a driveway that is further away from the intersection.

	Goal 1, Policy 1.8 and 2.4: Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate and identified project impacts, and adhere to the City's Congestion Management Plan.	**Consistent:** A traffic analysis was required for the development of the two proposed buildings.
	Goal 1, Policy 2.4: Require that proposals for major developments include future traffic impacts analysis which adheres to the City's Congestion Management Plan.	**Consistent:** A traffic analysis was required for the development of the two proposed buildings.

3. *That the property involved in the requested Amendment is suitable for the uses permitted in the proposed land use designation.*

The property currently has a general plan land use designation of Commercial and a zoning designation of C-4, Community Commercial. A portion of the property, proposed Parcel 1 of 1.94-acres (Net), will retain its general plan land use designation of Commercial and Zoning designation of C4, Community Commercial. The general plan land use designation and zoning designation of Parcel 2 of 2.00-acres (Net), are proposed to be changed from Commercial to Industrial and from C-4, Community Commercial to M-2, Heavy Manufacturing.

Parcel's 2 general plan designation and zoning is consistent with the general plan land use designation and zoning designation of the properties to the south and west. These properties have a general plan land use designation of Industrial and are zoned M-2, Heavy Manufacturing.

4. *That the proposed land use designation would not be detrimental to persons or properties in the surrounding area nor to the community in general.*

Changing the land use designation on the subject site would not be detrimental to persons or property in the surrounding area. The property has remained undeveloped since 2010. Since that time, Staff has explored numerous development proposals including housing, mixed-use, and various commercial uses. None of the proposals have materialized into a viable project. The current general plan land use designation and zoning, isolates the southern portion (Parcel 2) of the property. The southern portion of the property has more identity with the adjacent Industrial/Manufacturing zone designations than with the commercial uses found on the northern portion of the site, which will remain Commercial and consistent with the surrounding commercial uses.

STAFF REMARKS

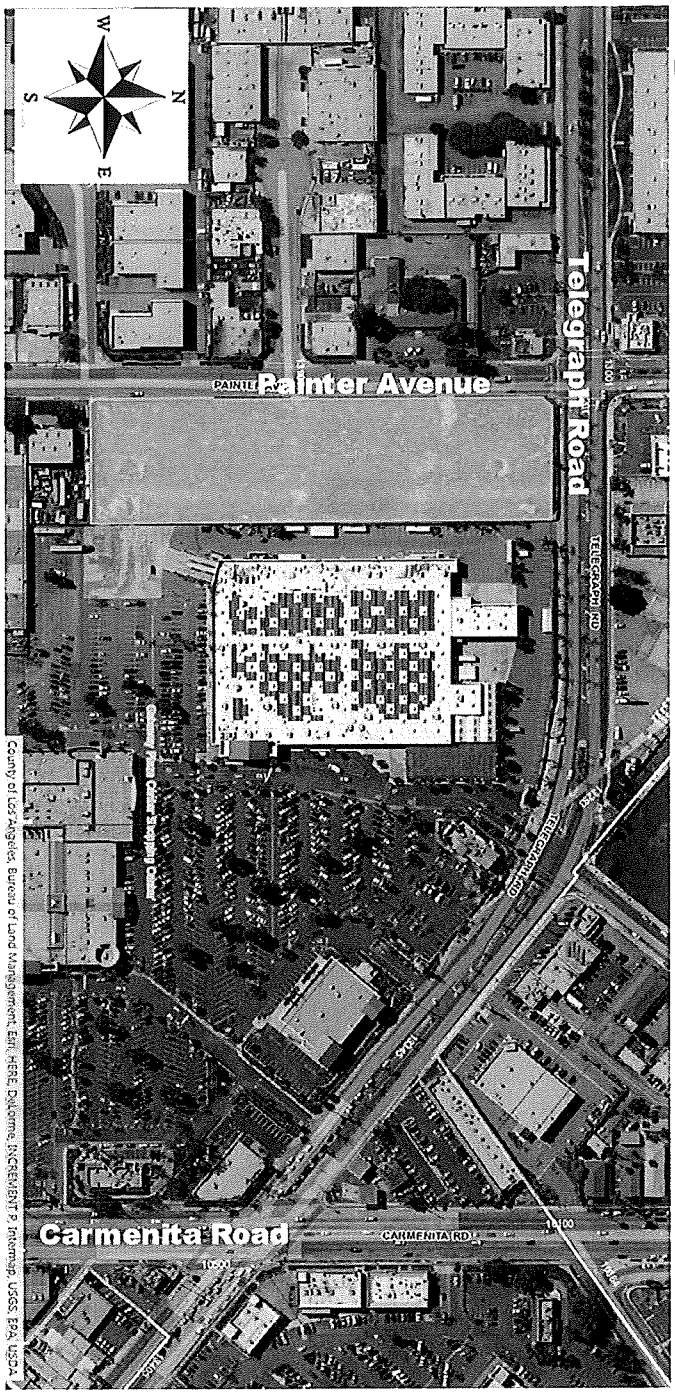
Based on the reasons presented above, Staff believes that General Plan Amendment No. 26, which will change the General Plan land use designation on 2.00-acres (Net)) of the 3.94-acre (Net) property, from Commercial to Industrial, meets and satisfies the criteria for amending a general plan. Additionally, with the concurrent Zone Change,

the subject general plan land use designation of Industrial will be consistent with the proposed Zone designation of M-2, Heavy Manufacturing.

Wayne M. Morrell
Director of Planning

Attachments:

1. Location Map - Aerial Photograph
2. Vicinity Map
3. General Plan Map-Existing
4. General Plan Map-Proposed
5. Resolution No. 56-2016



CITY OF SANTA FE SPRINGS-Aerial Photograph

General Plan Amendment Case No. 26

13210 Telegraph Road

CITY OF SANTA FE SPRINGS

RESOLUTION NO. 56-2016

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS REGARDING GENERAL PLAN AMENDMENT CASE NO. 26

WHEREAS, an application was filed by for a general plan amendment on 2.00 acres (Net) of a 3.94-acre (Net) property, from Commercial to Industrial on the property at 13210 Telegraph Road (APN: 8011-013-017), at the southeast corner of Painter Avenue and Telegraph Road, and

WHEREAS, the general plan amendment request was filed concurrently with Zone Change Case No. 136; and

WHEREAS, the Planning Commission, at its meeting of May 9, 2016, held a Public Hearing and studied the matter; and

WHEREAS, notice of the Public Hearing was given as required by law; and

WHEREAS, the Planning Commission considered the testimony received at said Public Hearing and studied the facts and circumstances involved in the request for said General Plan Amendment; and

WHEREAS, an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared to examine the potential environmental impact of the general plan amendment on the environment; and

WHEREAS the Planning Commission approved and adopted the proposed Initial Study/Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (IS/MND/MMRP), which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that the approval of General Plan Amendment Case No. 26, will have significant adverse effects that cannot be mitigated to levels of insignificance; and

WHEREAS, the Planning Commission at said Public Hearing made a recommendation that the City Council approve General Plan Amendment Case No. 26.

NOW, THEREFORE, IT BE RESOLVED THAT THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS DOES HEREBY RESOLVE, DETERMINE, AND ORDERS AS FOLLOWS:

SECTION I. The Planning Commission finds that the facts in this matter as follows:

1. That the facts in this matter are as stated in the staff report. The staff report provided the following subject matter: the background of the request, the general plan land use designation and zoning of the subject property and the surrounding

area, the streets and highways, the General Plan considerations, reference to the environmental document, and the public hearing requirements. Said staff report is on file.

2. That General Plan Amendment Case No. 26 satisfies the criteria provided in Sections 65353-65356 of the State Planning, Zoning and Development Laws set forth the procedures for amending the City's General Plan.

3. That the proposed general plan amendment involving the subject property does satisfy than amendment to the Land Use Map of the City's adopted General Plan, changing the land use designation on the General Plan Map from "Industrial" and also from "Single-Family Residential" to "Multiple-Family Residential" land use as shown on the map labeled Exhibit A, attached hereto and made part of this Resolution, and hereby instructs the Mayor and City Clerk to certify that said map has been properly adopted by the City Council of the City of Santa Fe Springs.

SECTION II. The Planning Commission hereby finds and determine that the 2.00 acres of the 3.94-acre as shown on the attached map marked Exhibit "A" is suitable for a general plan amendment from Commercial to Industrial, and therefore recommends that the City Council approve said general plan amendment.

PASSED, ADOPTED and **APPROVED** this ____th day of MAY, 2016, by the following roll call vote.

AYES:

NOES:

ABSENT:

_____
Chairperson

ATTEST:

_____
Teresa Cavallo, Secretary

Resolution No. 57-2016 Page 2 of 2

EXHIBIT "A" - RESOLUTION 56-2016
General Plan Amendment Case No. 26

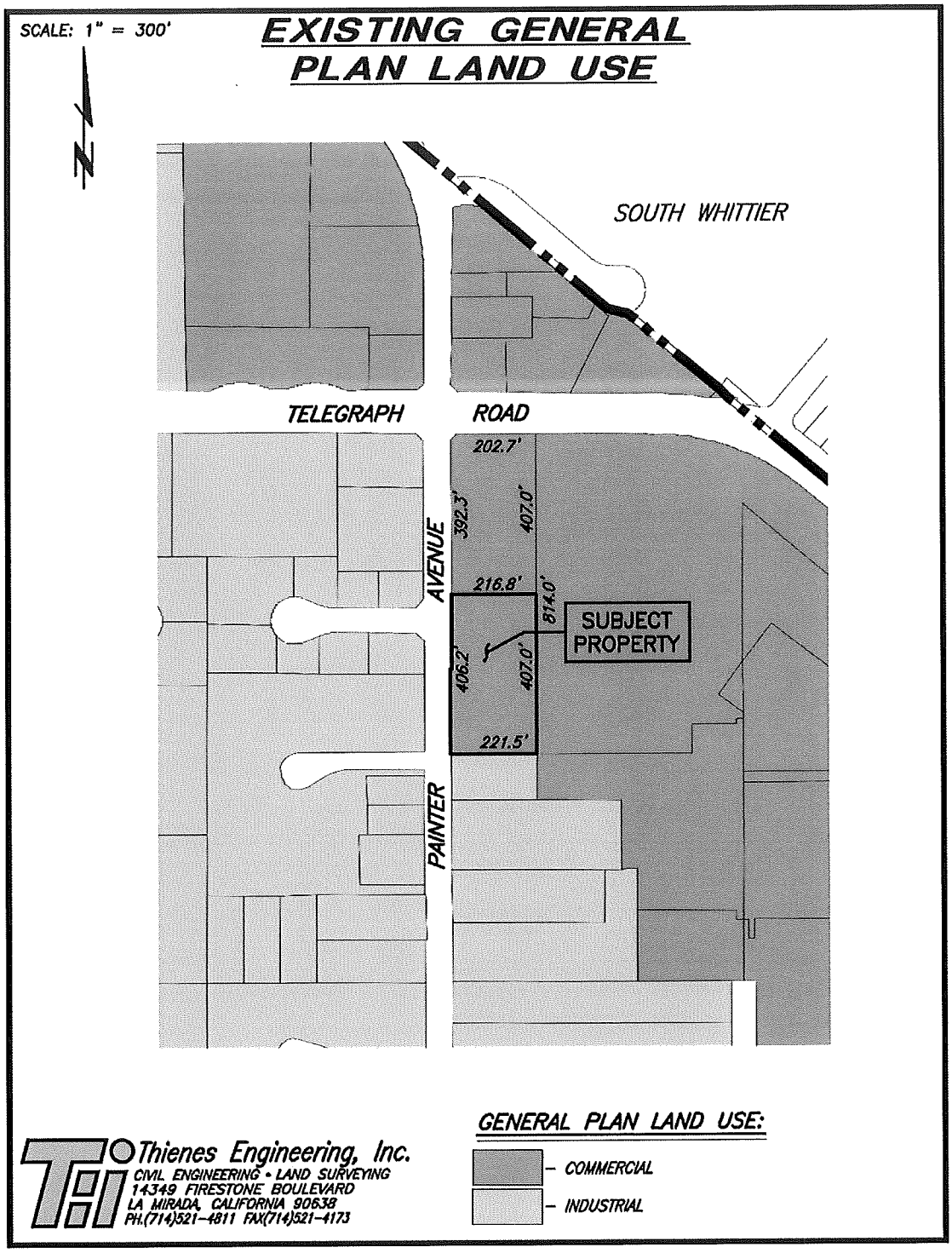
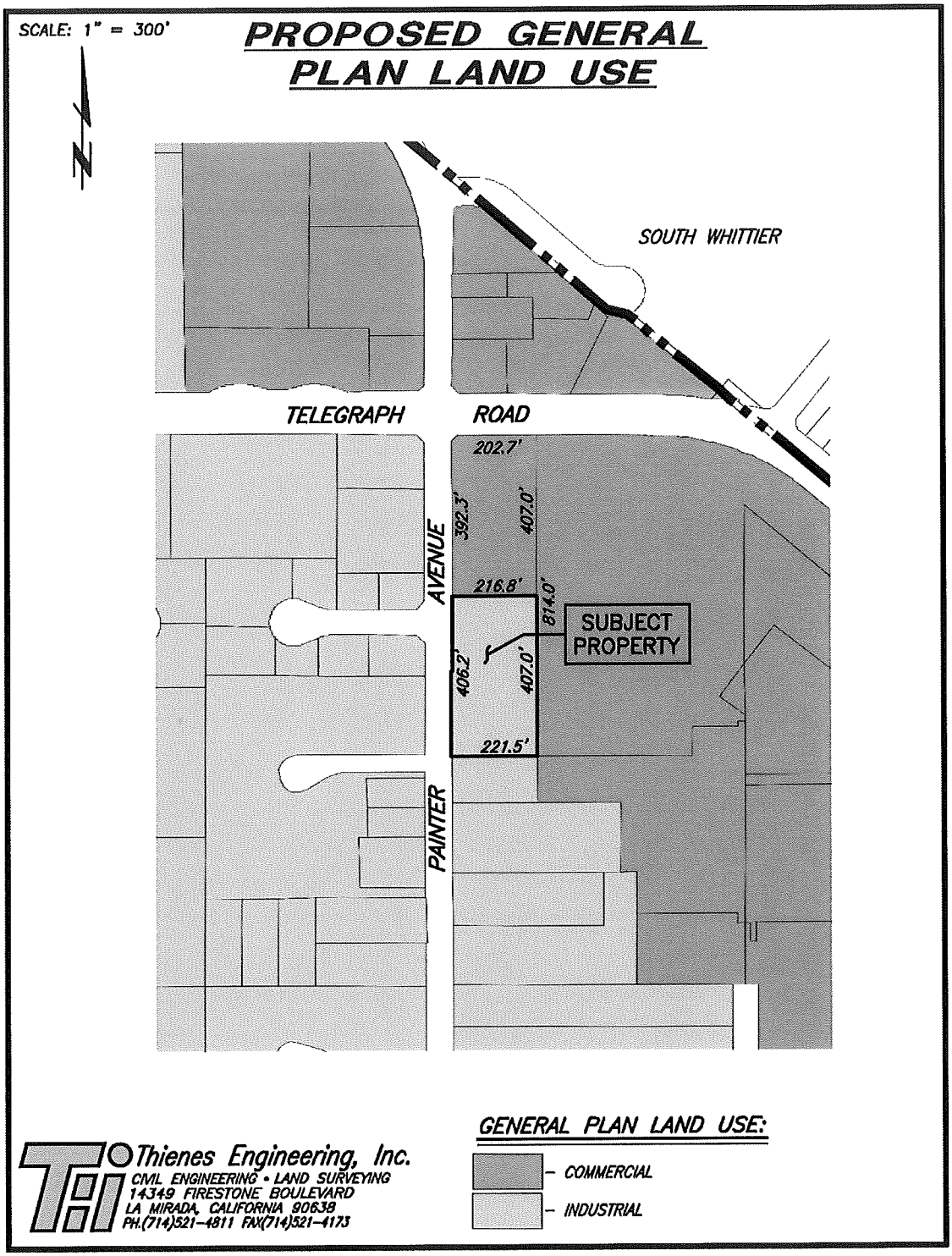


EXHIBIT "A" - RESOLUTION 56-2016
General Plan Amendment Case No. 26



PUBLIC HEARING

Zone Change Case No. 136 and Environmental Documents

Resolution No. 58-2016

A request for approval to change the zoning designation on 2.00 acres (Net)) of a 3.94-acre (Net) property, from C-4, Community Commercial to M-2, Heavy Manufacturing, on the property at 13210 Telegraph Road (APN: 8011-013-017), at the southeast corner of Painter Avenue and Telegraph Road. (Overton Moore Properties)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Zone Change Case No. 136 and thereafter close the Public Hearing; and

2. Approve and adopt the proposed Initial Study/Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (IS/MND/MMRP), which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that the approval of Zone Change Case No. 136, will have significant adverse effects that cannot be mitigated to levels of insignificance; and

3. Find that Zone Change Case No. 136 satisfies the criteria and conditions set forth in Section 155.825 et seq. of the City Code for the granting of a Change of Zone request and recommend that the City Council approve said Change of Zone; and

4. Find that Zone Change Case No. 136 involving the proposed Change of Zone from C-4, Community Commercial to M-2, Heavy Manufacturing, is consistent with the City's General Plan; and

5. Adopt Resolution No. 58-2016, which incorporates the Commission's findings and recommendation regarding this matter.

LOCATION/BACKGROUND

The project site consist of 4.05-acre (Gross) and is currently undeveloped, covered in dirt, sparse grass, and ruderal vegetation. The project site is fenced off on the north, west, and east sides by a chain link fence and on the south side by a concrete block wall. There are two oil wells on the site. A bowling alley sign reminiscent of the site's previous use is located in the northern part of the property. The sign is old, dilapidated, and will not contribute to the identification of the project. Mitigation measures identified in Section 3.5 of the IS/MND calls for the sign to be taken off-site to the Valley Relic Museum where it will be preserved.

The site has an address of 13210 Telegraph Road (APN: 8011-013-017), and was once occupied by a ±34,000 sq. ft. building that housed a bowling alley called Premier Lanes. The bowling alley was demolished in 2010 and since that time, the site has remained undeveloped. The current zoning is C4, Community Commercial with a General Plan Land Use Designation of industrial. Overton Moore Properties is currently in escrow to purchase the property with the intent of developing two building on the site: the first building will be constructed along the Telegraph Road and Painter Avenue street frontages and the second building at the rear of the site, with frontage only on Painter Avenue. The first building is a build-to-suit for an 18,557 sq. ft. Aldi supermarket. The second building is a speculative, concrete tilt-up industrial building of 41,046 sq. ft.

The applicant, Overton Moore Properties, is requesting approval of Zone Change Case No. 136, a request to change the zoning designation on 2.00 acres (Net)) of the 3.94-acre (Net) property, from C-4, Community Commercial to M-2, Heavy Industrial. Concurrently, the applicant is also requesting the following:

Tentative Parcel Map Case No. 73846: A request for approval to subdivide the existing one parcel property of 3.94 acres (Net) into two parcels: (Parcel 1 of 1.94 acre (Net) and Parcel 2 of 2.00 acres (Net). The acreage encompassed by Parcel 2 will mimic the 2 acres resulting from Zone Change Case No. 136; and

General Plan Amendment Case No. 26: A request for approval to change the general plan land use on 2.00 acres (Net) of a 3.94-acre property from C-4, Community Commercial to M-2, Heavy Manufacturing; and

Development Plan Approval Case No. 911: A request for development plan approval to allow the construction of a ±41,046 sq. ft. concrete tilt-up, spec building and appurtenant improvements on Parcel 2 of Tentative Parcel Map No. 73846.

The General Plan Guidelines published by the State Office of Planning and Research require all projects, actions or programs to be consistent with the General Plan; thus for industrial development to occur on the 2.00-acre parcel (Parcel 2), the zoning and land use designation of the 2.00 acres must be changed. As a result, the applicant is requesting approval to change the existing zoning designation on 2.00 acres (Net)) of the 4.05-acre (Gross) property, from C-4, Community Commercial to M-2, Heavy Manufacturing.

ZONING ORDINANCE REQUIREMENTS

Section 155.825 of the Zoning Regulations stipulates that, in considering any request for a change of zone, the Commission shall satisfy itself that the following conditions prevail before recommending that the change be granted:

1. That there is a real need in the community for more of the types of uses

permitted by the zone requested than can be accommodated in the areas already zoned for such use.

2. That the property involved in the proposed change of zone is more suitable for the uses permitted in the proposed zone than for the uses permitted in the present zone classification.

3. That the proposed change of zone would not be detrimental in any way to persons or property in the surrounding area, nor to the community in general.

4. That the proposed change of zone will not adversely affect the master plan of the city.

STREETS AND HIGHWAYS

The property is located at the southeast corner of Painter Avenue and Telegraph Road. Painter Avenue and Telegraph Road are designated as a "Major" arterial within the Circulation Element of the City's General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

The subject property is currently zoned C4, Community Commercial with a general plan land use designation of "Commercial." The Zoning, General Plan and Land Use of the surrounding properties are as follows:

Table I

Surrounding Zoning, General Plan Designation			
Direction	**Zoning District**	**General Plan**	**Land Use**
North	C-4 , Community Commercial	Commercial	7-11, Carl's Jr, restaurant, retail
South	M-2, Manufacturing, Heavy	Industrial	Super Et, trailer repair and service
East	C-4 , Community Commercial	Commercial	Shopping Center (Gateway Plaza)
West	M-2, Manufacturing, Heavy	Industrial	All Black Co., metal finishing and coating Magnus Industries, drill bits and sawblades

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 et seq. and 65854 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.866 of the City's Municipal Code. Legal notice of the Public Hearing for the proposed zone change was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on April 28, 2016. The legal notice was also posted at Santa Fe

Springs City Hall, the City Library and the City's Town Center and published in a newspaper of general circulation (Whittier Daily News) on April 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance.

ENVIRONMENTAL IMPACT ASSESSMENT –IS/MND/MMRP Prepared

On the basis of the Mitigated Negative Declaration and Initial Study, City staff has concluded that although the proposed project, as a whole, could have a significant effect on the environment, there will not be a significant effect with the incorporation of mitigation measures pertaining to Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water, Mineral Resources, Noise, Public Services, Transportation and Circulation, and Utilities. The City, therefore, prepared and proposes to adopt a Mitigated Negative Declaration (MND), and a Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project. The MND and MMRP reflect the independent judgment of the City of Santa Fe Springs and the environmental consultant, Blodgett Baylosis Environmental Planning, and recognizes project design features, previous environmental evaluations, and standard construction and engineering practices, as contributing to avoidance of potential impacts.

ZONING ORDINANCE REQUIREMENTS – FINDINGS

1. *That there is a real need in the community for more of the types of uses permitted by the zone requested than can be accommodated in the areas already zoned for such use.*

Currently, the industrial vacancy rate in the City is 1.14 %, which is a historic low. Most of the recent development in the City and surrounding areas has occurred in larger buildings greater than 100,000 sq. ft. The proposed zone change of the southerly portion of the site will allow for the development of an approximately 40,000 sq. ft. building. This will allow the City to attract and maintain small businesses/owners.

2. *That the property involved in the proposed change of zone is more suitable for the uses permitted in the proposed zone than for the uses permitted in the present zone classification.*

Because of the proximity of the present zone to the commercial corridor along Telegraph Road and the physical barriers (wall and grade difference) of the commercial property to the east, the present zone designation isolates the southern portion of the property. The southern portion of the property has more identity with the adjacent Industrial/Manufacturing zone designation allowing for a better transition from industrial to commercial towards the intersection of Painter Avenue and Telegraph Road. Moreover, the southern portion of the property only has minimal street frontage along Painter Avenue, which has minimal traffic counts. This lack of

identity along a major street makes this portion of the site not suitable for commercial tenants.

3. *That the proposed change of zone would not be detrimental in any way to persons or property in the surrounding area, nor to the community in general.*

The permitted uses in the proposed M-2, Heavy Manufacturing Zone will be compatible as well as complimentary to the surrounding neighbors. Immediately South and West of the site are industrial properties that are already zoned M-2, Heavy Manufacturing. Immediately to the East is the back of a large Walmart store, with no through access, thus resulting not only in a physical barrier, but a clear delineation between the existing Commercial zoning to the East and the proposed Industrial Zone.

4. *That the proposed change of zone will not adversely affect the master plan of the city.*

The General Plan is the *master plan of the city*. The General Plan provides the overall direction for the future development of the City. It is a comprehensive planning document that addresses the many aspects of community life in the City of Santa Fe Springs. It is a long range plan in that it seeks to provide for the needs of the community into the future. The General Plan is also flexible enough to respond to the changing needs and concerns of those who live, work and frequent Santa Fe Springs.

The General Plan consists of six mandatory elements, including: 1) Land Use; 2) Housing; 3) Open Space/Conservation; 4) Safety; 5) Circulation, and; 6) Noise. There is no evidence to suggest that the proposed Zone Change will *adversely affect the master plan of the city.*

The following table (Table II) illustrates how the proposed Change of Zone will be consistent with the goals and policies of the General Plan.

Table II General Plan Consistency Analysis

Element	Policy	Project Consistency/Comment
Land Use	**Policy 9.1a:** Consideration of providing an adequate tax base from property tax or sales tax revenue.	**Consistent:** The annual taxes on the property is 69,339.18. When building are constructed, the annual tax will increase. The proposed grocery store would also generate sales tax.
	Goal 11: Support and encourage the viability of the industrial and commercial areas of Santa Fe Springs.	**Consistent:** A portion of the property will remain commercial with the remaining being developed with industrial users in mind.

Safety	**Policy 5.3:** Review all new developments with regards to urban fire risks	**Consistent:** The proposed buildings will be reviewed for design features to reduce the demand for fire department's services, including fire hydrant placement, emergency access, and the installation of sprinklers within each building.
Circulation	**Goal 3, Policy 3.7:** Minimize pedestrian and vehicular conflicts	**Consistent:** Both buildings will incorporate meandering sidewalks instead of having the sidewalks next to the curb. This will create a barrier between pedestrian and traffic.
	Goal 1, Policy 1.6: Limit driveway access on arterial streets to maintain a desired quality of flow.	**Consistent:** An existing driveway located close to the intersection will be removed and replaced by a driveway that is further away from the intersection.
	Goal 1, Policy 1.8 and 2.4: Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate and identified project impacts, and adhere to the City's Congestion Management Plan.	**Consistent:** A traffic analysis was required for the development of the two proposed buildings.
	Goal 1, Policy 2.4: Require that proposals for major developments include future traffic impacts analysis which adheres to the City's Congestion Management Plan.	**Consistent:** A traffic analysis was required for the development of the two proposed buildings.

STAFF REMARKS

Based on the reasons enumerated above, Staff believes that Zone Change Case No. 136 meets and satisfies the criteria for the subject change of zone request.

Wayne M. Morrell
Director of Planning

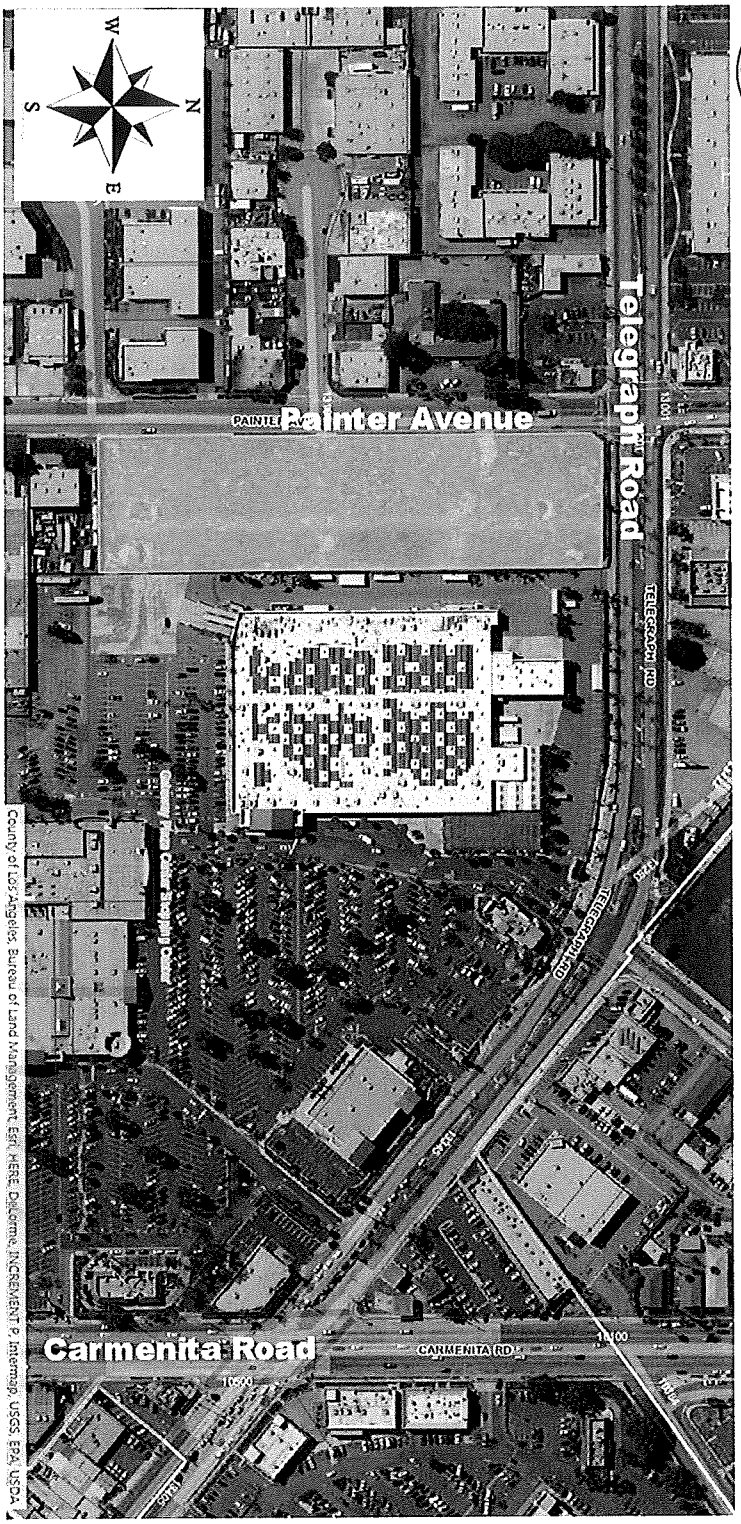
Attachments:

1. Location Map - Aerial Photograph
2. Resolution No. 58-2016
   a. Exhibit "A" - Zone Change Map-Existing
      Zone Change Map-Proposed

CITY OF SANTA FE SPRINGS-Aerial Photograph

Zone Change Case No. 136

13210 Telegraph Road



CITY OF SANTA FE SPRINGS

RESOLUTION NO. 58-2016

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS REGARDING ZONE CHANGE CASE NO. 136

WHEREAS, an application was filed by for a Change of Zone on 2.00 acres (Net) of a 3.94-acre (Net) property, from C-4, Community Commercial to M-2, Heavy Manufacturing, on the property at 13210 Telegraph Road (APN: 8011-013-017), at the southeast corner of Painter Avenue and Telegraph Road, and

WHEREAS, the Change of Zone request was filed concurrently with General Plan Amendment Case No. 26; and

WHEREAS, the Planning Commission, at its meeting of May 9, 2016, held a Public Hearing and studied the matter; and

WHEREAS, notice of the Public Hearing was given as required by law; and

WHEREAS, the Planning Commission considered the testimony received at said Public Hearing and studied the facts and circumstances involved in the request for said Change of Zone; and

WHEREAS, an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared to examine the potential environmental impact of the proposed Change of Zone on the environment; and

WHEREAS the Planning Commission approved and adopted the proposed Initial Study/Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (IS/MND/MMRP), which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that the approval of Zone Change Case No. 136, will have significant adverse effects that cannot be mitigated to levels of insignificance; and

WHEREAS, the Planning Commission at said Public Hearing made a recommendation that the City Council approve Zone Change Case No. 136.

NOW, THEREFORE, IT BE RESOLVED THAT THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS DOES HEREBY RESOLVE, DETERMINE, AND ORDERS AS FOLLOWS:

SECTION I. The Planning Commission finds that the facts in this matter as follows:

1. That the facts in this matter are as stated in the staff report. The staff report provided the following subject matter: the background of the request, the zoning and general plan land use designation of the subject property and the surrounding

area, the streets and highways, reference to the environmental document, and the public hearing requirements. Said staff report is on file.

2. That Zone Change Case No. 136 satisfies the criteria provided in Section 155.825 of the City's Municipal Code for a Change of Zone.

3. That Zone Change Case No. 136, through approval of General Plan Amendment Case No. 26 will be consistent with the Land Use Map of the City's General Plan.

SECTION II. The Planning Commission hereby determines that the 2.00 acres of the 3.94-acre as shown on the attached map marked Exhibit "A" is suitable for a Change of Zone from C-4, Community Commercial to M-2, Heavy Manufacturing, and therefore recommends that the City Council approve said Change of Zone.

PASSED, ADOPTED and **APPROVED** this ____th day of MAY, 2016, by the following roll call vote.

AYES:

NOES:

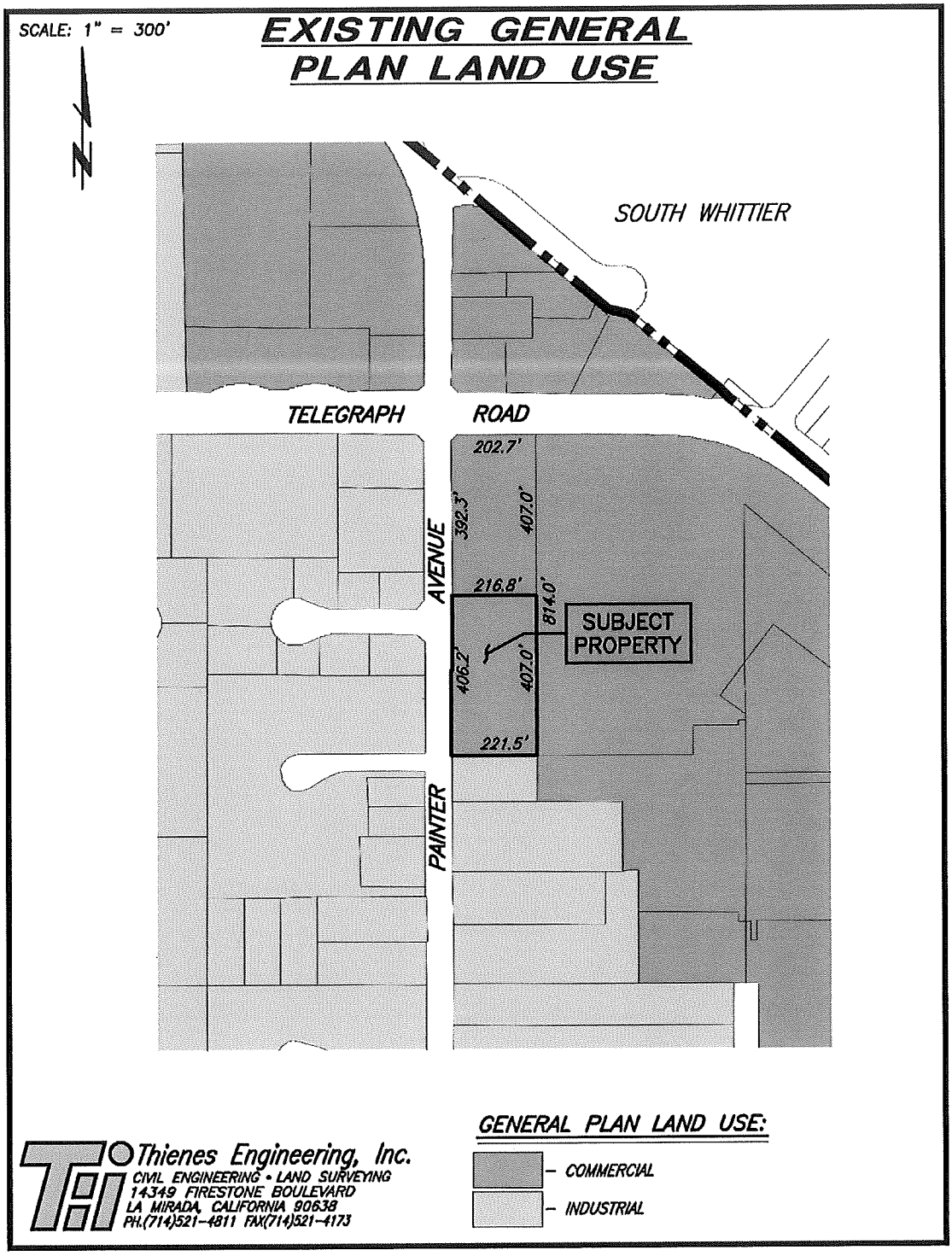
ABSENT:

_____
Chairperson

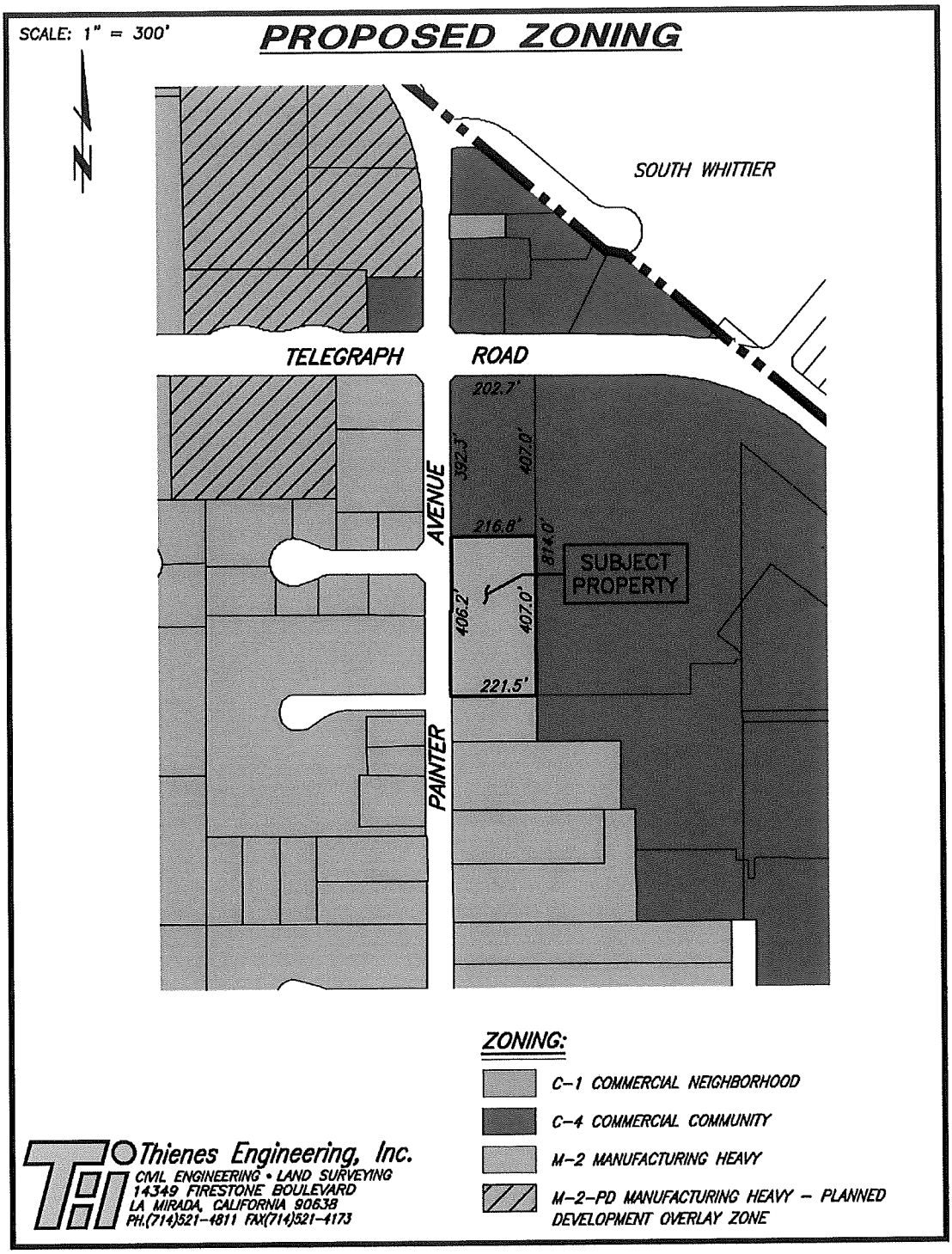
ATTEST:

_____
Teresa Cavallo, Secretary

EXHIBIT "A" - RESOLUTION 58-2016



Zone Change Case No. 136
EXHIBIT "A" - RESOLUTION 58-2016
Zone Change Case No. 136



INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION

ALDI SUPERMARKET AND WAREHOUSE DEVELOPMENT

DEVELOPMENT PLAN APPROVAL (DPA 910 & 911)
CONDITIONAL USE PERMIT (CUP 773)
ZONE CHANGE (ZC 136)
GENERAL PLAN AMENDMENT (GPA 26)
TENTATIVE PARCEL MAP (TPM 73846)
13210 TELEGRAPH ROAD
SANTA FE SPRINGS, CALIFORNIA

LEAD AGENCY:

CITY OF SANTA FE SPRINGS
PLANNING AND DEVELOPMENT DEPARTMENT
11710 TELEGRAPH ROAD
SANTA FE SPRINGS, CALIFORNIA 90670

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
16388 E. COLIMA ROAD, SUITE 206J
HACIENDA HEIGHTS, CALIFORNIA 91745

JANUARY 20, 2016
SFSP 029

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Aldi Supermarket and Warehouse Building.

APPLICANT: Overton Moore Properties. 19300 South Hamilton Avenue, Suite 200, Gardena, California 90248.

ADDRESS: 13210 Telegraph Road. Assessor Parcel Number (APN): 8011-013-017.

CITY/COUNTY: Santa Fe Springs, Los Angeles County.

DESCRIPTION: The proposed project involves the construction of two buildings on a 4.05-acre site located at the southeast corner of Painter Avenue and Telegraph Road. The new buildings will include a 41,197 square-foot concrete tilt-up warehouse building and an 18,557 square-foot supermarket. The Tentative Parcel Map (TPM 73846) will create two new parcels to accommodate each new building.

The *warehouse* will be constructed on a 2.03-acre parcel located in the southern portion of the project site. Of the total floor area of the proposed warehouse building, 35,197 square feet will be dedicated to warehousing while 6,000 square feet will consist of office space. The warehouse building will have a lot coverage of 46.7 percent. Access to the proposed warehouse will be provided by two 30-foot wide driveway connections along the east side of Painter Avenue. In addition, the proposed warehouse building will be equipped with four dock high doors and two knock out panels for potential future doors. A total of 73 parking stalls and two trailer parking stalls will be provided for the warehouse. Lastly, approximately 12,104 square feet of landscaping will be installed. This portion of the project will require the approval of a Development Plan Approval (DPA 911), Zone Change (ZC 136), General Plan Amendment (GPA 26), and Tentative Parcel Map (TPM 73846).

The *supermarket* portion of the proposed project will be located on a 2.02-acre parcel in the northern section of the project site. The supermarket will have a lot coverage of 22.3 percent. Access to the proposed supermarket will be provided by two new driveway connections of 30 and 39 feet along the east side of Painter Avenue and one new driveway connection of 30 feet along the south side of Telegraph Road. Parking for the supermarket will consist of 90 new stalls. A total of 11,050 square feet of landscaping will be installed. Additionally, the project's implementation will require the removal of the existing pylon sign located in the northern portion of the site along the Telegraph Road frontage. This portion of the project will require the approval of a Conditional Use Permit (CUP 773) and Development Plan Approval (DPA 910).

MITIGATED NEGATIVE DECLARATION (CONTINUED)

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant impacts. For this reason, the City of Santa Fe Springs determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the City.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

Signature _____ Date _____

City of Santa Fe Springs Planning and Development Department

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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The proposed project involves the construction of two buildings on a 4.05-acre site located at the southeast corner of Painter Avenue and Telegraph Road. The new buildings will include a 41,197 square-foot concrete tilt-up warehouse building and an 18,557 square-foot supermarket. The Tentative Parcel Map (TPM 73846) will create two new parcels to accommodate each new building.

The warehouse will be constructed on a new 2.03-acre parcel located in the southern portion of the project site. Of the total floor area of the proposed warehouse building, 35,197 square feet will be dedicated to warehousing while 6,000 square feet will consist of office space. The warehouse building will have a lot coverage of 46.7 percent. Access to the proposed warehouse will be provided by two 30-foot wide driveway connections along the east side of Painter Avenue. In addition, the proposed warehouse building will be equipped with four dock high doors and two knock out panels for potential future doors. A total of 73 parking stalls and two trailer parking stalls will be provided for the warehouse. Lastly, approximately 12,104 square feet of landscaping will be installed.[1]

The supermarket portion of the proposed project will be located on a second new 2.02-acre parcel located in the northern portion of the project site. The supermarket will have a lot coverage of 22.3 percent. Access to the proposed supermarket will be provided by two new driveway connections of 30 and 39 feet along the east side of Painter Avenue and one new driveway connection of 30 feet along the south side of Telegraph Road. Parking for the supermarket will consist of 90 new stalls. A total of 11,050 square feet of landscaping will be installed.[2] Additionally, the project's implementation will require the removal of the existing pylon sign located in the northern portion of the site along the Telegraph Road frontage. The pylon sign advertised the bowling alley that previously occupied the project site.

The City of Santa Fe Springs is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review.[3] The construction of the proposed industrial building and supermarket are considered to be projects under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process.[4] As part of the proposed project's environmental review, the City of Santa Fe Springs has authorized the preparation of this Initial Study.[5]

[1] HPA Architecture. *Conceptual Site Plan.* Plan dated December 22, 2015.

[2] Greenberg Farrow. *Conceptual Site Plan.* Plan dated December 16, 2015.

[3] California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. §21067.

[4] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). §15060 (b).

[5] Ibid. (CEQA Guidelines) §15050.

The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. Additional purposes of this Initial Study include the following:

- To provide the City of Santa Fe Springs with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;

- To facilitate the project's environmental assessment early in the design and development of the proposed project;

- To eliminate unnecessary EIRs; and,

- To determine the nature and extent of any impacts associated the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Santa Fe Springs, in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. Certain projects or actions may also require oversight approvals or permits from other public agencies. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.[6] Questions and/or comments should be submitted to the following contact person:

Mr. Cuong Nguyen, Senior Planner
City of Santa Fe Springs, Planning and Development Department
11710 East Telegraph Road
Santa Fe Springs, California 90670
562-868-0511 Ext. 7359

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 - Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.

- *Section 2 - Project Description*, provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.

[6] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act*. as Amended 1998 (CEQA Guidelines). §15060 (b).

- *Section 3 - Environmental Analysis,* includes an analysis of potential impacts associated with the construction and the subsequent operation of the proposed project.

- *Section 4 - Conclusions,* summarizes the findings of the analysis. This section also includes the Mitigation Monitoring and Reporting Program.

- *Section 5 - References,* identifies the sources used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the proposed project will not result in any significant impacts on the environment. For this reason, the City of Santa Fe Springs determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed project. The findings of this Initial Study are summarized in Table 1-1 provided below and on the following pages.

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetic Impacts. *Would the project:*				
a) Have a substantial adverse affect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?			X	
c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare that would adversely affect day- or night-time views in the area?				X
Section 3.2 Agriculture and Forestry Resources Impacts. *Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c) Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?				X

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
d) Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				X
e) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?				X
Section 3.3 Air Quality Impacts. *Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X
Section 3.4 Biological Resources Impacts. *Would the project have a substantial adverse effect:*				
a) Either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
b) On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) On Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X
e) In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?				X

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
f) By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				**X**
Section 3.5 Cultural Resources Impacts. *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?		**X**		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		**X**		
c) Directly or indirectly destroy a unique paleontological resource, site or unique geologic feature?			**X**	
d) Disturb any human remains, including those interred outside of formal cemeteries?				**X**
Section 3.6 Geology and Soils Impacts. *Would the project result in or expose people to potential impacts involving:*				
a) The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground–shaking, liquefaction, or landslides?			**X**	
b) Substantial soil erosion or the loss of topsoil?				**X**
c) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Location on expansive soil, as defined in California Building Code (2012), creating substantial risks to life or property?		**X**		
e) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				**X**
Section 3.7 Greenhouse Gas Emissions Impacts. *Would the project:*				
a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?			X	
Section 3.8 Hazards and Hazardous Materials Impacts. *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?			X	
e) Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X
Section 3.9 Hydrology and Water Quality Impacts. *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site?				X
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of flooding because of dam or levee failure?				X
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use and Planning Impacts. *Would the project:*				
a) Physically divide an established community, or otherwise result in an incompatible land use?				X
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation or natural community conservation plan?				X
Section 3.11 Mineral Resources Impacts. *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?		X		
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Section 3.12 Noise Impacts. *Would the project result in:*				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of people to, or generation of, excessive ground-borne noise levels?			X	
c) Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
d) Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
Section 3.13 Population and Housing Impacts. *Would the project:*				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Section 3.14 Public Services Impacts. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in any of the following areas:*				
a) Fire protection services?		X		
b) Police protection services?		X		
c) School services?				X
d) Other governmental services?				X

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Section 3.15 Recreation Impacts. *Would the project:*				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				**X**
b) Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				**X**
Section 3.16 Transportation Impacts. *Would the project:*				
a) Cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system?		**X**		
b) Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?				**X**
c) A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				**X**
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
e) Result in inadequate emergency access?				**X**
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				**X**
Section 3.17 Utilities Impacts. *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			**X**	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?				**X**

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		X		
e) Result in a determination by the provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with Federal, State, and local statutes and regulations related to solid waste?				X
Section 3.18 Mandatory Findings of Significance. *The approval and subsequent implementation of the proposed project:*				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
e) The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.				X

SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project involves the construction of two buildings on a 4.05-acre site located at the southeast corner of Painter Avenue and Telegraph Road. The new buildings will include a 41,197 square-foot concrete tilt-up warehouse building and an 18,557 square-foot supermarket. The Tentative Parcel Map (TPM 73846) will create two new parcels to accommodate each new building.

The warehouse will be constructed on a 2.03-acre parcel located in the southern portion of the project site. Of the total floor area of the proposed warehouse building, 35,197 square feet will be dedicated to warehousing while 6,000 square feet will consist of office space. The warehouse building will have a lot coverage of 46.7 percent. Access to the proposed warehouse will be provided by two 30-foot wide driveway connections along the east side of Painter Avenue. In addition, the proposed warehouse building will be equipped with four dock high doors and two knock out panels for potential future doors. A total of 73 parking stalls and two trailer parking stalls will be provided for the warehouse. Lastly, 12,104 square feet of landscaping will be installed.[7] This portion of the project will require the approval of a Development Plan Approval (DPA 911), Zone Change (ZC 136), General Plan Amendment (GPA 26), and Tentative Parcel Map (TPM 73846).

The supermarket portion of the proposed project will be located on a second new 2.02-acre parcel located in the northern portion of the project site. The supermarket will have a lot coverage of 22.3 percent. Access to the proposed supermarket will be provided by two new driveway connections of 30 and 39 feet along the east side of Painter Avenue and one new driveway connection of 30 feet along the south side of Telegraph Road. Parking for the supermarket will consist of 90 new stalls. A total of 11,050 square feet of landscaping will be installed.[8] Additionally, the project's implementation will require the removal of the existing pylon sign located in the northern portion of the site along the Telegraph Road frontage. The pylon sign advertised the bowling alley that previously occupied the project site. This portion of the project will require the approval of a Conditional Use Permit (CUP 773) and Development Plan Approval (DPA 910).

2.2 PROJECT LOCATION

The project site is located within the eastern portion of the City of Santa Fe Springs. The City is located approximately 16.4 miles southeast of downtown Los Angeles and 13.6 miles northwest of downtown Santa Ana.[9] Santa Fe Springs is bounded on the north by Whittier and an unincorporated County area (West Whittier); on the east by Whittier, La Mirada, and an unincorporated County area (East Whittier); on the south by Cerritos and Norwalk; and on the west by Pico Rivera and Downey. Major physiographic

[7] HPA Architecture. *Conceptual Site Plan.* Plan dated December 22, 2015.

[8] Greenberg Farrow. *Conceptual Site Plan.* Plan dated December 16, 2015.

[9] Google Earth. Site accessed December 28, 2015.

features located in the surrounding region include the San Gabriel River (located 2.42 miles to the northwest of the site) and the Puente Hills (located 2.95 miles to the northeast of the project site).[10]

Regional access to Santa Fe Springs is possible from the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway traverses the City in an east-west orientation while the I-605 Freeway extends along the City's westerly side in a north-south orientation.[11] Other freeways that serve the area include the Artesia (SR-91) Freeway and the Glenn Anderson (I-105) Freeway. The nearest freeway connection is provided by the Telegraph Road ramp connections with the I-605 freeway (2.32 miles to the west). The location of Santa Fe Springs in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2 and a vicinity map is provided in Exhibit 2-3.

The project site's legal address is 13210 Telegraph Road. The Assessor Parcel Number (APN) that is applicable to the site is 8011-013-017.[12] The project site is located along the southeast corner of the Telegraph Road and Painter Avenue intersection. The project site is rectangular in shape with 223 feet along the Telegraph Road frontage and 801 feet along Painter Avenue. Major roadways in the vicinity of the project site include Telegraph Road, located along the northern portion of the project site; Carmenita Road, located 0.24 miles to the east of the project site; Florence Avenue, located 0.27 miles to the south of the project site; and Shoemaker Avenue, located 0.22 miles to the west of the project site.[13]

2.3 ENVIRONMENTAL SETTING

The 4.05-acre site is located along Telegraph Road, which is a major arterial roadway. The project site is surrounded on all sides by urban development. Exhibit 2-4 shows an aerial photograph of the project site and the adjacent development. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site*. Telegraph Road extends along the northern portion of the project site. Commercial uses occupy frontage along the north side of Telegraph Road opposite the project site including Carl's Jr®, 7-Eleven®, M & R Goodyear®, and a vacant commercial use.[14] Views of this area are provided in Exhibit 2-5.

- *South of the Project Site*. Various industrial uses including Super ET Trailer Repair and Apelinc, a business specializing in landscape maintenance, are located south of the project site.[15] Views of this area are provided in Exhibit 2-5.

[10] Google Earth. Site accessed December 28, 2015.

[11] Ibid.

[12] Los Angeles County. *Los Angeles County Tax Assessor, Parcel Viewer*. Website accessed on September 18, 2015.

[13] Google Earth. Site accessed January 5, 2016.

[14] Blodgett Baylosis Environmental Planning. Site survey. Survey was conducted on October 5, 2015.

[15] Ibid.

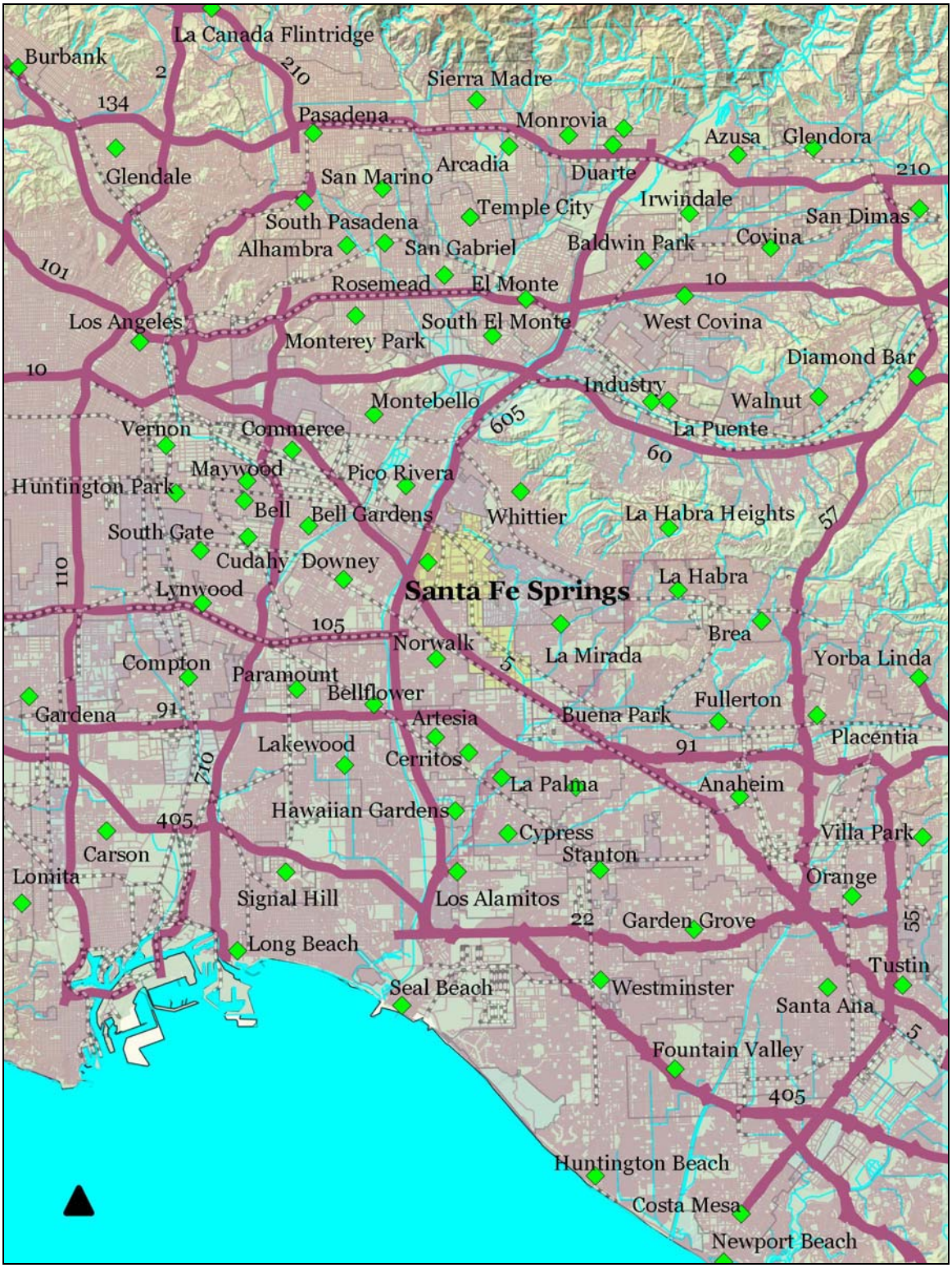


EXHIBIT 2-1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

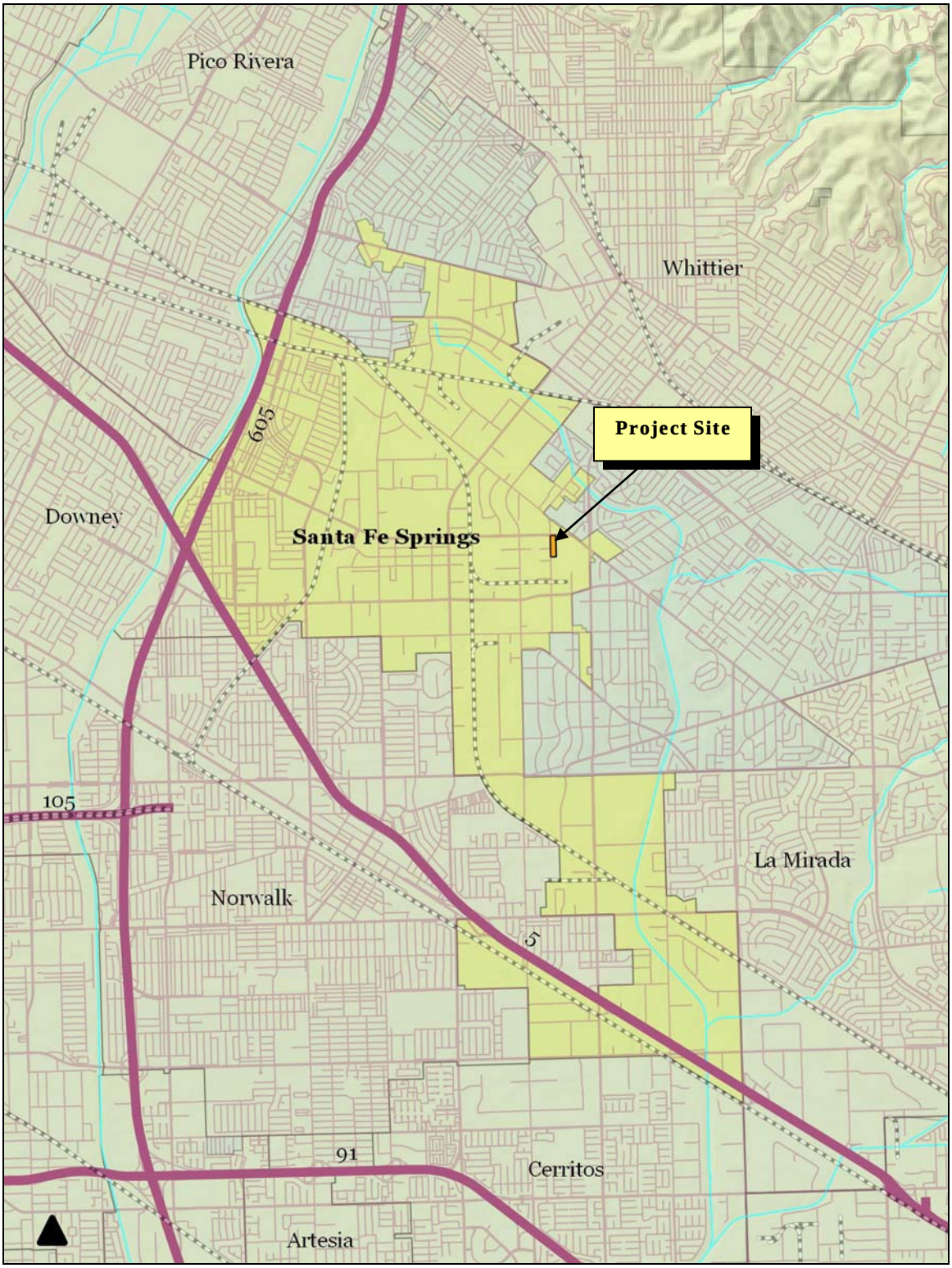


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS



EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS



EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH



View of the uses to the north of the project site along Telegraph Road looking northeast



View of the uses to the south of the project site facing east

EXHIBIT 2-5
VIEWS OF USES TO THE NORTH AND SOUTH OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of the Gateway Plaza to the east looking south. This photograph depicts the adjacent LA Fitness



View of the adjacent Park Street to the west looking west

EXHIBIT 2-6
VIEWS OF LAND USES EAST OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

- *East of the Project Site.* The Gateway Plaza abuts the project site to the east, with the Walmart® located adjacent to the project site. Other notable businesses within the Gateway Plaza include McDonalds®, Starbucks®, El Super®, In-N-Out®, and LA Fitness®, among others.[16] Views of this area are provided in Exhibit 2-6.

- *West of the Project Site*. Painter Avenue extends along the west side of the project site in a north-south orientation. Various industrial uses are located to the west of the project site. In addition, Park Street extends in an east-west orientation and connects with Painter Avenue via a T-intersection. An Alberto's Mexican food restaurant is located opposite the project site along the southwest corner of the Painter Avenue and Telegraph Road intersection.[17] Views of this area are provided in Exhibit 2-6.

Notable uses within the vicinity of the project site include Lake Marie Elementary School, located 905 feet to the northeast of the project site, and Richard L. Graves Middle School, located 519 feet to the north of the project site.[18]

The project site is currently undeveloped and is covered over in dirt, sparse grass, and ruderal vegetation.[19] The project site is fenced off on the north, west, and east sides by a dilapidated chain link fence and on the south side by a concrete wall. There are two oil wells located in the southern portion of the project site project site (refer to Section 2.4). One of the wells on-site is currently in the process of re-abandonment. In addition, a Bowling Alley sign reminiscent of the site's previous use is located in the northern part of the property. The sign is old, dilapidated, and will not contribute to the identification of the project; therefore, the sign will need to be removed and stored properly (refer to Section 3.5).[20] Photographs of the project site and the Bowling Alley sign are provided in Exhibits 2-7 and 2-8.

2.4 PROJECT BACKGROUND

According to the Phase I report prepared by Ardent Environmental Group, Inc. for the project Applicant, the project site was used for agriculture from at least 1928 to 1947. The site was then occupied by Premiere Bowling Lanes from 1961 until its demolition in 2010.[21] A Mitigated Negative Declaration was prepared in 2009 by Bauer Planning & Environmental Services, Inc. to analyze the impacts regarding the demolition of the bowling alley.[22] The original MND was circulated for a 30-day public review period ending on November 17, 2009. A total of six comment letters were received.

[16] Google Earth. Site accessed January 5, 2016.

[17] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on October 5, 2015.

[18] Google Earth. Site accessed January 5, 2016.

[19] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on October 5, 2015.

[20] Ibid.

[21] Ardent Environmental Group, Inc. *Phase I Environmental Site Assessment.* Report dated September 10, 2015.

[22] Bauer Planning & Environmental Services, Inc. *Final Initial Study and Mitigated Negative Declaration for Proposed Demolition of Premiere Lanes Bowling Alley*. December 14, 2009.



View of existing Bowling Alley sign looking west



View of the northern portion of the project site looking south

EXHIBIT 2-7
PHOTOGRAPHS OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of the project site facing east. The adjacent Walmart can be seen in the background



View of the project site facing south

EXHIBIT 2-8
PHOTOGRAPHS OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

Of the six comment letters received, four letters advocated for the preservation of the neon bowling sign. The aforementioned sign remains on-site. The project (demolition of the bowling alley) was presented at the December 14, 2009 Planning Commission meeting and was subsequently approved. As a result, the Premiere Lanes Bowling Alley was demolished in 2010; however, the existing neon sign is still located on-site. There are two former oil wells located in the southern portion of the site (refer to Sections 3.8 and 3.11). One of the wells is in the process of being re-abandoned.

2.5 PROJECT DESCRIPTION

2.5.1 PHYSICAL CHARACTERISTICS OF PROPOSED PROJECT

The proposed project will involve the construction of a new concrete tilt-up warehouse as well as a new *supermarket* building. The proposed warehouse will consist of the following elements:

- *Warehouse Building Characteristics.* The warehouse building will be located on an 88,253 square-foot (2.03-acre) parcel in the southern portion of the property. The parcel will have a width of 185 feet and nine inches, a length of 249 feet, and a maximum height of 31 feet and six inches. The warehouse will back up to the eastern property line and will be surrounded by a driveway to the north and south. The warehouse will have a total floor area of 41,197 square feet. Of the total floor area of the proposed warehouse building, 35,197 square feet will be dedicated to warehousing while 6,000 square feet will consist of office space distributed through two floors. Each floor of office space will contain 3,000 square feet. The warehouse building will have a lot coverage of 46.7 percent.[23] Up to two tenants may occupy the new warehouse.

- *Parking and Access Characteristics.* Access to the proposed warehouse will be provided by two 30-foot wide driveway connections along the east side of Painter Avenue. In addition, the proposed warehouse building will be equipped with four dock high doors and two knock out panels for potential future doors. A total of 73 parking stalls and two trailer parking stalls will be provided for the warehouse, of which 57 stalls will be standard size, four will be handicapped stalls, and 12 will be compact sized. Access to the loading areas located in the southeast and northeast corners of the warehouse will be controlled by 12-foot high manually operated gates with knox-pads.[24]

- *Landscape Characteristics.* A total of 12,104 square feet of landscaping will be installed. The landscape will be installed along the west side of the project site within a 30-foot setback with Painter Avenue. Additional landscape will be provided in the parking areas. [25]

[23] HPA Architecture. *Conceptual Site Plan.* Plan dated December 22, 2015.

[24] Ibid.

[25] Ibid.

As indicated previously, the proposed project will consist of two elements: the warehouse portion and the supermarket portion. The supermarket portion of the project will consist of the following elements:

- *Supermarket Characteristics.* The retail building will be located in the southeast corner of an 88,188 square-foot parcel in the northern portion of the project site. The supermarket portion of the proposed project will be located on a 2.02-acre parcel in the northern section of the project site. The supermarket will have a lot coverage of 22.3 percent. In addition, the supermarket will have a maximum height of 30 feet, a length of 176 feet, and a width of 118 feet.[26]

- *Access and Parking Characteristics.* Access to the proposed supermarket will be provided by two new driveway connections of 30 and 39 feet along the east side of Painter Avenue and one new driveway connection of 30 feet along the south side of Telegraph Road. Parking for the supermarket will consist of 90 new stalls, of which 85 stalls will be standard size and five will be ADA accessible.[27] The supermarket will be equipped with one loading dock. The loading dock will be located along the supermarket's south elevation.

- *Landscape Characteristics.* A total of 11,050 square feet of landscaping will be installed. The landscaping will be located along the northern, western, and eastern property lines. Additional landscaping will be provided in the parking areas.[28]

A conceptual site plan for the warehouse building is shown in Exhibit 2-9. Exhibit 2-10 depicts the conceptual site plan for the supermarket. Conceptual elevations for the warehouse are provided in Exhibits 2-11 and 2-12. Conceptual elevations for the supermarket are provided in Exhibits 2-13 and 2-14. Table 2-1, shown below, summarizes the project elements.

Table 2-1
Summary of Proposed Project

Project Element	Total Area	Warehouse Building	Supermarket
Parcel (Site) Area	176,441 sq.ft (4.05 acres)	88,253 sq.ft. (2.03 acres)	88,188 sq.ft. (2.02 acres)
Building Floor Area	59,754 sq.ft	41,197 sq.ft. 35,197 sq.ft for warehousing and 6,000 sq.ft for office space	18,557 sq.ft
Loading Docks	5 (plus two knock out panels)	4 (plus two knock out panels)	1
Lot Coverage	33%	46.7%	22.3%
Parking Stalls (Total)	163 stalls. 142 parking stalls will be standard stalls and 12 will be compact stalls.	73 stalls. 57 parking stalls will be standard stalls, 4 will be handicapped, and 12 will be compact stalls. 2 additional stalls will be provided for trailer parking.	90 stalls. 85 stalls will be standard stalls and 5 will be ADA accessible stalls.

Source: HPA Architecture. *Conceptual Site Plan.* Plan dated December 22, 2015 and Greenberg Farrow. *Conceptual Site Plan.* Plan dated December 16, 2015.

[26] Greenberg Farrow. *Conceptual Site Plan.* Plan dated December 16, 2015.

[27] Ibid.

[28] Greenberg Farrow. *Landscape Plan.* Plan dated December 16, 2015.

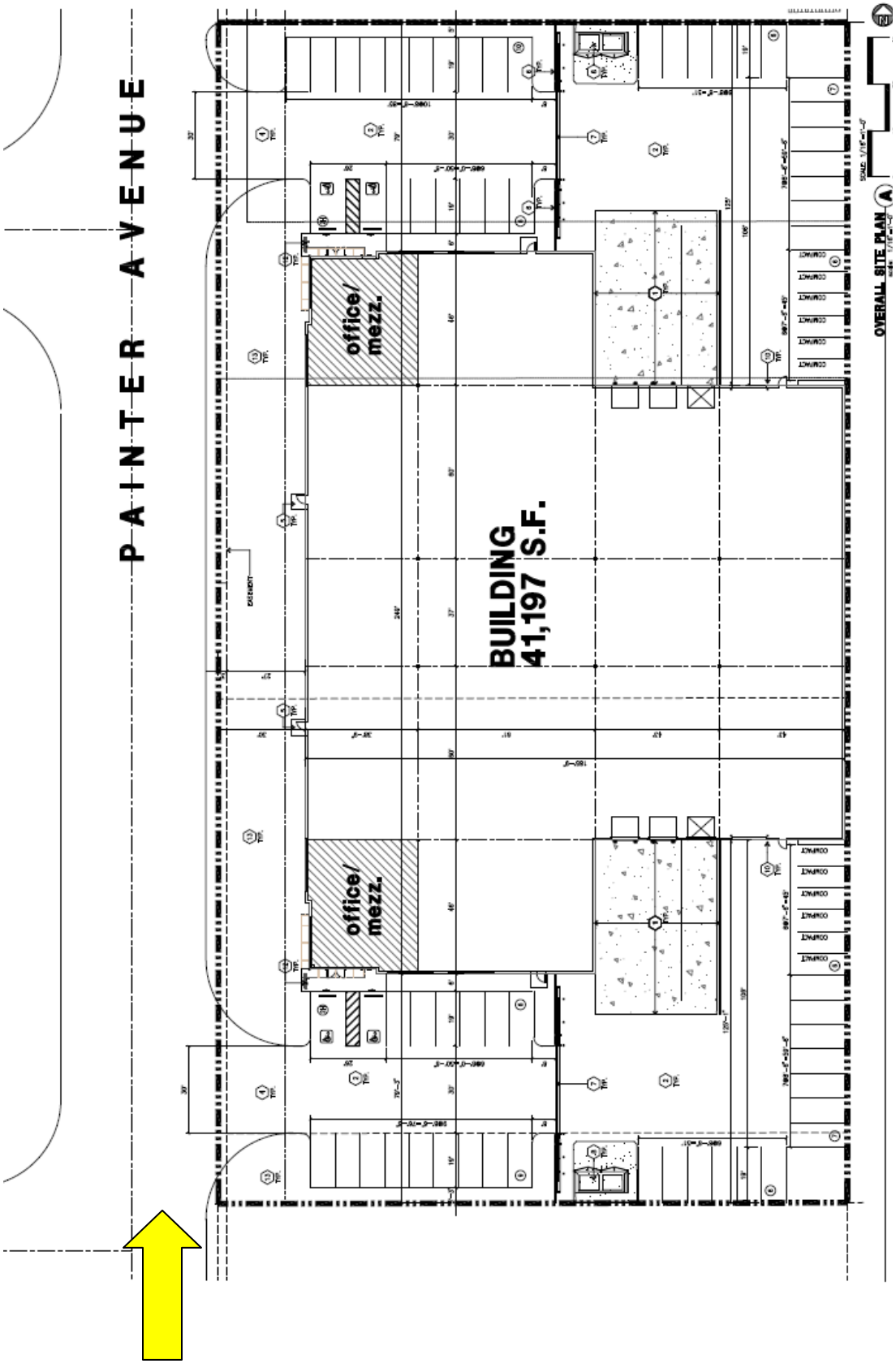


EXHIBIT 2-9
CONCEPTUAL SITE PLAN FOR THE WAREHOUSE
SOURCE: HPA ARCHITECTURE

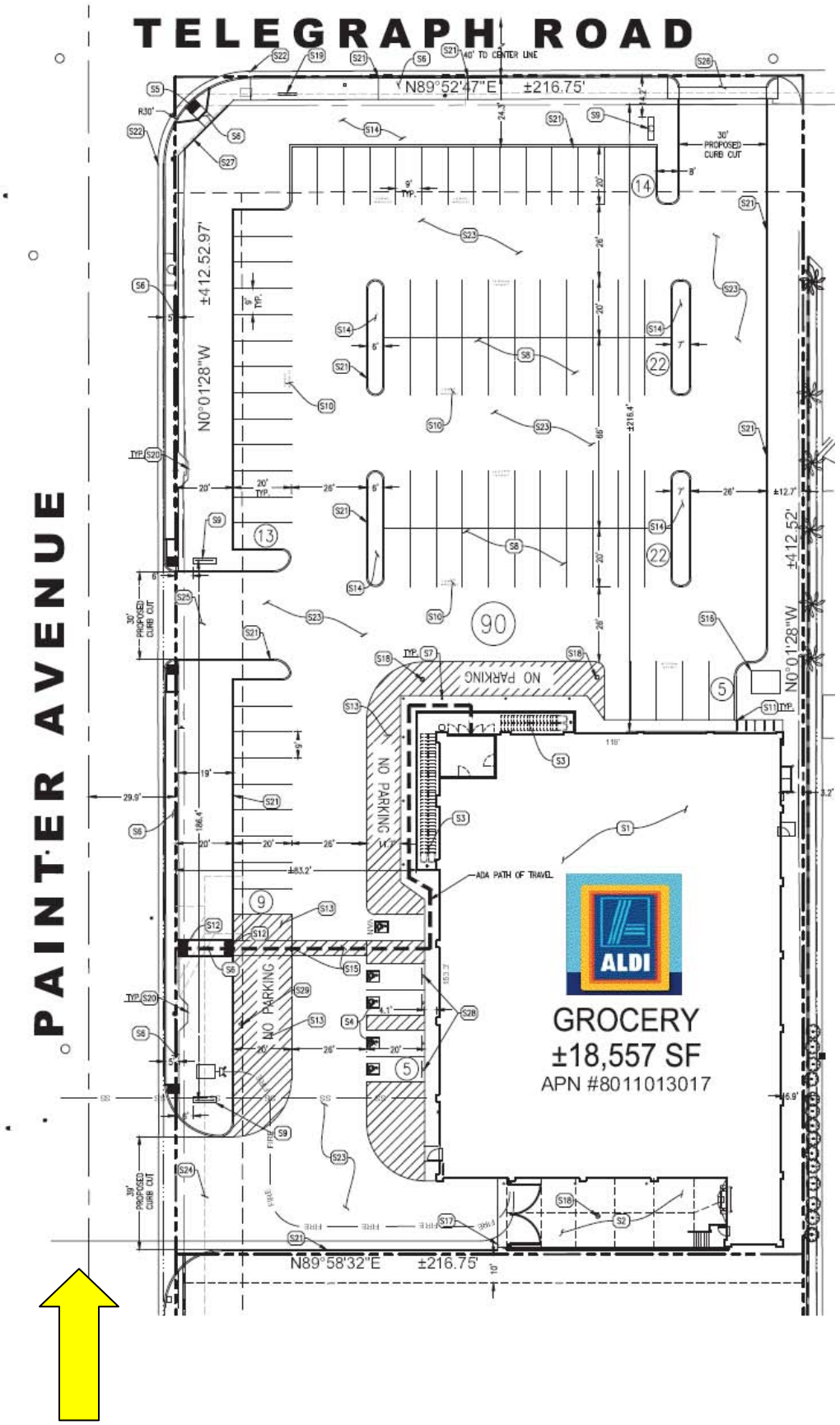


EXHIBIT 2-10
CONCEPTUAL SITE PLAN FOR THE SUPERMARKET
SOURCE: GREENBERG FARROW

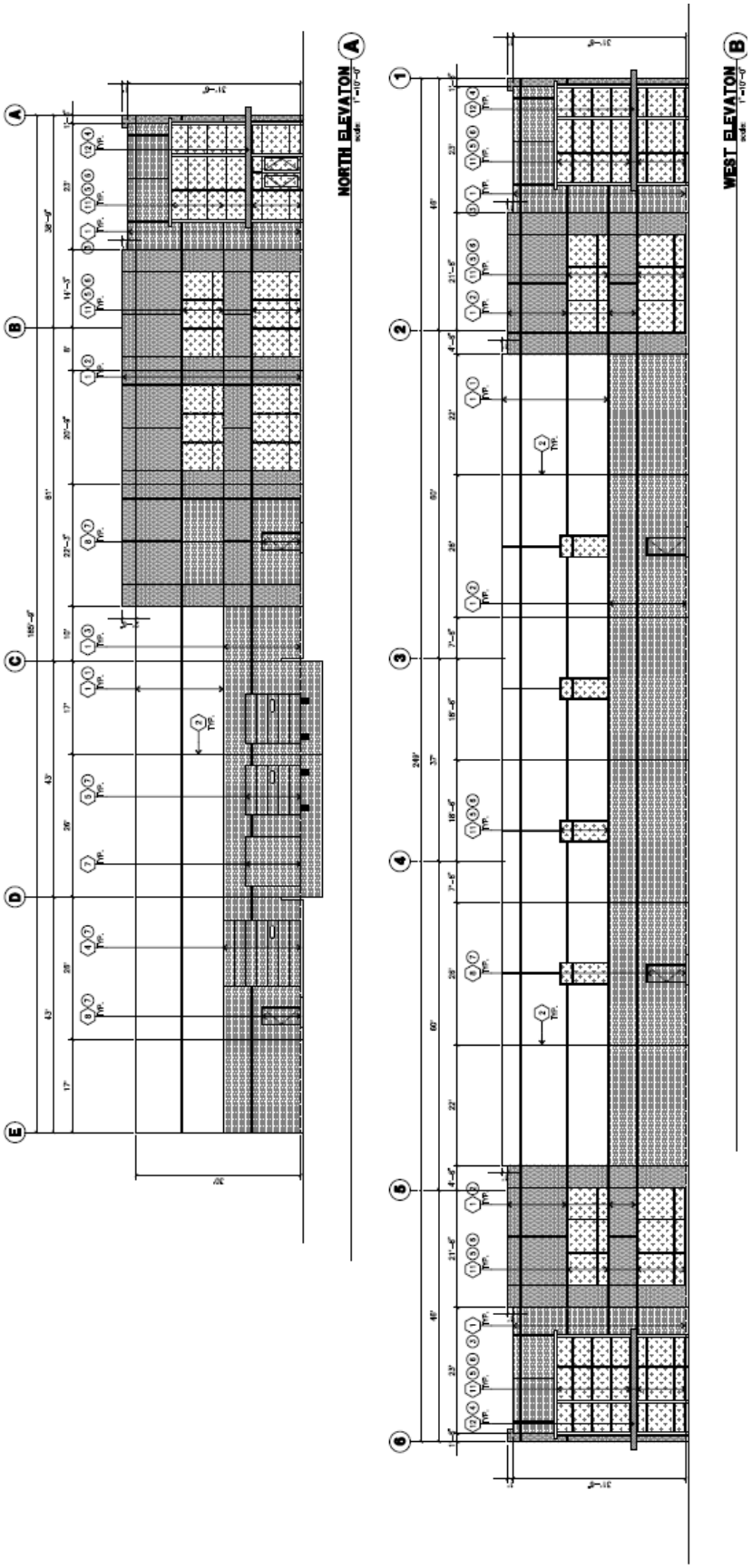


EXHIBIT 2-11
WAREHOUSE BUILDING NORTH AND WEST ELEVATIONS
SOURCE: HPA ARCHITECTURE

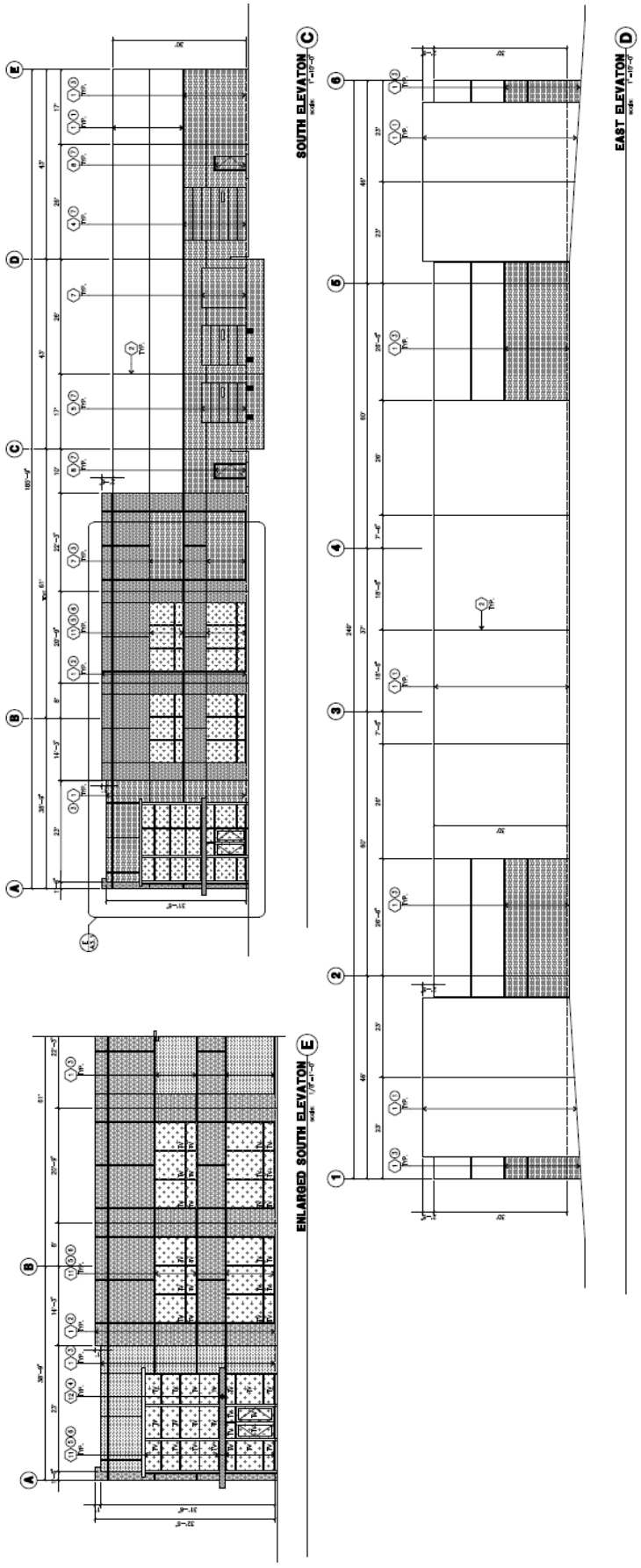


EXHIBIT 2-12
WAREHOUSE BUILDING SOUTH AND EAST ELEVATIONS
SOURCE: HPA ARCHITECTURE

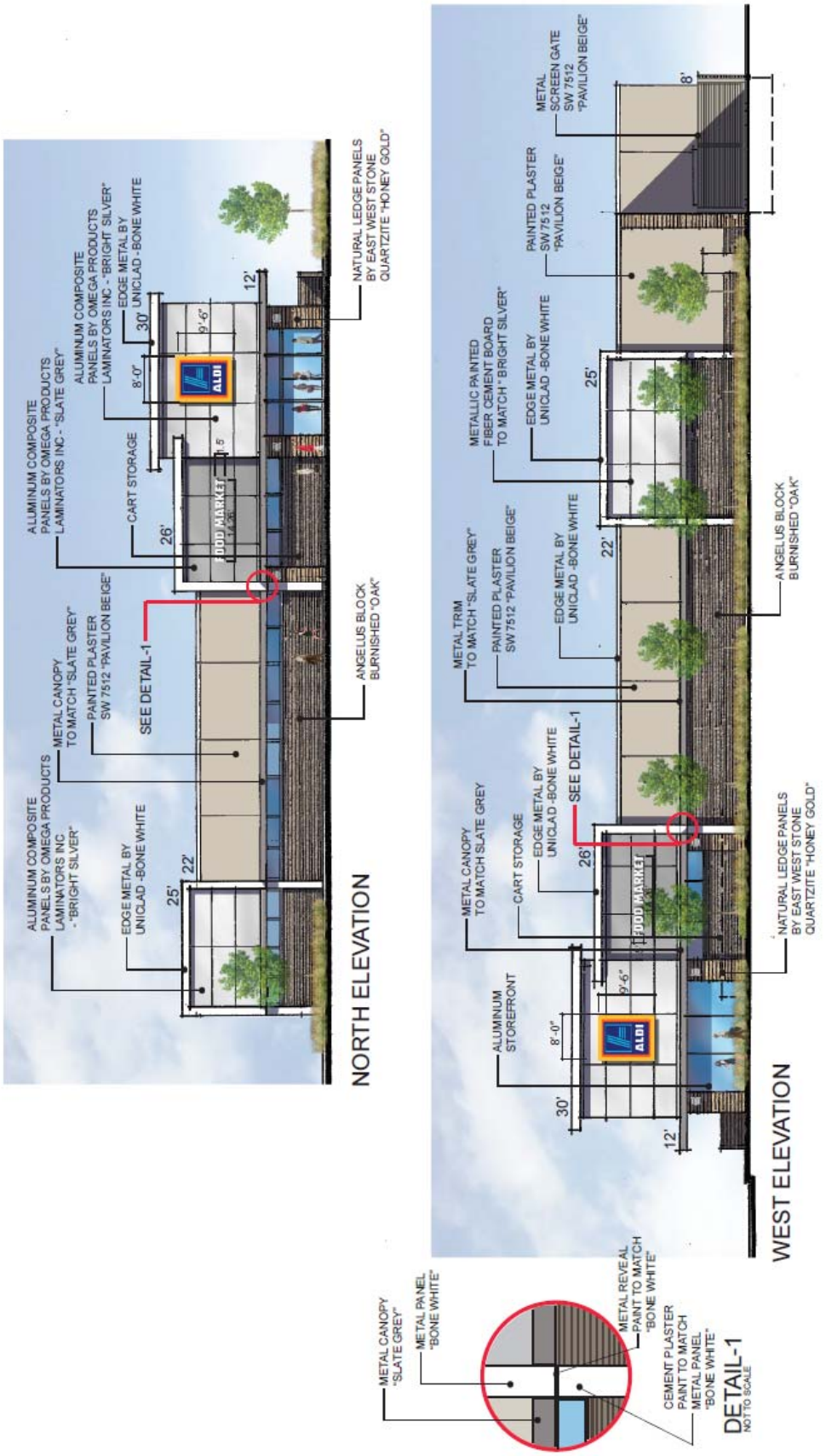


EXHIBIT 2-13
SUPERMARKET NORTH AND WEST BUILDING ELEVATIONS
SOURCE: GREENBERG FARROW

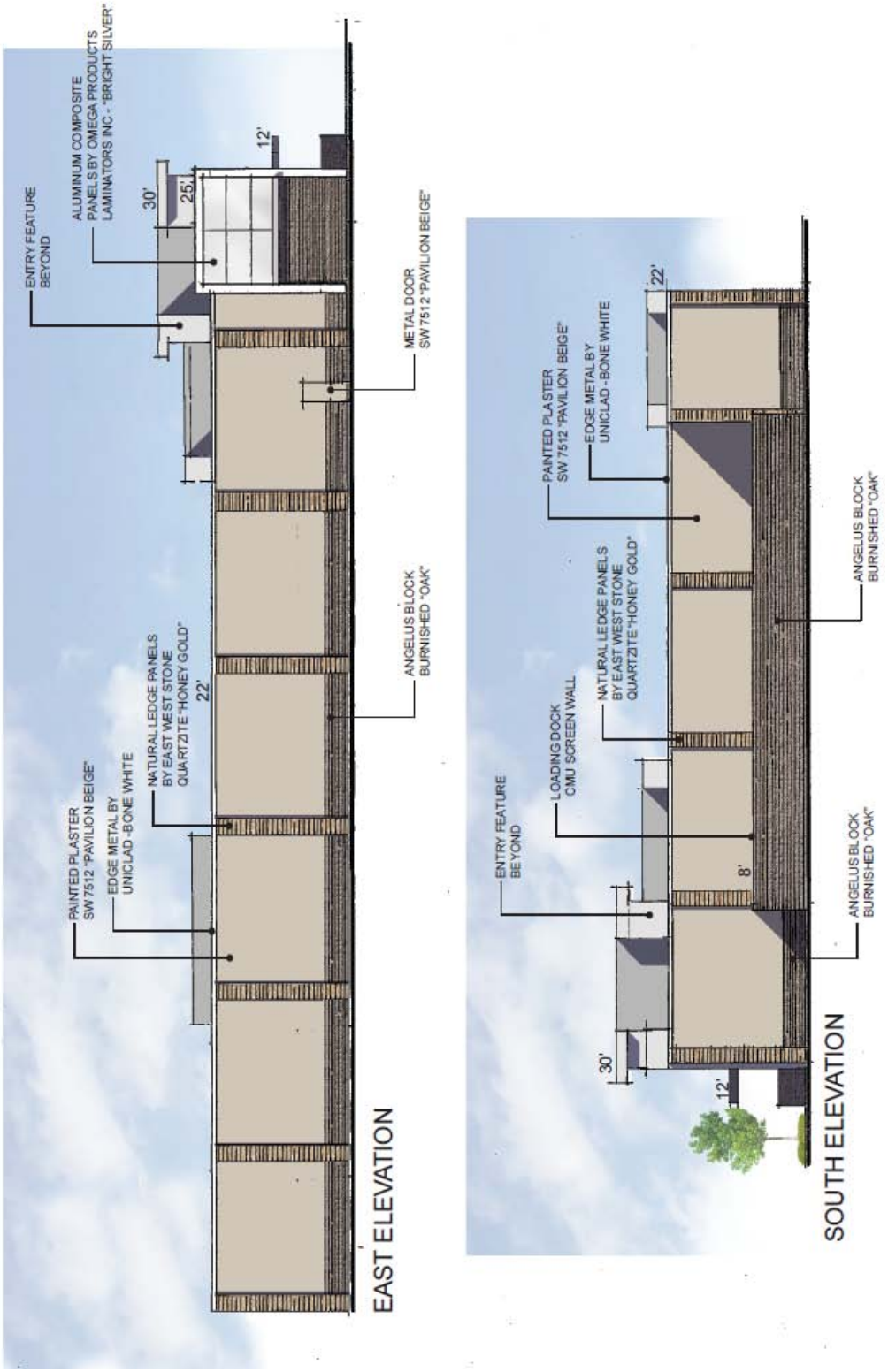


EXHIBIT 2-14
SUPERMARKET EAST AND SOUTH BUILDING ELEVATIONS
SOURCE: GREENBERG FARROW

2.5.2 CONSTRUCTION CHARACTERISTICS

The proposed project will take approximately nine months to complete. The proposed project's construction will consist of the following phases:

- *Grading.* During this phase, the entire project site will be graded and leveled. This phase will take approximately one month to complete.

- *Site Preparation.* The project site will be prepared for the construction of the two new buildings. This phase will take approximately one month to complete.

- *Construction and Installation.* The new buildings will be constructed during this phase. This phase will take approximately four months to complete.

- *Paving, Landscaping, and Finishing.* This phase will involve paving, the installation of the landscaping, and the completion of the on-site and off-site improvements. This phase will take approximately three months to complete.

2.6 PROJECT OBJECTIVES

The City of Santa Fe Springs seeks to accomplish the following objectives with this review of the proposed project:

- To minimize the environmental impacts associated with the proposed project;

- To promote infill development;

- To promote increased property valuation as a means to finance public services and improvements in the City; and,

- To ensure that the proposed development is in conformance with the policies of the City of Santa Fe Springs General Plan.

The project Applicant is seeking to accomplish the following objectives with the proposed project:

- To more efficiently utilize the site; and,

- To realize a fair return on their investment.

2.7 DISCRETIONARY ACTIONS

A Discretionary Decision is an action taken by a government agency (for this project, the government agency is the City of Santa Fe Springs) that calls for an exercise of judgment in deciding whether to approve a project. The proposed supermarket will require the following approvals:

- A Development Plan Approval (DPA 910) request to allow the development of a 2.02-acre vacant lot with an 18,557 square-foot supermarket and related improvements; and,

- A Conditional Use Permit (CUP 773) request to allow a freestanding sign related to an 18,557 square-foot market.

In addition, the proposed warehouse will require the following approvals:

- A Development Plan Approval (DPA 911) request to allow the development of a 2.03-acre vacant lot with a 41,197 square-foot warehouse and related improvements;

- A Zone Change (ZC 136) request to change the existing zone designation of the subject property from *Community Commercial* (C-4) to *Heavy Manufacturing* (M-2);

- A General Plan Amendment (GPA 26) request to change the existing General Plan land use designation of the subject property from *Commercial* to *Industrial*;

- Tentative Parcel Map (TPM No 73846) request to subdivide the existing lot into two separate lots measuring 88,253 square feet (2.03 acres) and 88,188 square feet (2.02 acres), respectively;

- The adoption of the Mitigated Negative Declaration; and,

- The adoption of the Mitigation Monitoring and Reporting Program (MMRP).

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SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the Initial Study prepared for the proposed project analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

Aesthetics (Section 3.1);
Agricultural and Forestry Resources (Section 3.2);
Air Quality (Section 3.3);
Biological Resources (Section 3.4);
Cultural Resources (Section 3.5);
Geology and Soils (Section 3.6);
Greenhouse Gas Emissions; (Section 3.7);
Hazards and Hazardous Materials (Section 3.8);
Hydrology and Water Quality (Section 3.9);
Land Use and Planning (Section 3.10);
Mineral Resources (Section 3.11);
Noise (Section 3.12);
Population and Housing (Section 3.13);
Public Services (Section 3.14);
Recreation (Section 3.15);
Transportation and Circulation (Section 3.16);
Utilities (Section 3.17); and,
Mandatory Findings of Significance (Section 3.18).

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of Santa Fe Springs in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.

- *Less Than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Santa Fe Springs or other responsible agencies consider to be significant.

- *Less Than Significant Impact with Mitigation.* The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

This Initial Study will assist the City in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

3.1 AESTHETICS

3.1.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- A substantial degradation of the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect day-time or night-time views in the area.

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project have a substantial adverse affect on a scenic vista? ● No Impact.

The proposed project involves the construction of two new buildings within a 4.05-acre site along the southeast corner of the Telegraph Road and Painter Avenue intersection. As indicated previously, the project site is currently vacant and is covered over in dirt, sparse patches of grass, and unmaintained ruderal vegetation. The project will be a substantial improvement over the existing on-site conditions because the implementation of the proposed project will facilitate modern construction and landscaping on a parcel that is undeveloped and unmaintained.

Once complete, the proposed project will not negatively impact views of the Puente Hills and San Gabriel Mountains since there are no uses located to the south or west of the site that would be sensitive to a loss in viewsheds. In addition, the project will not obstruct views of the aforementioned vistas from the residential units located 844 feet to the northeast along Laurel Avenue because the project site is not located within the residential neighbourhood's line-of-sight with the Puente Hills or the San Gabriel Mountains.[29]

The warehouse building will be setback 30 feet from Painter Avenue and the supermarket will be set back 20 feet from Painter Avenue. The supermarket will also be setback from Telegraph Road by approximately 230 feet; therefore, no loss in scenic views along Painter Avenue or Telegraph Road will occur. Additionally, the project site is located in an industrial area and there are no uses located in the vicinity of the project site that would be sensitive to a loss in scenic viewsheds. Since the project will improve the site's appearance and will not result in a loss in scenic viewsheds, no impacts will occur.

[29] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on October 5, 2015.

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? ● Less than Significant Impact.

As noted earlier, the site was used for agriculture from at least 1928 to 1947. The site was then occupied by Premiere Bowling Lanes from 1961 to 2010. In November of 2009, the City of Santa Fe Springs Planning Commission approved a request to allow for the demolition of the former bowling alley; however, the neon "Bowl" sign was left on-site pursuant to the mitigation that was adopted with the Planning Commission's approval of the proposed demolition. New mitigation is provided in Section 3.5 regarding the removal and storage of the neon sign. Adherence to the mitigation provided in Section 3.5 will ensure that no scenic resources (the sign) will be affected by the implementation of the proposed project. The project site is currently vacant and is covered over in dirt and mud with minimal unmaintained ruderal vegetation. There are no remaining natural rock outcroppings present on-site. Furthermore, the existing onsite vegetation and trees that are present on-site consist of species that are most commonly found in an urban environment, either as ornamental landscaping or as unmaintained ruderal vegetation.

According to the California Department of Transportation (Caltrans), neither Painter Avenue nor Telegraph Road are designated scenic highways and there are no State or County designated scenic highways located in the vicinity of the project site.[30] The proposed project will not impact rock-outcroppings or scenic vegetation along a designated scenic highway since there are no rock-outcroppings or scenic vegetation present on-site. Moreover, mitigation provided in Section 3.5 will ensure that the sign is not damaged and is properly handled and stored. As a result, the impacts will be less than significant.

C. Would the project result in a substantial degradation of the existing visual character or quality of the site and its surroundings? ● No Impact.

This site is presently undeveloped and consists of dirt and sparse vegetation. Once constructed, the proposed project will improve the quality of the site and the surrounding areas by introducing development characterized by modern architecture along with new landscaping. In addition, the two new buildings will not exceed 32 feet in height. Therefore, the height of the new structures will be consistent with that of the surrounding uses. Lastly, the new buildings and landscaping will be a substantial improvement in a citywide context because the buildings will replace a vacant lot that occupies frontage along a major arterial route at a key entryway into the City. As a result, the proposed project will not degrade the site and surrounding area and no impacts are likely to occur.

D. Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area? ● No Impact.

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass*, which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. Light trespass may adversely impact nearby sensitive receptors in the absence of mitigation. Future sources of lighting will include all indoor and outdoor lighting, security lighting in the parking lot areas, and lights from vehicles and trucks traveling to and from the project site. The project will not create a new source of substantial light or glare that would adversely

[30] California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov

impact nearby sensitive receptors or daytime/nighttime views. The nearest sensitive receptors to the project site are the multiple family residential units located 844 feet to the northeast along Laurel Avenue. These sensitive receptors are not in the line of sight of the project site because the line of sight is obstructed by commercial development and the local roadways. Therefore, no light sensitive uses will be impacted by the presence of light trespass and no impacts will result.

3.1.3 CUMULATIVE IMPACTS

The potential aesthetic impacts related to views, aesthetics, and light and glare are site specific. The proposed project will not restrict scenic views along Painter Avenue and Telegraph Road, damage or interfere with any scenic resources or highways, or degrade the project site and surrounding areas. As a result, no adverse cumulative impacts will occur.

3.1.4 MITIGATION MEASURES

The analysis determined that no significant adverse impacts related to aesthetics and views are anticipated. As a result, no mitigation is required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on agriculture resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide importance;
- A conflict with existing zoning for agricultural use or a Williamson Act Contract;
- A conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g]);
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment that due to their location or nature may result in the conversion of farmland to non-agricultural uses.

3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ● No Impact.

According to the California Department of Conservation, the City of Santa Fe Springs does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[31] The project site was formerly developed as a bowling alley that has since been demolished. Presently, the site is vacant. Since the implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses, no impacts will occur.

B. Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract? ● No Impact.

The project site is currently zoned as *Community Commercial* (C-4), which permits any principal permitted use within the C-1 and C-4 zone. According to the City's zoning code, agricultural uses are not listed as permitted uses within the C-1/C-4 zone (they are listed as permitted uses within the M-2 zone).[32] As a result, no loss in land zone for/or permitting agricultural uses will occur will the implementation of the proposed project. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[33] Therefore, no

[31] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Important Farmland in California 2010*. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_08_11.pdf.

[32] City of Santa Fe Springs Municipal Code. Title XV, Land Usage. Chapter 155, Code 155.151 Principal Permitted Uses.

[33] California Department of Conservation. *State of California Williamson Act Contract Land.* ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf

impacts will occur since the proposed development will not be erected on a site that is subject to a Williamson Act Contract.

C. *Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104[g])? ● No Impact.*

The City of Santa Fe Springs and the project site are located in the midst of a larger urban area and no forest lands are located within the City (refer to Exhibit 3-1). The City of Santa Fe Springs General Plan and the Santa Fe Springs Zoning Ordinance do not specifically provide for any forest land preservation.[34] As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

D. *Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? ● No Impact.*

No forest lands are located within the vicinity of the project site. As a result, no loss or conversion of forest lands will result from the proposed project's implementation and no impacts will occur.

E. *Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? ● No Impact.*

The proposed project's implementation will not result in the conversion of any existing farm lands or forest lands to urban uses. As a result, no impacts will result from the implementation of the proposed project.

3.2.3 CUMULATIVE IMPACTS

The analysis determined that there are no agricultural or forestry resources in the project area and that the implementation of the proposed project would not result in any significant adverse impacts on these resources. As a result, no cumulative impacts on agricultural or farmland resources will occur.

3.2.4 MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no significant adverse impacts on these resources would occur as part of the proposed project's implementation and no mitigation is required.

[34] City of Santa Fe Springs. *Santa Fe Springs General Plan* and the Santa Fe Springs Municipal Code, Chapter 155.

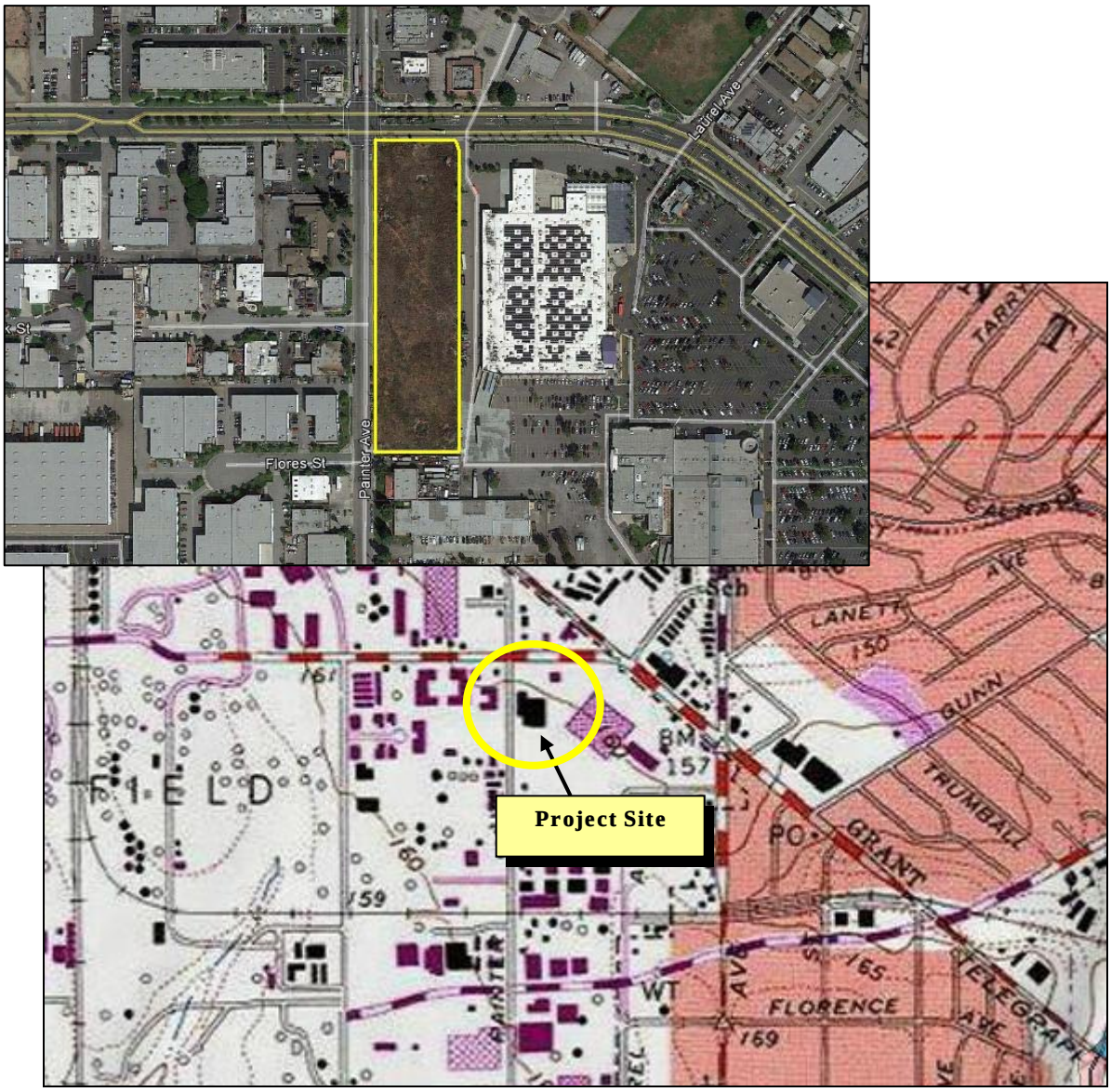


EXHIBIT 3-1
LAND COVERAGE AND LAND USE MAP
SOURCE: UNITED STATES GEOLOGICAL SURVEY

3.3 AIR QUALITY

3.3.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with or the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. O_3 is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO),* a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide* (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM_{10}; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds of reactive organic compounds;
- 55 pounds of nitrogen dioxide;
- 550 pounds of carbon monoxide;
- 150 pounds of PM_{10}; or,
- 150 pounds of sulfur oxides.

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No Impact.

The project site is located within the South Coast Air Basin (SCAB), which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County.[35] Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).[36] The most recent AQMP was adopted in 2012 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).[37] The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:[38]

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

[35] South Coast Air Quality Management District, *Final 2012 Air Quality Plan*, Adopted June 2007.

[36] Ibid.

[37] Ibid.

[38] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.[39]

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Santa Fe Springs. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP.

According to the Growth Forecast Appendix prepared by SCAG for the 2012-2035 Regional Transportation Plan (RTP), the City of Santa Fe Springs is projected to add a total of 900 new jobs through the year 2035.[40] A total of 82 new jobs will be created upon the implementation of the proposed project assuming one new job for every 1,000 square feet of floor area. According to the State Employment Development Department, the City's current unemployment rate is 8.3 percent which means that there are 600 residents actively seeking work. The number of new jobs is well within SCAG's employment projections for the City of Santa Fe Springs and the proposed project will not violate Consistency Criteria 2. As a result, no impacts related to the implementation of the AQMP will occur.

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? ● Less Than Significant Impact with Mitigation.

The entire project construction period is expected to last for approximately nine months (refer to Section 2.4.2) and would include site preparation, erection of the new warehouse and supermarket, and finishing the project (paving, painting, and installing landscaping). The analysis of daily construction and operational emissions was prepared utilizing CalEEMod V.2013.2.2. The assumptions regarding the construction phases and the length of construction followed those identified herein in Section 2.4.2. As shown in Table 3-1 (on the following page), daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds.

[39] South Coast Air Quality Management District. *CEQA Air Quality Handbook.* April 1993.

[40] Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035.* April 2012.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Grading (on-site)	2.85	29.94	19.63	0.02	7.82	4.85
Grading (off-site)	0.04	0.05	0.65	--	0.11	0.03
Total Grading	**2.89**	**29.99**	**20.28**	**0.02**	**7.93**	**4.85**
Site Preparation (on-site)	2.69	30.82	18.06	0.02	1.73	1.41
Site Preparation (off-site)	0.03	0.04	0.52	--	0.09	0.02
Total Site Preparation	**2.72**	**30.86**	**18.58**	**0.02**	**1.82**	**1.43**
Building Construction (on-site) 2016	3.69	24.63	16.71	0.02	1.62	1.55
Building Construction (off-site) 2016	0.37	1.98	5.24	0.01	0.71	0.21
Total Building Construction 2016	**4.06**	**26.61**	**21.95**	**0.03**	**2.33**	**1.76**
Building Construction (on-site) 2017	3.33	22.86	16.25	0.02	1.46	1.40
Building Construction (off-site) 2017	0.34	1.81	4.81	0.01	0.71	0.21
Total Building Construction 2017	**3.67**	**24.67**	**21.06**	**0.03**	**2.17**	**1.61**
Paving (on-site)	1.80	16.46	12.06	0.02	1.02	0.94
Paving (off-site)	0.06	0.07	0.88	--	0.17	0.05
Total Paving	**1.86**	**16.53**	**12.94**	**0.02**	**1.19**	**0.99**
Architectural Coatings (on-site)	20.27	2.19	1.87	--	0.17	0.17
Architectural Coatings (off-site)	0.04	0.05	0.59	--	0.11	0.03
Total Architectural Coatings	**20.31**	**2.24**	**2.46**	**--**	**0.28**	**0.20**
Maximum Daily Emissions	**20.31**	**30.87**	**21.06**	**0.04**	**7.94**	**4.89**
Daily Thresholds	**75**	**100**	**55o**	**150**	**150**	**55**

Source: CalEEMod V.2012.2.2

The estimated daily construction emissions (shown in Table 3-1) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, water active grading of the site and unpaved surfaces at least three times daily, daily clean-up of mud and dirt carried onto paved streets from the site, and use of low VOC paint.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V.2013.2.2 computer model. Table 3-2 (shown on the following page), depicts the estimated operational emissions generated by the proposed project.

Table 3-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	2.83	--	0.02	--	--	--
Energy (lbs/day)	0.01	0.12	0.10	--	--	--
Mobile (lbs/day)	8.94	16.31	71.26	0.16	10.42	2.93
Total (lbs/day)	**11.78**	**16.44**	**71.39**	**0.16**	**10.43**	**2.94**
Daily Thresholds	**55**	**55**	**55o**	**15o**	**15o**	**55**

Source: CalEEMod V.2013.2.2

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for ozone and particulates ($PM_{2.5}$), the following measures will be applicable to the proposed project as a means to mitigate potential construction emissions:

- All unpaved demolition and construction areas shall be watered up to three times per day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.

- All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

- All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

- The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding construction equipment, grading, site preparation, and construction activities.

The aforementioned mitigation will further reduce the potential construction-related impacts to levels that are less than significant.

C. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ● Less Than Significant Impact.*

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. The SCAB is non-attainment for ozone and particulates. The proposed project's implementation will result in construction-related emissions that area below SCAQMD thresholds

(refer to the discussion provided in the previous section). Operational emissions will be limited to vehicular and truck traffic travelling to and from the proposed project. While the proposed project would result in additional vehicle trips, there would be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and the State's sustainable growth objectives.

Finally, the proposed project would not exceed these adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in Subsection A). As a result, the potential cumulative air quality impacts are deemed to be less than significant related to the generation of criteria pollutants.

D. Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less than Significant Impact.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.[41] These population groups are generally more sensitive to poor air quality. As indicated previously, the nearest sensitive receptors to the project site are Richard L. Graves Middle School, located 519 feet to the north of the project site; the multiple-family residential complexes, located 844 feet to the northeast; and Lake Marie Elementary School, located 905 feet to the northeast of the project site.[42] The location and extent of the aforementioned sensitive receptors is shown in Exhibit 3-2.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction and operations; PM_{10} emissions from construction and operations; and $PM_{2.5}$ emissions from construction and operations. As indicated in Table 3-2, the proposed project's operational emissions will not exceed daily thresholds of significance outlined by the SCAQMD.

The use of the "look-up tables" is permitted since each of the construction phases will involve the disturbance of less than five acres of land area (the project site is 4.05 acres, thus the five-acre thresholds were used). As indicated in Table 3-3, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 100 meters. As indicated in the table, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables.

[41] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

[42] Google Earth. Site accessed January 5, 2016.

Table 3-3
Local Significance Thresholds Exceedance SRA 5 for 5-acre sites (the site is 4.05 acres)

Emissions	Project Emissions* (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	5o	100	200	500
NO_2	30.87	Construction	172	165	**176**	194	244
NO_2	16.44	Operations	172	165	**176**	194	244
CO	21.06	Construction	1,480	1,855	**2,437**	3,897	9,312
CO	71.39	Operations	1,480	1,855	**2,437**	3,897	9,312
PM_{10}	10.43	Operations	4	10	**16**	23	49
PM_{10}	7.94	Construction	7	21	**39**	74	182
$PM_{2.5}$	2.94	Operations	2	3	**4**	8	25
$PM_{2.5}$	4.89	Construction	7	10	**18**	39	120

Source: South Coast Air Quality Management District

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot-spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (LOS E or LOS F).

The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. As indicated in Table 3-3, the project will not result in an exceedance in LSTs. In addition, the proposed project will not degrade any local intersection's level of service. As a result, the impacts will be less than significant.

E. Would the project create objectionable odors affecting a substantial number of people? ● No Impact.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[43] The proposed project will consist of general warehousing and a supermarket. The trash generated by the supermarket will include food waste. This solid waste will be removed daily and as a result, no odors are anticipated to occur. Therefore, no impacts related to odors are anticipated with the proposed project.

[43] South Coast Air Quality Management District. *CEQA Air Quality Handbook.* April 1993.

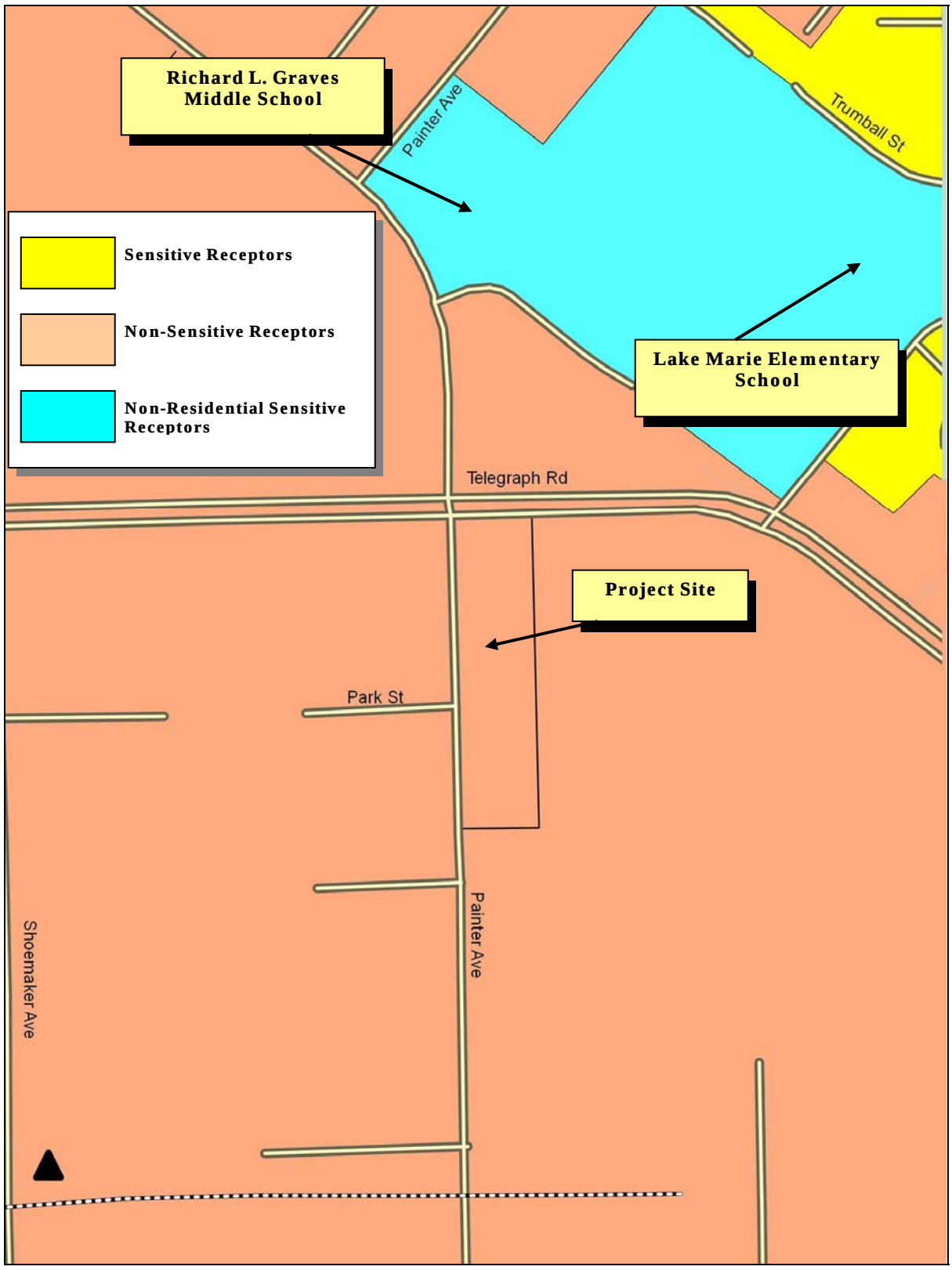


EXHIBIT 3-2
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

3.3.3 CUMULATIVE IMPACTS

The proposed project's short-term and long term emissions will be below levels considered to represent a significant impact. However, mitigation was provided to control fugitive dust and particulate emissions generated by trucks and diesel equipment. The project's particulate emissions are localized and will not result in a cumulative impact.

3.3.4 MITIGATION MEASURES

In addition, the following mitigation is required as part of this project to ensure that potential construction related air quality emissions are mitigated:

Mitigation Measure No. 1 (Air Quality). All unpaved demolition and construction areas shall be watered up to three times per day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.

Mitigation Measure No. 2 (Air Quality). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

Mitigation Measure No. 3 (Air Quality). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Mitigation Measure No. 4 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding construction equipment, grading, site preparation, and construction activities.

3.4 BIOLOGICAL RESOURCES

3.4.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;

- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;

- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;

- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,

- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer indicated that there are seven threatened or endangered species located within the Whittier Quadrangle which includes the City of Santa Fe Springs.[44] These species include:

- The *Coastal California Gnatcatcher* is not likely to be found on-site due to the lack of suitable habitat and the absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.[45]

[44] California Department of Fish and Wildlife. Bios Viewer. https://map.dfg.ca.gov/bios/?tool=cnddbQuick

- The *least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County.[46] As a result, no least Bell's vireos will be encountered during on-site construction activities.

- The *Santa Ana Sucker* will not be found on-site because the Santa Ana sucker is a fish and there are no bodies of water present on-site.[47]

- The *bank swallow* populations located in Southern California are extinct.[48] In any event, no suitable foraging habitat is located on-site.

- The *willow flycatcher's* habitat consists of marsh, brushy fields, and willow thickets.[49] These birds are often found near streams and rivers and are not likely to be found on-site due to the lack of suitable habitat.

- The *western yellow-billed cuckoo* is an insect eating bird found in riparian woodland habitats. The likelihood of encountering a western yellow-billed cuckoo is slim due to the level of development present within the surrounding areas. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of western yellow-billed cuckoos.[50]

- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego counties.[51] There are no bodies of water located on-site that would be capable of supporting populations of California orcutt grass.

The proposed project will not have an impact on the aforementioned species because the project site is located in the midst of an urban area and there is no suitable riparian or native habitat located within, or in the vicinity of, the project site. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

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[45] Audubon. *California Gnatcatcher*. http://birds.audubon.org/species/calgna

[46] California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm

[47] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on November 6, 2015.

[48] California Partners in Flight Riparian Bird Conservation Plan. *BANK SWALLOW (Riparia riparia)*. http://www.prbo.org/calpif/htmldocs/species/riparian/bank_swallow_acct2.html

[49] Audubon. *Willow flycatcher*. http://birds.audubon.org/birds/willow-flycatcher

[50] US Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm

[51] Center for Plant Conservation. Orcuttia Californica. http://www.centerforplantconservation.org/collection/cpc_viewprofile.asp?CPCNum=3038

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.

A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper indicated that there are no wetlands or riparian habitat present on-site or in the adjacent properties. In addition, there are no designated "blue line streams" located within the project site (refer to Exhibit 3-1). This conclusion is supported by the field survey of the project site and the surrounding area. As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

C. Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.

As indicated in the previous subsection, the project area and adjacent developed properties do not contain any natural wetland and/or riparian habitat.[52] The project area is located in the midst of an urban setting along a major City thoroughfare. As a result, the proposed project will not impact any protected wetland area or designated blue-line stream and no impacts will occur.

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? ● No Impact.

The project site has been disturbed to accommodate the former bowling alley that has since been demolished. Because of this previous development, no native vegetation or natural open space areas remain. Furthermore, the site contains no natural hydrological features. Painter Avenue and Telegraph Road also restricts the site's utility as a migration corridor. Since the site is located along a highly travelled roadway and lacks suitable habitat, the site's utility as a migration corridor is restricted. Therefore, no impacts will result from the implementation of the proposed project.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● No Impact.

Title IX (General Regulations) Chapter 96 Codes 130-140 of the City of Santa Fe Springs municipal code serves as the City's "Tree Ordinance." The tree ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). The proposed project will not violate the City's current tree ordinance because there are no trees located within the site. A total of 23,154 square feet of landscaping will be installed within the two proposed parcels. Since no public trees will be removed to accommodate the proposed project, no impacts will occur.

[52] U.S. Fish and Wildlife Service. *Wetlands Mapper*. http://www.fws.gov/Wetlands/data/Mapper.html

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? ● No Impact.

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. The closest Significant Ecological Area (SEA) to the project site is the Sycamore and Turnbull Canyons Significant Ecological Area (SEA #44), located approximately 3.11 miles northeast from the project site.[53] The construction and operation of the proposed project will not affect the Sycamore and Turnbull Canyons SEA. Therefore, no impacts will occur.

3.4.3 CUMULATIVE IMPACTS

The impacts on biological resources are typically site specific. The proposed project will not involve any loss of protected habitat. Furthermore, the analysis determined that the proposed project will not result in any significant adverse impacts on protected plant and animal species. As result, the proposed project's implementation would not result in an incremental loss or degradation of those protected habitats found in the Southern California region. Therefore, no cumulative impacts on biological resources will be associated with the proposed project's implementation.

3.4.4 MITIGATION MEASURES

The analysis of biological resources indicated that no significant adverse impacts on these resources would occur as part of the proposed project's implementation and no mitigation is required.

[53] Google Earth. Site accessed January 14, 2016.

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;
- The destruction of a unique paleontological resource, site, or unique geologic feature; or,
- The disturbance of any human remains, including those interred outside of formal cemeteries.

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? ● Less than Significant Impact with Mitigation.

Historic uses of the site are summarized below and this information is based on the review of aerial photographs for selected years between 1928 and 2012:.

- *1928*. The majority of the site appeared to be used for agricultural purposes (i.e. orchards). Two oil wells were apparent in the north and south portions of the site ("Butterworth" 6 and "Butterworth" 4, respectively). Drilling sumps or other oil production activities associated with these wells were noted immediately north of each well. The adjacent property to the north consisted of orchards with an oil well (Chevron U.S.A. Inc. "Spencer" 1). To the east of the site were orchards and two oil wells (Chevron U.S.A. Inc. "Butterworth" 2/2-A and Atlantic Oil Company "Butterworth" 1). Adjacent to the south of the site appeared to be developed with a dwelling and orchards. To the west of the site was developed with multiple commercial buildings and at least one oil well (Chevron U.S.A. Inc. "So. Whittier Comm." 7). Telegraph Road and Painter Avenue were noted north and west of the site, respectively.
- *1938 and 1947*. No significant changes were apparent to the site and adjacent properties, except the orchards were no longer apparent to the north and south of the site. Additionally, no oil wells were apparent to the east of the site.
- *1953*. The site consisted of vacant and undeveloped land, except for the "Butterworth" 4 oil well in the south portion of the site. No significant changes were apparent to the adjacent properties, except to the east consisted of vacant and undeveloped land.

- *1963, 1972, 1979, and 1981.* The site was developed with the former bowling alley building in the central portion of the site. Two commercial buildings were developed adjacent to the east of the site. Additional commercial buildings are apparent to the west of the site. No significant changes were apparent to the south of the site.

- *1994.* No significant changes were apparent, except the adjacent property to the south consists of vacant and undeveloped land.

- *2002, 2005, 2009, and 2010.* No significant changes were apparent, except the adjacent properties to the east and south were improved with the existing commercial buildings.

- *2012.* The site was vacant land. No significant changes were apparent in the site vicinity. Two soil stockpiles were observed adjacent to each of the two former oil well locations.

The site was most recently occupied by Premiere Bowling Lanes from 1961 until its demolition in 2010.[54] A Mitigated Negative Declaration was prepared in 2009 by Bauer Planning & Environmental Services, Inc to analyze the impacts regarding the demolition of the bowling alley.[55] The original MND was circulated for a 30-day public review period ending on November 17th, 2009. A total of six comment letters were received. Of the six comment letters received, four letters advocated for the preservation of the neon bowling sign. The project (demolition of the bowling alley) was presented at the December 14th, 2009 Planning Commission meeting and was subsequently approved. As a result, the Premiere Lanes Bowling Alley was demolished in 2010; however, the existing neon sign is still located on-site.

The neon sign was protected under mitigation *CR-1 (Frontage Sign)*, which was adopted upon the approval of the original IS/MND. The adopted mitigation is described below:

> *"REVISED ADOPTED CR-1 (Frontage Sign): To accommodate the Los Angeles Conservancy as well as recommendations contained in the historical resource analysis, the demolition permit will exclude the neon pole sign. The City of Santa Fe Springs will retain the neon pole sign in its current location until a developer for the site is identified, and such developer shall be encouraged to consider retaining the sign somewhere on the site as part of any new development."*

The significance of the pylon sign was discussed extensively in the 2009 Initial Study that was prepared for the demolition of the previous bowling alley use. For this discussion, please refer to the original initial study prepared for the building's demolition.[56] The bowling alley was subsequently demolished in 2010 and the pylon sign has remained intact pursuant to the above-mentioned mitigation. Previous comments indicated a desire to incorporate a future tenant's logo into the sign. However, this measure is not feasible given the sign's age and structural integrity. There is interested in preserving the sign as is evident by an

[54] Ardent Environmental Group, Inc. *Phase I Environmental Site Assessment.* Report dated September 10, 2015.

[55] Bauer Planning & Environmental Services, Inc. *Final Initial Study and Mitigated Negative Declaration for Proposed Demolition of Premiere Lanes Bowling Alley*. December 14, 2009.

[56] Ibid.

on-line petition that supported the sign's safe removal and preservation on-site. The petition stated the following:

> "Preservation of Premiere Lanes Bowl sign by Wayne E. Heath, the man before his time in changing the way signs were designed or thought of. A lot of Wayne E. Heath signs have been lost to a scrap yard or having been very neglected or forgotten about. Premiere Lane's Bowl sign in Santa Fe Springs is a real Wayne E. Heath sign with Googie style of shooting spud nicks off the sign. In 2013, the Valley Relics Museum was asked to save the great Heath sign at [located at] Premiere Lane's Bowl in Santa Fe Springs, California. The bowling alley was torn down for a long time but the sign was left to rot and is neglected.[57]
>
> Jason "Relic Hunter" Bowsher of Valley Relics Museum got the property owners to donate the sign to Valley Relics museum so true preservation of the Bowl sign be placed in Valley Relics museum for future generations to admire and know the great history of Wayne E. Heath signs and history of Premiere Lanes Bowl in Santa Fe Springs.
>
> Supporting Valley Relics Museum in [the] preservation project of Premiere Lanes Bowl sign in Santa Fe Springs is as follows: [the] City of Santa Fe Springs, [the]Society for Commercial Archeology, [the] History Society of Southern California, [the] LA Relics Museum, [the] Los Angles Historic Preservation, [the] LA Heritage, Recapturist, Bill Rose, all [of] the supporters of [the] Valley Relics Museum, all of the supporters of the preservation work of Jason "Relic Hunter" Bowsher, [and the] Federal Heath Sign Company."

For this reason, the following mitigation will now be applicable since no conservation organization has expressed interest in preserving the sign structure over the past six years:

- The existing sign will be removed from the project site and will be donated to a caretaker organization. The City and the Applicant will engage in joint efforts to identify an organization, business, museum, or private party that will take possession of the sign. During relocation of the sign to the off-site storage location, the Applicant will take all reasonable care necessary to avoid damage to the sign.

The above mitigation will mitigate the potential sign removal impacts. In addition, the project site is not currently listed on the State or National historic register.[58] There are two locations in the City that are recorded on the National Register of Historic Places: the Clarke Estate and the Hawkins-Nimocks Estate (also known as the Patricio Ontiveros Adobe or Ontiveros Adobe).[59] The Clarke Estate is located at 10211 Pioneer Boulevard and the Ontiveros Adobe is located at 12100 Mora Drive.[60] The proposed project will be limited to the project site and will not affect any existing resources listed on the National Register or those

[57] The sign has remained on-site for six years following the bowling alley's demolition in 2010.

[58] California Department of Parks and Recreation. *California Historical Resources.* http:// ohp.parks.ca.gov/ ListedResources

[59] National Park Service U.S. Department of the Interior. *National Registrar of Historic Places, Title List Display. http://nrhp.focus.nps.gov/natreghome.do*

[60] U. S. Department of the Interior, National Park Service. National Register of Historic Places. www. National register of historic places.

identified as being eligible for listing on the National Register. Adherence to the mitigation identified in this subsection will reduce potential impacts to levels that are less than significant.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? ● Less than Significant Impact with Mitigation.

The greater Los Angeles Basin was previously inhabited by the Gabrieleno-Kizh people, named after the San Gabriel Mission.[61] The Gabrieleno tribe has lived in this region for around 7,000 years.[62] Prior to Spanish contact, approximately 5,000 Gabrieleno people lived in villages throughout the Los Angeles Basin.[63] Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Two village sites were located in the Los Nietos area: *Naxaaw'na* and *Sehat*. The sites of *Naxaaw'na* and *Sehat* are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River.[64] The project site is currently vacant and although the property has been subject to previous ground disturbing activities, the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleno Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor will photo-document the ground disturbing activities. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

[61] Tongva People of Sunland-Tujunga. *Introduction.* http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

[62] Ibid.

[63] Rancho Santa Ana Botanical Garden. *Tongva Village Site.* http://www.rsabg.org/tongva-village-site-1

[64] McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles.* 1996.

C. Would the project directly or indirectly destroy a unique paleontological resource, site or unique geologic feature? ● Less than Significant Impact.

The Phase I report indicated that the project site is underlain by recent alluvium; therefore, the chances of encountering a paleontological resource are limited due to the recent age of the underlying earth. Additionally, the likelihood of discovering paleontological resources is further diminished due to the previous disturbance that has occurred in order to accommodate the former development. Thus, the proposed project is not anticipated to disturb any paleontological resources and the impacts are less than significant.

D. Would the project disturb any human remains, including those interred outside of formal cemeteries? ● No Impact.

There are two cemeteries located within five miles of the project site. The Little Lake Cemetery (operated by the little Lake Cemetery District) is the nearest cemetery to the project site and is located approximately 1.53 miles to the northwest along Florence Avenue.[65] Paradise Memorial Park is the second closest cemetery to the project site. This cemetery is located on the east side of Pioneer Boulevard and south of Florence Avenue approximately 2.02 miles to the northwest of the project site.[66] The proposed project will be restricted to the designated project site and will not affect the aforementioned cemeteries. In addition, the proposed project is not likely to disturb any on-site burials due to the level of disturbance that has occurred in order to accommodate the existing development. Mitigation provided in Subsection 3.5.2.B will reduce any potential impacts regarding the discovery of human remains. As a result, the proposed construction activities are not anticipated to impact any interred human remains.

3.5.3 CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on cultural resources; however, since the site is located in an area that is highly sensitive, mitigation has been provided to reduce potential impacts regarding archeological resources.

3.5.4 MITIGATION MEASURES

The environmental analysis in the preceding sections determined that the proposed project is located in an area that has a high sensitivity for cultural resources. As a result, the following mitigation is required:

> *Mitigation Measure No. 5 (Cultural Resources*). The existing sign will be removed from the project site and will be donated to a caretaker organization. The City and the Applicant will engage in joint efforts to identify an organization, business, museum, or private party that will take possession of the sign. During relocation of the sign to the off-site storage location, the Applicant will take all reasonable care necessary to avoid damage to the sign.

[65] Google Earth. Site accessed January 14, 2016.

[66] Ibid.

Mitigation Measure No. 6 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrielino Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor will photo-document the ground disturbing activities. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

3.6 GEOLOGY AND SOILS

3.6.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides;

- Substantial soil erosion resulting in the loss of topsoil;

- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;

- Locating a project on an expansive soil, as defined in the California Building Code, creating substantial risks to life or property; or,

- Locating a project in, or exposing people to, potential impacts including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground–shaking, liquefaction, or landslides? ● Less than Significant Impact.

The City of Santa Fe Springs is located in a seismically active region (refer to Exhibit 3-3). Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents including those who reside in the City. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.[67]

[67] California Department of Conservation. *What is the Alquist-Priolo Act* http://www.conservation.ca.gov /cgs/rghm/ap/ Pages/main.aspx

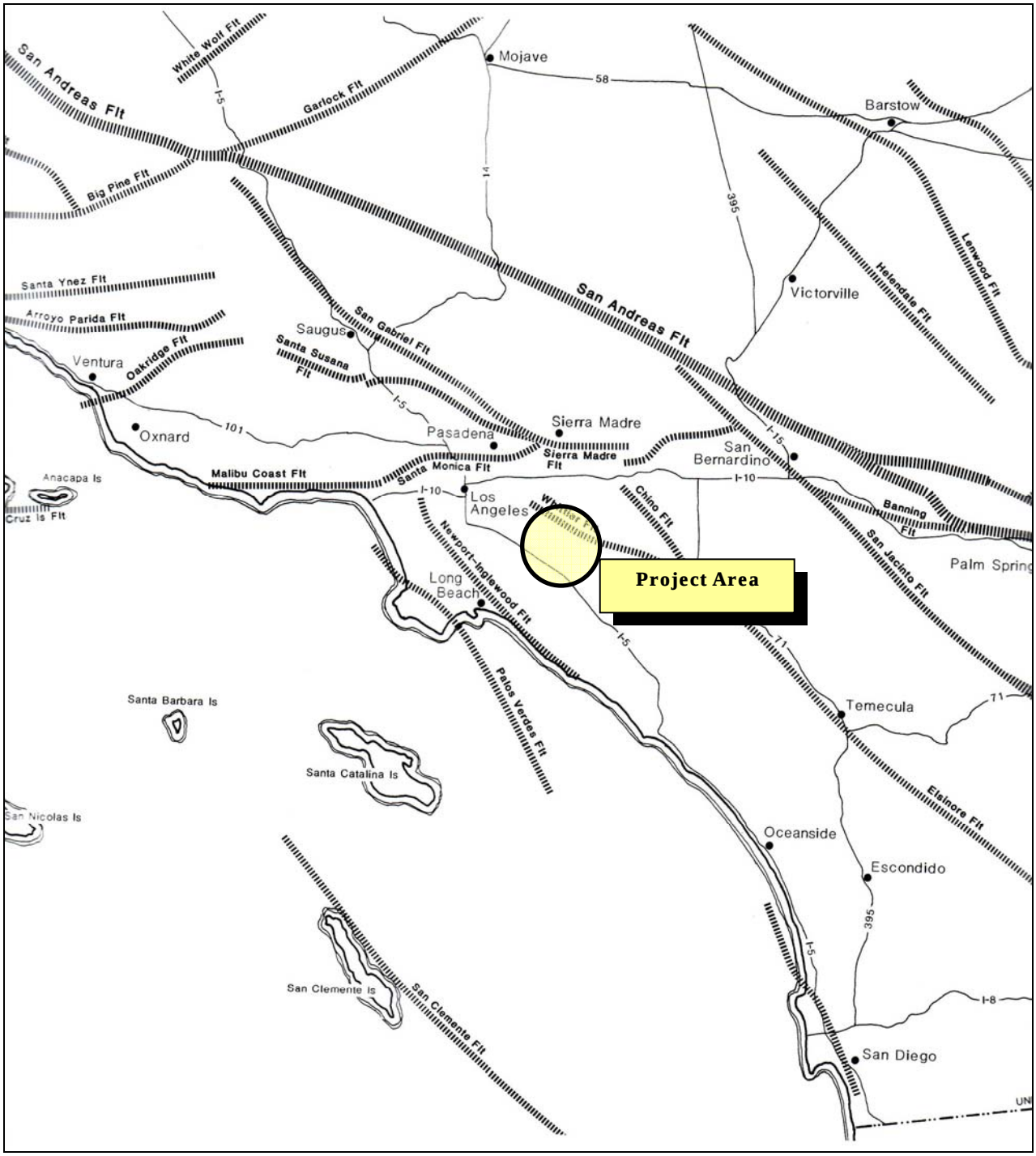


EXHIBIT 3-3
FAULTS IN THE SOUTHERN CALIFORNIA AREA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.[68] A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Santa Fe Springs is not on the list.[69] A segment of the Puente Hills blind thrust fault known as the Santa Fe Springs segment extends across the northern portion of the City. This segment of the Puente Hills fault is the closest known fault to the project site and is located 2.51 miles to the west. Although the potential impacts in regards to ground shaking and fault rupture are less than significant since the risk is no greater in and around the project site than for the rest of the area.

In addition, the project site is not located in an area that is subject to liquefaction (refer to Exhibit 3-4). According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-4) because there are no hills or mountains located in the vicinity of the project site. As a result, the potential impacts in regards to liquefaction and landslides are less than significant.

B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? ● No Impact.

According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain with soils of the Perkins Rincon association. Soils of the Perkins Rincon association have a slight to moderate erosion hazard; however, construction activities and the placement of "permanent vegetative cover" will reduce the soil's erosion risk.[70] In addition, the underlying soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the project site and surrounding areas.[71] As a result, no impacts will occur.

C. Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? ● Less than Significant Impact.

Soils of the Perkins Rincon association underlie the project site and immediate area. According to the United States Department of Agriculture, the aforementioned soils are used almost exclusively for residential development. The surrounding area is relatively level and is at no risk for landslides (refer to

[68] California Department of Conservation. *What is the Alquist-Priolo Act* http://www.conservation.ca.gov /cgs/rghm/ap/Pages/main.aspx.

[69] California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010*. http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx

[70] United States Department of Agriculture Soil Conservation Service. *Report and General Soils Map Los Angeles County, California.* Revised 1969.

[71] Ibid.

Exhibit 3-4). Lateral spreading is not anticipated to occur because previous construction activities have compressed the native soils that underlie the project site, thus altering their original characteristics.

Soils of the Perkins Rincon association might be prone to subsidence due to the shrink swell characteristics exhibited by the underlying soils.[72] Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink.[73] According to the Phase I report, groundwater was measured at a depth of approximately 65 to 67 feet below ground surface.[74] Grading and other construction activities are not expected reach the depths required to encounter an underlying groundwater aquifer. In addition, the project will be required to be connected to the City's water lines; therefore, the project's operation will not utilize groundwater supplies below the site. Although the construction of the proposed project is not anticipated to uncover or drain any underlying groundwater table, the mitigation provided in Section 3.6.2.D will mitigate any potential impacts related to subsidence. Lastly, the project site is not located in an area that is subject to liquefaction. As a result, the potential impacts are anticipated to be less than significant.

D. Would the project result in, or expose people to, potential impacts including location on expansive soil, as defined in Uniform Building Code (2012), creating substantial risks to life or property? ● Less than Significant Impact with Mitigation.

The soils that underlie the project site belong to the Perkins Rincon association, which exhibit certain shrink swell characteristics. The shrinking and swelling of soils is influenced by the amount of clay present in the underlying soils.[75] Clay and silty clay loam is present in the composition of above-mentioned soils.[76] These soils become sticky when wet and expand according to the moisture content present at the time. If soils consist of expansive clay, damage to foundations and structures may occur. In order to prevent foundation damage, the following mitigation is recommended:

- Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineer's recommendations.

Adherence to the above mitigation will reduce potential impacts to levels that are less than significant.

[72] Subsidence Support. *What Causes House Subsidence?* http://www.subsidencesupport.co.uk/what-causes-subsidence.html

[73] Ibid.

[74] Ardent Environmental Group, Inc. *Phase I Environmental Site Assessment.* Report dated September 10, 2015.

[75] Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential.* *http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083*

[76] United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Los Angeles County, California.* Revised 1969.

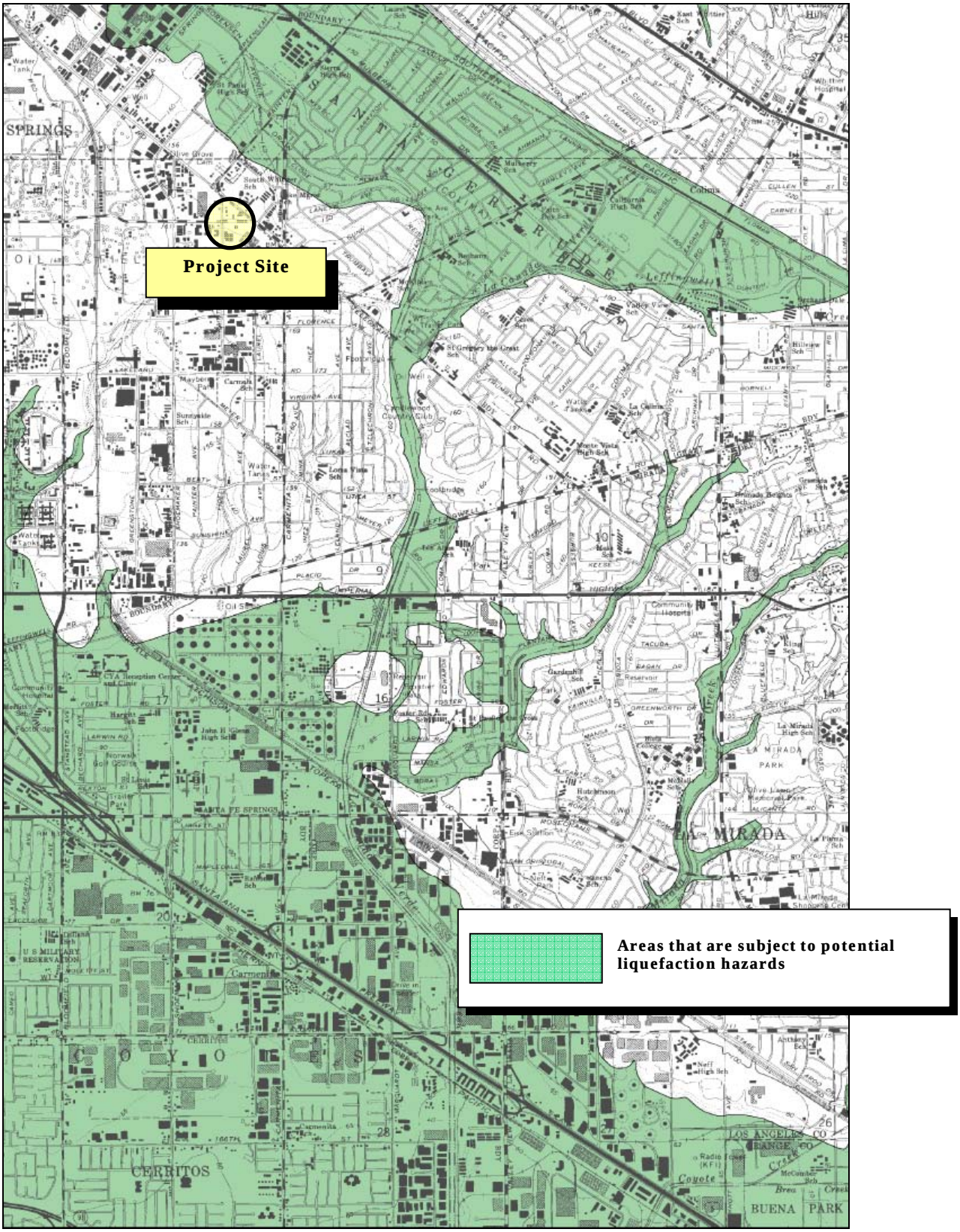


EXHIBIT 3-4
LIQUEFACTION RISK
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

E. Would the project result in, or expose people to, potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ● No Impact.

The proposed project will not utilize septic tanks. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

3.6.3 CUMULATIVE IMPACTS

The potential cumulative impacts related to earth and geology are typically site specific. Furthermore, the analysis herein determined that the proposed project would not result in significant adverse impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature. As a result, no cumulative earth and geology impacts will occur.

3.6.4 MITIGATION MEASURES

The following mitigation is required due to the potential for soil expansion and subsidence:

Mitigation Measure No. 7 (Geology and Soils). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineer's recommendations.

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 THRESHOLDS OF SIGNIFICANCE

A project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,

- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.7.2 ENVIRONMENTAL ANALYSIS

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less Than Significant Impact.

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.[77]

Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes to include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack. [78]

[77] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

[78] Ibid.

Table 3-4 summarizes annual greenhouse gas emissions from build-out of the proposed project. As indicated in Table 3-4, the CO_2E total for the project is 13,194.87 pounds per day or 5.98 $MTCO_2E$ per day, which is below the threshold of 7,000 $MTCO_2E$. This translates into a generation of approximately 2,182.70 $MTCO_2E$ per year of CO_2E. For the purposes of this analysis, the 7,000 tons per year threshold was used since the project is not entirely commercial. In addition, the figures shown below in Table 3-4 are the sum of the emissions generated by both the warehouse and supermarket. As a result, the impacts are under the recommended thresholds of 7,000 tons per year. The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 $MTCO_2E$ per year for commercial projects, 3,500 $MTCO_2E$ per year for residential projects, 3,000 $MTCO_2E$ per year for mixed-use projects, and 7,000 $MTCO_2E$ per year for industrial projects. Therefore, the project's GHG impacts are less than significant.

Table 3-4
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO_2	CH_4	N_2O	CO_2E
Construction Phase - Site Preparation	2,480.10	0.74	--	2,495.80
Construction Phase - Grading	2,139.27	0.64	--	2,152.82
Construction Phase – Construction (2016)	2,352.22	0.54	--	2,363.60
Construction Phase – Construction (2017)	2,334.85	0.51	--	2,345.74
Construction Phase - Paving	1,777.47	0.53	--	1,788.69
Construction Phase - Coatings	281.44	0.02	--	282.07
Long-term Area Emissions	0.04	--	--	0.05
Long-term Energy Emissions	147.20	--	--	148.09
Long-term Mobile Emissions	13,036.09	0.50		13,046.72
Total Long-term Emissions	**13,183.34**	**0.50**	**--**	**13,194.87**

Source: CalEEMod.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● Less than Significant Impact.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030.[79] The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHP emissions. The emissions generated by the proposed project will be less than the thresholds of significance established for CO_2 (refer to Table 3-4). As a result, no impacts related to a potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are anticipated.

[79] Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.* http://gov.ca.gov/news.php?id=18938

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-5. The new on-site improvements will incorporate sustainable practices that include water, energy, and solid waste efficiency measures.

Table 3-5
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Project Compliance	Percent Reduction
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	**Compliant.** The proposed project will facilitate new infill development in an urban area.	10%-20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use; and implement TDM measures.	**Compliant.** The project will include bicycle racks.	5%
Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	**Compliant.** The new buildings will be required to comply with the City's low impact development (LID) guidelines where applicable. The project will be consistent with the requirements of AB-1881.	10%
Waste diversion, recycling, water efficiency, energy efficiency and energy recovery in cooperation with public services, districts and private entities.	**Compliant.** The project's contractors will be required to adhere to the use of sustainability practices involving solid waste disposal.	0.5%
Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; heat island reduction programs.	**Compliant.** The project will involve the installation of additional landscaping beyond that which presently exists.	0.5%
Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	**Compliant.** Refer to responses above.	NA
Total Reduction Percentage:		**36%**

Source: California Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change*, updated January 22, 2010.

Table 3-6 identifies which CARB Recommended Actions applies to the proposed project. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity, water conservation, and waste management. A discussion of each applicable measure and the project's conformity with the measure is provided in Table 3-6. As indicated in the table, the proposed project would not impede the implementation of CARB's recommended actions.

Table 3-6
CARB Recommended Actions for Climate Change

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-Movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy Efficiency Programs More Stringent Building and Appliance Standards	**Yes**	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	**Yes**	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	No	No
W-1	Water	Water Use Efficiency	**Yes**	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No

Table 3-6
Recommended Actions for Climate Change (continued)

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	**Yes**	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perflourocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

As indicated previously, the installation and operation of the proposed project will result in an incremental increase in GHG emissions; however, the project's operational GHG emissions will be below SCAQMD thresholds of significance. The proposed project will not introduce any conflicts with adopted initiatives that are designed to control future GHG emissions. The project is an "infill development" and is seen as an important strategy in reducing regional GHG emissions. As a result, the impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are considered to be less than significant.

3.7.3 CUMULATIVE IMPACTS

The analysis herein also determined that the proposed project would not result in any significant adverse impacts related to the emissions of greenhouse gases. As a result, no significant adverse cumulative impacts will result from the proposed project's implementation.

3.7.4 MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

3.8.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
- Locating the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- Locating the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- Locating the project in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant Impact with Mitigation.

The project site is located within the larger Santa Fe Springs Oil Field and within the City of Santa Fe Springs designated Methane Zone. Two oil wells were drilled on the site; Chevron U.S.A. Inc. "Butterworth" 4 (referred to herein as "Butterworth" 4) and Chevron U.S.A. Inc. " Butterworth" 6 (referred to herein as "Butterworth" 6). Both wells have been evaluated by a Petroleum Geologist who has determined that the wells were not abandoned in accordance with current regulatory guidelines.

Due to the historical land used as oil production, Ardent recommended that the areas of oil production activities associated with each of the oil wells be further evaluated for possible contaminants. The subsurface investigation included the excavation of test pits in areas obviously used for oil production activities noted on historical aerial photographs. Field indications (odors, staining, or elevated photoionization detector [PID] readings) did not indicate the presence of any impacted soil. Laboratory results of selected soil samples indicated no detectable concentrations of petroleum hydrocarbons and volatile organic compounds (VOCs), and no detectable to low concentrations of metals. Based on this information, Ardent concluded that there was a low likelihood that elevated concentrations of petroleum hydrocarbons, VOCs, or Title 22 metals were present in shallow soil in the vicinity of the historical oil production activities. Ardent recommended no further investigations.[80]

Ashland Chemical (Ashland) formerly operated a chemical distribution plant located immediately southwest of the site and beyond Painter Avenue. A release of VOCs has impacted soil and groundwater in the vicinity of the project site. Groundwater has been reported at a depth of approximately 65 to 67 feet below the ground surface (bgs) and flows in a southwesterly direction, away from the site. Two groundwater monitoring wells located between the former Ashland property and the site have recently shown relatively low concentrations of VOCs. Based on this information, groundwater beneath the site is likely impacted with residual VOCs from the Ashland release. However, based on the depth to groundwater and low concentrations, there is a low likelihood that the residual contaminants would pose a significant risk due to possible vapor intrusion.[81] Other key findings are summarized below:

- *Use and Storage of Hazardous Substances and Petroleum Products.* No active use and storage of hazardous substances or petroleum products was observed.

- *Storage and Disposal of Hazardous Wastes.* No storage of hazardous waste was observed during the site reconnaissance.

- *Unidentified Substance Containers.* No unidentified substance containers were observed on-site during the site reconnaissance.

- *ASTs and Underground Storage Tanks (USTs).* No evidence of USTs (i.e. fill ports, vent pipes, etc.) or ASTs were noted at the site during the site reconnaissance.

- *Evidence of Releases.* No pools of liquids or spills, staining, or evidence of a release were observed during the site reconnaissance.

- *Polychlorinated Biphenyls (PCBs).* Historically, PCBs (a group of hazardous substances and suspected human carcinogens) were widely used as an additive in cooling oils for electrical components. Typical sources of PCBs can include electrical transformers. No electrical transformers were noted on the site.

[80] Ardent Environmental Group, Inc. *Phase I Environmental Site Assessment, 13210 Telegraph Road, Santa Fe Springs, California.* September 10, 2015.

[81] Ibid.

- *Suspect Asbestos-Containing Building Materials (ACMs).* The manufacture of most ACMs in the United States was phased out in the 1970s, ending in 1980. Previously manufactured ACMs that were in stock continued to be used through approximately 1981. Some non-friable ACMs are still manufactured (e.g. roofing mastics). In general, buildings constructed after 1981 have a negligible potential to contain friable ACMs and a low potential for most non-friable ACMs, with the exception of roofing materials. Building structures were not observed on the site; therefore, ACMs are not present.

- *Lead Based Paint (LBP).* The manufacture of LBP was phased out in approximately 1978. Building structures were not observed on the site; therefore, LBP is not present.

- *Indications of Water Damage or Mold Growth.* No structures were present; therefore, no visual indications of water damage or visible mold growth were noted.

- *Wastewater Systems.* No wastewater systems were observed at the site during the site reconnaissance.

- *Stormwater Systems.* No stormwater systems were noted during the site reconnaissance.

- *Wells.* During the site visit, both of the oil wells were observed to have been excavated by others and the soil associated with the excavation activities had been stockpiled on-site. Two off-site groundwater wells maintained by Ashland were noted immediately west of the site within a City of Santa Fe Springs right-of-way.

- *Other Subsurface Structures.* No other subsurface structures were noted during the site reconnaissance.

- *Other Issues.* No other on- or off-site issues of environmental concern were noted.

The following paragraphs describe the databases that contain noted properties of environmental concern, and include a discussion of the regulatory status of the facilities and potential environmental impact to the subject site.[82]

- *Federal National Priorities List (NPL): Distance Searched – One mile.* The NPL is the USEPA's database of uncontrolled or abandoned hazardous waste properties identified for priority remedial actions under the Superfund program. This database includes proposed NPL listings. The site is not listed on this database. Two listings are located greater than approximately 0.3-mile from the site in a cross-gradient direction. The Waste Disposal, Inc. listing, located northwest of the site, indicates that groundwater in the vicinity is contaminated with benzene, benzo(a)pyrene, toluene, and phenol. The listing indicates a Final NPL status as of 1987. The Omega Chemical listing, located west of the site, indicates that groundwater in the vicinity is contaminated with numerous metals, PCBs, PCE, TCE, etc. The listing indicates a Final NPL status as of 1999. Based on the

[82] Ardent Environmental Group, Inc. *Phase I Environmental Site Assessment, 13210 Telegraph Road, Santa Fe Springs, California*. September 10, 2015.

distance and direction of these facilities from the site, these facilities would not be considered an environmental concern to the site.

- *Federal Delisted NPL: Distance Searched – 0.5 mile.* This database contains delisted NPL properties under the Superfund program. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the USEPA uses to delete properties from the NPL. In accordance with 40 Code of Federal Regulations (CFR) 300.425. (e), properties may be deleted from the NPL where no further response is appropriate. Neither the site nor properties located within a 0.5-mile radius from the site were listed on this database.

- *Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List: Distance Searched – 0.5 mile.* The CERCLIS database contains properties which are either proposed or on the NPL and properties which are in the screening and assessment phase for possible inclusion on the NPL. The site was not listed on this database. Two facilities within the search radius (Waste Disposal, Inc. and Omega Chemical) were listed on the CERCLIS database. These facilities would not be considered an environmental concern to the site. Four facilities were listed on the NFRAP database. Soil and groundwater are impacted by VOCs and HVOCs from the Ashland facility, and BTEX, TPH, hydrogen sulfide, and methane from historic oil field operations. Soil and groundwater remediation in the identified source areas is on-going using groundwater pump and treat with soil vapor extraction technologies. Additional source areas and down-gradient (southwest) groundwater assessment is ongoing at the site with quarterly and semi-annual groundwater monitoring. Based on the depth to groundwater and relatively low concentrations of VOCs in the site vicinity, there is a low likelihood, in our professional judgment, that a vapor intrusion risk is present at the site. Based on the distance, direction, and/or regulatory status, these facilities would not be considered an environmental concern to the site.

- *Federal Corrective Action Report (CORRACTS): Distance Searched – One mile.* The USEPA maintains this database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing corrective action. A corrective action order is issued when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. The site was not listed on this database. Two facilities within the search radius were listed. The Omega Chemical property would not be considered an environmental concern to the site. As noted in Section 7.3, Ashland would not be considered a significant environmental concern to the site.

- *Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List: Distance Searched – 0.5 mile.* The RCRA TSD database (non-CORRACTS) is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste. The site was not listed on this database. Two facilities within the search radius were listed. As noted previously, the Omega Chemical property would not be considered an environmental concern to the site. As noted previously, Ashland would not be considered a significant environmental concern to the site.

- *Federal RCRA Generators List: Distance Searched – Site and Adjoining Properties.* This list identifies sites that generate hazardous waste as defined by RCRA. Inclusion on this list is for permitting purposes and is not indicative of a release. The site was not listed on this database. Allblack Co Inc., located adjacent to the west-southwest of the site, was listed on this database as a large quantity generator of hazardous waste including chromium, cadmium, wastewater treatment sludges from electroplating, etc. Three other adjacent facilities (former Ashland, Shell Oil Co., and Walmart) were listed as small quantity generators of hazardous waste. No violations were noted.

- *Federal Institutional Control/Engineering Control Registries: Distance Searched – Site.* These lists identify properties with engineering and/or institutional controls. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or affect human health. The site was not listed on this database.

- *Federal Emergency Response Notification System (ERNS) List: Distance Searched – Site.* The ERNS database, maintained by the USEPA, contains information on reported releases of oil and hazardous substances. The site was not listed on this database.

- *Federal Brownfield List: Distance Searched – 0.5 mile.* The USEPA Brownfield database, entitled Targeted Brownfield's Assessments (TBA), lists properties for which the USEPA is providing funding and/or technical support for environmental assessments and investigations. The objective of the TBA is to promote cleanup and redevelopment of undesirable properties with environmental issues. Neither the project site nor properties located within a 0.5-mile radius from the site were listed on this database.

- *State Calsites Database (Calsites) or State-Equivalent CERCLIS: Distance Searched – One mile.* The Calsites database, also known as the State-equivalent CERCLIS, is maintained by the Cal-EPA DTSC. This database contains information on AWP and both known and potentially contaminated properties. Two-thirds of these properties have been classified, based on available information, as needing no further action (NFA) by the Department of Toxic Substances Control (DTSC). The remaining properties are in various stages of review and remediation to determine if a problem exists. These properties are presented by EDR on the EnviroStor databases. The site was not listed. Twenty-three facilities were listed on this database located within the one-mile search radius. With the exception of two nearby properties, Allblack Company and the former Ashland facility, the remaining twenty one facilities are located at least 0.1-mile from the site in a cross- to downgradient direction. Allblack Company is located immediately west of the site and beyond Painter Avenue and Ashland was formerly located immediately southwest of the site and beyond Painter Avenue. As noted above, groundwater wells from the Ashland investigations are located between these close-by facilities and based on the results of the Phase I ESA, Ardent does not recommend additional investigations at this time. Due to the site being located within the Methane Zone, the City of Santa Fe Springs will require the two future buildings to be constructed with engineering controls (e.g. a vapor barrier).

- *State Solid Waste Landfill Sites (SWLF): Distance Searched – 0.5 mile.* The SWLF database consists of open and closed solid waste disposal facilities and transfer stations. The data comes from the Integrated Waste Management Board's Solid Waste Information System (SWIS) and the SWRCB Waste Management Unit Database (WMUD) database. The site was not listed. One facility located within the site vicinity was listed on the database. "General Waste Disposal" was located at 10701 Inez Avenue, approximately 0.4-mile east-south-east of and cross-gradient from the site. Based on the distance, direction and type of facility, this facility would not be considered an environmental concern to the project site.

- *State Leaking Underground Storage Tank (LUST) Lists: Distance Searched –0.5 mile.* The LUST information system is obtained from by the SWRCB and the RWQCB (Regional Water Quality Control Board). The site was not listed on this database. Twenty-seven listings were located within the 0.5-mile search radius; two of which were located adjacent to the site. The remaining 25 listings were located cross- to down-gradient from the site and/or listed as "closed cases."

- *State Underground Storage Tank (UST) and Aboveground Storage Tank (AST) Registration List: Distance Searched – Site and Adjoining Properties.* UST and AST databases are provided by the SWRCB. Inclusion on these lists is for permitting purposes and is not indicative of a release. The site was not listed on these databases. Walmart Stores Inc., located adjacent to the east of the site, is listed on the AST database for a 1,320-gallon tank of an unindicated substance.

- *State Voluntary Cleanup Programs (VCPs): Distance Searched – 0.5 mile.* The State VCP database lists low threat level properties with either confirmed or unconfirmed releases. Project proponents have requested that the DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs. Neither the project site nor properties located within a 0.5-mile radius from the site were listed on this database.

- *Los Angeles County Industrial Waste and Underground Storage Tank Sites (HMS).* This database is maintained by Los Angeles County regarding permit status of industrial waste and USTs. The site was listed on this database as Premier Lanes for industrial wastes. The status of the permit is "closed." It is likely that Premier Lanes possibly maintained a grease trap associated with a restaurant at the property. Based on this assumption, and the lack of other regulatory listings, this listing would not be considered an environmental concern to the site.

The following presents the results of the agency file reviews completed during the Butterworth Phase I ESA.[83]

- *South Coast Air Quality Management District (SCAQMD).* Ardent reviewed the SCAQMD FIND website using the site address. The site was listed as Premiere Lanes for a "Plans and Excavation" application in 1999 and 2001. This application was being submitted as part of Rule 1415. According to the SCAQMD, Rule 1415 is associated with the reduction of high-global warming potential refrigerants from stationary air conditioners. It appears, Premiere Lanes applied for a

[83] Ardent Environmental Group, Inc. *Phase I Environmental Site Assessment, 13210 Telegraph Road, Santa Fe Springs, California.* September 10, 2015.

permit in 1999 and 2001 under this SCAQMD rule. Based on the type of permitting (for a gaseous refrigerant), this listing would not be considered an environmental concern to the site.

- *Regional Water Quality Control Board, Los Angeles Region (RWQCB).* Ardent searched the SWQCB GeoTracker website for possible files regarding the site. According to GeoTracker, no files exist for the site. However, a closed LUST case associated with 13203 East Telegraph Road is inaccurately plotted on the site.

- *Los Angeles County Sanitation District (LACSD).* Records regarding the site were requested from the LACSD. The LACSD indicated that no records exist for the site.

- *Department of Toxic Substances Control (DTSC).* Ardent searched the DTSC Envirostor website for possible files regarding the site. According to Envirostor, no files exist for the site.

- *Santa Fe Springs Fire Department (SFSFD).* Ardent requested records from the SFSFD. The SFSFD provided a previous Phase I ESA for the site by SCS dated December 2009 (SCS, 2009). At the time of SCS's Phase I ESA, the site was developed with a vacant bowling alley/coffee shop and associated parking lots. SCS reported that the site consisted of undeveloped or agricultural land from at least 1902 through 1959, except for the presence of two oil wells on the site. The wells were drilled in 1922 and abandoned in 1933 and 1959. There may have been sumps associated with the southernmost well. SCS concluded that there was a potential for methane gas or residual petroleum hydrocarbon contamination in soil associated with the former oil wells and possible former sump locations. Prior to redevelopment, SCS recommended uncovering and testing the abandoned oil wells to conduct a methane investigation. No appendices were attached to this copy of SCS's report. It is unknown why the City of Santa Fe Springs would retain a consultant to complete a Phase I ESA for the property.

Based on the results of the Phase I analysis, the following mitigation measures are required:[84]

- A subsurface investigation should be completed in the vicinity of the two oil wells to assess whether elevated concentrations of petroleum hydrocarbons, VOCs, and/or metals are present due to historical oil production activities.

- A Petroleum Geologist or Engineer should review the information regarding the on-site oil wells to determine if the one remaining well is currently being re-abandoned in accordance with current regulatory guidelines.

- Due to the site being located within the Methane Zone, the City of Santa Fe Springs will require future buildings to be constructed with engineering controls (e.g. a vapor barrier). If the client would like a higher confidence level as to the presence and concentrations of methane gas, a methane gas survey could be completed at the site. This information would be informative to determine the type of methane gas barrier system that would need to be installed (i.e. passive versus active system).

[84] Ardent Environmental Group, Inc. *Phase I Environmental Site Assessment, 13210 Telegraph Road, Santa Fe Springs, California.* September 10, 2015.

Once operational, the tenant of the warehouse and supermarket will need to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, the future tenants will need to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and the public. Adherence to the aforementioned requirement will reduce potential impacts to levels that are less than significant.

B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● Less than Significant Impact with Mitigation

The project site is located in the midst of a methane zone.[85] The City of Santa Fe Springs contains multiple methane risk zones. Methane is an odorless, combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Since the project site is located in the midst of a methane risk zone, the following mitigation is required:

- A vapor barrier must be installed below the entire building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the City of Santa Fe Springs Department of Fire and Rescue.

As indicated in the previous section, the future tenants of the warehouse and supermarket will need to comply with all Federal and State regulations regarding the handling and transportation of hazardous materials should the use of those materials be required for daily operations. Adherence to the regulations outlined in Section 3.8.2.A will reduce potential impacts to levels that are less than significant. In addition, adherence to the mitigation provided above will reduce potential methane impacts to levels that are less than significant.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● Less than Significant Impact.

There are two schools located within one-quarter of a mile from the project site. The two schools include Richard L. Graves Middle School, located 519 feet to the north of the project site, and Lake Marie Elementary School, located 905 feet to the northeast of the project site.[86] The future tenant's will need to comply with all Federal and State regulations regarding the handling and transportation of hazardous materials should the future tenant be involved in such uses. In addition, the Applicant must adhere to the mitigation provided in Section 3.8.2.A. As a result, the impacts are anticipated to be less than significant.

[85] City of Santa Fe Springs. Methane Zone Map. http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=3424

[86] Google Earth. Site accessed January 5, 2016.

D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? ● Less than Significant Impact.

The site is not listed in the California Department of Toxic Substances Control Envirostor website as a Cortese site.[87] Four Cortese sites are located in the City and include the following: Neville Chemical Company (12800 Imperial Highway), McKesson Chemical Company (9005 Sorenson Avenue), Waste Disposal, Inc. (12731 Los Nietos Road), and Angeles Chemical Company, Inc. (8915 Sorenson Avenue). The proposed project will not affect any of the aforementioned sites. As a result, the impacts are expected to be less than significant.

E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? ● No Impact.

The project site is not located within two miles of a public use airport. Fullerton Airport is located approximately 6.20 miles to the southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 9.78 miles to the south. The Long Beach Airport is located approximately 9.98 miles to the southwest.[88] The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. In addition, the proposed project will not penetrate the designated slopes for any of the aforementioned airports. Essentially, the proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing any of the aforementioned airports. As a result, no impacts are anticipated.

F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ● No Impact.

The project site is not located within two miles of a private airstrip.[89] As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip and no impacts will occur.

G. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? ● No Impact.

At no time will Painter Avenue or Telegraph Road be completely closed to traffic. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. All construction staging must occur on-site. As a result, no impacts are associated with the proposed project's implementation.

[87] California Department of Toxic Substances Control. *Envirostor.* http://www.envirostor.dtsc.ca.gov/public/.

[88] Google Earth. Site accessed January 15, 2016.

[89] Tollfreeairline. *Los Angeles County Public and Private Airports, California:*. http://www.tollfreeairline.com/california/losangeles.htm

H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? ● No Impact.

The project site and surrounding properties are urbanized and the majority of the parcels are developed. There are no areas of native vegetation found within the project site or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations.

3.8.3 CUMULATIVE IMPACTS

The potential impacts related to hazardous materials are site specific. Furthermore, the analysis herein also determined that the implementation of the proposed project would not result in any significant adverse impacts related to hazards and/or hazardous materials. As a result, no significant adverse cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

3.8.4 MITIGATION MEASURES

In addition, the following mitigation is required as part of this project to ensure that potential impacts related to hazardous and hazardous materials are mitigated:

Mitigation Measure No. 8 (Hazards and Hazardous Materials). A subsurface investigation should be completed in the vicinity of the two oil wells to assess whether elevated concentrations of petroleum hydrocarbons, VOCs, and/or metals are present due to historical oil production activities.

Mitigation Measure No. 9 (Hazards and Hazardous Materials). A Petroleum Geologist or Engineer should review the information regarding the on-site oil wells to determine if the one remaining well is currently being re-abandoned in accordance with current regulatory guidelines.

Mitigation Measure No. 10 (Hazards and Hazardous Materials). Due to the site being located within the Methane Zone, the City of Santa Fe Springs will require future buildings to be constructed with engineering controls (e.g. a vapor barrier). If the client would like a higher confidence level as to the presence and concentrations of methane gas, a methane gas survey could be completed at the site. This information would be informative to determine the type of methane gas barrier system that would need to be installed (i.e. passive versus active system).

Mitigation Measure No. 11 (Hazards and Hazardous Materials). A vapor barrier must be installed below the entire building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the City of Santa Fe Springs Department of Fire and Rescue.

3.9 HYDROLOGY AND WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami, or mudflow.

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements? ● Less than Significant Impact with Mitigation.

The State Water Resources Control Board (SWRCB) GeoTracker website was reviewed for groundwater information on properties in the site vicinity. Ashland was formerly located immediately southwest of the site and beyond Painter Avenue. This facility was a chemical distribution operation that started in the

1960's. Soil and groundwater are impacted by VOCs and halogenated VOCs from the Ashland facility, and benzene, toluene, ethylbenzene, xylenes (BTEX), total petroleum hydrocarbons (TPH), hydrogen sulfide, and methane from historic oil field operations. Soil and groundwater remediation has been completed under the direction and oversight of the Regional Water Quality Control Board, Los Angeles Region (RWQCB). The lateral extent of impacted groundwater has not yet been defined and is known to have extended at least 0.9-mile south-southwest of the former Ashland property. Groundwater remediation has been ongoing since 2005.[90]

Two groundwater monitoring wells are located along the curb line of the project site with Painter Avenue. The wells, labeled as MW-22 and MW-23, were associated with the release of VOCs at the former Ashland property. It appears that the wells are located off-site in City of Santa Fe Springs property. Based on information obtained from GeoTracker, groundwater was last measured in these wells in August 2014 at a depth of approximately 65 to 67 feet below the ground surface (bgs). Groundwater samples collected from these wells were analyzed for VOCs, 1,4-dioxane, and hexavalent chromium. Laboratory results indicated detectable concentrations of chloroform, 1,1-dichloroethane (1,1-DCA), 1,2-dichloroethane (1,2-DCA), 1,1-dichloroethene (1,1-DCE), cis-1,2-dichloroethene (cis-1,2-DCE), tetrachloroethylene (PCE), 1,1,1-trichloroethane (1,1,1-TCA), trichloroethene(TCE), and hexavalent chromium. With the exception of PCE and TCE, lowconcentrations of the remaining constituents were detected below the California Maximum Contaminate Levels (MCLs); a State water standard for purveyors of drinking water. PCE and TCE were detected at concentrations of 10 and 14 micrograms per liter (ug/l), immediately above its MCL values of 5.0 ug/l. Based on these results, residual VOCs are possibly present in groundwater beneath the site due to the historical release at Ashland. Based on the depth to groundwater and relatively low concentrations, there is a low likelihood that a vapor intrusion risk is present.[91] In addition, and as discussed above, the City of Santa Fe Springs requires new buildings in the Methane Zone to be constructed with vapor barrier systems, which will mitigate methane gas and VOC vapors from entering into the buildings.[92]

In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that will be constructed may result in debris, leaves, soils, oil/grease, and other pollutants.[93] As a result, the project Applicant will be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the project's future tenant to implement over the life of the project.

[90] Ardent Environmental Group, Inc. *Phase I Environmental Site Assessment, 13210 Telegraph Road, Santa Fe Springs, California.* September 10, 2015.

[91] Ibid.

[92] Ibid.

[93] Blodgett Baylosis Environmental Planning. Field survey of the project site (Surveys were conducted on Monday, June 29th and Tuesday, September 16, 2015).

In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

With the aforementioned mitigation, the impacts would be less than significant.

B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ● No Impact.

Grading related activities are not anticipated to encounter and deplete groundwater supplies from any underlying aquifer. Groundwater depths ranged from 65 to 67 feet below the ground surface. In addition, the proposed project will be connected to the City's utility lines and is not anticipated to deplete groundwater supplies through the consumption of the water (water consumption impacts are analyzed in Section 3.17.2.D). As a result, no impacts will occur.

C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? ● No Impact.

The proposed project will not alter the existing drainage pattern of the site since the project site was previously developed and any natural drainage patterns have been altered to accommodate the prior use. Once complete, storm water will continue to drain west and will be drained into the existing 18 inch storm drain located along the east side of Painter Avenue. Additionally, the project site is located approximately 0.83 miles to the east of the Coyote Creek flood control channel.[94] The proposed project will be restricted to the designated site and will not alter the course of the channelized Coyote Creek. No other bodies of water are located in and around the project site. As a result, no impacts are anticipated.

[94] Google Earth. Site accessed October 7, 2015.

D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on- or off-site? ● No Impact.

As indicated previously, the proposed project will be restricted to the designated site and will not alter the course of the heavily channelized Coyote Creek located approximately 0.83 miles to the east. In addition, the proposed project will be properly drained and is not expected to result in on or off-site flooding. As a result, no impacts are anticipated.

E. Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? ● Less than Significant Impact with Mitigation.

In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas.[95] The following measures are required as a means to address potential storm water impacts:

- All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

- The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

F. Would the project otherwise substantially degrade water quality? ● No Impact.

Adherence to the mitigation provided in Sections 3.9.2.A and 3.9.2.E will reduce potential water quality impacts to levels that are less than significant. As a result, no other impacts are anticipated.

G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ● No Impact.

According to the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X (refer to Exhibit 3-5). This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.[96] In addition, the proposed project involves the construction of a supermarket and warehouse. The project Applicant never intended to construct residential units as part of the proposed

[95] Blodgett Baylosis Environmental Planning. *Field survey of the project site.* Site survey was completed on October 5, 2015.

[96] FEMA. *Flood Zones, Definition/Description.* http://www.fema.gov/floodplain-management/flood-zones

project. As a result, no impacts related to flood flows are associated with the proposed project's implementation.

H. Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows? ● No Impact.

As indicated previously, the project site is not located within a designated 100-year flood hazard area as defined by FEMA.[97] As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows since the site is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation.

I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? ● No Impact.

The Santa Fe Springs General Plan and the City's Hazard Mitigation Plan indicates the greatest potential for dam failure and the attendant inundation comes from the Whittier Narrows Dam located approximately five miles northwest of the City. In the event of dam failure, the western portion of the City located to the west of Norwalk Boulevard would experience flooding approximately one hour after dam failure. The maximum flood depths could reach as high as five feet in depth, gradually declining to four feet at the southern end of the City's impacted area.[98] Since the project site is located outside the potential inundation area of this reservoir, no impacts are anticipated.

J. Would the project result in inundation by seiche, tsunami, or mudflow? ● No Impact.

There are no bodies of surface water located in the vicinity of the project site that could generate a seiche. In addition, the project site is located approximately 14 miles inland from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.[99] Lastly, the proposed project will not result in any mudslides since the project site will be leveled and properly drained. As a result, no impacts are expected.

3.9.3 CUMULATIVE IMPACTS

The potential impacts related to hydrology and storm water runoff are typically site specific. Furthermore, the analysis determined that the implementation of the proposed project would not result in any significant adverse impacts. As a result, no cumulative impacts are anticipated.

[97] FEMA. *Flood Zones, Definition/Description.* http://www.fema.gov/floodplain-management/flood-zones

[98] City of Santa Fe Springs. *Natural Hazards Mitigation Plan.* October 11, 2004.

[99] Google Earth. Site accessed January 7, 2016.

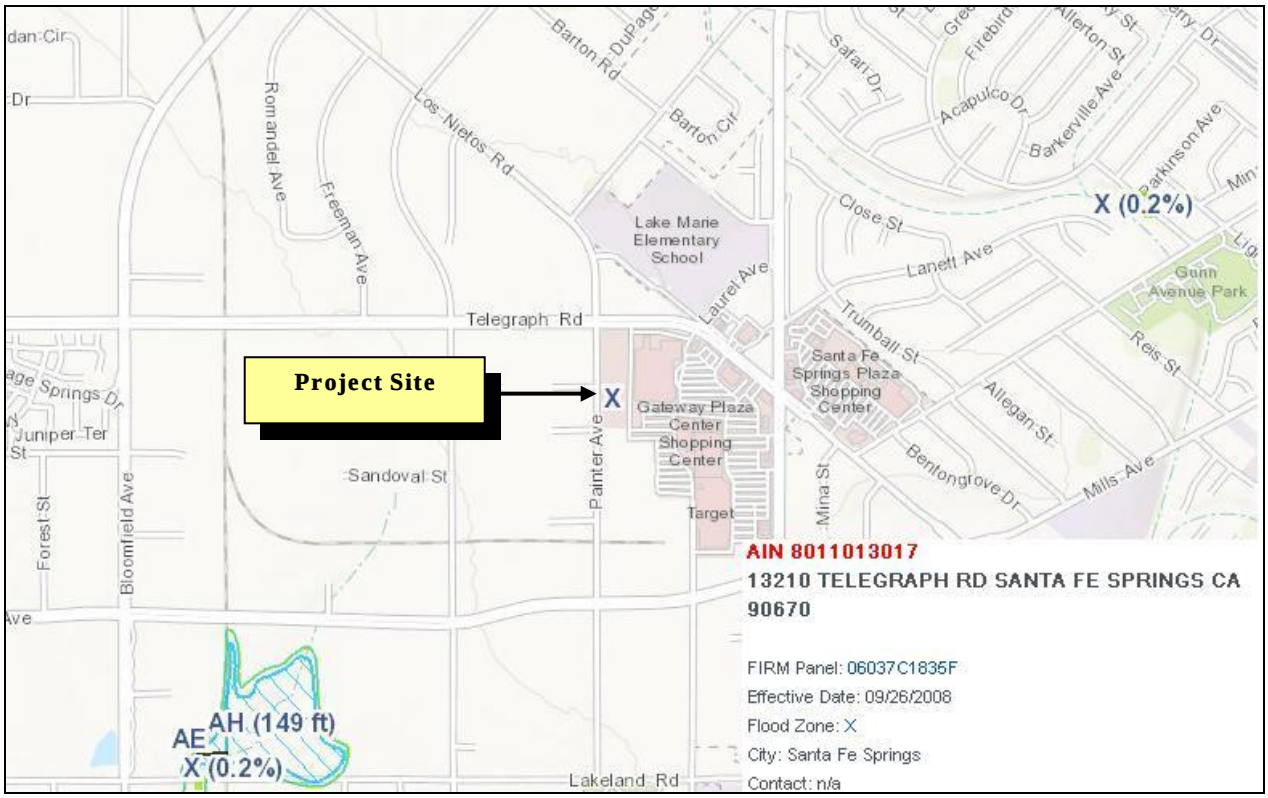


EXHIBIT 3-5
FEMA FLOOD MAP
SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

3.9.4 MITIGATION MEASURES

In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

Mitigation Measure No. 12 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 13 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

Mitigation Measure No. 14 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 15 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

3.10 LAND USE AND PLANNING

3.10.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy, or regulation of the agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or,
- A conflict with any applicable conservation plan or natural community conservation plan.

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use? ● No Impact.

The proposed project will be restricted to the project site and will not divide or disrupt any residential neighborhood. The nearest such residential development is the multiple-family neighborhood located 844 feet to the northeast along Laurel Avenue. In addition, the proposed project will not result in an incompatible land use. As indicated previously, the project site will be divided into two parcels. The northernmost parcel will be occupied by an Aldi supermarket. The proposed market is consistent with the other commercial uses located along both sides of Telegraph Road. Moreover, the proposed supermarket compliments the three nearby shopping centers (Gateway Plaza, Santa Fe Springs Mall, and Santa Fe Springs Plaza Shopping Center). A general warehouse building will occupy the southern parcel. This use is compatible with the adjacent industrial land uses.

The project site is currently zoned as *Community Commercial* (C-4) (refer to Exhibit 3-6 for the zoning map). The project site's General Plan land use designation is *Commercial* (refer to Exhibit 3-6). The warehouse portion of the project will require the approval of a Development Plan Approval (DPA 911), Zone Change (ZC 136) from *Community Commercial* (C-4) to *Heavy Manufacturing* (M-2), General Plan Amendment (GPA 26) from *Commercial* to *Industrial*, and Tentative Parcel Map (TPM 73846) to subdivide the existing parcel into two new parcels. The supermarket portion of the proposed project will require the approval of a Conditional Use Permit (CUP 773) and Development Plan Approval (DPA 910). The proposed project will conform to site's General Plan land use designations and zoning designations with the approval of the above-mentioned discretionary approvals. As a result, no impacts will occur.

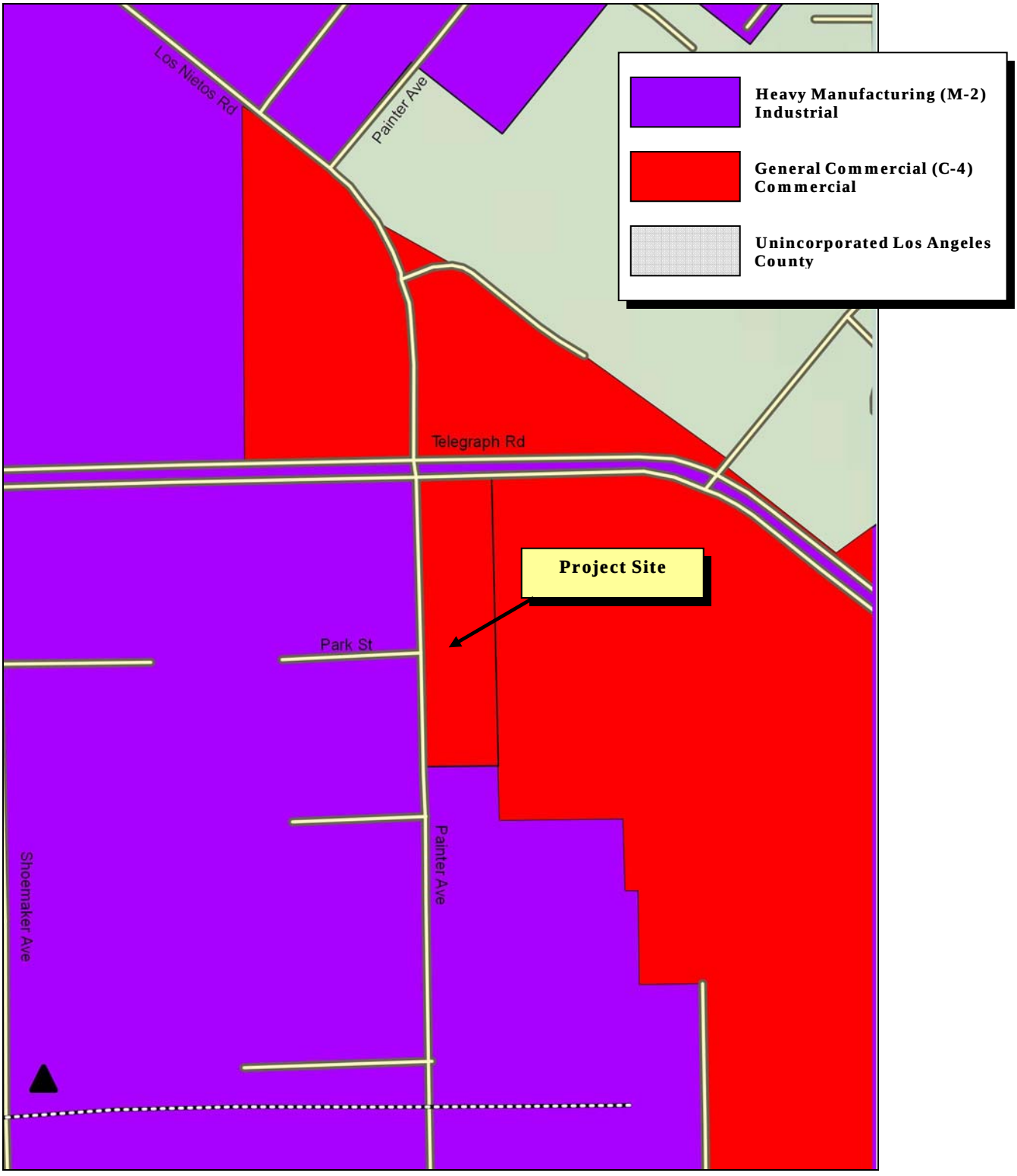


EXHIBIT 3-6
EXISTING ZONING AND GENERAL PLAN LAND USE MAP
SOURCE: CITY OF SANTA FE SPRINGS AND QUANTUM GIS

B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ● No Impact.

As noted in the previous subsection, the warehouse portion of the project will require the approval of a Development Plan Approval (DPA 911), Zone Change (ZC 136) from *Community Commercial* (C-4) to *Heavy Manufacturing* (M-2), General Plan Amendment (GPA 26) from *Commercial* to *Industrial*, and Tentative Parcel Map (TPM 73846) to subdivide the existing parcel into two new parcels. The supermarket portion of the proposed project will require the approval of a Conditional Use Permit (CUP 773) and Development Plan Approval (DPA 910). The approval of the discretionary actions listed above will reduce potential impacts to levels that are less than significant because the accompanying development will conform to the individual Zoning and General Plan designations. In addition, the project site is not subject to a local coastal program or a specific plan.[100] As a result, no impacts will occur.

C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan? ● No Impact.

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. The closest Significant Ecological Area (SEA) to the project site is the Sycamore and Turnbull Canyons Significant Ecological Area (SEA #44), located approximately 3.11 miles northeast from the project site.[101] The construction and operation of the proposed project will not affect the Sycamore and Turnbull Canyons. Therefore, no impacts will occur.

3.10.3 CUMULATIVE IMPACTS

The potential cumulative impacts with respect to land use are site specific. Furthermore, the analysis determined that the proposed project will not result in any significant adverse impacts. As a result, no significant adverse cumulative land use impacts will occur as part of the proposed project's implementation.

3.10.4 MITIGATION MEASURES

The analysis determined that no significant adverse impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

[100] Google Earth. Site accessed January 14, 2016.

[101] Ibid.

3.11 MINERAL RESOURCES

3.11.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or,

- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? ● Less than Significant Impact with Mitigation.

As indicated in the Phase I report, the site is located within the Santa Fe Springs Oil Field. Two oil wells, Chevron U.S.A. Inc. "Butterworth" 4 (referred to herein as "Butterworth" 4) and Chevron U.S.A. Inc. "Butterworth" 6 (referred to herein as "Butterworth" 6), have been drilled on the site and are referred to as "plugged and abandoned."[102] Butterworth" 4 was drilled in the southern portion of the site in 1923. According to Department of Oil Gas and Geothermal Resources (DOGGR) records, this well was abandoned in 1959. "Butterworth" 6 appears to have been drilled in approximately 1922 or 1923. Following demolition of the on-site building in 2010, the owner of the site requested the DOGGR to evaluate the integrity of the oil wells. "Butterworth" 4 was found to be leaking methane gas at elevated levels, while "Butterworth" 6 was not leaking. In a letter dated November 6, 2014 to Chevron, the Department of Oil Gas and Geothermal Resources indicated that the leakage was considered "serious" and required immediate action.

Based on this information, the methane gas leakage from "Butterworth" 4 would be considered an environmental concern to the site. However, according to Mr. Scott Heaton of Colliers International, a Petroleum Geologist has reviewed the oil well records and has determined that the wells were not abandoned in accordance with current regulatory standards (Heaton, 2015). Due to the leakage of "Butterworth" 4, this well will likely need to be reabandoned prior to redevelopment. The City of Santa Fe Springs has the authority to request reabandonment of both oil wells, if necessary, depending on redevelopment plans.[103] As stated in Section 2.4, one of the on-site wells is currently being re-abandoned. As a result, the following mitigation is required:

- Prior to the start of construction activities, all wells on-site must be abandoned according to Department of Oil Gas and Geothermal Resources protocols.

[102] Ardent Environmental Group, Inc. *Phase I Environmental Site Assessment.* Report dated September 10, 2015.

[103] Ibid.

The project site is not located within a Significant Mineral Aggregate Resource Area (SMARA), nor is it located in an area with active mineral extraction activities. Adherence to the above-mentioned mitigation will reduce potential impacts to levels that are less than significant.

B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? ● No Impact.

The resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. Thus, no impacts will result with the implementation of the proposed project.

3.11.3 CUMULATIVE IMPACTS

The potential impacts on mineral resources are site specific. Furthermore, the analysis determined that the proposed project would not result in any impacts on mineral resources. As a result, no cumulative impacts will occur.

3.11.4 MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that there are oil wells located on-site will need to be re-abandoned. As a result, the following mitigation is required:

Mitigation Measure No. 16 (Mineral Resources). Prior to the start of construction activities, all wells on-site must be abandoned according to Department of Oil Gas and Geothermal Resources protocols.

3.12 NOISE

3.12.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan, noise ordinance or applicable standards of other agencies;
- The exposure of people to, or the generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Locating within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people to excessive noise levels; or,
- Locating within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact.

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[104] Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-7. The ambient noise environment within the project area is dominated by traffic noise emanating from Telegraph Road, Painter Avenue, and from the adjacent industrial and commercial uses. Future sources of noise generated on-site will include noise from vehicles and trucks traveling to and from the proposed project, from back up alarms equipped on trucks, from shopping carts, and from future patrons and employees.

[104] Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

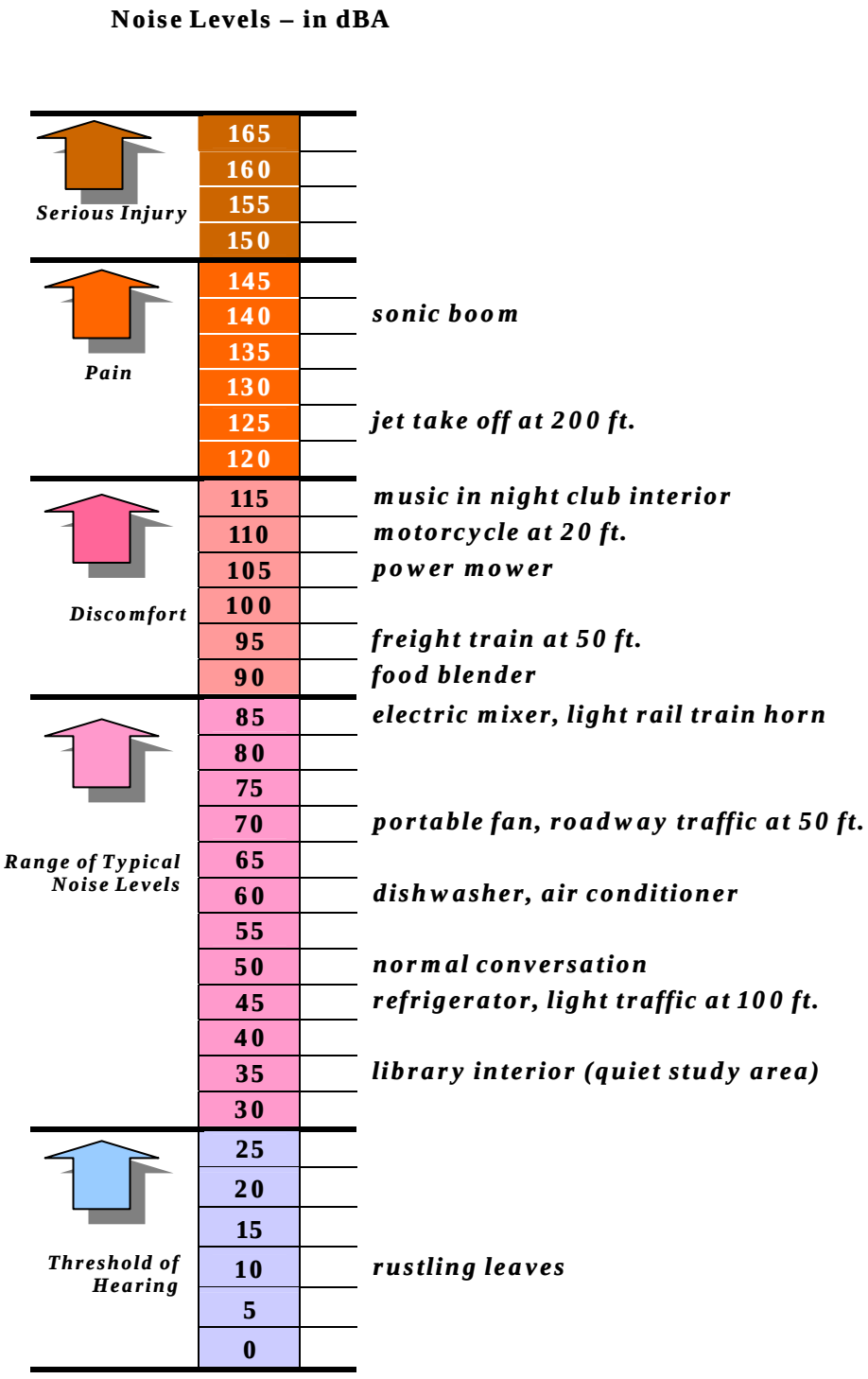


EXHIBIT 3-7
TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

A Westward Digital Sound Level Meter Model: 5URG5 was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded along the south side of Telegraph Road and the results of the survey are summarized in Table 3-7. The measurements were taken on a Friday morning at 11:00 AM.

Table 3-7 indicates the variation in noise levels over time during the measurement period.[105] As indicated previously, the L_{50} noise level represents the noise level that is exceeded 50percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise level along Telegraph Road during the measurement period was 67.1 dBA.

Table 3-7
Noise Measurement Results

Noise Metric	Noise Level (dBA) along Telegraph Road
L^{50} (Noise levels <50% of time)	66.7 dBA
L^{75} (Noise levels <75% of time)	69.2 DBA
L^{90} (Noise levels <90% of time)	71.1 dBA
L^{99} (Noise levels <99% of time)	77.7 dBA
L_{min} (Minimum Noise Level)	54.1 dBA
L_{max} (Maximum Noise Level)	78.9 dBA
Average Noise Level	67.1 dBA

Source: Blodgett Baylosis Environmental Planning. January 2016

As indicated in Table 3-7, the average noise level along Telegraph Road during the measurement period was 67.1 dBA. The implementation of the proposed project will not expose future employees to excessive noise because the use that is contemplated for development is not a noise sensitive receptor. In addition, the future tenants will be required to adhere to all pertinent noise control regulations outlined by the City of Santa Fe Springs. The project's future tenants will not exceed the noise standards identified in the table provided in Section 155.424 of the City's Zoning Ordinance. Exterior noise emanating from the site will not impact the sensitive receptors identified throughout the document (refer to Subsection 3.12.2.B and C). As a result, the potential impacts will be less than significant.

B. Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels? ● Less than Significant Impact.

Once operational, the project will not result in the exposure of people (employees and nearby residents) to excessive ground-bourne noise levels. The project is not considered to be a sensitive receptor; therefore, employees will not be affected by noise generated through daily activities occurring on-site. The residents occupying the multiple-family residential units along the east side of Laurel Avenue will not be affected by

[105] Bugliarello, et. al., *The Impact of Noise Pollution,* Chapter 127, 1975.

noise generated from daily on-site operations because the residential units are not located within the project's line of sight. Furthermore, noise emanating from the dock doors located along the south side of the supermarket will be attenuated by the supermarket itself. The new supermarket will also attenuate noise stemming from the dock doors located along the north side of the proposed warehouse. The future tenants will be required to adhere to the City's noise control requirements. Traffic noise generated by vehicles travelling along Telegraph Road will also mask any noise emanating from the project site. As a result, the impacts are anticipated to be less than significant.

C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ● Less than Significant Impact.

The project's traffic will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). Additionally, any activities that would result in a generation of excessive noise would not be located within the line of sight for the multiple-family residential units located along the east side of Laurel Avenue. Therefore, the project will not result in a substantial permanent increase in noise as long as the future tenant(s) adhere to all pertinent noise standards set by the City. As a result, the impacts are anticipated to be less than significant.

D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ● Less than Significant Impact with Mitigation.

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-8. The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities at 50 feet from the noise sources.

As indicated previously, the nearest noise sensitive receptors are Richard L. Graves Middle School, located 519 feet to the north of the project site; the multiple family residential complexes, located 844 feet to the northeast; and Lake Marie Elementary School, located 905 feet to the northeast of the project site.[106] Since there are sensitive receptors located within 1,000 feet of the project site, the following mitigation is warranted:

- The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 12:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

[106] Google Earth. Site accessed January 5, 2016.

- The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

The aforementioned mitigation will reduce the impacts to levels that are less than significant.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.

The project site is not located within two miles of a public use airport. Fullerton Airport is located approximately 6.20 miles to the southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 9.78 miles to the south. The Long Beach Airport is located approximately 9.98 miles to the southwest.[107] The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. Therefore, the proposed project will not be exposed to excessive noise levels generated by aircraft approaching or taking off from any nearby airports. As a result, no impacts are anticipated.

F. Within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.

As indicated previously in Section 3.8.2.F, the project site is not located within two miles of a private airstrip. As a result, no noise impacts related to the exposure of persons to aircraft noise from a private airstrip will result from the proposed project.

3.12.3 CUMULATIVE IMPACTS

The analysis indicated that the proposed project would not result in any significant adverse cumulative noise impacts. As a result, no significant adverse cumulative noise impacts will occur with the implementation of the proposed project.

3.12.4 MITIGATION MEASURES

The following measure will reduce the potential construction noise impacts:

Mitigation Measure No. 17 (Noise). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 12:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

Mitigation Measure No. 18 (Noise). The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

[107] Google Earth. Site accessed January 15, 2016.

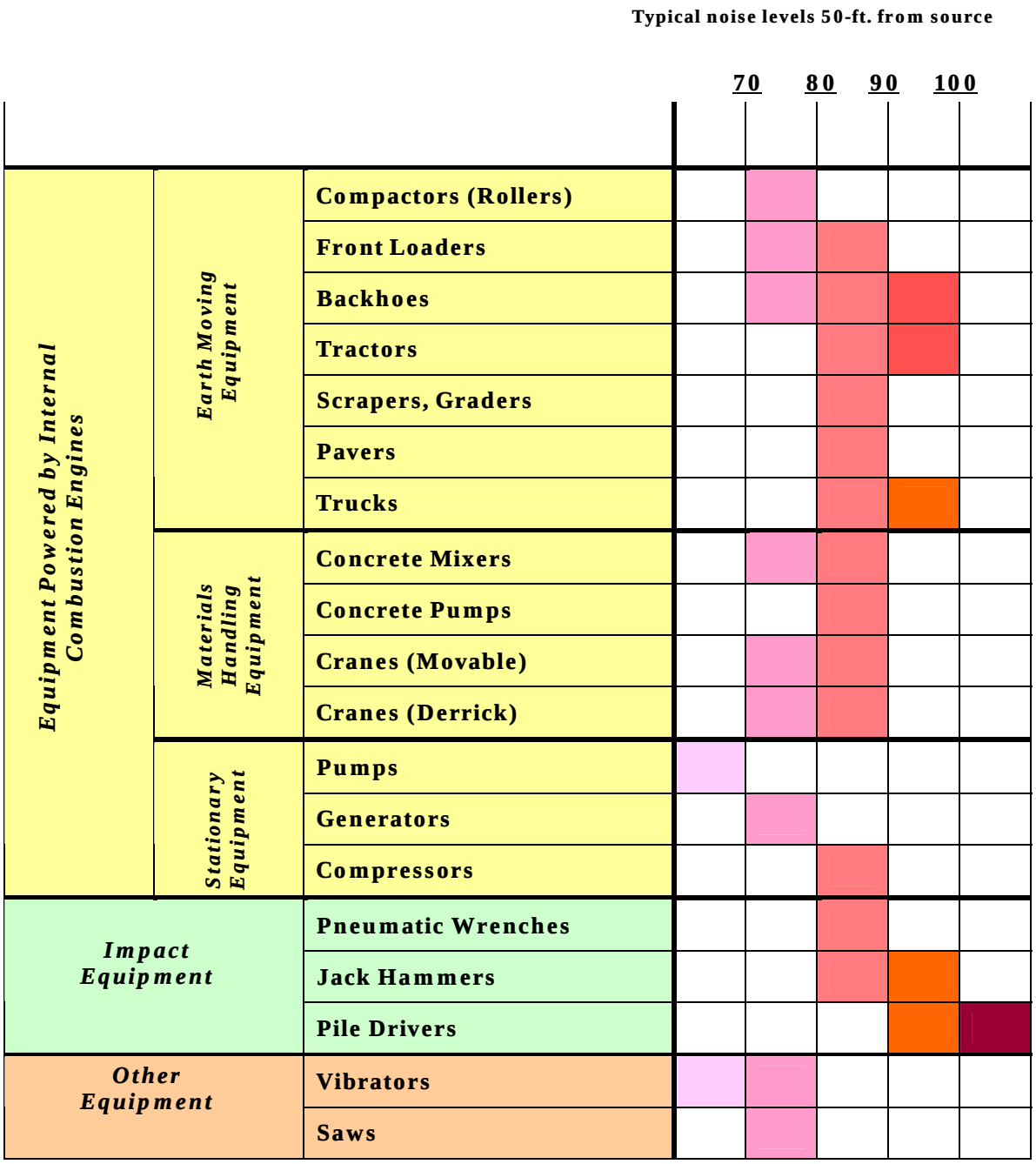


EXHIBIT 3-8
TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

3.13 POPULATION AND HOUSING

3.13.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? ● No Impact.

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The variables that typically contribute to growth-inducing impacts, and the project's potential growth-inducing impacts, are identified in Table 3-8.

Table 3-8
Potential Growth-Inducing Impacts

Factor Contributing to Growth Inducement	Project's Potential Contribution	Basis for Determination
New development in an area presently undeveloped.	The proposed project will promote development of an underutilized parcel.	The project will promote development consistent with the City's land use policy.
Extension of roadways and other transportation facilities.	The project will not involve the extension or modification of any off-site roadways.	The only roadway improvements will include new curb cuts and the paving of the site.
Extension of infrastructure and other improvements.	No off-site water, sewer, and other infrastructure are anticipated.	The only infrastructure improvements will serve the proposed project site only.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed at this time.	No off-site facilities will be required to accommodate the projected demand.
Removal of housing requiring replacement housing elsewhere.	The project does not involve the removal of existing affordable or subsidized units.	N0 affordable housing will be affected by the proposed project.
Additional population growth leading to increased demand for services.	The proposed project will provide long-term growth in employment.	Long-term employment will be provided by the proposed development.
Short-term growth inducing impacts related to the project's construction.	The proposed project may result in the creation of new construction employment.	Short-term increases in construction employment are a beneficial impact.

As indicated in Table 3-8, the proposed development would not result in any growth inducing impacts related to potential population growth. In addition, the jobs that are expected to be added are well within the employment projections contemplated by SCAG. According to the Growth Forecast Appendix prepared by SCAG for the 2012-2035 Regional Transportation Plan (RTP), the City of Santa Fe Springs is projected to add a total of 900 new jobs through the year 2035.[108] A total of 82 new jobs will be created upon the implementation of the proposed project assuming one new job for every 1,000 square feet of floor area. Given the City's current unemployment rate of 8.3 percent, which means that there are 600 residents actively seeking work, no impacts are anticipated to occur.

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ● No Impact.

The project site is undeveloped and there are no housing units located on-site.[109] In addition, the site is zoned for C-4 and the site's General Plan land use designation is Commercial (refer to Section 3.10.2.A). No housing units will be displaced as a result of the proposed project's implementation. As a result, no impacts related to housing displacement will result from the proposed project's implementation.

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ● No Impact.

As indicated previously, there are no housing units present on-site. As a result, no displacement of residents will result. Thus, no impacts related to population displacement will result from the proposed project's implementation.

3.13.3 CUMULATIVE IMPACTS

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's implementation since the project's potential employment generation was accounted for by SCAG. As a result, no significant adverse cumulative impacts will occur.

3.13.4 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation.

[108] Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035.* April 2012.

[109] Blodgett Baylosis Environmental Planning. Site Survey. Survey was completed on October 5, 2015.

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *fire protection services;*

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *police protection services*;

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *school services*; or,

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *other government services.*

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to* fire protection services*?* ● *Less than Significant Impact with Mitigation.*

The City of Santa Fe Springs Department of Fire and Rescue provides fire prevention and emergency medical services within the City. The Fire Department consists of three separate divisions: Operations, Fire Prevention, and Environmental Protection. The Operations Division provides fire suppression, emergency medical services (EMS), hazardous materials response, and urban search and rescue. The Fire Prevention Division provides plan check, inspections, and public education. Finally, the Environmental Protection Division is responsible for responding to emergencies involving hazardous materials. The Fire Department operates from four stations: Station No. 1 (11300 Greenstone Avenue), Station No. 2 (8634 Dice Road), Station No. 3 (15517 Carmenita Road), and Station No. 4 (11736 Telegraph Road). The first

response station to the site is Station No. 4. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks and emergency access. The proposed project would not place additional demands on fire services since the project will involve the construction of modern structures that will be subject to all pertinent fire and building codes. Compliance with the following mitigation as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant:

- The proposed project will undergo review by the City of Santa Fe Springs Department of Fire and Rescue to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

Adherence to the above mitigation will reduce potential impacts to levels that are less than significant.

B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to police protection*? ● Less than Significant Impact with Mitigation.*

The City of Santa Fe Springs Department of Police Services is responsible for management of all law enforcement services within the city. The Department of Police Services is staffed by both city personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The law enforcement contract between the two cities provides for a specified number of WPD patrolling officers though the Department of Police Services has the ability to request an increased level of service. WPD law enforcement personnel assigned to the City includes 35 sworn officers and six civilian employees.[110] Once operational, the proposed project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. In addition, gates will be provided to control access to the entry points of each loading area provided for the warehouse building. Surveillance cameras will be provided for the supermarket and will be located throughout the parking areas. In order to ensure the proposed project elements adhere to the City's security requirements, the following mitigation will be required:

- The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

Adherence to the above mitigation will reduce potential impacts to levels that are less than significant.

[110] City of Whittier. http://www.cityofwhittier.org/depts/police/sfs/default.asp

C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios or other performance objectives relative to school services*? ● No Impact.*

The proposed project will not involve any development and/or uses that could potentially affect school enrollments. Nevertheless, the project Applicant will be required to pay development fees to the local school districts. As a result, no impacts on schools will result.

D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to other governmental services*? ● No Impact.*

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services. As a result, no impacts are anticipated.

3.14.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will not result in an incremental increase in the demand for public services. As a result, no cumulative impacts are anticipated.

3.14.4 MITIGATION MEASURES

The analysis of public service impacts indicated that no significant adverse impacts are anticipated; however, to ensure the proposed project meets the City's Fire and Police department standards, the following mitigation is required:

Mitigation Measure No. 19 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Department of Fire and Rescue to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

Mitigation Measure No. 20 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

3.15 RECREATION

3.15.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,

- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● No Impact.

The City of Santa Fe Springs Parks and Recreation Services operate six public parks devoted to active recreation. Due to the nature of the proposed project (warehousing and a supermarket), no increase in the usage of City parks and recreational facilities is anticipated to occur. In addition, the proposed project will not result in any development that would potentially physically alter any public park facilities and services. No parks are located adjacent to the site. The nearest park is Heritage Park and is located approximately 1.41 miles to the west.[111] As a result, no impacts are anticipated.

B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? ● No Impact.

The proposed project would not result in any development that would potentially increase the demand for recreational facilities and services. As a result, no impacts are anticipated.

3.15.3 CUMULATIVE IMPACTS

The analysis determined that the proposed project would not result in any potential impact on recreational facilities and services. As a result, no cumulative impacts on recreational facilities would result from the proposed project's implementation.

[111] Google Earth. Site accessed January 15, 2016.

3.15.4 MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.16 TRANSPORTATION AND CIRCULATION

3.16.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- A conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways;

- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks;

- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- Results in inadequate emergency access; or,

- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection. The Levels of Service for the existing traffic conditions have been calculated and are shown in Table 3-11. Existing Levels of Service (LOS) are based upon manual evening peak hour intersection turning movement counts made for Kunzman Associates, Inc. in December 2015 (see Exhibits 3-12 and 3-13). Traffic count worksheets are provided in Appendix C of the traffic study. There are two peak hours in a weekday. The morning (AM) peak hour is typically between 7:00 AM and 9:00 AM, and the evening (PM) peak hour is typically between 4:00 PM and 6:00 PM. The actual peak hour within the two hour interval is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM

to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume. The study area intersections currently operate at acceptable LOS during the peak hours for existing traffic conditions (see Table 3-11). Existing LOS worksheets are provided in Appendix D which is included in the Traffic Study. In the City of Santa Fe Springs, the impact is considered significant if the project related increase in the volume to capacity ratio equals or exceeds the thresholds shown below in Table 3-9.

Table 3-9
Significant Impact Threshold for Signalized Intersections

Level of Service	Volume/Capacity	Incremental Increase
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.03 or more
E/F	0.91 - more	0.01 or more

An intersection mitigation measure shall either fix the deficiency or reduce the Intersection Capacity Utilization so that it is below the level that occurs without the project.

Table 3-10
Significant Impact Threshold for Unsignalized Intersections

Level of Service	Incremental Increase
C or Better*	5 seconds/vehicle or more
D	4 seconds/vehicle or more
E/F	3 seconds/vehicle or more

*For intersections initially operating better than Level of Service D before project trips are added.

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ● Less than Significant Impact with Mitigation.*

This section summarizes the existing traffic conditions, project traffic impacts, and the proposed mitigation measures. The definition of an intersection deficiency has been obtained from the City of Santa Fe Springs General Plan Circulation Element which states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E to F will be considered deficient.[112]

[112] Kunzman and Associates, Inc. *Painter Avenue and Telegraph Road Traffic Impact Analysis*. December 18, 2015.

The study area included the following intersections:

- *Bloomfield Avenue (NS) at* Telegraph Road (EW) - Intersection #1;
- *Bloomfield Avenue (NS) at* Florence Avenue (EW) - Intersection #2;
- *Shoemaker Avenue (NS) at* Telegraph Road (EW) - Intersection #3;
- *Shoemaker Avenue (NS) at* Florence Avenue (EW) - Intersection #4;
- *Painter Avenue (NS) at* Telegraph Road (EW) - Intersection #5;
- *Painter Avenue (NS) at* Project North Driveway (EW) - Intersection #6;
- *Painter Avenue (NS)* Project North-Central Driveway (EW) - Intersection #7;
- *Painter Avenue (NS)* Project South-Central Driveway (EW) - Intersection #8;
- *Painter Avenue (NS)* Project South Driveway (EW) - Intersection #9;
- *Painter Avenue (NS)*Florence Avenue (EW) - Intersection #10;
- *Project Driveway (NS) at* Florence Avenue (EW) Telegraph Road (EW) - Intersection #11;
- *Painter Avenue (NS) at:* Mulberry Drive (EW) - Intersection #12;
- *Carmenita Avenue (NS) at* Telegraph Road (EW) - Intersection #13;
- *Carmenita Avenue (NS) at* Florence Avenue (EW) - Intersection #14;
- *Telegraph Road (NS) at:* Gunn Avenue (EW) - Intersection #15; and,
- *Carmenita Avenue (NS) at* Florence Avenue (EW) - Intersection #16.[113]

Roadways that will be utilized by project trips include Santa Fe Springs Road, Bloomfield Avenue, Greenleaf Avenue, Shoemaker Avenue, Los Nietos Road, Painter Avenue, Carmenita Avenue, Mulberry Drive, Telegraph Road, Gunn Avenue, Florence Avenue, and Mills Avenue. These roadways are described below and on the following page:

- *Santa Fe Springs Road:* This north-south roadway currently is four lanes divided in the study area. Santa Fe Springs Road is classified as a Major Highway (100-foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 17,200 vehicles per day in the study area.

- *Bloomfield Avenue:* This north-south roadway currently is four lanes divided in the study area. Bloomfield Avenue is classified as a Major Highway (100-foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 15,900 to 17,100 vehicles per day in the study area.

- *Greenleaf Avenue:* This north-south roadway currently is two lanes divided to three lanes divided in the study area. Greenleaf Avenue is classified as a Secondary Highway (80-foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 9,100 vehicles per day in the study area.

- *Shoemaker Avenue:* This north-south roadway currently is four lanes divided in the study area. Shoemaker Avenue is classified as a Secondary Highway (80 foot right-of-way) on the City of

[113] Kunzman and Associates, Inc. *Painter Avenue and Telegraph Road Traffic Impact Analysis*. December 18, 2015.

Santa Fe Springs General Plan Circulation Element. It currently carries approximately 11,300 to 12,500 vehicles per day in the study area.

- *Los Nietos Road:* This northwest-southeast roadway currently is four lanes divided in the study area. Los Nietos Road is classified as a Secondary Highway (80-foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 11,200 vehicles per day in the study area.

- *Painter Avenue:* This north-south roadway currently is two lanes undivided to two lanes divided in the study area. Painter Avenue is classified as a Secondary Highway (80-foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 2,300 to 4,400 vehicles per day in the study area.

- *Carmenita Avenue:* This north-south roadway currently is four lanes divided in the study area. Carmenita Avenue is classified as a Major Highway (100-foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 19,000 to 20,000 vehicles per day in the study area.

- *Mulberry Drive:* This northwest-southeast roadway currently is six lanes divided in the study area. Mulberry Drive is classified as a Major Arterial (120-foot right-of-way) on the City of Whittier General Plan Circulation Element. It currently carries approximately 26,200 to 26,700 vehicles per day in the study area.

- *Telegraph Road:* This east-west roadway currently is six lanes divided in the study area. Telegraph Road is classified as a Major Highway (100-foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 21,500 to 29,800 vehicles per day in the study area.

- *Gunn Avenue:* This east-west roadway currently is two lanes undivided in the study area. Gunn Avenue is classified as a Minor Arterial (100 to 110-foot right-of-way) on the City of Whittier General Plan Circulation Element. It currently carries approximately 6,800 vehicles per day in the study area.

- *Florence Avenue:* This east-west roadway currently is four lanes divided in the study area. Florence Avenue is classified as a Major Highway (100-foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 22,300 to 25,200 vehicles per day in the study area.

- *Mills Avenue:* This east-west roadway currently is four lanes divided in the study area. Mills Avenue is classified as a Minor Arterial (100 to 110-foot right-of-way) on the City of Whittier General Plan Circulation Element. It currently carries approximately 20,700 vehicles per day in the study area.

Exhibit 3-9 identifies the *Existing Conditions* for study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Exhibit 3-10 depicts the existing average daily traffic volumes. The existing average daily traffic volumes have been factored from peak hour counts made for Kunzman Associates, Inc. in December 2015 (see Appendix C) using the following formula for each intersection leg: PM Peak Hour (Approach Volume + Exit Volume) x 10 = Leg Volume.

The Levels of Service for the *Existing Conditions* have been calculated and are shown in Table 3-11. Existing Levels of Service are based upon manual evening peak hour intersection turning movement counts made for Kunzman Associates, Inc. in December 2015 (see Exhibits 3-11 and 3-12). The study area intersections currently operate at acceptable Levels of Service during the peak hours for existing traffic conditions (see Table 3-11).

Table 3-11
Existing Intersection Level of Service

No.	Intersection	Peak Hours LOS	
		AM Peak Hr.	PM Peak Hr.
1	Bloomfield @ Telegraph	0.711-C	0.623-B
2	Bloomfield @ Florence	0.779-C	0.777-C
3	Shoemaker @ Telegraph	0.702-C	0.610-B
4	Shoemaker @ Florence	0.819-D	0.757-C
5	Painter @ Telegraph	0.895-D	0..619-B
10	Painter @ Florence	0.708-C	0.644-B
12	Painter @ Mulberry	0.804-D	0.885-D
13	Carmenita @ Telegraph	0.819-D	0.798-C
14	Carmenita @ Florence	0.911-E	0.817-D
15	Telegraph @ Gunn	0.593-A	0.602-B
16	Telegraph @ Florence	0.841-D	0.886-D

Source: Kunzman Associates, Inc.

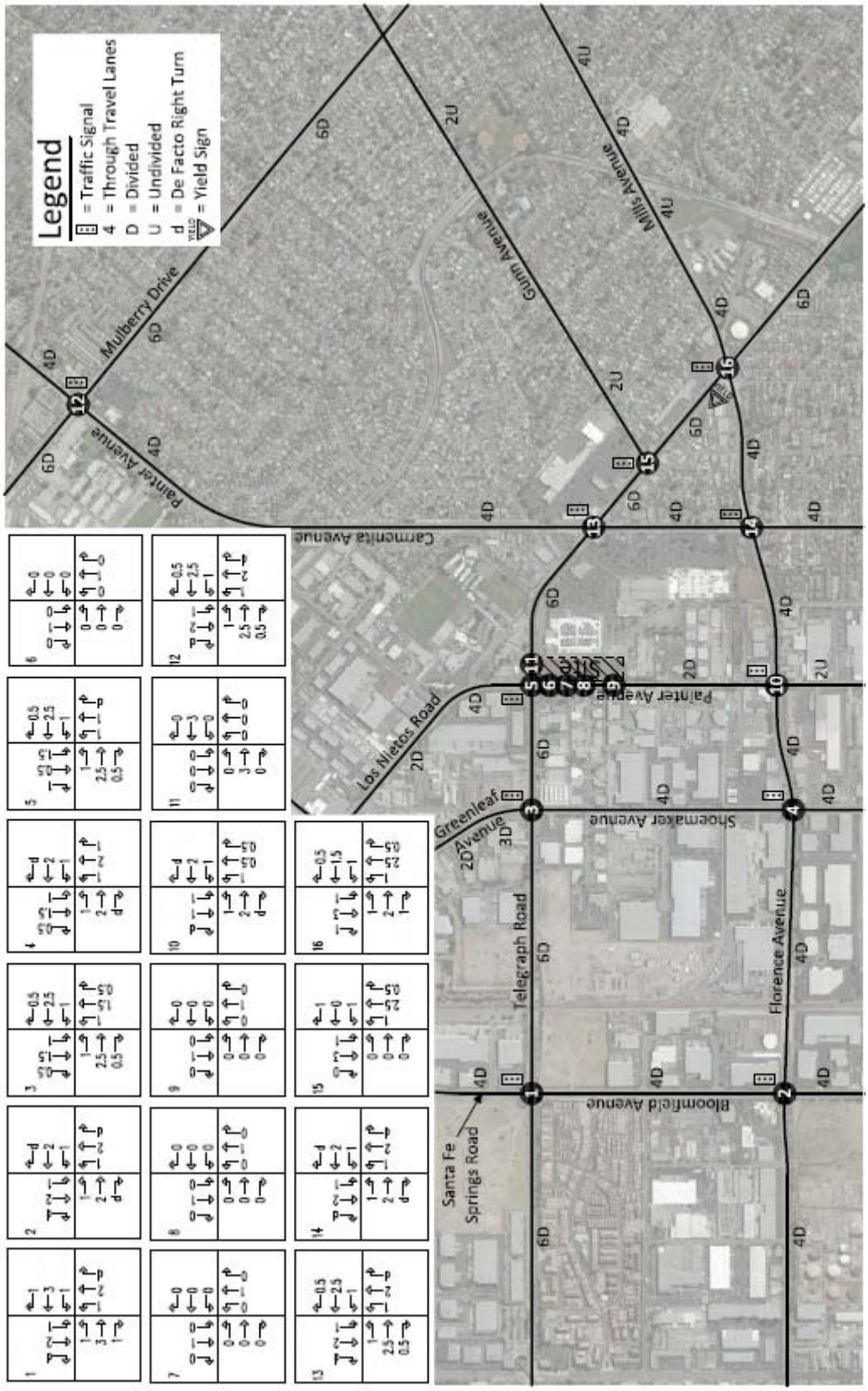


EXHIBIT 3-9
EXISTING THROUGH TRAVEL LANES AND INTERSECTION CONTROLS
Source: Kunzman Associates, Inc.

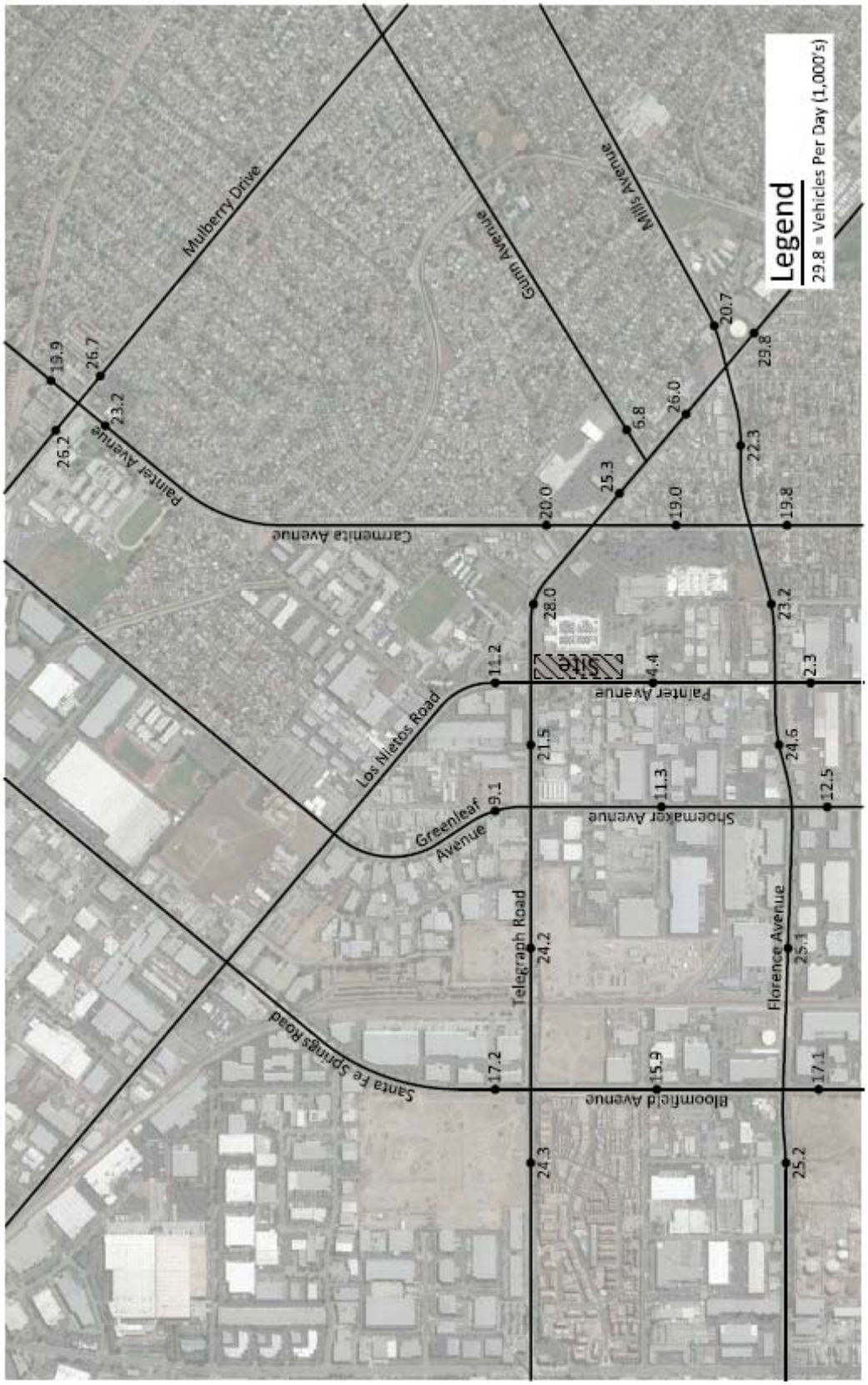


EXHIBIT 3-10
EXISTING AVERAGE DAILY TRAFFIC VOLUMES
Source: Kunzman Associates, Inc.

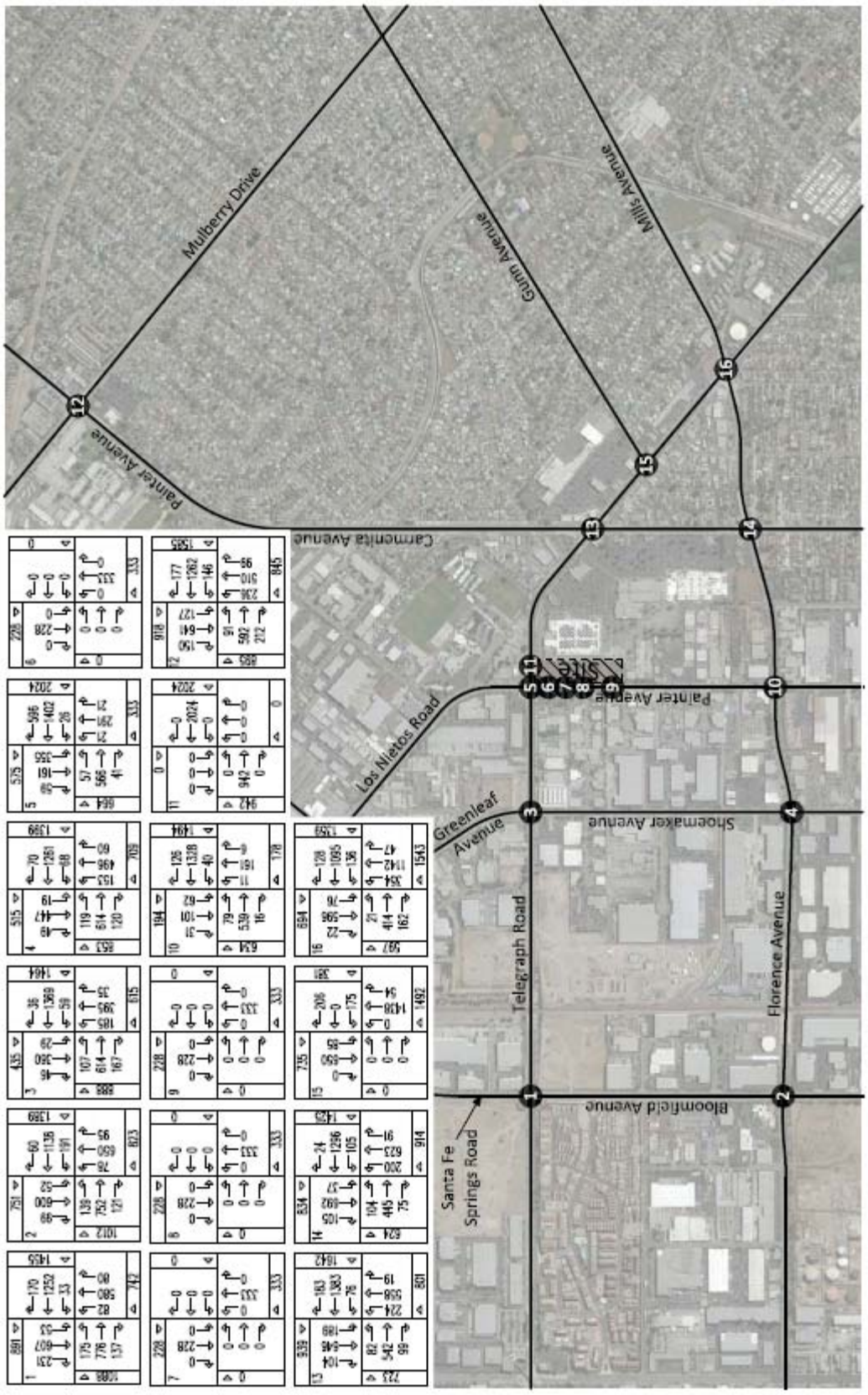


EXHIBIT 3-11
EXISTING MORNING PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES
Source: Kunzman Associates, Inc.

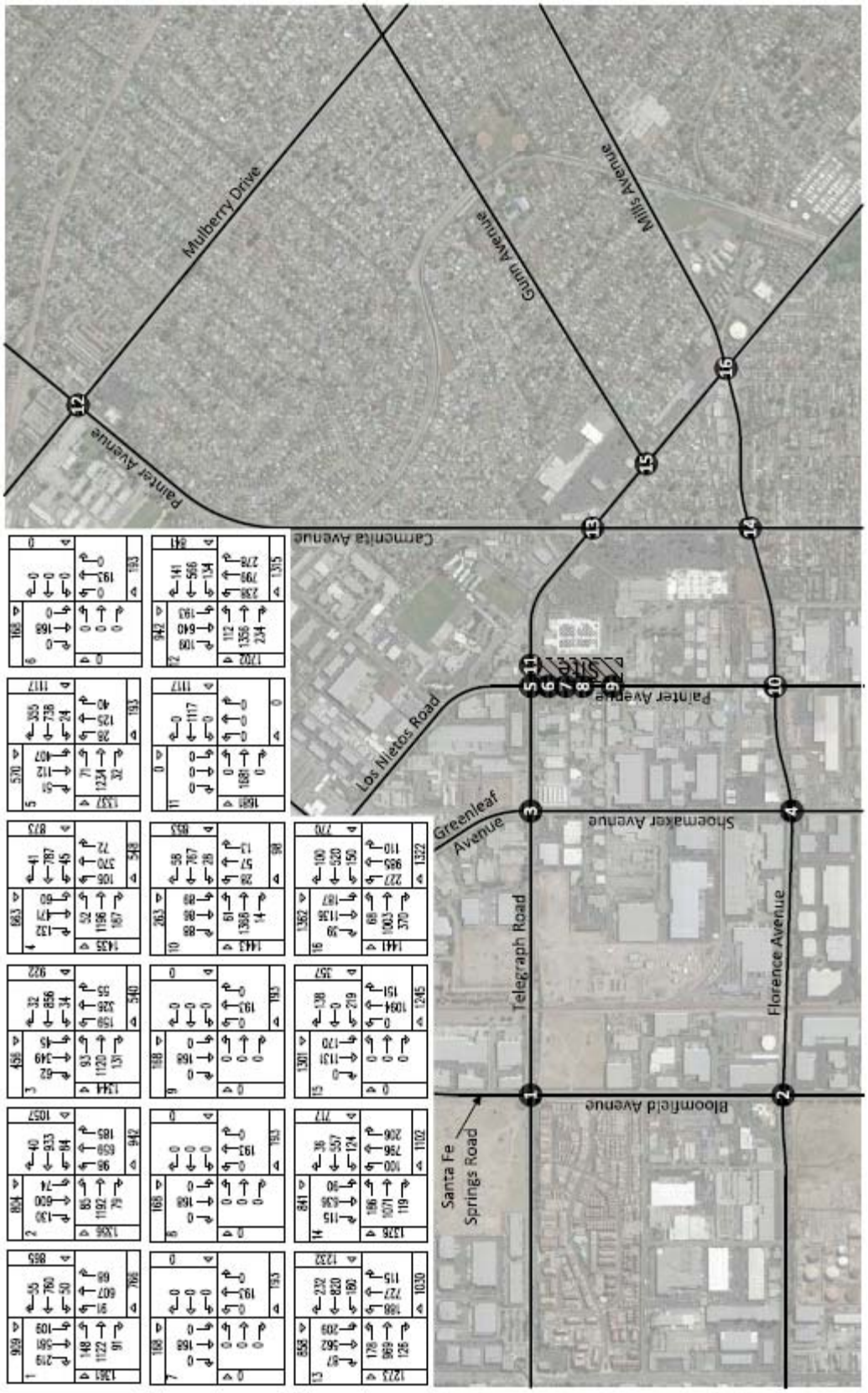


EXHIBIT 3-12
EXISTING EVENING PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES
Source: Kunzman Associates, Inc.

As indicated previously, the project site is proposed to be developed with 41,340 square feet of light industrial and 18,557 square feet of supermarket land use. The project site will have access to Painter Avenue and Telegraph Road. The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates. Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the trip generation rates by the land use quantity, the traffic volumes are determined. Table 3-12 exhibits the trip generation rates, project peak hour volumes, and project daily traffic volumes for the project site for the proposed supermarket. The trip generation rates were obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

Table 3-12
Project (Supermarket) Trip Generation

Land Use	Quantity	Units	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates		TSF	2.11	1.29	6.40	4.83	4.65	9.48	102.24
Total No. of Trips	18.557	TSF	39	24	63	90	86	176	1,897

Source: Institute of Transportation Engineers, *Trip Generation*, 9th Edition, 2012, Land Use Category 850
Note: TSF = thousand square feet

Table 3-13 exhibits the trip generation rates, project peak hour volumes, and project daily traffic volumes for the project site for light industrial uses.

Table 3-13
Project (Light Industrial) Trip Generation

Descriptor	Quantity	Units	Type of Vehicle					Total
			Passenger Car	2-Axle Truck	3-Axle Truck	4+ Axle Truck	Total Trucks	
Vehicle Mode %	41.340	TSF	78.60%	8.00%	3.90%	9.50%	21.40%	100%
Traffic Generation Rates in trips per TSF:								
Daily			5.478	0.558	0.272	0.662	1.492	6.97
Morning Peak Hour			0.723	0.074	0.036	0.087	0.197	0.92
Evening Peak Hour			0.762	0.078	0.038	0.092	0.208	0.97

Table 3-13
Project (Light Industrial) Trip Generation (continued)

Descriptor	Quantity	Units	Type of Vehicle					Total
			Passenger Car	2-Axle Truck	3-Axle Truck	4+ Axle Truck	Total Trucks	
Daily Trip Gener4ation			226	23	11	27	61	287
Morning Peak Hour								
Inbound			26	3	1	3	7	33
Outbound			4	--	--	--	--	4
Total			**30**	**3**	**1**	**3**	**7**	**37**
Evening Peak Hour								
Inbound			4	--	--	--	--	4
Outbound			28	3	1	3	7	35
Total			**32**	**3**	**1**	**3**	**7**	**39**
Passenger Car Equivalent's (PCE's) Adjustment								
PCE Factor			1.00	1.50	2.00	3.00		
Daily Trip Generations			226	35	22	81	138	364
AM Peak Hour Inbound			26	5	2	9	16	42
AM Peak Hour Outbound			4	--	--	--	--	4
AM Peak Hour Total			**30**	**5**	**2**	**9**	**16**	**46**
PM Peak Hour Inbound			4	--	--	--	--	4
PM Peak Hour Outbound			28	5	2	9	16	44
PM Peak Hour **Total**			**32**	**5**	**2**	**9**	**16**	**48**

Source: Institute of Transportation Engineers, *Trip Generation*, 9th Edition, 2012, Land Use Category 110 and City of Fontana, *Truck Trip Generation Study*, August 2003.

As shown in Table 3-14, the proposed development is projected to generate a total of approximately 2,261 daily vehicle trips, 109 trips during the morning peak hour and 224 trips during the evening peak hour. Traffic volumes shown in Table 3-14 consist of the total trips generated for each project land use. As a light industrial trip generated by the project will also be making trips to the supermarket land use within the project, a double counting of those trips occurs. In order to analyze a "conservative" scenario in terms of the assignment of trips, the trips generated by the project have not been reduced as a result of the internal interaction between the proposed land uses. It should be noted that for supermarket land use, a portion of the trips would come from pass-by trips, trips that are currently on the roadway system. In order to analyze a "conservative" scenario in terms of the assignment of trips, the traffic volumes from the supermarket portion of the project site have not been reduced as a result of pass-by trips.

Table 3-14
Total Project (Light Industrial and Supermarket) Trip Generation

Land Use	Quantity	Units	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Light Industrial	41,340	TSF	42	4	46	4	44	48	364
Supermarket	18,557	TSF	39	24	63	90	86	176	1,897
Total No. of Trips			81	28	109	94	130	224	2,261

Source: Institute of Transportation Engineers, *Trip Generation*, 9th Edition, 2012, Land Use Category 850
Note: TSF = thousand square feet

To determine the trip distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site and other additional information on future development and traffic impacts in the area were reviewed. Exhibits 3-13 through 3-18 contain the directional distributions of the project trips for the proposed land uses. Based on the identified trip generation and distributions, project average daily traffic volumes have been calculated and shown on Exhibit 3-19. Morning and evening peak hour intersection turning movement volumes expected from the project are shown on Exhibits 3-20 and 3-21, respectively. The traffic reducing potential of public transit has not been considered in this report. Essentially the traffic projections are conservative in that public transit might be able to reduce the traffic volumes. To assess Existing Plus Project traffic conditions, existing traffic is combined with project traffic. Existing Plus Project average daily traffic volumes are as illustrated on Exhibit 3-22. The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix D. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. *Existing Plus Project* morning and evening peak hour intersection turning movement volumes are shown on Exhibits 3-23 and 3-24, respectively. The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions, except for the following study area intersection which is projected to operate at an unacceptable Level of Service during the morning peak hour (see Table 3-15): Carmenita Avenue (NS) at Florence Avenue (EW) - #14.



EXHIBIT 3-13
PROJECT OUTBOUND TRIP DISTRIBUTION – LIGHT INDUSTRIAL (CARS)
Source: Kunzman Associates, Inc.

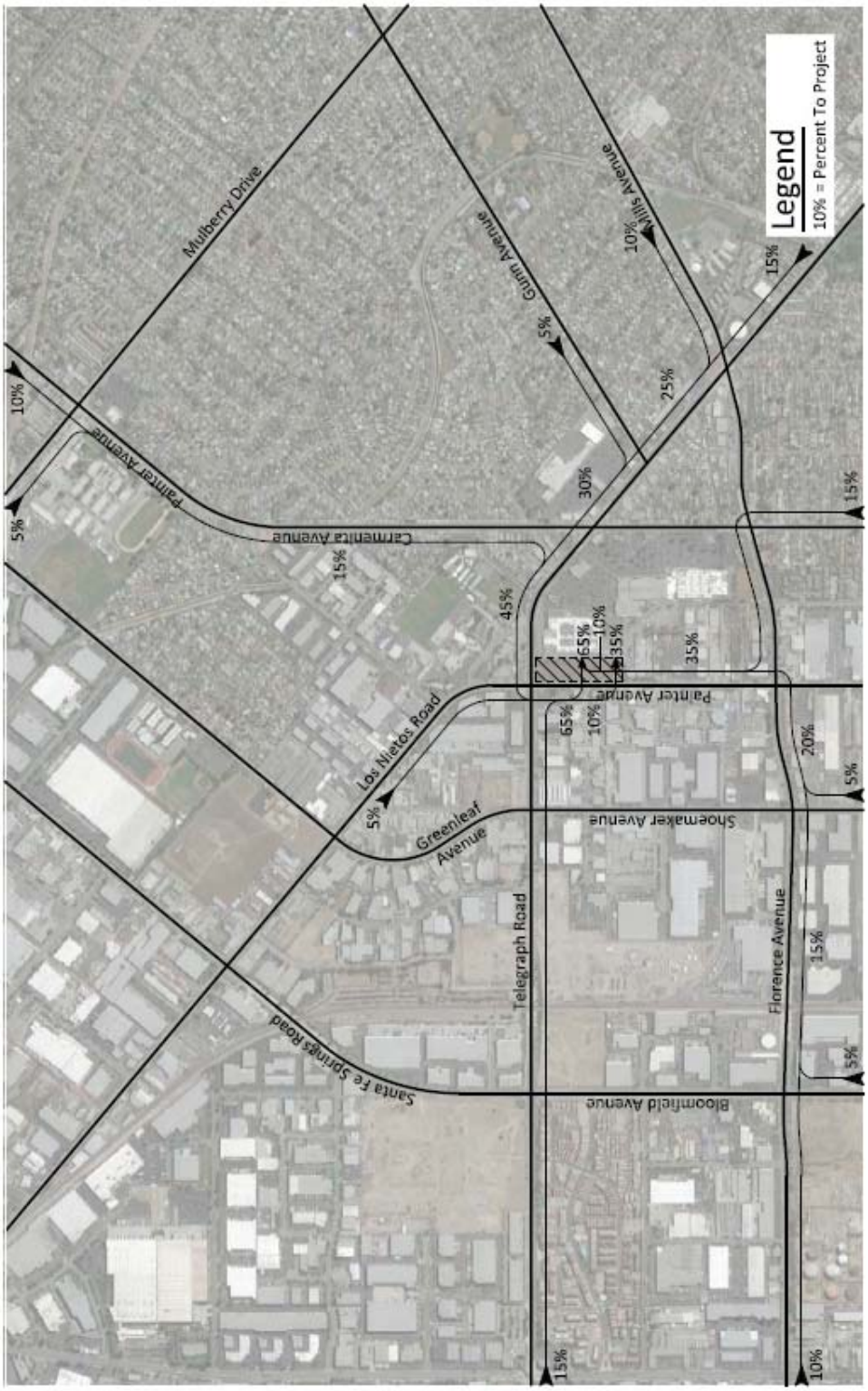


EXHIBIT 3-14
PROJECT INBOUND TRIP DISTRIBUTION – LIGHT INDUSTRIAL (CARS)
Source: Kunzman Associates, Inc.



EXHIBIT 3-15
PROJECT OUTBOUND TRIP DISTRIBUTION – LIGHT INDUSTRIAL (TRUCKS)
Source: Kunzman Associates, Inc.



EXHIBIT 3-16
PROJECT INBOUND TRIP DISTRIBUTION – LIGHT INDUSTRIAL (TRUCKS)
Source: Kunzman Associates, Inc.



EXHIBIT 3-17
PROJECT OUTBOUND TRIP DISTRIBUTION – SUPERMARKET
Source: Kunzman Associates, Inc.

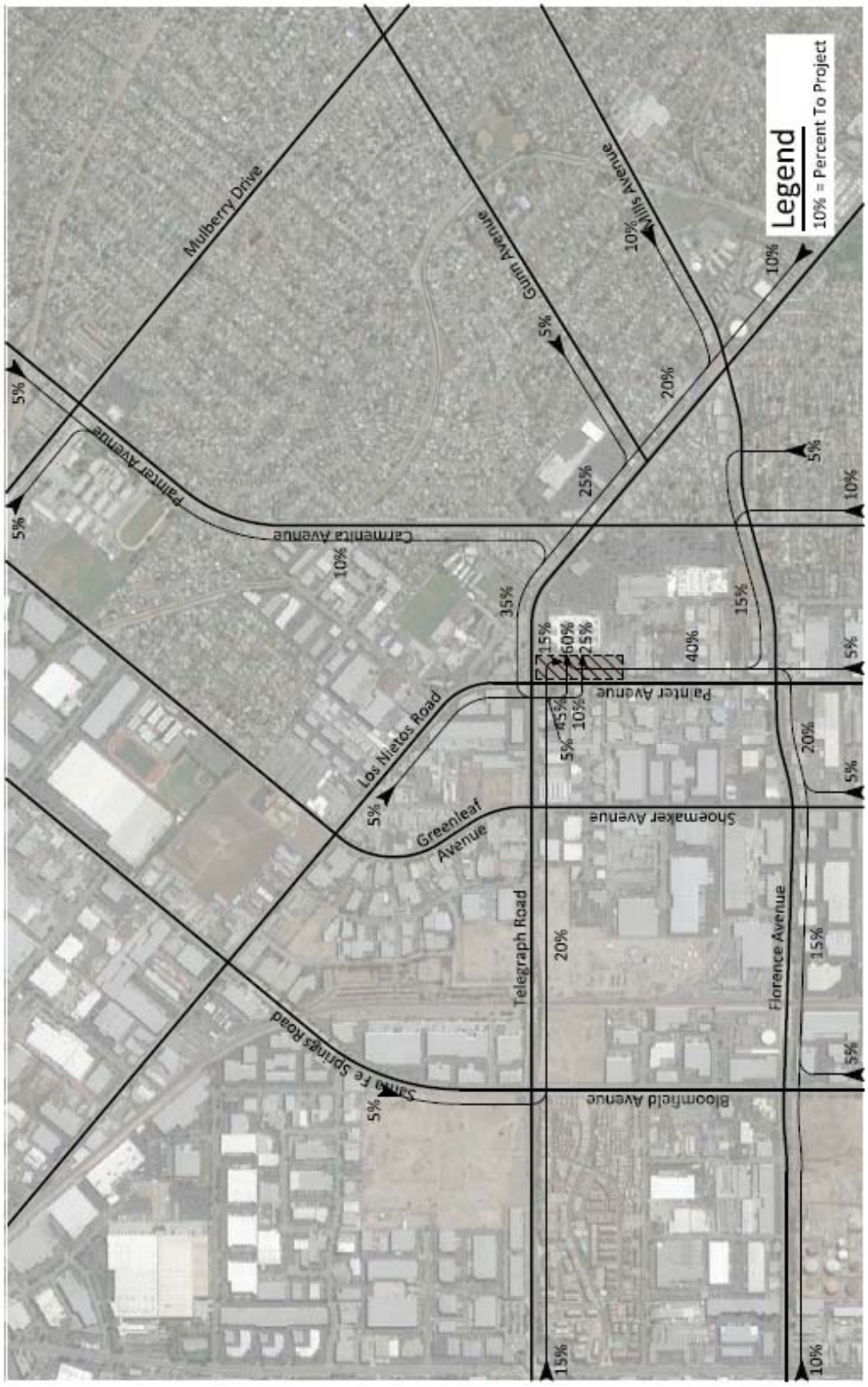


EXHIBIT 3-18
PROJECT INBOUND TRIP DISTRIBUTION – SUPERMARKET
Source: Kunzman Associates, Inc.

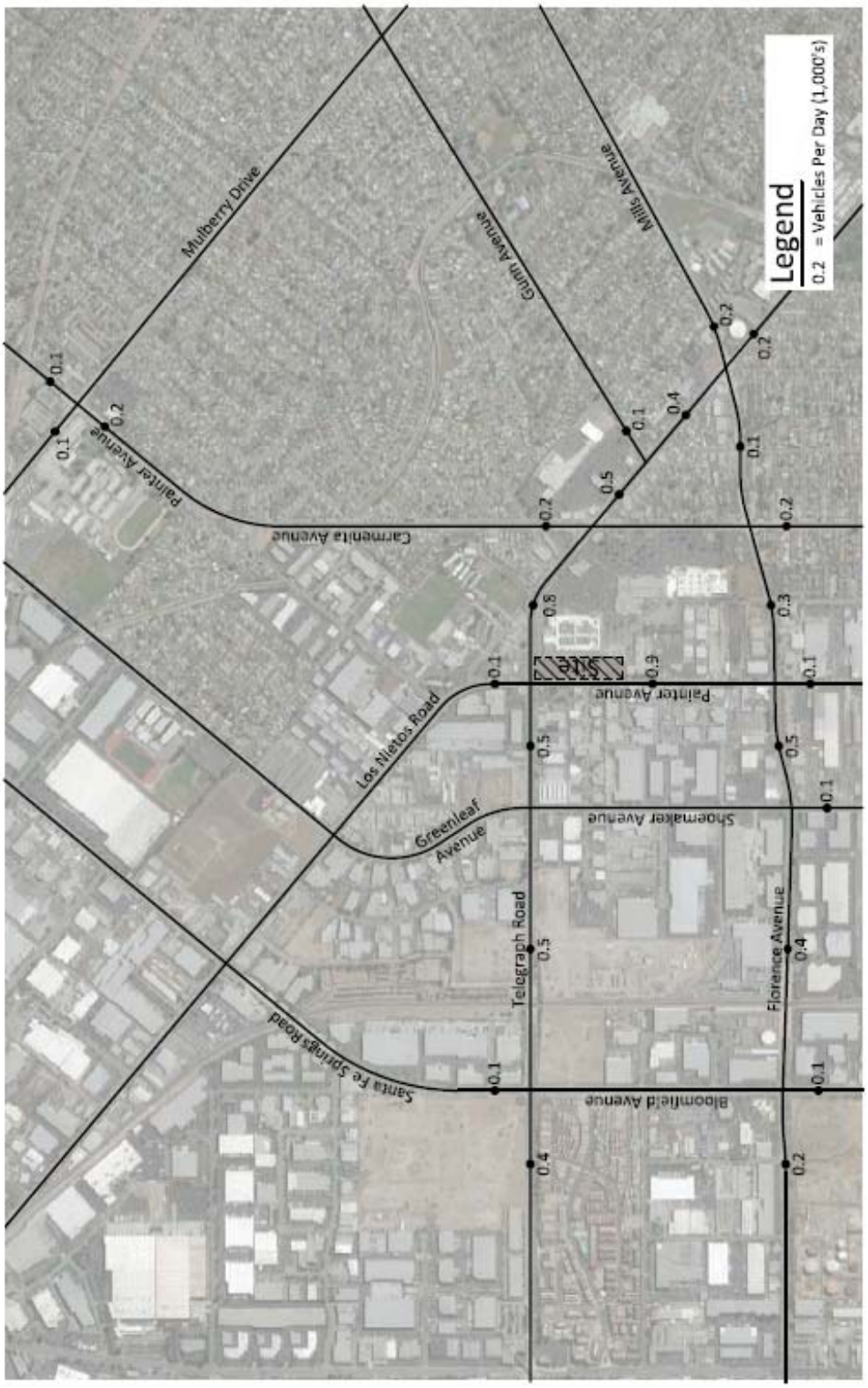


EXHIBIT 3-19
PROJECT AVERAGE DAILY TRAFFIC VOLUMES
Source: Kunzman Associates, Inc.

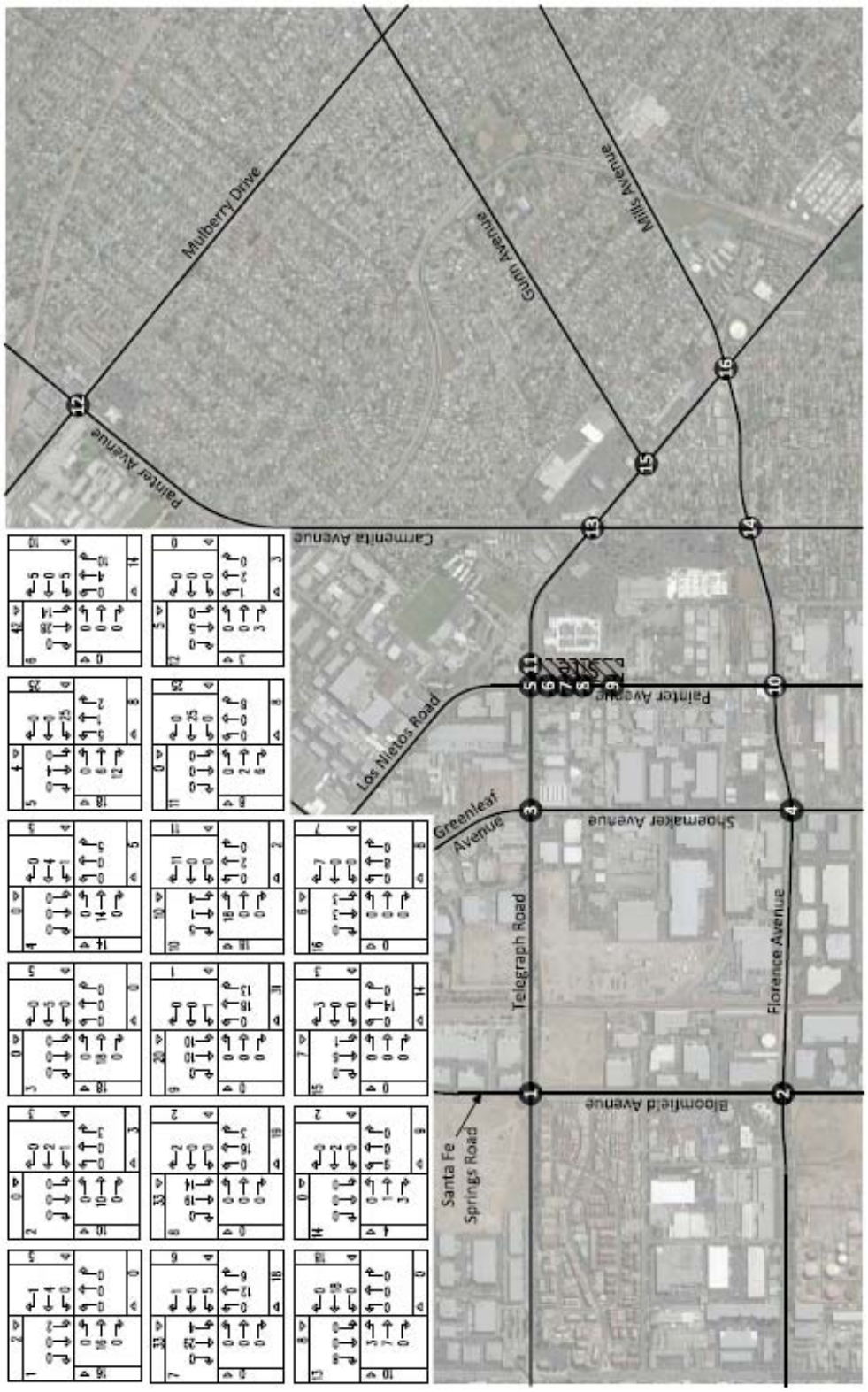


EXHIBIT 3-20
PROJECT MORNING PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES
Source: Kunzman Associates, Inc.

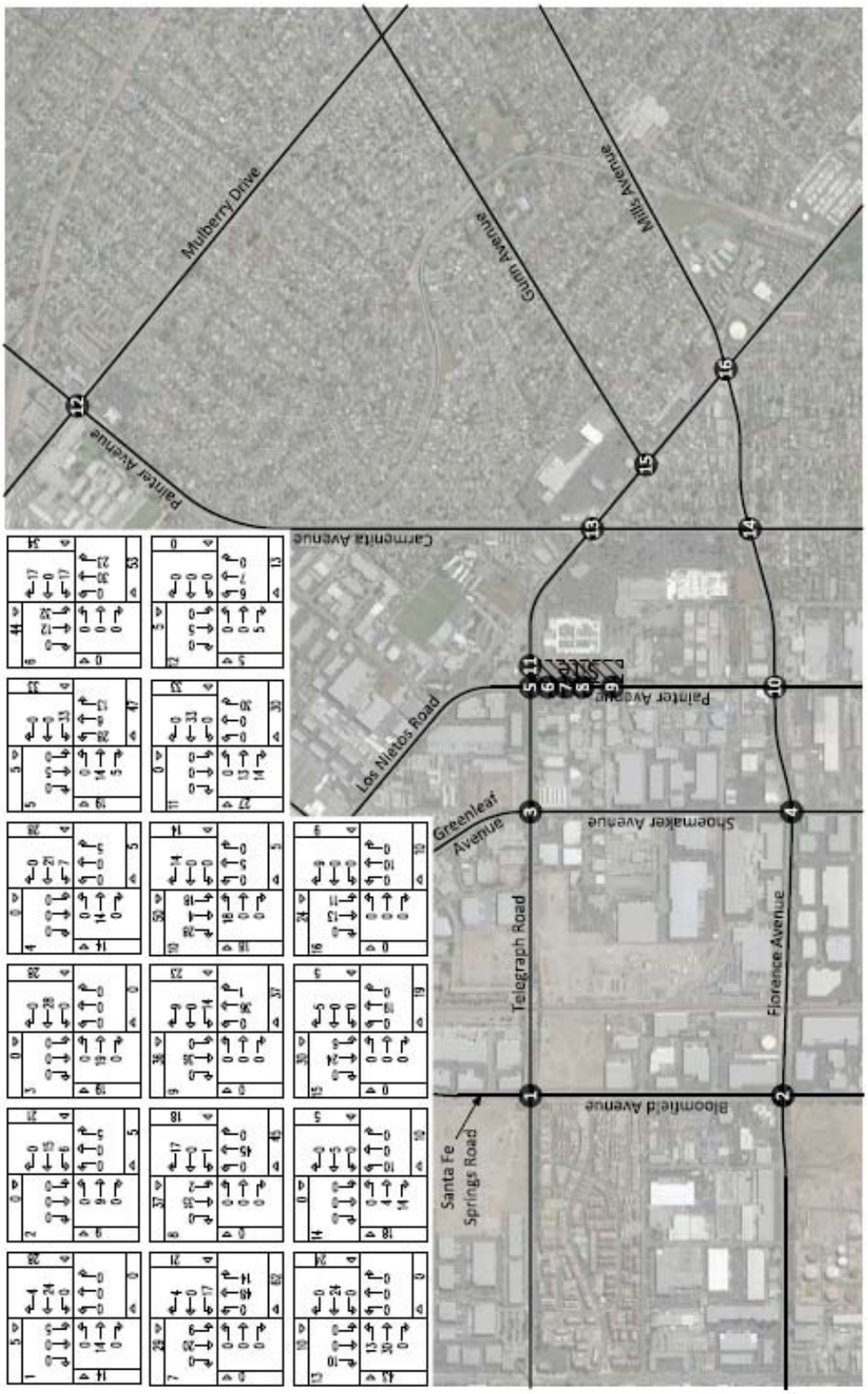


EXHIBIT 3-21
PROJECT EVENING PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES
Source: Kunzman Associates, Inc.

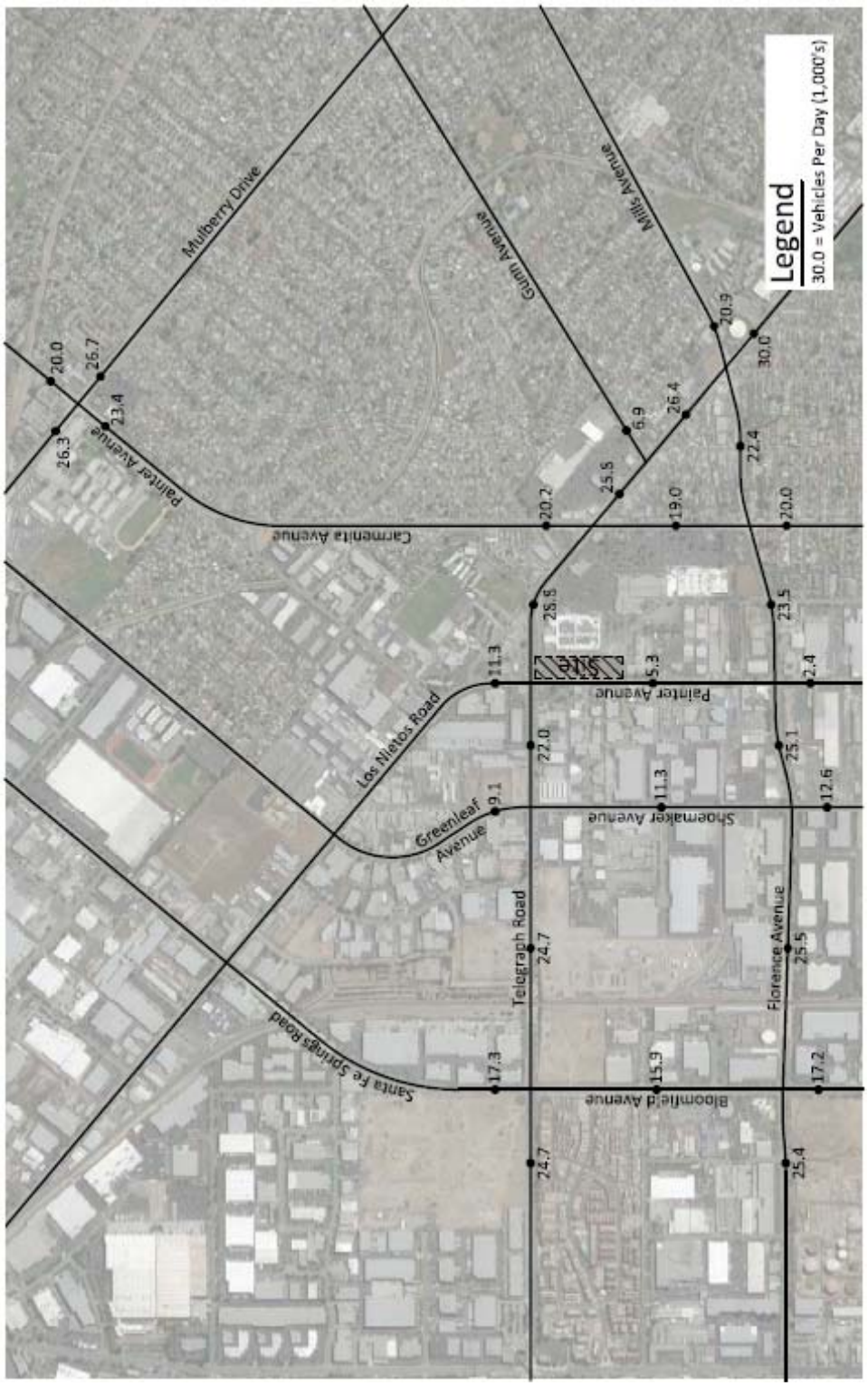


EXHIBIT 3-22
EXISTING PLUS PROJECT AVERAGE DAILY TRAFFIC VOLUMES
Source: Kunzman Associates, Inc.

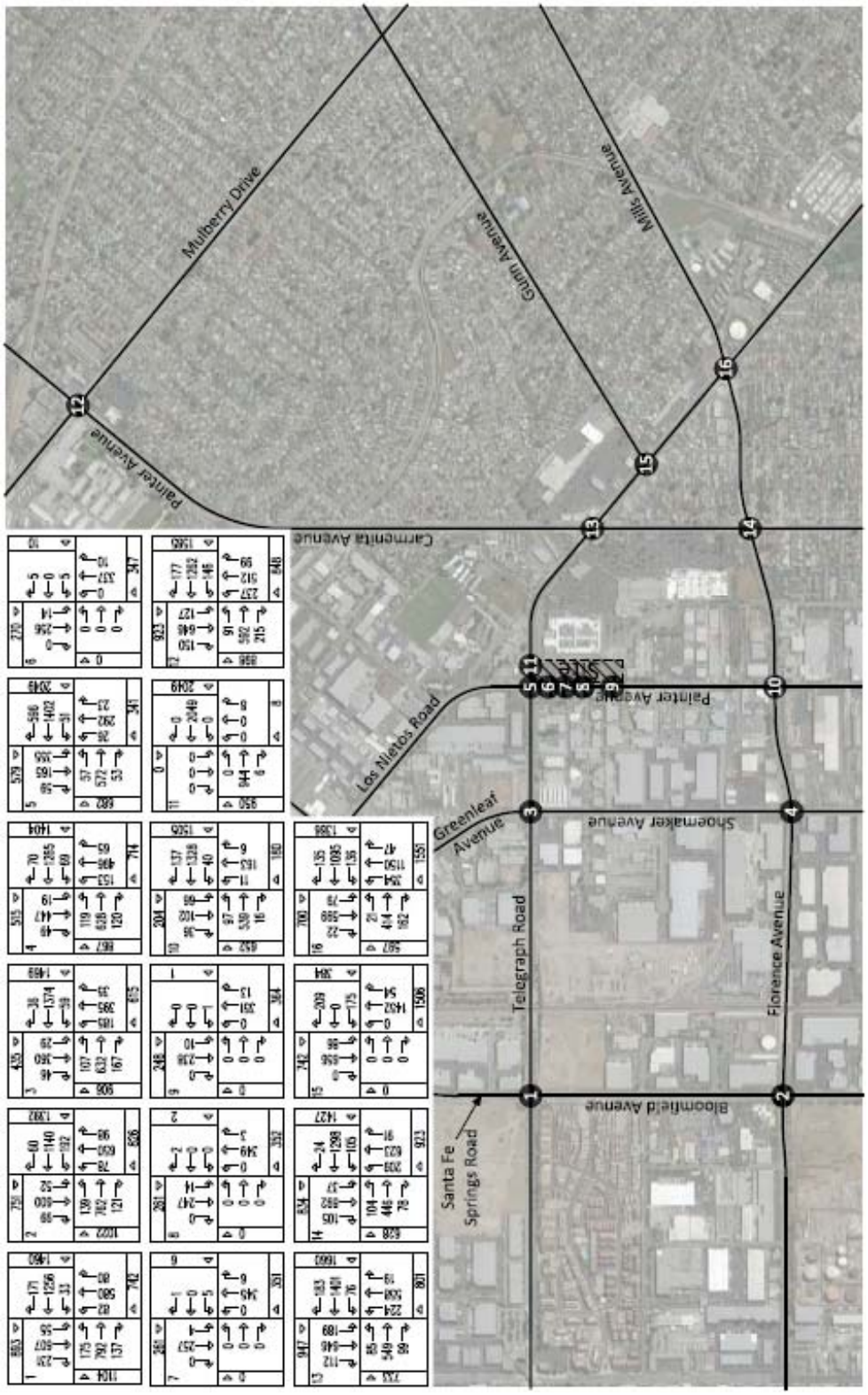


EXHIBIT 3-23
EXISTING PLUS PROJECT MORNING PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES
Source: Kunzman Associates, Inc.

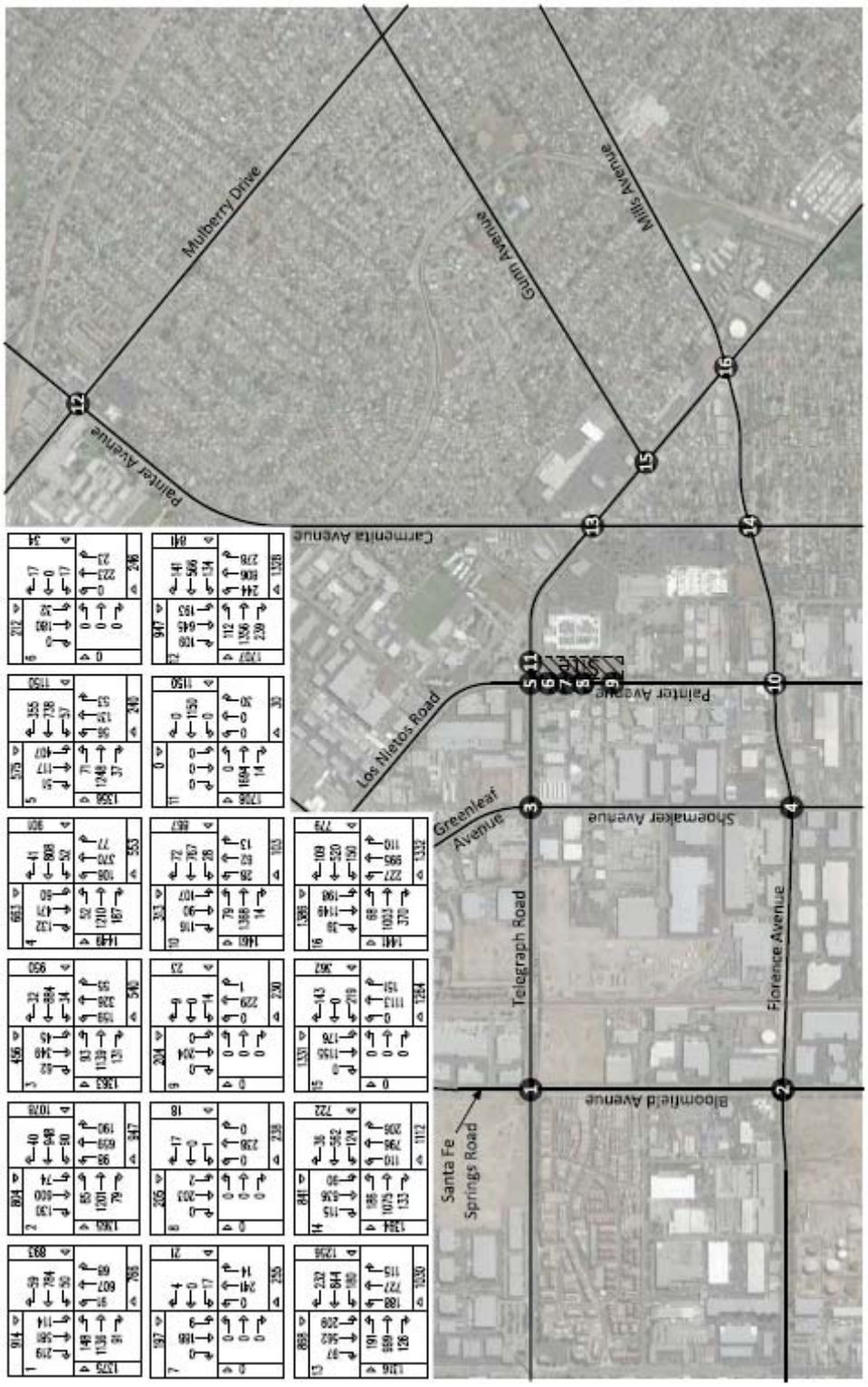


EXHIBIT 3-24
EXISTING PLUS PROJECT EVENING PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES
Source: Kunzman Associates, Inc.

Table 3-15
Existing Plus Project - Intersection LOS

No.	Intersection	Peak Hours LOS	
		AM Peak Hr.	PM Peak Hr.
1	Bloomfield @ Telegraph	0.712-C	0.629-B
2	Bloomfield @ Florence	0.779-C	0.784-C
3	Shoemaker @ Telegraph	0.703-C	0.614-B
4	Shoemaker @ Florence	0.820-D	0.765-C
5	Painter @ Telegraph	0.897-D	0..649-B
6	Painter @ Project North DW	11.0-B	10.4-B
7	Painter@ Project North-Central	11.4-B	10.7-B
8	Painter @ Project South-Central	10.2-B	9.6-A
9	Painter @ Project Central DW	11.6-B	10.3-B
10	Painter @ Florence	0.722-C	0.659-B
11	Project DW @Telegraph	10.3-B	13.2-B
12	Painter @ Mulberry	0.807-D	0.889-D
13	Carmenita @ Telegraph	0.825-D	0.805-D
14	Carmenita @ Florence	0.918-E	0.818-D
15	Telegraph @ Gunn	0.598-A	0.610-B
16	Telegraph @ Florence	0.844-D	0.888-D

Source: Kunzman Associates, Inc.

Table 3-16 depicts the *Existing Plus Project* traffic contribution at the study area intersections. As shown in Table 3-16, the project site does not significantly impact any of the study area intersections.

Table 3-16
Existing Plus Project Traffic Contribution

No.	Intersection	Peak Hour	Without Project	With Proposed Project		
			Pk. Hr. LOS	Pk. Hr. LOS	Project Δ	Sig. Impact?
1	Bloomfield @ Telegraph	AM Pk. Hr.	0.711-C	0.712-C	0.001	NO
		PM Pk. Hr.	0.623-B	0.629-B	0.006	NO
2	Bloomfield @ Florence	AM Pk. Hr.	0.779-C	0.779-C	0.000	NO
		PM Pk. Hr.	0.777-C	0.784-C	0.007	NO
3	Shoemaker @ Telegraph	AM Pk. Hr.	0.702-C	0.703-C	0.001	NO
		PM Pk. Hr.	0.610-B	0.614-B	0.004	NO
4	Shoemaker @ Florence	AM Pk. Hr.	0.819-D	0.820-D	0.001	NO
		PM Pk. Hr.	0.757-C	0.765-C	0.008	NO.
5	Painter @ Telegraph	AM Pk. Hr	0.895-D	0.897-D	0.002	NO
		PM Pk. Hr.	0.619-B	0.649-B	0.030	NO
10	Painter @ Florence	AM Pk. Hr	0.708-C	0.722-C	0.014	NO
		PM Pk. Hr.	0.644-B	0.659-B	0.015	NO
12	Painter @ Mulberry	AM Pk. Hr	0.804-D	0.807-D	0.003	NO
		PM Pk. Hr.	0.885-D	0.889-D	0.004	NO
13	Carmenita @ Telegraph	AM Pk. Hr	0.819-D	0.825-D	0.006	NO
		PM Pk. Hr.	0.798-C	0.805-D	0.007	NO
14	Carmenita @ Florence	AM Pk. Hr	0.911-E	0.918-E	0.007	NO
		PM Pk. Hr.	0.817-D	0.818-D	0.001	NO
15	Telegraph @ Gunn	AM Pk. Hr	0.593-A	0.598-A	0.005	NO
		PM Pk. Hr.	0.602-B	0.610-B	0.008	NO
16	Telegraph @ Florence	AM Pk. Hr	0.841-D	0.844-D	0.003	NO
		PM Pk. Hr.	0.886-D	0.888-D	0.002	NO

Source: Kunzman Associates, Inc.

To account for area-wide growth on roadways, Year 2017 traffic volumes have been calculated based on a one percent annual growth rate of existing traffic volumes over a two-year period. The area wide growth rate has been obtained from the Congestion Management Program for the County of Los Angeles and recent traffic studies conducted in the City of Santa Fe Springs. Area-wide growth has been added to daily and peak hour traffic volumes on surrounding roadways. The cumulative projects within a two-mile

radius were added to *Opening Year (2017)* traffic conditions. A two-mile radius from the project site was used due to the inherently small size of the proposed project. Year 2017 Without Project average daily traffic volumes are as illustrated on Exhibit 3-25.

The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for *Year 2017 Without Project* traffic conditions, except for the following study area intersections which are projected to operate at unacceptable Levels of Service during the peak hours (see Table 3-17): Painter Avenue at Telegraph Road (#5); Painter Avenue at Mulberry Drive (#12) Carmenita Avenue at Florence Avenue (#14); and Telegraph Road at Florence Avenue (#16).

Table 3-17
Year 2017 Without the Project - Intersection LOS

No.	Intersection	Peak Hours LOS	
		AM Peak Hr.	PM Peak Hr.
1	Bloomfield @ Telegraph	0.747-C	0.655-B
2	Bloomfield @ Florence	0.831-D	0.830-D
3	Shoemaker @ Telegraph	0.731-C	0.628-B
4	Shoemaker @ Florence	0.859-D	0.793-C
5	Painter @ Telegraph	0.919-E	0..634-B
10	Painter @ Florence	0.740-C	0.675-B
12	Painter @ Mulberry	0.833-D	0.914-E
13	Carmenita @ Telegraph	0.851-D	0.834-D
14	Carmenita @ Florence	0.955-E	0.853-D
15	Telegraph @ Gunn	0.669-B	0.650-B
16	Telegraph @ Florence	0.892-D	0.917-E

Source: Kunzman Associates, Inc.

The *Year 2017 With Project* morning and evening peak hour intersection turning movement volumes are shown on Exhibits 3-26 and 3-27, respectively. The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for *Year 2017 With Project* traffic conditions, except for the following study area intersections which are projected to operate at unacceptable Levels of Service during the peak hours (see Table 3-18): Painter Avenue at Telegraph Road (#5); Painter Avenue at Mulberry Drive (#12); Carmenita Avenue at Florence Avenue (#14); Telegraph Road at Florence Avenue (#16). *Year 2017 With Project* Level of Service worksheets are provided in Appendix D of the Traffic Study.

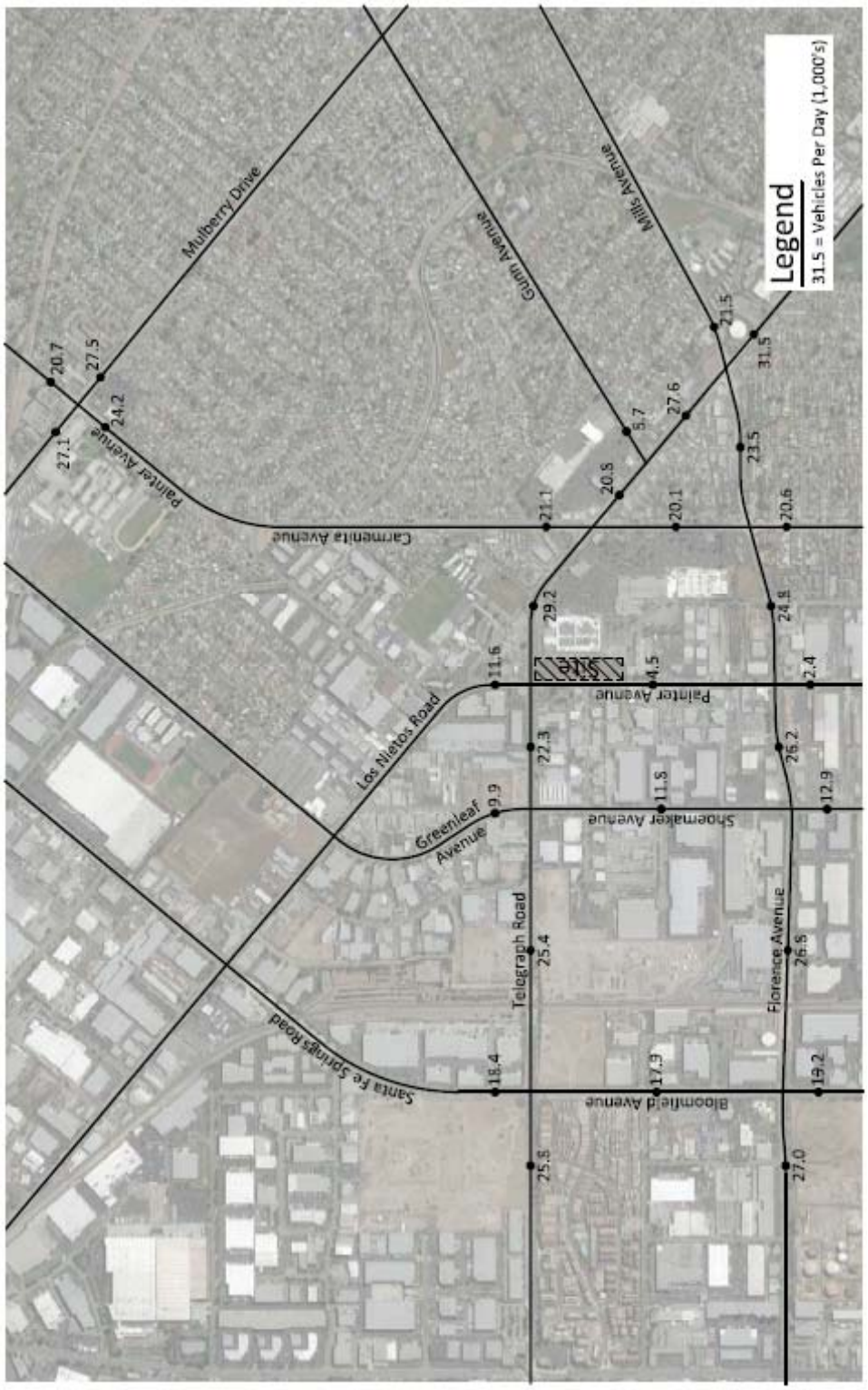


EXHIBIT 3-25
YEAR 2017 WITHOUT PROJECT AVERAGE DAILY TRAFFIC VOLUMES
Source: Kunzman Associates, Inc.

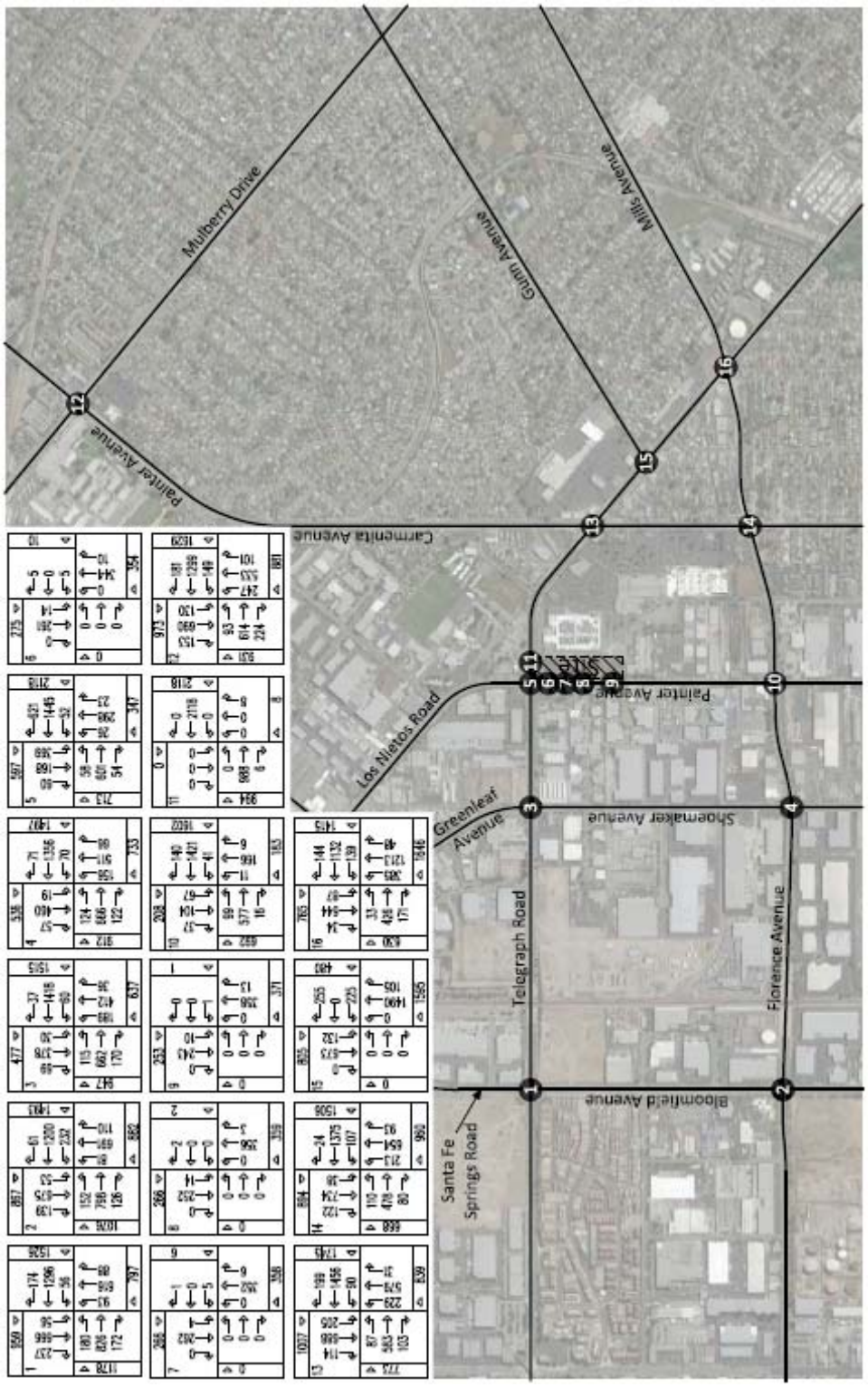


EXHIBIT 3-26
YEAR 2017 WITH PROJECT MORNING PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES
Source: Kunzman Associates, Inc.

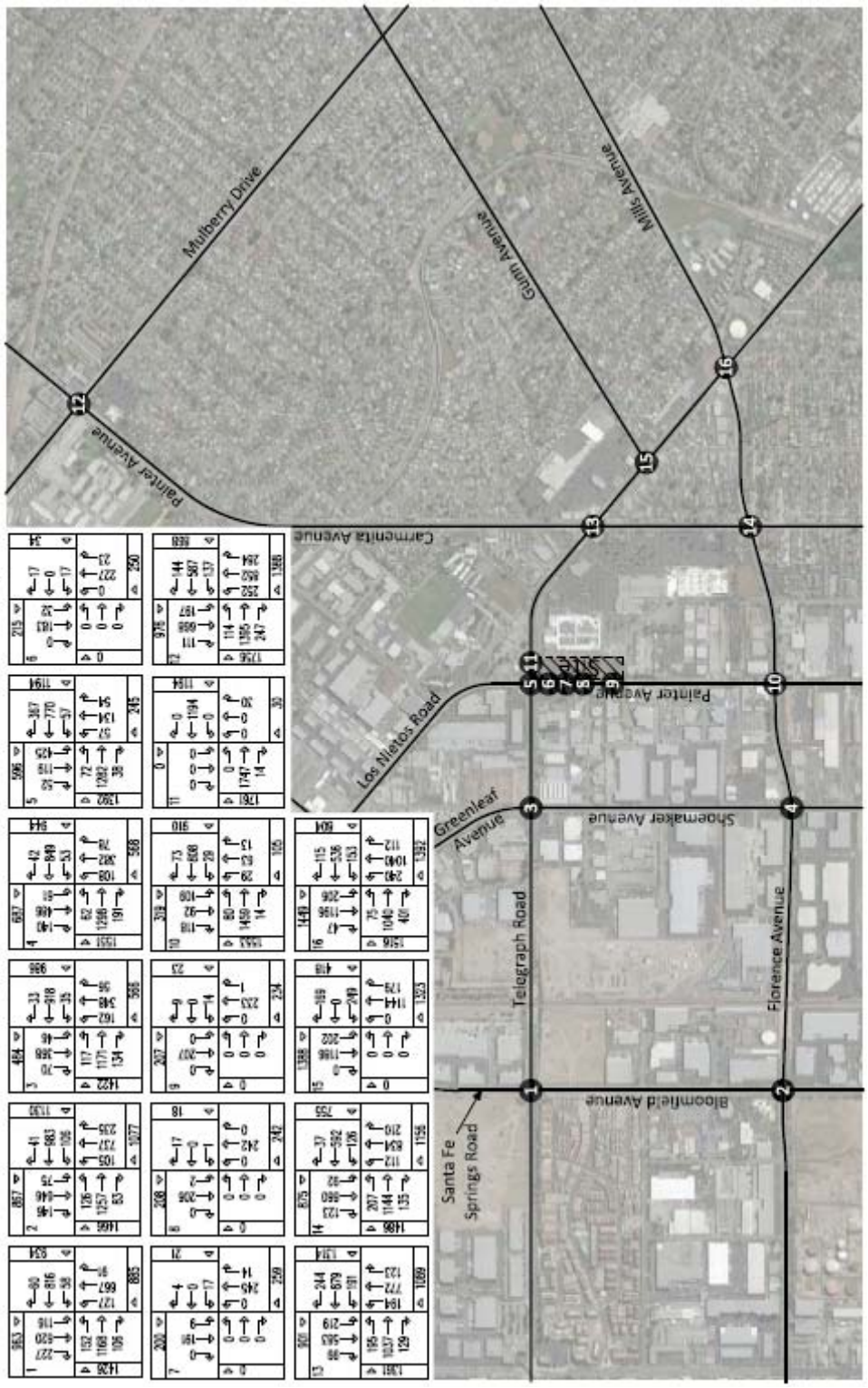


EXHIBIT 3-27
YEAR 2017 WITH PROJECT EVENING PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES
Source: Kunzman Associates, Inc.

Table 3-18
Year 2017 With the Project - Intersection Level of Service

No.	Intersection	Peak Hours LOS	
		AM Peak Hr.	PM Peak Hr.
1	Bloomfield @ Telegraph	0.748-C	0.661-B
2	Bloomfield @ Florence	0.831-D	0.836-D
3	Shoemaker @ Telegraph	0.733-C	0.632-B
4	Shoemaker @ Florence	0.861-D	0.802-D
5	Painter @ Telegraph	0.921-E	0..664-B
6	Painter @ Project North DW	11.0-B	10.5-B
7	Painter@ Project North-Central DW	11.4-B	10.7-B
8	Painter @ Project South-Central DW	10.2-B	9.7-A
9	Painter @ Project Central DW	11.7-B	10.3-B
10	Painter @ Florence	0.755-C	0.690-B
11	Project DW @Telegraph	10.4-B	13.4-B
12	Painter @ Mulberry	0.836-D	0.917-E
13	Carmenita @ Telegraph	0.857-D	0.840-D
14	Carmenita @ Florence	0.961-E	0.854-D
15	Telegraph @ Gunn	0.674-B	0.658-B
16	Telegraph @ Florence	0.894-D	0.921-E

Source: Kunzman Associates, Inc.

Table 3-19 depicts the *Year 2017 with Project* traffic contribution at the study area intersections. As shown in Table 3-19, the project site does not significantly impact any of the study area intersections. *Year 2017 with Project* average daily traffic volumes are as illustrated on Exhibit 3-28.

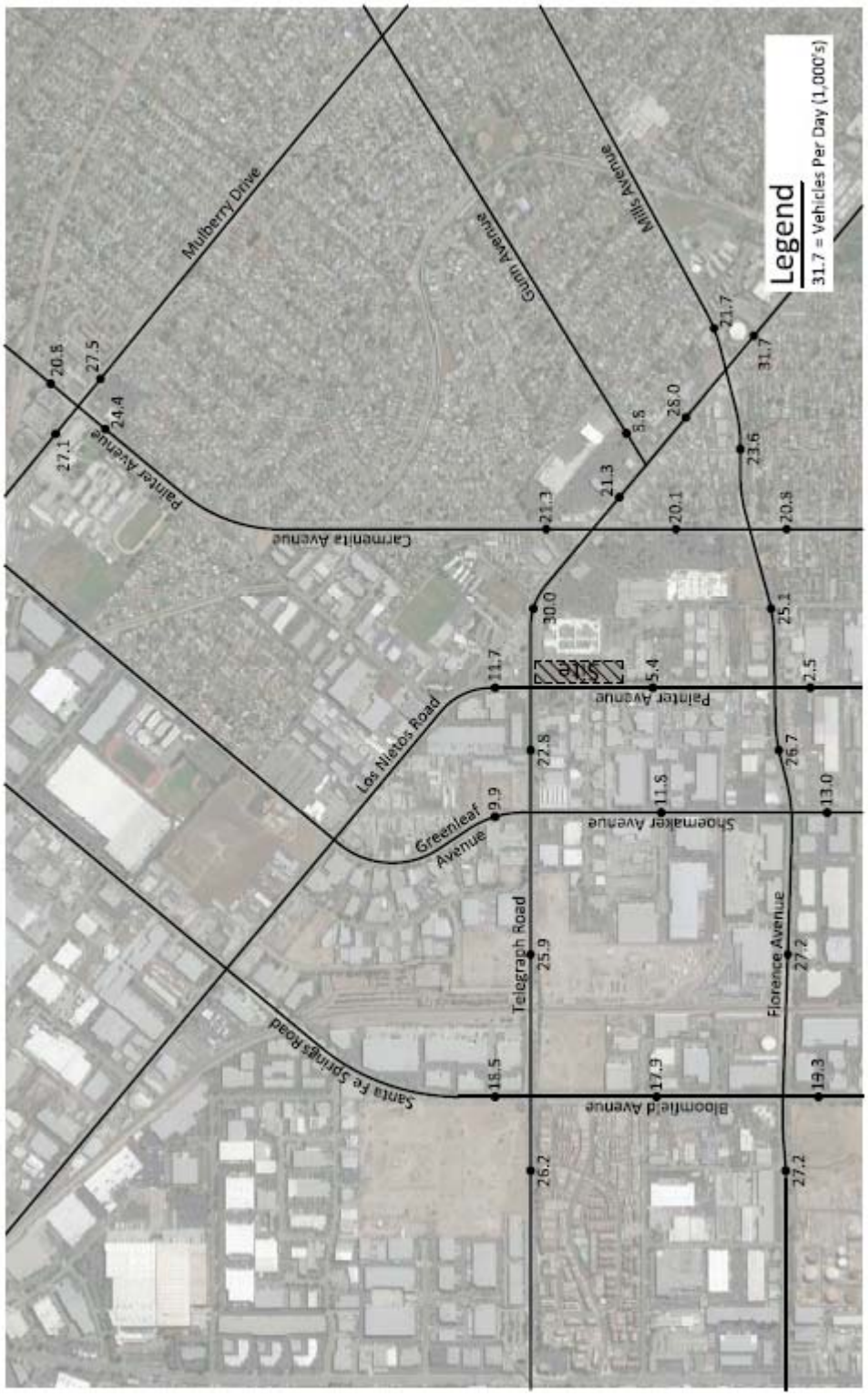


EXHIBIT 3-28
YEAR 2017 WITH PROJECT AVERAGE DAILY TRAFFIC VOLUMES
Source: Kunzman Associates, Inc.

Table 3-19
Year 2017 With the Project Contribution

No.	Intersection	Peak Hour	Without Project	With Proposed Project		
			Pk. Hr. LOS	Pk. Hr. LOS	Project Δ	Sig. Impact?
1	Bloomfield @ Telegraph	AM Pk. Hr.	0.747-C	0.748-C	0.001	NO
		PM Pk. Hr.	0.655-B	0.661-B	0.006	NO
2	Bloomfield @ Florence	AM Pk. Hr.	0.831-D	0.831-D	0.000	NO
		PM Pk. Hr.	0.830-D	0.836-D	0.006	NO
3	Shoemaker @ Telegraph	AM Pk. Hr.	0.731-C	0.733-C	0.002	NO
		PM Pk. Hr.	0.628-B	0.632-B	0.004	NO
4	Shoemaker @ Florence	AM Pk. Hr.	0.859-D	0.861-D	0.002	NO
		PM Pk. Hr.	0.793-C	0.802-C	0.009	NO.
5	Painter @ Telegraph	AM Pk. Hr	0.919-E	0.921-E	0.002	NO
		PM Pk. Hr.	0.634-B	0.664-B	0.030	NO
10	Painter @ Florence	AM Pk. Hr	0.740-C	0.755-C	0.015	NO
		PM Pk. Hr.	0.675-B	0.690-B	0.015	NO
12	Painter @ Mulberry	AM Pk. Hr	0.833-D	0.836-D	0.003	NO
		PM Pk. Hr.	0.914-E	0.917-E	0.003	NO
13	Carmenita @ Telegraph	AM Pk. Hr	0.851-D	0.857-D	0.006	NO
		PM Pk. Hr.	0.834-D	0.840-D	0.006	NO
14	Carmenita @ Florence	AM Pk. Hr	0.955-E	0.961-E	0.006	NO
		PM Pk. Hr.	0.853-D	0.854-D	0.001	NO
15	Telegraph @ Gunn	AM Pk. Hr	0.669-B	0.674-B	0.005	NO
		PM Pk. Hr.	0.650-B	0.658-B	0.008	NO
16	Telegraph @ Florence	AM Pk. Hr	0.892-D	0.894-D	0.002	NO
		PM Pk. Hr.	0.917-E	0.920-E	0.003	NO

Source: Kunzman Associates, Inc.

The following mitigation is required to address the proposed project's traffic and circulation impacts:

- Landscaping and sidewalk improvements must be provided along the east side of Painter Avenue from Telegraph Road to the south project boundary in conjunction with development.

- Landscaping and sidewalk improvements must be provided along the south side of Telegraph Road from Painter Avenue to the east project boundary in conjunction with development.

- Sufficient on-site parking shall be provided to meet City of Santa Fe Springs parking code requirements and the American With Disabilities Act (ADA). The site plan currently indicates a total of 73 standard stalls and four ADA accessible stalls will be provided for the warehouse. The total number of parking spaces exceeds the number of stalls required (69). The site plan for the Aldi supermarket indicates a total of 90 spaces will be provided. The number of spaces provided exceeds the minimum of 74 required by the City.

- Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Santa Fe Springs standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

- As is the case for any roadway design, the City of Santa Fe Springs should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Exhibit 3-29 shows the site specific circulation and access recommendations. The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

B. Would the project result in a conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways? ● No Impact.

The Congestion Management Program is a result of Proposition 111 which was a statewide initiative approved by the voters in June 1990. The proposition allowed for a nine cent per gallon state gasoline tax increase over a five-year period. Proposition 111 explicitly stated that the new gas tax revenues were to be used to fix existing traffic problems and was not to be used to promote future development. For a city to get its share of the Proposition 111 gas tax, it has to follow certain procedures specified by the State Legislature. The legislation requires that a Traffic Impact Analysis be prepared for new development. The traffic impact analysis is prepared to monitor and fix traffic problems caused by new development.

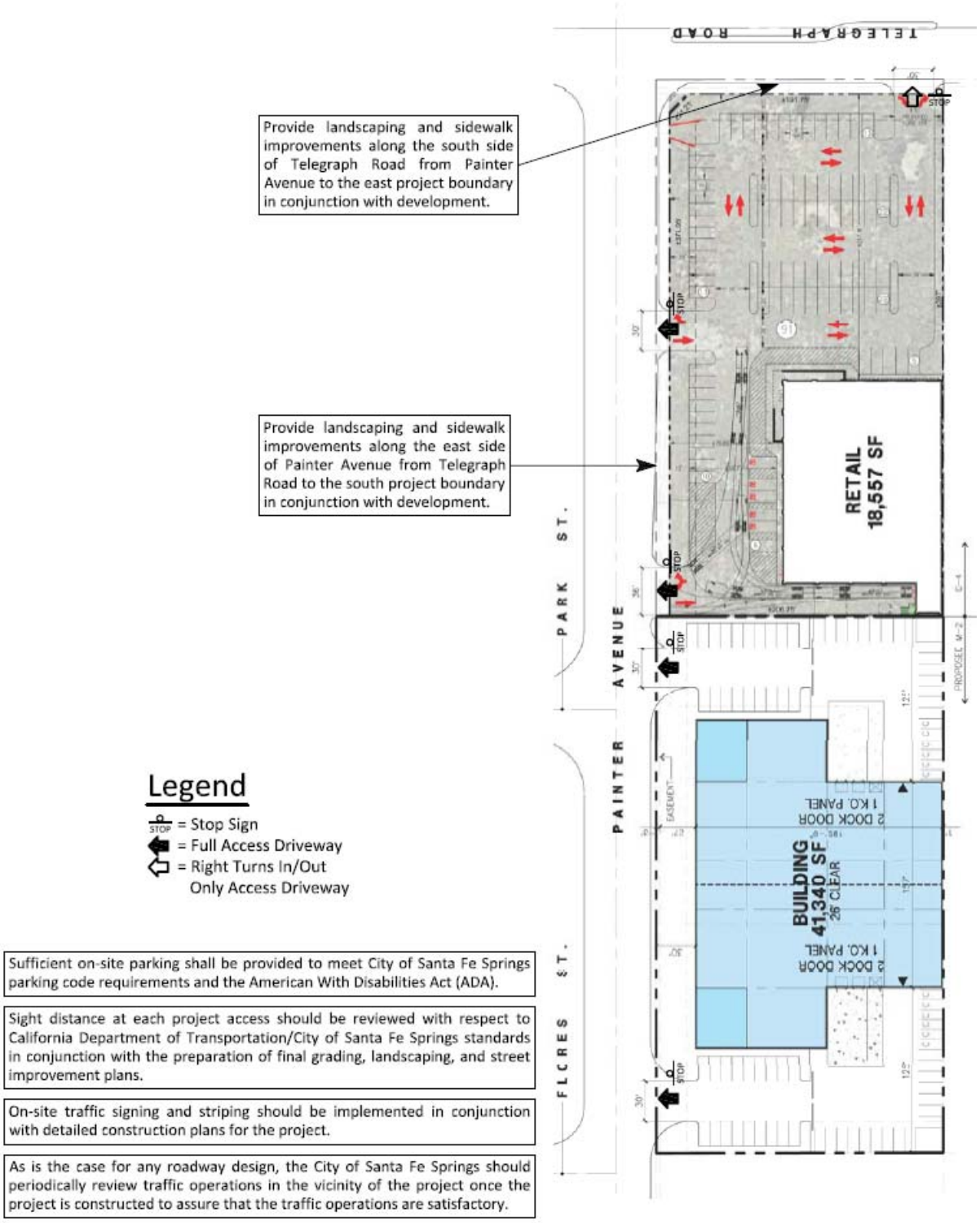


EXHIBIT 3-29
CIRCULATION RECOMMENDATIONS

Source: Kunzman Associates, Inc.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis. To assure that adjacent jurisdictions use a standard methodology in preparing traffic impact analyses, one common procedure is that all cities within a county, and the county agency itself, adopt and use one standard methodology for conducting traffic impact analyses. Although each county has developed standards for preparing traffic impact analyses, traffic impact analysis requirements do vary in detail from one county to another, but not in overall intent or concept. The general approach for conducting a traffic impact analysis is that existing weekday peak hour traffic is counted and the percent of roadway capacity currently used is determined. Then growth in traffic is accounted for and added to existing traffic and the percent of roadway capacity used is again determined. Then the project traffic is added and the percent of roadway capacity used is again determined. If the new project adds traffic to an overcrowded facility, then the new project has to mitigate the traffic impact so that the facility operates at a level that is no worse than before the project traffic was added. If the project size is below a certain minimum threshold level, then a project does not have to have a traffic impact analysis prepared, once it is shown or agreed that the project is below the minimum threshold. If a project is bigger than the minimum threshold size, then a traffic impact analysis is required.

There are no Congestion Management Program intersection monitoring locations in the project vicinity. The Congestion Management Program Traffic Impact Assessment 6 guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the morning or evening weekday periods. The traffic impact analysis must include all monitored intersections to which the project adds traffic above a certain minimum amount. In Los Angeles County, the monitored intersections are contained in Appendix A of the Congestion Management Program for the County of Los Angeles. The Congestion Management Program Traffic Impact Assessment guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the morning or evening weekday peak periods. The proposed project will not add 150 or more trips (in either direction) to a freeway segment. As a result, no impacts will occur.

C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? ● No Impact.

The proposed project will not result in any changes in air traffic patterns because the proposed project will not significantly increase traffic to levels that would warrant mitigation. As a result, no impacts will occur with the implementation of the proposed project.

D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Significant Impact.

The proposed project's impacts to the local roadways are summarized in Subsection 3.16.2.A. The project will not increase hazards due to design features or incompatible uses. Mitigation has been provided in Subsection 3.16.2.A to ensure that all project driveways, parking stalls, and features conform to City standards. In addition, the project will not result in incompatible uses because the proposed supermarket

and warehouse are consistent with the surrounding uses (retail shopping centers and general industrial uses). As a result, the potential impacts are anticipated to be less than significant.

E. Would the project result in inadequate emergency access? ● No Impact.

The proposed project will not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be closed to traffic. Furthermore, all construction staging areas will be located on-site. As a result, the proposed project's implementation will not result in any impacts.

F. Would the project result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ● No Impact.

Metropolitan Transit Authority (Metro) along Telegraph Road via Local Line 121 and Bloomfield Avenue/Santa Fe Springs Road via Local Line 270. Norwalk Transit Route 3 services Telegraph Road eastbound to Carmenita Road/Painter Avenue northbound and westbound on Mulberry Drive. Sunshine Shuttle is provided along Painter Avenue and Telegraph Road. No bus stops will be affected by the proposed project. No existing bus stops will be removed as part of the proposed project's implementation. As a result, the proposed project's implementation will not result in any impacts on existing bus stops.

There are three basic categories of bike trails within the City. Class 1 bike paths involve designs which are completely separated from traffic lanes. Class 2 paths are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class 3 paths also are located along a street edge, but are not striped. These paths are identified by street signs only. There are no Class 1, 2, or 3 bicycle facilities along Telegraph Road or Painter Avenue in the project vicinity. As a result, no impacts to pedestrian facilities, bicycle routes, or bus stops will result with the implementation of the proposed project.

3.16.3 CUMULATIVE IMPACTS

To account for area wide growth on roadways, Year 2017 traffic volumes have been calculated based on a one percent annual growth rate of existing traffic volumes over a two year period. The area wide growth rate has been obtained from the Congestion Management Program for the County of Los Angeles and recent traffic studies conducted in the City of Santa Fe Springs. Area wide growth has been added to daily and peak hour traffic volumes on surrounding roadways. The cumulative projects within a two mile radius were added to Opening Year (2017) traffic conditions. A two mile radius from the project site was used due to the inherently small size of the proposed project. *Year 2017 Without Project* average daily traffic volumes are as illustrated on Exhibit 3-26.

The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for *Year 2017 Without Project* traffic conditions, except for the following study area intersections which are projected to operate at unacceptable Levels of Service during the peak hours (see Table 3-17): Painter Avenue at Telegraph Road (#5); Painter Avenue at Mulberry Drive (#12) Carmenita Avenue at Florence Avenue (#14); and Telegraph Road at Florence Avenue (#16).

The *Year 2017 With Project* morning and evening peak hour intersection turning movement volumes are shown on Exhibits 3-27 and 3-28, respectively. The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Year 2017 With Project traffic conditions, except for the following study area intersections which are projected to operate at unacceptable Levels of Service during the peak hours (see Table 3-18): Painter Avenue at Telegraph Road (#5); Painter Avenue at Mulberry Drive (#12); Carmenita Avenue at Florence Avenue (#14); Telegraph Road at Florence Avenue (#16). Year 2017 With Project Level of Service worksheets are provided in Appendix D of the Traffic Study.

3.16.4 MITIGATION MEASURES

The following mitigation is required to address the proposed project's traffic and circulation impacts (the site-specific circulation and access recommendations are also shown in Exhibit 3-29).

Mitigation Measure No. 21 (Transportation and Circulation). Landscaping and sidewalk improvements must be provided along the east side of Painter Avenue from Telegraph Road to the south project boundary in conjunction with development.

Mitigation Measure No. 22 (Transportation and Circulation). Landscaping and sidewalk improvements must be provided along the south side of Telegraph Road from Painter Avenue to the east project boundary in conjunction with development.

Mitigation Measure No. 23 (Transportation and Circulation). Sufficient on-site parking shall be provided to meet City of Santa Fe Springs parking code requirements and the American With Disabilities Act (ADA). The site plan currently indicates a total of 73 standard stalls and four ADA accessible stalls will be provided for the warehouse. The total number of parking spaces exceeds the number of stalls required (69). The site plan for the Aldi supermarket indicates a total of 90 spaces will be provided. The number of spaces provided exceeds the minimum of 74 required by the City.

Mitigation Measure No. 24 (Transportation and Circulation). Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Santa Fe Springs standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

Mitigation Measure No. 25 (Transportation and Circulation). On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

Mitigation Measure No. 26 (Transportation and Circulation). As is the case for any roadway design, the City of Santa Fe Springs should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

3.17 UTILITIES

3.17.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ● Less than Significant Impact.

The City of Santa Fe Springs is located within the service area of the Sanitation District 2 of Los Angeles County. The nearest wastewater treatment plant to Santa Fe Springs is the Los Coyotes Water Reclamation Plant (WRP) located in Cerritos. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The plant was placed in operation on May 25, 1970, and initially had a capacity of 12.5 million gallons per day and consisted of primary treatment and secondary treatment with activated sludge. The Los Coyotes WRP provides primary, secondary, and tertiary treatment for 37.5 million gallons of wastewater per day. The plant serves a population of approximately 370,000 people.

Over five million gallons per day of the reclaimed water is reused at over 270 reuse sites. Reuse includes landscape irrigation of schools, golf courses, parks, nurseries, and greenbelts; and industrial use at local companies for carpet dying and concrete mixing. The remainder of the effluent is discharged to the San Gabriel River.[114] The Los Coyotes WRP has a treatment capacity of 350 million gallons of wastewater per day and serves a population of approximately 3.5 million people. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean. The reclamation projects utilize pump stations from the two largest Sanitation Districts' Water Reclamation plants includes the San Jose Creek WRP in Whittier and Los Coyotes WRP in Cerritos.[115]

The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd.[116] The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd.[117] As indicated in Table 3-20, the future development is projected to generate 6,031 gallons of effluent on a daily basis, which is well under the capacity of the aforementioned WRPs.

Table 3-20
Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Proposed Supermarket	18,557 sq.ft.	0.08 gals/sq.ft.	1,499 gals/day
Proposed Warehouse	41,197 sq.ft.	0.11 gals/ sq.ft.	4,531 gals/day
Total			6,031 gals/day

Source: Blodgett Baylosis Environmental Planning, 2016.

The proposed project will connect to an existing eight-inch sewer line located within Telegraph Road and to an existing eight-inch sewer line located within Painter Avenue. The existing sewer lines have sufficient capacity to accommodate the projected flows. Adequate sewage collection and treatment are currently available. In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements, no new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project; as a result, the impacts are expected to be less than significant.

[114] Los Angeles County Sanitation Districts. http://www.lacsd.org/wastewater/ wwfacilities/joint_outfall_system_wrp/ los_coyotes.asp

[115] Ibid.

[116] Los Angeles County Sanitation Districts. *Joint Water Pollution Control Plant.* http://www.lacsd.org/wastewater/wwfacilities/jwpcp/default.asp

[117] Los Angeles County Sanitation Districts. *Long Beach Water Reclamation Plant.* http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/long_beach.asp

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? ● No Impact.

As indicated previously, the proposed project will generate approximately 6,031 gallons of wastewater a day. The proposed project will connect to existing eight-inch sewer lines located within Telegraph Road and Painter Avenue. The future wastewater generation will be within the treatment capacity of the Los Coyotes and Long Beach WRP. Therefore, no new water and wastewater treatment facilities will be needed to accommodate the excess effluent generated by the proposed project and no impacts are anticipated to occur.

C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ● Less than Significant Impact.

The proposed project will be served by the 18-inch storm drain located along Painter Avenue. Once operational, the proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The project proposes new impervious surfaces that will be subject to the National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project will also be required to comply with the City's storm water management guidelines. The addition of landscaping will also help water runoff percolate into the ground. As a result, the impacts will be less than significant.

D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ● Less than Significant Impact with Mitigation.

According to the City's Urban Water Management Plan, the City of Santa Fe Springs Water System has approximately 6,015 service connections through a pipeline network of approximately 108 miles. The large industrial makeup of the City creates high daytime water demands and low nighttime water demands. The City's potable water system is supplied by one water well, two Metropolitan Water District connections, and two 4-million gallon reservoirs each with its own booster pumping station.[118]

Table 3-21 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 7,641 gallons of water on a daily basis.[119] The proposed project will connect to an existing 12-inch water line located along the site's northern property line and to an existing 14 inch water line located within Painter Avenue. Additionally, the estimated water consumption does not take into account the installation of more modern water conserving plumbing fixtures.

[118] City of Santa Fe Springs, Urban Water Management Plan (2010-2014). Department of Public Works, Utilities Services Division. June 2011.

[119] Blodgett Baylosis Environmental Planning Utilities Calculations. Utilities worksheets provided in the Appendices.

Table 3-21
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Proposed Supermarket	18,557 sq.ft.	0.10 gals/ sq.ft.	1,874 gals/day
Proposed Warehouse	41,197 sq.ft.	0.14 gals/ sq.ft.	5,767 gals/day
Total			7,641 gals/day

Source: Blodgett Baylosis Environmental Planning, 2016.

California has experienced a prolonged drought over the past four years. In response to this drought, Governor Brown announced emergency legislation aimed at reducing water consumption. Governor Brown signed an Executive Order in April in which cities, including Santa Fe Springs, are required to reduce their citywide water consumption by 28 percent. Governor Brown also outlined other initiatives that would include fines for those consumers that fail to conserve water. Even though the demand for water generated by the proposed project will not exceed City water supplies, the proposed project should incorporate features that aim to reduce water consumption on a larger scale. As a result, the following mitigation has been recommended:

- The project Applicant will be required to install Xeriscape, or landscaping with plants that require less water, as an alternative to traditional landscaping and turf. According to the Los Angeles County Department of Public Works, the addition of Xeriscape can reduce outdoor water consumption by as much as 50 percent.

- The Applicant for the supermarket and warehouse shall install high-efficiency, WaterSense labeled toilets in order to reduce water consumption. Installing high efficiency toilets will reduce long term operating costs by consuming less water. The Applicant shall also install WaterSense faucets in all restrooms, which can reduce a sink's water flow by 30 percent.

Adherence to the mitigation provided above will mitigate potential impacts to levels that are less than significant.

E. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● Less than Significant Impact.

As indicated in Subsection 3.17.2.A, the proposed project will connect to an existing eight-inch sewer line located within Telegraph Road and to an existing eight-inch sewer line located within Painter Avenue. The existing sewer lines have sufficient capacity to accommodate the projected flows. Adequate sewage collection and treatment are currently available. In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements. No new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project; as a result, the impacts are expected to be less than significant.

F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ● Less than Significant Impact.

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. This system includes sanitary landfills, recycling centers, materials recovery/transfer facilities, and energy recovery facilities. The two operational sites are the Calabasas Landfill, located near the City of Agoura Hills, and the Scholl Canyon Landfill, located in the City of Glendale. The Puente Hills Landfill was closed in October 2013, and closure activities at the site will take 12 to 18 months to complete.[120] At the other closed landfills, which include the Spadra, the Palos Verdes, and the Mission Canyon landfills, the Sanitation Districts continue to maintain environmental control systems. Local municipal solid waste collection services are currently provided by Consolidated Disposal Services, CR and R Waste and Recycling, and Serv-Wel Disposal Company.

The majority of this disposable solid waste will be taken to the Commerce "Waste-to-Energy" incineration plant for incineration. Recyclable waste will be sorted from the waste street and sent to a recycling facility. Residual waste associated with demolition and operational activities will be disposed of at area landfills. Operational waste that cannot be recycled or taken to area landfills, will be transported to the Commerce incinerator. The proposed project will contribute to a limited amount to this waste stream. As a result, the impacts on solid waste generation are anticipated to be less than significant. Trash collection is provided by the Consolidated Disposal Service, CR and R Waste and Recycling, and Serv-Well Disposal Company. As indicated in Table 3-22, the future daily solid waste generation is projected to be 1,027 pounds per day. The amount of solid waste generated by the proposed project can be handled adequately. As a result, the potential impacts will be less than significant.

Table 3-22
Solid Waste Generation (gals/day)

Use	Unit	Factor	Generation
Proposed Supermarket	18,557 sq.ft.	42 lbs/ sq.ft.	779 lbs/day
Proposed Warehouse	41,197 sq.ft.	6 lbs/ sq.ft.	247 gals/day
Total			1,027 gals/day

Source: Blodgett Baylosis Environmental Planning, 2016.

G. Would the project comply with Federal, State, and local statutes and regulations related to solid waste? ● No Impact.

The proposed use, like all other developments in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation will result from the proposed project's implementation.

[120] Los Angeles County Sanitation Districts. *Solid Waste Facilities.* http://www.lacsd.org/solidwaste/swfacilities/default.asp

3.17.3 CUMULATIVE IMPACTS

The potential impacts related to water line and sewer line capacities are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any significant adverse impacts on local utilities. However, due to the severity of California's ongoing drought, mitigation has been provided to ease the demand for water.

3.17.4 MITIGATION MEASURES

The analysis determined that the following mitigation would be required to address potential impacts to water consumption. These mitigation measures are identified below:

Mitigation Measure No. 27 (Utilities). The project Applicant will be required to install Xeriscape, or landscaping with plants that require less water, as an alternative to traditional landscaping and turf. According to the Los Angeles County Department of Public Works, the addition of Xeriscape can reduce outdoor water consumption by as much as 50 percent.

Mitigation Measure No. 28 (Utilities). The Applicant for the supermarket and warehouse shall install high-efficiency, WaterSense labeled toilets in order to reduce water consumption. Installing high efficiency toilets will reduce long term operating costs by consuming less water. The Applicant shall also install WaterSense faucets in all restrooms, which can reduce a sink's water flow by 30 percent

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.

- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.

- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.

- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.

SECTION 4 - CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have any significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Santa Fe Springs can make the following additional findings:

- A Mitigation Reporting and Monitoring Program will be required; and,
- An accountable enforcement agency or monitoring agency shall not be identified for the mitigation measures adopted as part of the decision-maker's final determination.

4.2 MITIGATION MONITORING & REPORTING PROGRAM

4.2.1. OVERVIEW OF THE PROJECT

This Initial Study evaluates the environmental impacts related to construction of two buildings on a 4.05-acre site located at the southeast corner of Painter Avenue and Telegraph Road. The new buildings will include a 41,197 square-foot concrete tilt-up warehouse building and an 18,557 square-foot supermarket. The Tentative Parcel Map (TPM 73846) will create two new parcels to accommodate each new building.

The *warehouse* will be constructed on a 2.03-acre parcel located in the southern portion of the project site. Of the total floor area of the proposed warehouse building, 35,197 square feet will be dedicated to warehousing while 6,000 square feet will consist of office space. The warehouse building will have a lot coverage of 46.7 percent. Access to the proposed warehouse will be provided by two 30-foot wide

driveway connections along the east side of Painter Avenue. In addition, the proposed warehouse building will be equipped with four dock high doors and two knock out panels for potential future doors. A total of 73 parking stalls and two trailer parking stalls will be provided for the warehouse. Lastly, approximately 12,104 square feet of landscaping will be installed. This portion of the project will require the approval of a Development Plan Approval (DPA 911), Zone Change (ZC 136), General Plan Amendment (GPA 26), and Tentative Parcel Map (TPM 73846).

The *supermarket* portion of the proposed project will be located on a 2.02-acre parcel in the northern section of the project site. The supermarket will have a lot coverage of 22.3 percent. Access to the proposed supermarket will be provided by two new driveway connections of 30 and 39 feet along the east side of Painter Avenue and one new driveway connection of 30 feet along the south side of Telegraph Road. Parking for the supermarket will consist of 90 new stalls. A total of 11,050 square feet of landscaping will be installed. Additionally, the project's implementation will require the removal of the existing pylon sign located in the northern portion of the site along the Telegraph Road frontage. This portion of the project will require the approval of a Conditional Use Permit (CUP 773) and Development Plan Approval (DPA 910).

4.2.2. FINDINGS OF THE ENVIRONMENTAL ASSESSMENT

The Initial Study prepared for the proposed project indicated that the proposed project is not expected to result in significant adverse environmental impacts, upon implementation of the required mitigation measures. The following Mandatory Findings of Significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

- The proposed project *will not* have the potential to degrade the quality of the environment;
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals;
- The proposed project *will not* have impacts, that are individually limited, but cumulatively considerable;
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

4.2.3. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;

- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,

- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

4.2.4. MITIGATION MEASURES

The following mitigation is required as part of this project to ensure that potential construction related air quality emissions are mitigated:

Mitigation Measure No. 1 (Air Quality). All unpaved demolition and construction areas shall be watered up to three times per day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.

Mitigation Measure No. 2 (Air Quality). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

Mitigation Measure No. 3 (Air Quality). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Mitigation Measure No. 4 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding construction equipment, grading, site preparation, and construction activities.

The environmental analysis in the preceding sections determined that the proposed project is located in an area that has a high sensitivity for cultural resources. As a result, the following mitigation is required:

Mitigation Measure No. 5 (Cultural Resources). The existing sign will be removed from the project site and will be donated to a caretaker organization. The City and the Applicant will engage in joint efforts to identify an organization, business, museum, or private party that will take possession of the sign. During relocation of the sign to the off-site storage location, the Applicant will take all reasonable care necessary to avoid damage to the sign.

Mitigation Measure No. 6 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrielino Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor

will photo-document the ground disturbing activities. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

The following mitigation is required due to the potential for soil expansion and subsidence:

Mitigation Measure No. 7 (Geology and Soils). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineer's recommendations.

The following mitigation is required as part of this project to ensure that potential impacts related to hazardous and hazardous materials are mitigated:

Mitigation Measure No. 8 (Hazards and Hazardous Materials). A subsurface investigation should be completed in the vicinity of the two oil wells to assess whether elevated concentrations of petroleum hydrocarbons, VOCs, and/or metals are present due to historical oil production activities.

Mitigation Measure No. 9 (Hazards and Hazardous Materials). A Petroleum Geologist or Engineer should review the information regarding the on-site oil wells to determine if the one remaining well is currently being re-abandoned in accordance with current regulatory guidelines.

Mitigation Measure No. 10 (Hazards and Hazardous Materials). Due to the site being located within the Methane Zone, the City of Santa Fe Springs will require future buildings to be constructed with engineering controls (e.g. a vapor barrier). If the client would like a higher confidence level as to the presence and concentrations of methane gas, a methane gas survey could be completed at the site. This information would be informative to determine the type of methane gas barrier system that would need to be installed (i.e. passive versus active system).

Mitigation Measure No. 11 (Hazards and Hazardous Materials). A vapor barrier must be installed below the entire building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the City of Santa Fe Springs Department of Fire and Rescue.

The following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

Mitigation Measure No. 12 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater

Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 13 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

Mitigation Measure No. 14 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 15 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

The analysis of potential impacts related to mineral resources indicated that there are oil wells located on-site will need to be re-abandoned. As a result, the following mitigation is required:

Mitigation Measure No. 16 (Mineral Resources). Prior to the start of construction activities, all wells on-site must be abandoned according to Department of Oil Gas and Geothermal Resources protocols.

The following measure will reduce the potential construction noise impacts:

Mitigation Measure No. 17 (Noise). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 12:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

Mitigation Measure No. 18 (Noise). The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

The analysis of public service impacts indicated that no significant adverse impacts are anticipated; however, to ensure the proposed project meets the City's Fire and Police department standards, the following mitigation is required:

Mitigation Measure No. 19 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Department of Fire and Rescue to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

Mitigation Measure No. 20 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

The following mitigation is required to address the proposed project's traffic and circulation impacts (the site-specific circulation and access recommendations are also shown in Exhibit 3-29).

Mitigation Measure No. 21 (Transportation and Circulation). Landscaping and sidewalk improvements must be provided along the east side of Painter Avenue from Telegraph Road to the south project boundary in conjunction with development.

Mitigation Measure No. 22 (Transportation and Circulation). Landscaping and sidewalk improvements must be provided along the south side of Telegraph Road from Painter Avenue to the east project boundary in conjunction with development.

Mitigation Measure No. 23 (Transportation and Circulation). Sufficient on-site parking shall be provided to meet City of Santa Fe Springs parking code requirements and the American With Disabilities Act (ADA). The site plan currently indicates a total of 73 standard stalls and four ADA accessible stalls will be provided for the warehouse. The total number of parking spaces exceeds the number of stalls required (69). The site plan for the Aldi supermarket indicates a total of 90 spaces will be provided. The number of spaces provided exceeds the minimum of 74 required by the City.

Mitigation Measure No. 24 (Transportation and Circulation). Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Santa Fe Springs standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

Mitigation Measure No. 25 (Transportation and Circulation). On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

Mitigation Measure No. 26 (Transportation and Circulation). As is the case for any roadway design, the City of Santa Fe Springs should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

The analysis determined that the following mitigation would be required to address potential impacts to water consumption. These mitigation measures are identified below:

Mitigation Measure No. 27 (Utilities). The project Applicant will be required to install Xeriscape, or landscaping with plants that require less water, as an alternative to traditional landscaping and turf. According to the Los Angeles County Department of Public Works, the addition of Xeriscape can reduce outdoor water consumption by as much as 50 percent.

Mitigation Measure No. 28 (Utilities). The Applicant for the supermarket and warehouse shall install high-efficiency, WaterSense labeled toilets in order to reduce water consumption. Installing high efficiency toilets will reduce long term operating costs by consuming less water. The Applicant shall also install WaterSense faucets in all restrooms, which can reduce a sink's water flow by 30 percent.

4.2.5. MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 1 provided below and on the following pages.

TABLE 4-1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (Air Quality). All unpaved demolition and construction areas shall be watered up to three times per day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 2 (Air Quality). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 3 (Air Quality). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 4 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding construction equipment, grading, site preparation, and construction activities.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:

TABLE 4-1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 5 (Cultural Resources). The existing sign will be removed from the project site and will be donated to a caretaker organization. The City and the Applicant will engage in joint efforts to identify an organization, business, museum, or private party that will take possession of the sign. During relocation of the sign to the off-site storage location, the Applicant will take all reasonable care necessary to avoid damage to the sign.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to the issuance of a grading permit.* ● Mitigation ends when construction begins.	Date: Name & Title:
Mitigation Measure No. 6 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrielino Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor will photo-document the ground disturbing activities. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.	City of Santa Fe Springs Planning and Development Department and the Gabrielino Band of Mission Indians, Kizh Nation ● *(The Applicant is responsible for implementation)*	*Prior to the start of any construction related activities* ● Mitigation ends when ground disturbance is completed or otherwise noted by the tribal representative.	Date: Name & Title:
Mitigation Measure No. 7 (Geology and Soils). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineer's recommendations.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to the start of the construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 8 (Hazards and Hazardous Materials). A subsurface investigation should be completed in the vicinity of the two oil wells to assess whether elevated concentrations of petroleum hydrocarbons, VOCs, and/or metals are present due to historical oil production activities.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to the issuance of a grading permit.* ● Mitigation ends when construction begins.	Date: Name & Title:

TABLE 4-1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 9 (Hazards and Hazardous Materials). A Petroleum Geologist or Engineer should review the information regarding the on-site oil wells to determine if the one remaining well is currently being re-abandoned in accordance with current regulatory guidelines.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to the issuance of a grading permit.* ● Mitigation ends when construction begins.	Date: Name & Title:
Mitigation Measure No. 10 (Hazards and Hazardous Materials*).* Due to the site being located within the Methane Zone, the City of Santa Fe Springs will require future buildings to be constructed with engineering controls (e.g. a vapor barrier). If the client would like a higher confidence level as to the presence and concentrations of methane gas, a methane gas survey could be completed at the site. This information would be informative to determine the type of methane gas barrier system that would need to be installed (i.e. passive versus active system).	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● The vapor barrier will remain below the two new buildings throughout their operational lifetime.	Date: Name & Title:
Mitigation Measure No. 11 (Hazards and Hazardous Materials). A vapor barrier must be installed below the entire building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the City of Santa Fe Springs Department of Fire and Rescue.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● The vapor barrier will remain below the two new buildings throughout their operational lifetime.	Date: Name & Title:
Mitigation Measure No. 12 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.	Chief Building Official and City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 13 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.	Chief Building Official and City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:

TABLE 4-1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 14 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.	City Engineer ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 15 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.	City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a Certificate of Occupancy.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 16 (Mineral Resources). Prior to the start of construction activities, all wells on-site must be abandoned according to Department of Oil Gas and Geothermal Resources protocols.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to the start of the construction phase.* ● Mitigation ends when construction begins.	Date: Name & Title:
Mitigation Measure No. 17 (Noise). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 12:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 18 (Noise). The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 19 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Department of Fire and Rescue to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.	Santa Fe Springs Department of Fire and Rescue ● *(The Applicant is responsible for implementation)*	*During final plan check* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 20 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.	Santa Fe Springs Department of Police Services ● *(The Applicant is responsible for implementation)*	*During final plan check* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 21 (Transportation and Circulation). Landscaping and sidewalk improvements must be provided along the east side of Painter Avenue from Telegraph Road to the south project boundary in conjunction with development.	Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During final plan check* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 22 (Transportation and Circulation). Landscaping and sidewalk improvements must be provided along the south side of Telegraph Road from Painter Avenue to the east project boundary in conjunction with development.	Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During final plan check* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 23 (Transportation and Circulation). Sufficient on-site parking shall be provided to meet City of Santa Fe Springs parking code requirements and the American With Disabilities Act (ADA). The site plan currently indicates a total of 73 standard stalls and four ADA accessible stalls will be provided for the warehouse. The total number of parking spaces exceeds the number of stalls required (69). The site plan for the Aldi supermarket indicates a total of 90 spaces will be provided. The number of spaces provided exceeds the minimum of 74 required by the City.	Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During final plan check* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 24 (Transportation and Circulation). Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Santa Fe Springs standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.	Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During final plan check* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 25 (Transportation and Circulation). On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.	Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During final plan check* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:

TABLE 4-1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 26 (Transportation and Circulation). As is the case for any roadway design, the City of Santa Fe Springs should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.	Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Over the project's operational lifetime* ● Mitigation to continue over the project's operational lifetime.	Date: Name & Title:
Mitigation Measure No. 27 (Utilities). The project Applicant will be required to install Xeriscape, or landscaping with plants that require less water, as an alternative to traditional landscaping and turf. According to the Los Angeles County Department of Public Works, the addition of Xeriscape can reduce outdoor water consumption by as much as 50 percent.	City of Santa Fe Springs Planning and Development Department, Department of Public Works ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a Certificate of Occupancy.* ● Mitigation to continue over the project's operational lifetime	Date: Name & Title:
Mitigation Measure No. 28 (Utilities). The Applicant for the supermarket and warehouse shall install high-efficiency, WaterSense labeled toilets in order to reduce water consumption. Installing high efficiency toilets will reduce long term operating costs by consuming less water. The Applicant shall also install WaterSense faucets in all restrooms, which can reduce a sink's water flow by 30 percent.	City of Santa Fe Springs Planning and Development Department, Department of Public Works ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a Certificate of Occupancy.* ● Mitigation to continue over the project's operational lifetime	Date: Name & Title:

SECTION 5 - REFERENCES

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KUNZMAN ASSOCIATES, INC.

PAINTER AVENUE & TELEGRAPH ROAD PROJECT

TRAFFIC IMPACT ANALYSIS

December 18, 2015

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

KUNZMAN ASSOCIATES, INC.

PAINTER AVENUE & TELEGRAPH ROAD PROJECT

TRAFFIC IMPACT ANALYSIS

December 18, 2015

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PAINTER AVENUE & TELEGRAPH ROAD PROJECT

TRAFFIC IMPACT ANALYSIS

This report contains the traffic impact analysis for the Painter Avenue & Telegraph Road project. The project site is located in the southeast corner of the Painter Avenue/Telegraph Road intersection in the City of Santa Fe Springs. The approximately 2 acre project site is proposed to be developed with 41,340 square feet of light industrial and 18,557 square feet of supermarket land use. The project site will have access to Painter Avenue and Telegraph Road.

The traffic impact analysis contains documentation of existing traffic conditions, trips generated by the project, distribution of the project trips to roads outside the project, determination of existing plus project[1] traffic conditions, and an analysis of Year 2017 traffic conditions without and with the project. Each of these topics is contained in a separate section of the report. The first section is "Findings", and subsequent sections expand upon the findings. In this way, information on any particular aspect of the study can be easily located by the reader.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

---

[1] The existing plus project conditions has been analyzed to comply with the Sunnyvale West Neighborhood Association v. City of Sunnyvale CEQA court case. This scenario assumes the full development of the proposed project and full absorption of the proposed project trips on the circulation system at the present time.

I. FINDINGS

This section summarizes the existing traffic conditions, project traffic impacts, and the proposed mitigation measures.

A. Definition of Deficiency and Significant Impact

The definition of an intersection deficiency has been obtained from the City of Santa Fe Springs General Plan Circulation Element which states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E to F will be considered deficient.

B. Existing Traffic Conditions

1. The project site is currently vacant and is not generating significant trips.

2. Based upon the scoping agreement (see Appendix B), the study area includes the following intersections:

Bloomfield Avenue (NS) at:
- Telegraph Road (EW) - #1
- Florence Avenue (EW) - #2

Shoemaker Avenue (NS) at:
- Telegraph Road (EW) - #3
- Florence Avenue (EW) - #4

Painter Avenue (NS) at:
- Telegraph Road (EW) - #5
- Project North Driveway (EW) - #6
- Project North-Central Driveway (EW) - #7
- Project South-Central Driveway (EW) - #8
- Project South Driveway (EW) - #9
- Florence Avenue (EW) - #10

Project Driveway (NS) at:
- Telegraph Road (EW) - #11

Painter Avenue (NS) at:
- Mulberry Drive (EW) - #12

Carmenita Avenue (NS) at:
- Telegraph Road (EW) - #13
- Florence Avenue (EW) - #14

Telegraph Road (NS) at:
Gunn Avenue (EW) - #15
Florence Avenue (EW) - #16

3. The study area intersections currently operate at acceptable Levels of Service during the peak hours for Existing traffic conditions, except for the following study area intersection which is currently operating at an unacceptable Level of Service during the morning peak hour (see Table 1):

Carmenita Avenue (NS) at:
Florence Avenue (EW) - #14

C. Traffic Impacts

1. The project site is proposed to be developed with 41,340 square feet of light industrial and 18,557 square feet of supermarket land use. The project site will have access to Painter Avenue and Telegraph Road.

2. The proposed development is projected to generate a total of approximately 2,261 daily vehicle trips, 109 trips during the morning peak hour and 224 trips during the evening peak hour.

3. The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions, except for the following study area intersection which is projected to operate at an unacceptable Level of Service during the morning peak hour (see Table 5):

Carmenita Avenue (NS) at:
Florence Avenue (EW) - #14

4. For Existing Plus Project traffic conditions, the project will not result in a significant impact at any study area intersection as defined by the City of Santa Fe Springs. Therefore, no further mitigation is required.

5. The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Year 2017 Without Project traffic conditions, except for the following study area intersections which are projected to operate at unacceptable Levels of Service during the peak hours (see Table 8):

Painter Avenue (NS) at:
Telegraph Road (EW) - #5
Mulberry Drive (EW) - #12

Carmenita Avenue (NS) at:
Florence Avenue (EW) - #14

Telegraph Road (NS) at:
Florence Avenue (EW) - #16

6. The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Year 2017 With Project traffic conditions, except for the following study area intersections which are projected to operate at unacceptable Levels of Service during the peak hours (see Table 8):

   Painter Avenue (NS) at:
   Telegraph Road (EW) - #5
   Mulberry Drive (EW) - #12

   Carmenita Avenue (NS) at:
   Florence Avenue (EW) - #14

   Telegraph Road (NS) at:
   Florence Avenue (EW) - #16

7. For Year 2017 With Project traffic conditions, the project will not result in a significant impact at any study area intersection as defined by the City of Santa Fe Springs. Therefore, no further mitigation is required.

D. Recommendations

1. Site-specific circulation and access recommendations are depicted on Figure 36.

2. Provide landscaping and sidewalk improvements along the east side of Painter Avenue from Telegraph Road to the south project boundary in conjunction with development.

3. Provide landscaping and sidewalk improvements along the south side of Telegraph Road from Painter Avenue to the east project boundary in conjunction with development.

4. Sufficient on-site parking shall be provided to meet City of Santa Fe Springs parking code requirements and the American With Disabilities Act (ADA).

5. Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Santa Fe Springs standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

6. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

7. As is the case for any roadway design, the City of Santa Fe Springs should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

II. CONGESTION MANAGEMENT PROGRAM METHODOLOGY

This section discusses the County Congestion Management Program. The purpose, prescribed methodology, and definition of a significant traffic impact are discussed.

A. County Congestion Management Program

The Congestion Management Program is a result of Proposition 111 which was a statewide initiative approved by the voters in June 1990. The proposition allowed for a nine cent per gallon state gasoline tax increase over a five-year period.

Proposition 111 explicitly stated that the new gas tax revenues were to be used to fix existing traffic problems and was not to be used to promote future development. For a city to get its share of the Proposition 111 gas tax, it has to follow certain procedures specified by the State Legislature. The legislation requires that a Traffic Impact Analysis be prepared for new development. The traffic impact analysis is prepared to monitor and fix traffic problems caused by new development.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis. To assure that adjacent jurisdictions use a standard methodology in preparing traffic impact analyses, one common procedure is that all cities within a county, and the county agency itself, adopt and use one standard methodology for conducting traffic impact analyses.

Although each county has developed standards for preparing traffic impact analyses, traffic impact analysis requirements do vary in detail from one county to another, but not in overall intent or concept. The general approach selected by each county for conducting traffic impact analyses has common elements.

The general approach for conducting a traffic impact analysis is that existing weekday peak hour traffic is counted and the percent of roadway capacity currently used is determined. Then growth in traffic is accounted for and added to existing traffic and the percent of roadway capacity used is again determined. Then the project traffic is added and the percent of roadway capacity used is again determined. If the new project adds traffic to an overcrowded facility, then the new project has to mitigate the traffic impact so that the facility operates at a level that is no worse than before the project traffic was added.

If the project size is below a certain minimum threshold level, then a project does not have to have a traffic impact analysis prepared, once it is shown or agreed that the project is below the minimum threshold. If a project is bigger than the minimum threshold size, then a traffic impact analysis is required.

B. Prescribed Methodology for Intersection Traffic Impact Analysis

There are no Congestion Management Program intersection monitoring locations in the project vicinity. The Congestion Management Program Traffic Impact Assessment

guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the morning or evening weekday periods. The traffic impact analysis must include all monitored intersections to which the project adds traffic above a certain minimum amount. In Los Angeles County, the monitored intersections are contained in Appendix A of the Congestion Management Program for the County of Los Angeles.

The Congestion Management Program Traffic Impact Assessment guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the morning or evening weekday peak periods. The proposed project will not add 150 or more trips (in either direction) to a freeway segment.

The signalized intersection analysis technique used to calculate Intersection Capacity Utilization is as follows. Lane capacity is 1,600 vehicles per lane per hour. A clearance interval of 0.05 is added. The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix D. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix D). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

In the City of Santa Fe Springs, the impact is considered significant if the project related increase in the volume to capacity ratio equals or exceeds the thresholds shown below:

Significant Impact Threshold for Signalized Intersections		
Level of Service	Volume/Capacity	Incremental Increase
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.03 or more
E/F	0.91 - more	0.01 or more

An intersection mitigation measure shall either fix the deficiency, or reduce the Intersection Capacity Utilization so that it is below the level that occurs without the project.

Significant Impact Threshold for Unsignalized Intersections	
Level of Service	Incremental Increase
C or better*	5 seconds/vehicle or more
D	4 seconds/vehicle or more
E/F	3 seconds/vehicle or more
*For intersections initially operating better than Level of Service D before project trips are added.	

Project traffic is generated using rates and procedures contained in the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012 and City of Fontana, Truck Trip Generation Study, August 2003. The project trip distributions are provided by the reviewing agency or is agreed to in advance of the traffic impact analysis being prepared. The traffic impact analysis has to be prepared by a licensed Traffic Engineer.

The project-generated traffic was added to intersections, and a full intersection analysis was conducted, even when the project added traffic failed to meet the minimum thresholds that require an intersection analysis.

C. Mitigation Measures

If a project is large enough to require that a traffic impact analysis be prepared, and if the project adds traffic to an intersection above a minimum threshold, and if the intersection is operating at above an acceptable level of operation, then the project must mitigate its traffic impact.

Traffic mitigation can be in many forms including adding lanes. Lanes can sometimes be obtained through restriping or elimination of parking, and sometimes require spot roadway widening.

III. PROJECT DESCRIPTION

This section discusses the project's location and proposed development. Figure 1 shows the project location map and Figure 2 illustrates the proposed site plan.

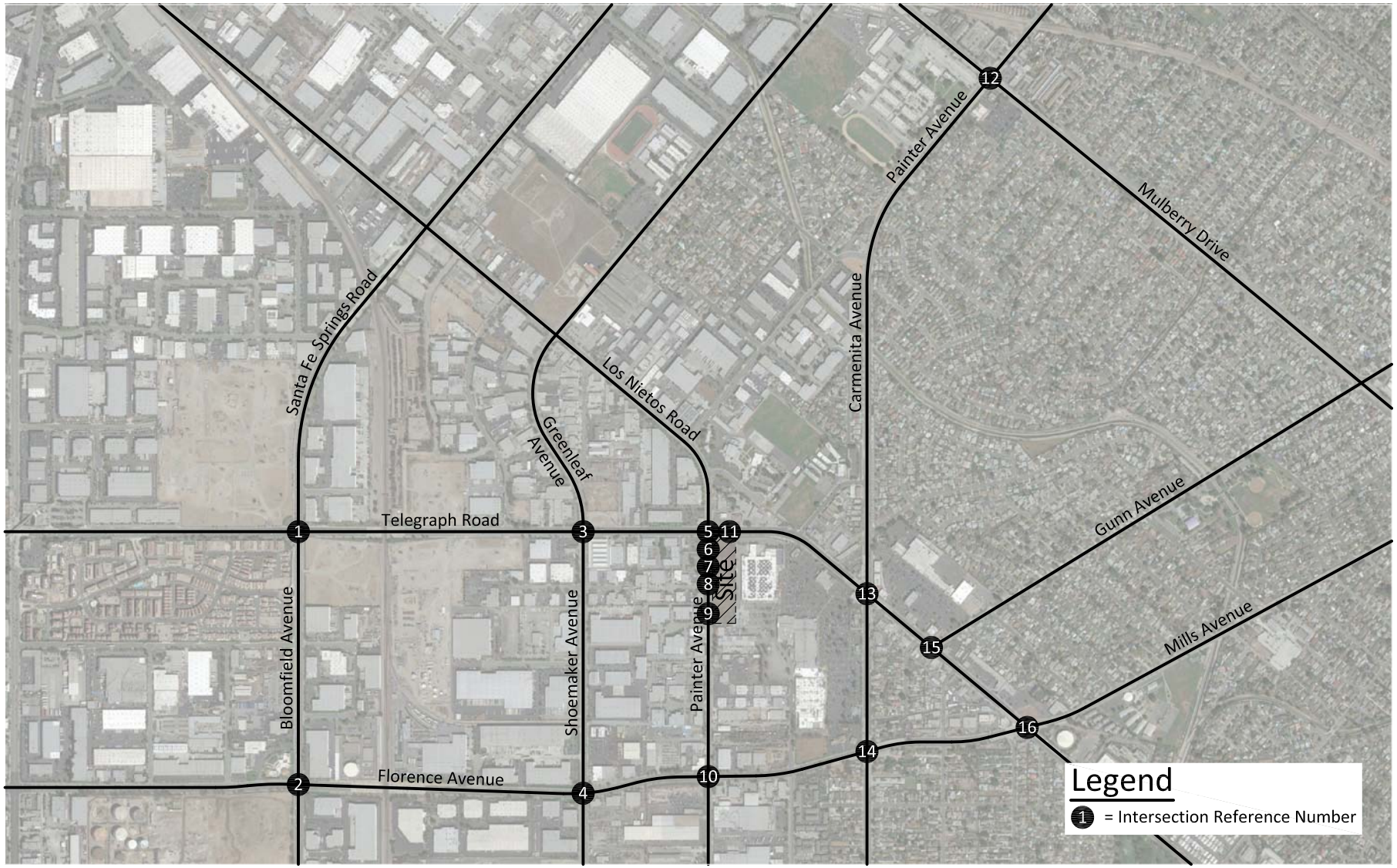
A. Location

The project site is located in the southeast corner of the Painter Avenue/Telegraph Road intersection in the City of Santa Fe Springs

B. Proposed Development

The approximately 2 acre project site is proposed to be developed with 41,340 square feet of light industrial and 18,557 square feet of supermarket land use. The project site will have access to Painter Avenue and Telegraph Road.

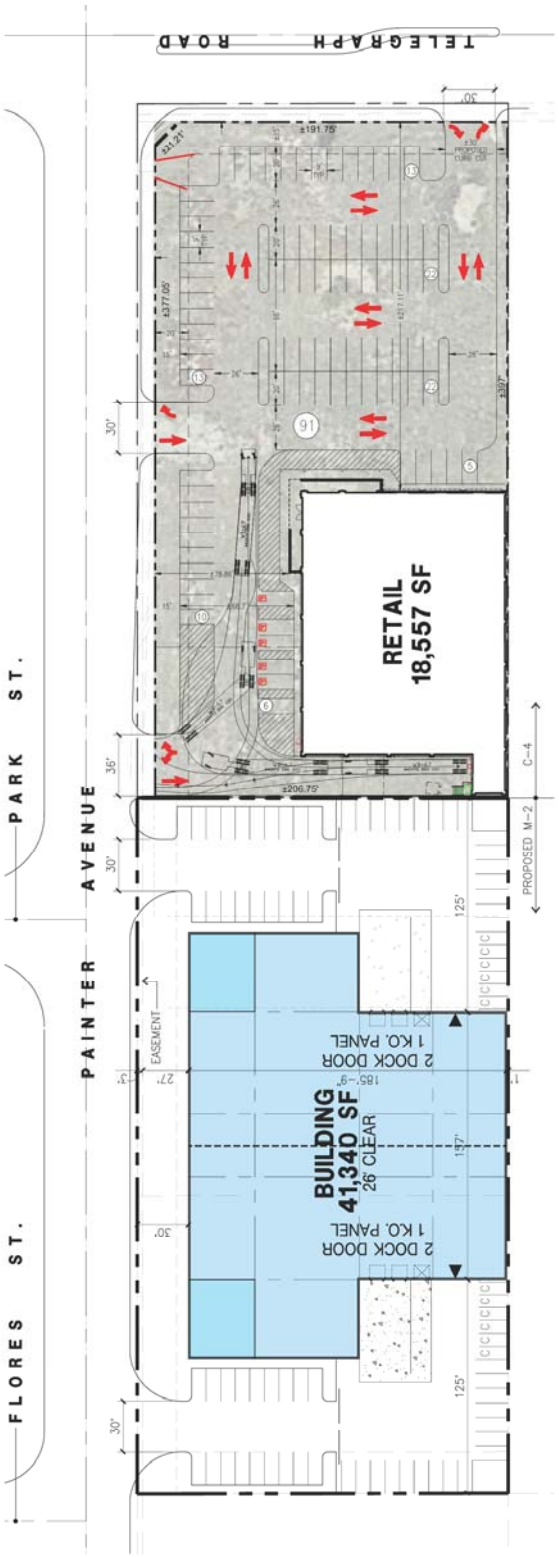
Figure 1
Project Location Map



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Figure 2
Site Plan



IV. EXISTING TRAFFIC CONDITIONS

The traffic conditions as they exist today are discussed below and illustrated on Figures 3 to 13.

A. Surrounding Street System

Roadways that will be utilized by project trips include Santa Fe Springs Road, Bloomfield Avenue, Greenleaf Avenue, Shoemaker Avenue, Los Nietos Road, Painter Avenue, Carmenita Avenue, Mulberry Drive, Telegraph Road, Gunn Avenue, Florence Avenue, and Mills Avenue.

Santa Fe Springs Road: This north-south roadway currently is four lanes divided in the study area. Santa Fe Springs Road is classified as a Major Highway (100 foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 17,200 vehicles per day in the study area.

Bloomfield Avenue: This north-south roadway currently is four lanes divided in the study area. Bloomfield Avenue is classified as a Major Highway (100 foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 15,900 to 17,100 vehicles per day in the study area.

Greenleaf Avenue: This north-south roadway currently is two lanes divided to three lanes divided in the study area. Greenleaf Avenue is classified as a Secondary Highway (80 foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 9,100 vehicles per day in the study area.

Shoemaker Avenue: This north-south roadway currently is four lanes divided in the study area. Shoemaker Avenue is classified as a Secondary Highway (80 foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 11,300 to 12,500 vehicles per day in the study area.

Los Nietos Road: This northwest-southeast roadway currently is four lanes divided in the study area. Los Nietos Road is classified as a Secondary Highway (80 foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 11,200 vehicles per day in the study area.

Painter Avenue: This north-south roadway currently is two lanes undivided to two lanes divided in the study area. Painter Avenue is classified as a Secondary Highway (80 foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 2,300 to 4,400 vehicles per day in the study area.

Carmenita Avenue: This north-south roadway currently is four lanes divided in the study area. Carmenita Avenue is classified as a Major Highway (100 foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 19,000 to 20,000 vehicles per day in the study area.

Mulberry Drive: This northwest-southeast roadway currently is six lanes divided in the study area. Mulberry Drive is classified as a Major Arterial (120 foot right-of-way) on the City of Whittier General Plan Circulation Element. It currently carries approximately 26,200 to 26,700 vehicles per day in the study area.

Telegraph Road: This east-west roadway currently is six lanes divided in the study area. Telegraph Road is classified as a Major Highway (100 foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 21,500 to 29,800 vehicles per day in the study area.

Gunn Avenue: This east-west roadway currently is two lanes undivided in the study area. Gunn Avenue is classified as a Minor Arterial (100-110 foot right-of-way) on the City of Whittier General Plan Circulation Element. It currently carries approximately 6,800 vehicles per day in the study area.

Florence Avenue: This east-west roadway currently is four lanes divided in the study area. Florence Avenue is classified as a Major Highway (100 foot right-of-way) on the City of Santa Fe Springs General Plan Circulation Element. It currently carries approximately 22,300 to 25,200 vehicles per day in the study area.

Mills Avenue: This east-west roadway currently is four lanes divided in the study area. Mills Avenue is classified as a Minor Arterial (100-110 foot right-of-way) on the City of Whittier General Plan Circulation Element. It currently carries approximately 20,700 vehicles per day in the study area.

B. Existing Travel Lanes and Intersection Controls

Figure 3 identifies the existing roadway conditions for study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

C. Existing Average Daily Traffic Volumes

Figure 4 depicts the existing average daily traffic volumes. The existing average daily traffic volumes have been factored from peak hour counts made for Kunzman Associates, Inc. in December 2015 (see Appendix C) using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) x 10 = Leg Volume.

D. Existing Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix D. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix D). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Levels of Service for the existing traffic conditions have been calculated and are shown in Table 1. Existing Levels of Service are based upon manual evening peak hour intersection turning movement counts made for Kunzman Associates, Inc. in December 2015 (see Figures 5 and 6). Traffic count worksheets are provided in Appendix C.

There are two peak hours in a weekday. The morning peak hour is typically between 7:00 AM and 9:00 AM, and the evening peak hour is typically between 4:00 PM and 6:00 PM. The actual peak hour within the two hour interval is the four consecutive 15 minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15 minute periods have the highest combined volume.

The study area intersections currently operate at acceptable Levels of Service during the peak hours for Existing traffic conditions (see Table 1). Existing Level of Service worksheets are provided in Appendix D.

E. Existing General Plan Circulation Element

Figure 7 shows the City of Santa Fe Springs General Plan Circulation Element. Both existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 7. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the land use element of the General Plan. Figure 8 illustrates the City of Santa Fe Springs General Plan roadway cross-sections.

Figure 9 shows the City of Whittier General Plan Circulation Element. Both existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 9. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the land use element of the General Plan. Figure 10 illustrates the City of Whittier General Plan roadway cross-sections.

F. Transit Service

Transit service in the study area (see Figure 11) is provided by the Los Angeles County Metropolitan Transit Authority (Metro) along Telegraph Road via Local Line 121 and Bloomfield Avenue/Santa Fe Springs Road via Local Line 270. Norwalk Transit Route 3 services Telegraph Road eastbound to Carmenita Road/Painter Avenue northbound and westbound on Mulberry Drive. Sunshine Shuttle is provided along Painter Avenue and Telegraph Road.

G. Bicycle & Pedestrian Facilities

The City of Santa Fe Springs bikeway plan is illustrated on Figure 12. There are three basic categories of bike trails within the City. Class 1 bike paths involve designs which are completely separated from traffic lanes. Class 2 paths are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class 3 paths also are located along a street edge, but are not striped. These paths are identified by street signs only. Currently, there are no Class 1, 2, or 3 bicycle facilities along Telegraph Road or Painter Avenue in the project vicinity.

The existing pedestrian facilities adjacent to the project site are shown on Figure 13.

Table 1

Existing Levels of Service

Intersection	Jurisdiction	Traffic Control[2]	Intersection Approach Lanes[1]												Peak Hour Level of Service[3]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bloomfield Avenue (NS) at:																
Telegraph Road (EW) - #1	Santa Fe Springs	TS	1	2	d	1	2	d	1	3	1	1	3	1	0.711-C	0.623-B
Florence Avenue (EW) - #2	Santa Fe Springs	TS	1	2	d	1	2	d	1	2	d	1	2	d	0.779-C	0.777-C
Shoemaker Avenue (NS) at:																
Telegraph Road (EW) - #3	Santa Fe Springs	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	0.702-C	0.610-B
Florence Avenue (EW) - #4	Santa Fe Springs	TS	1	2	1	1	1.5	0.5	1	2	d	1	2	d	0.819-D	0.757-C
Painter Avenue (NS) at:																
Telegraph Road (EW) - #5	Santa Fe Springs	TS	1	1	d	1.5	0.5	1	1	2.5	0.5	1	2.5	0.5	0.895-D	0.619-B
Florence Avenue (EW) - #10	Santa Fe Springs	TS	1	0.5	0.5	1	1	d	1	2	d	1	2	d	0.708-C	0.644-B
Mulberry Drive (EW) - #12	Whittier[4]	TS	1	2	d	1	2	d	1	2.5	0.5	1	2.5	0.5	0.804-D	0.885-D
Carmenita Avenue (NS) at:																
Telegraph Road (EW) - #13	Santa Fe Springs	TS	1	2	d	1	2	d	1	2.5	0.5	1	2.5	0.5	0.819-D	0.798-C
Florence Avenue (EW) - #14	Santa Fe Springs	TS	1	2	d	1	2	d	1	2	d	1	2	d	0.911-E	0.817-D
Telegraph Road (NS) at:																
Gunn Avenue (EW) - #15	Santa Fe Springs/Whittier[4]	TS	1	2.5	0.5	1	3	0	0	0	0	1	0	1	0.593-A	0.602-B
Florence Avenue (EW) - #16	Whittier[4]	TS	1	2.5	0.5	1	3	1	1	2	1	1	1.5	0.5	0.841-D	0.886-D

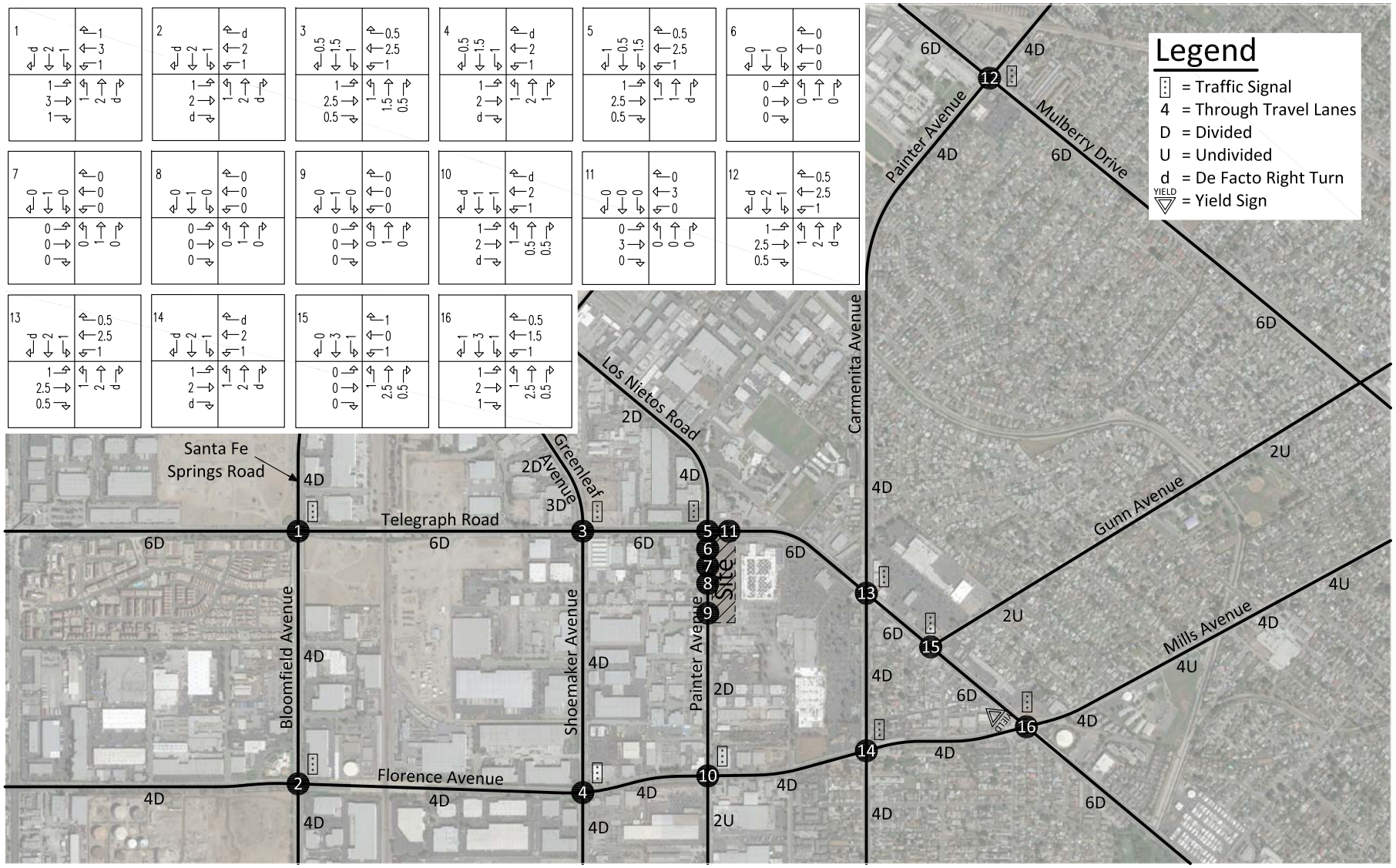
[1] L = Left; T = Through; R = Right; d = De Facto Right Turn Lane

[2] TS = Traffic Signal

[3] Level of Service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008).

[4] Intersection is included within the City of Whittier Sphere of Influence.

Figure 3
Existing Through Travel Lanes and Intersection Controls

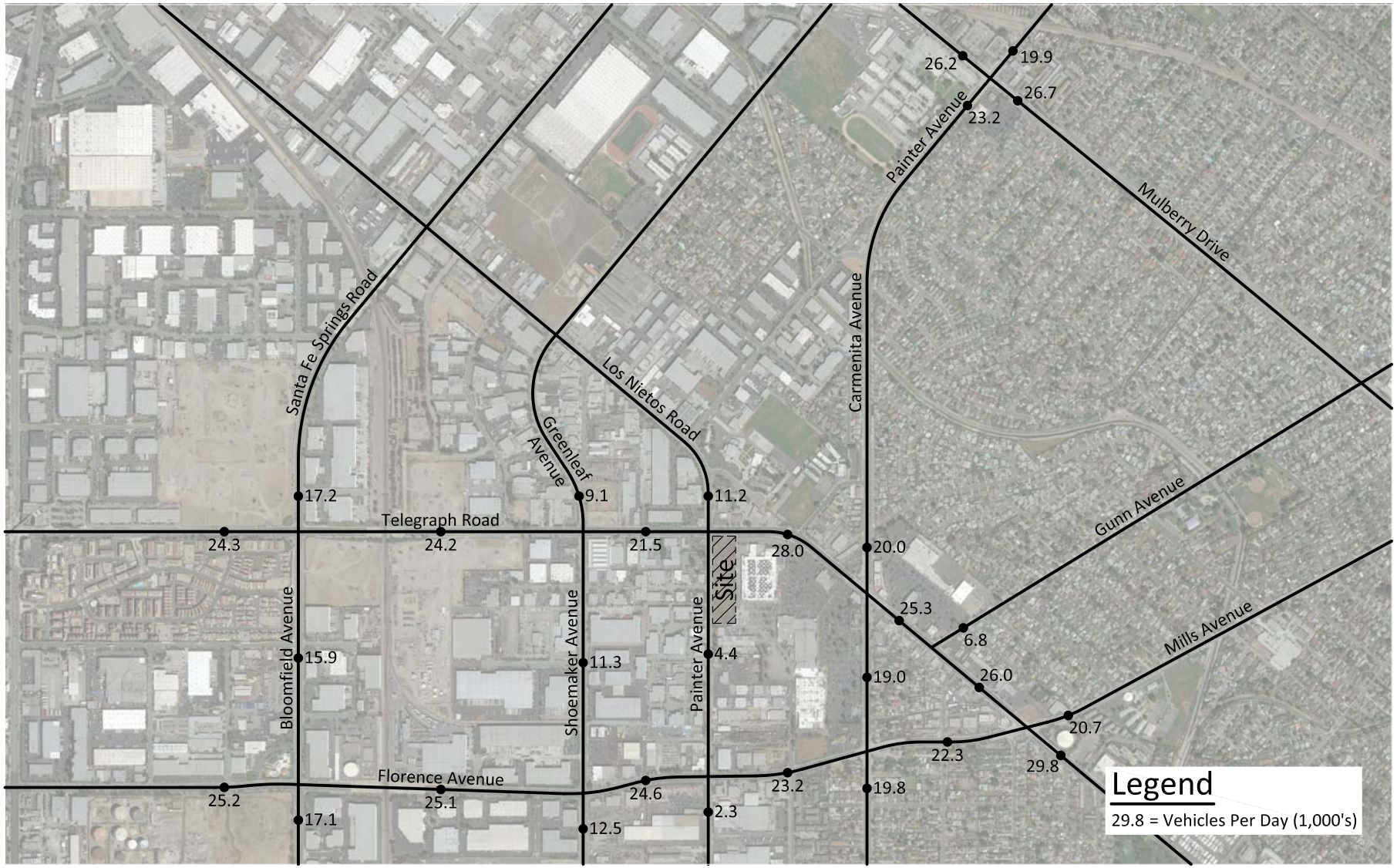


6266/3

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

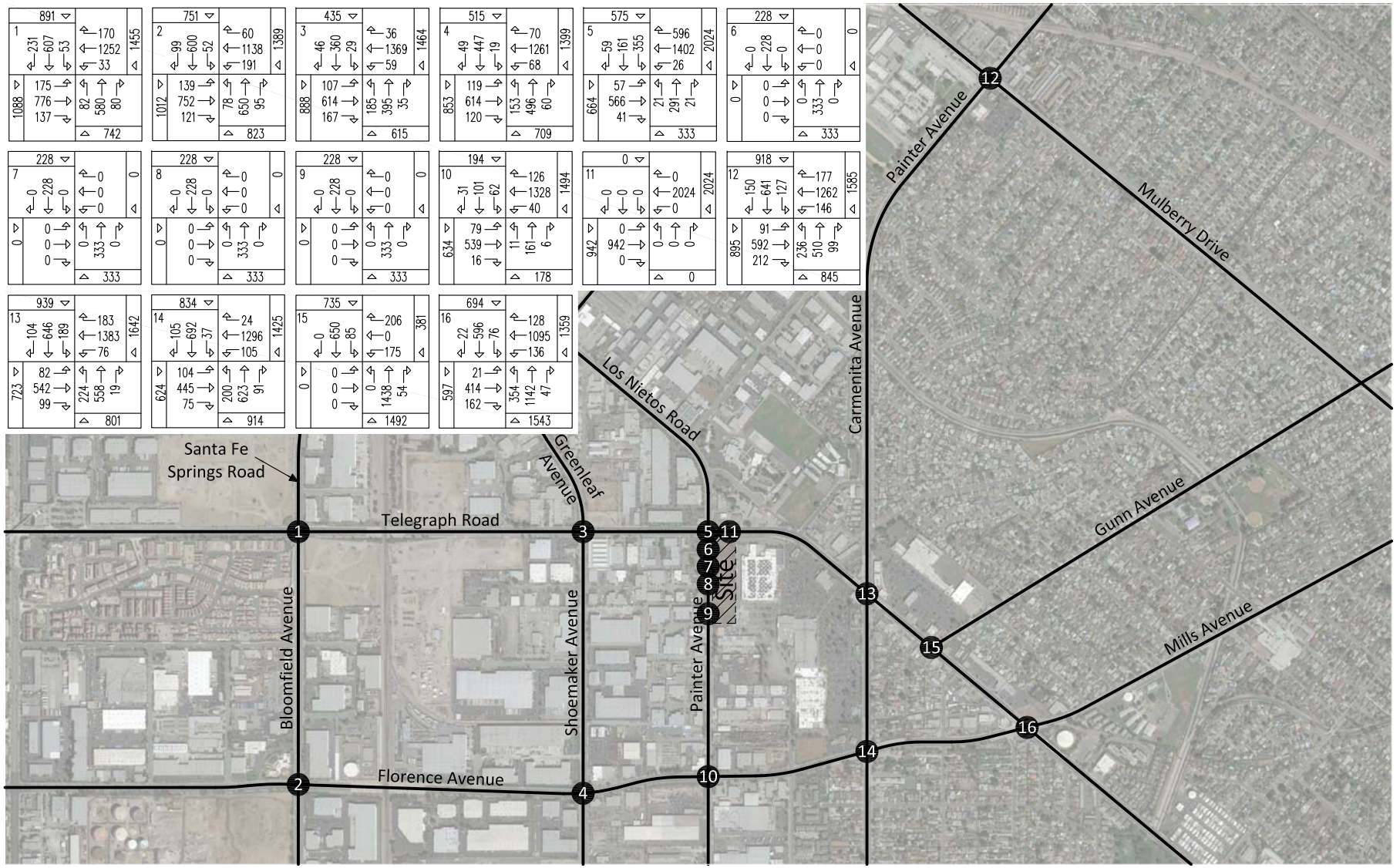
Figure 4
Existing Average Daily Traffic Volumes



6266/4

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 5
Existing Morning Peak Hour Intersection Turning Movement Volumes

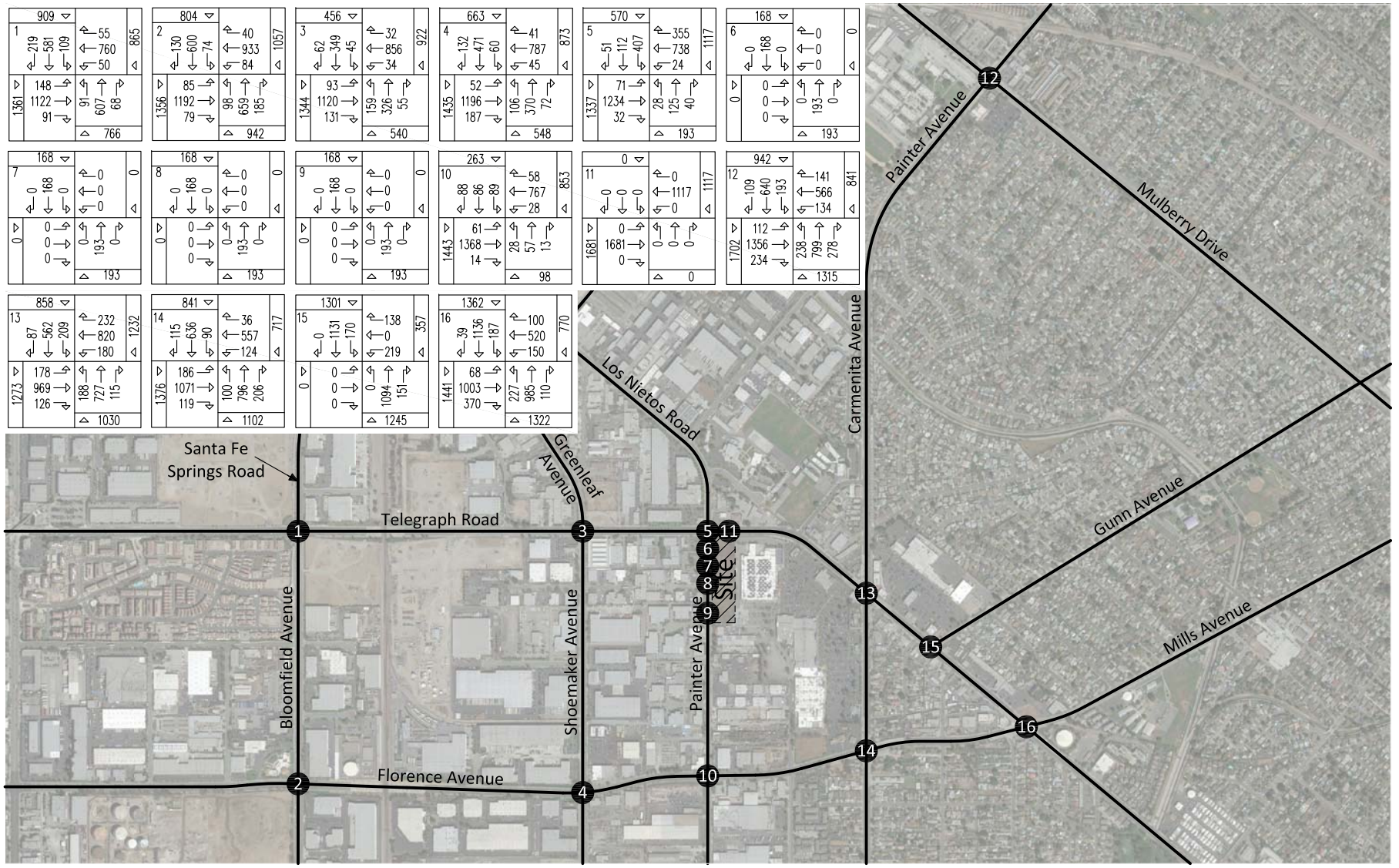


6266/5

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 6
Existing Evening Peak Hour Intersection Turning Movement Volumes

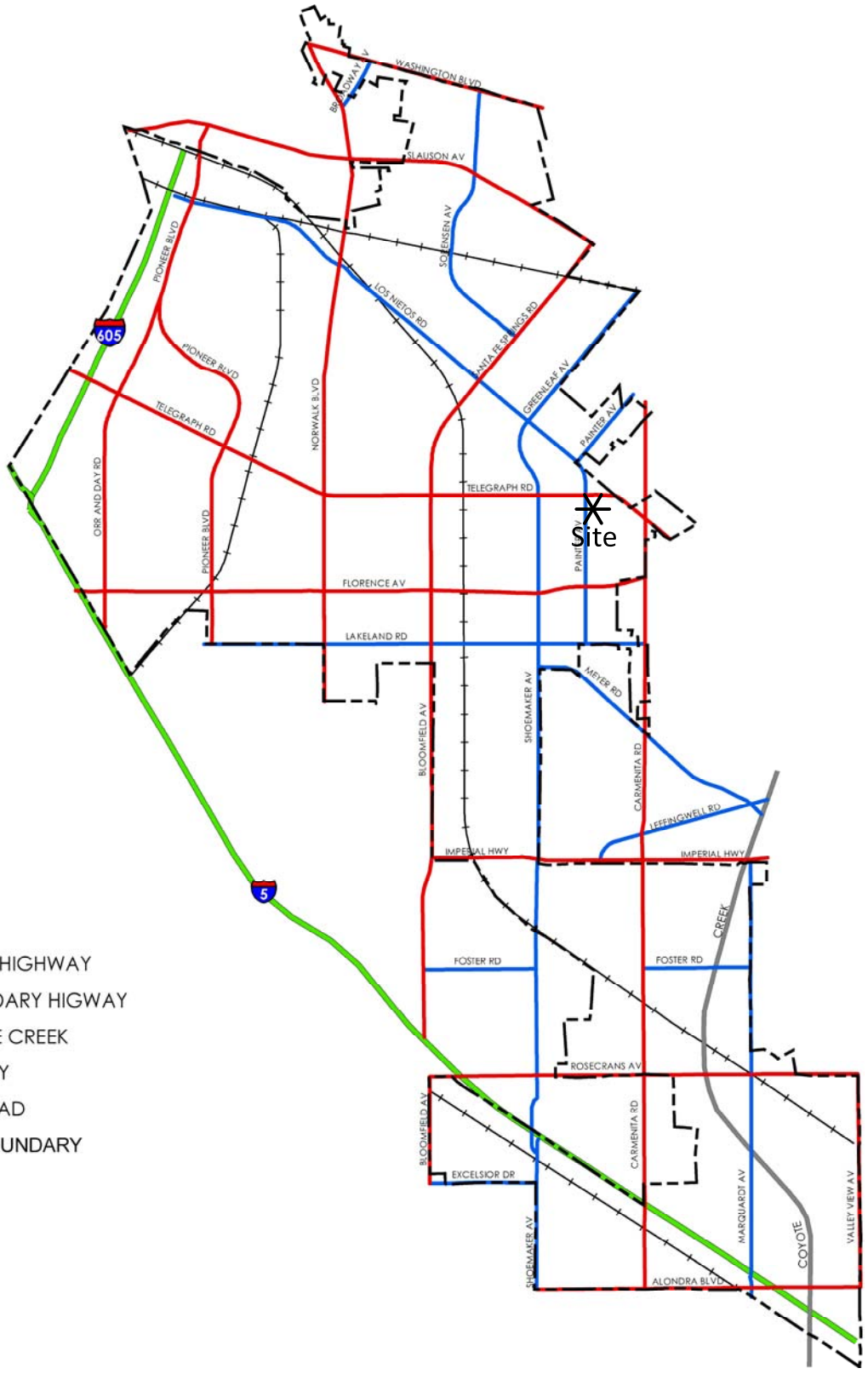


6266/6

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 7
City of Santa Fe Springs General Plan Circulation Element

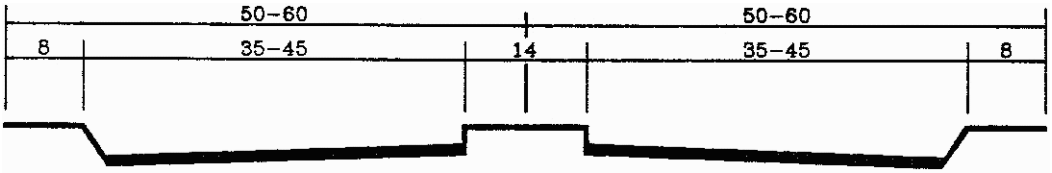


KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

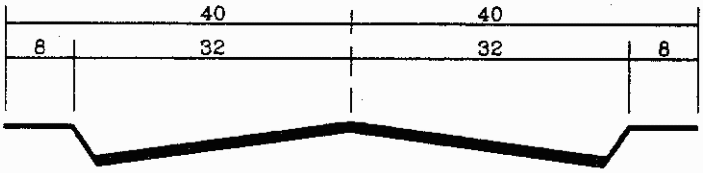
Source: City of Santa Fe Springs

6266/7

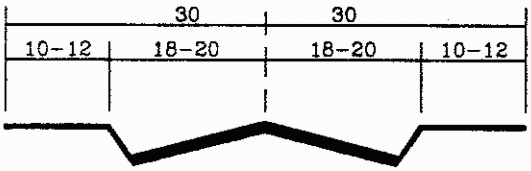
Figure 8
City of Santa Fe Springs General Plan Roadway Cross-Sections



Major Arterial 100'-120' R/W

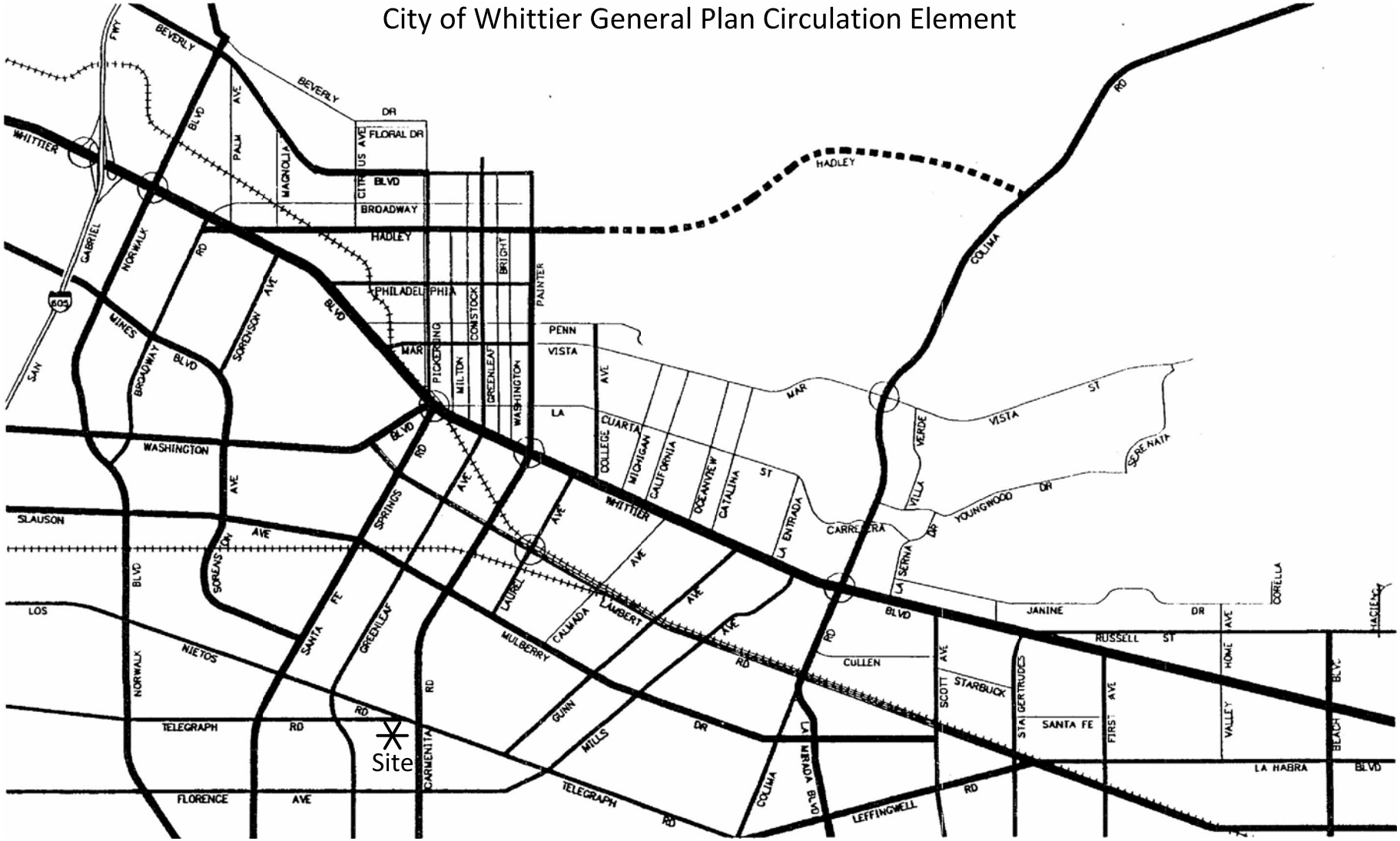


Secondary Arterial 80' R/W



Local Street 60' R/W

Figure 9
City of Whittier General Plan Circulation Element



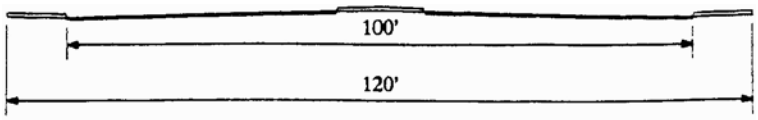
Legend

- Major Arterial (6-lanes)
- Minor Arterial (4-lanes)
- Secondary Street – Augmented
- Secondary Street
- Collector Street

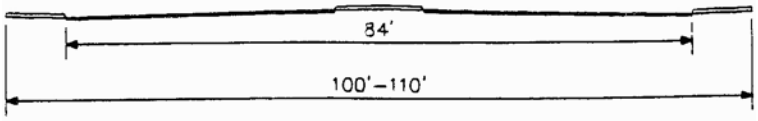
Source: City of Whittier

6266/9

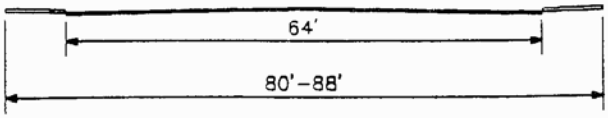
Figure 10
City of Whittier General Plan Roadway Cross-Sections



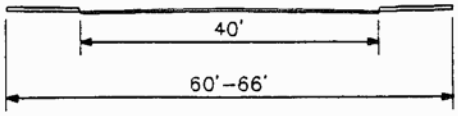
MAJOR ARTERIAL



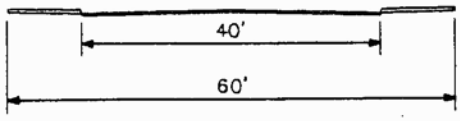
MINOR ARTERIAL



SECONDARY STREET



COLLECTOR STREET

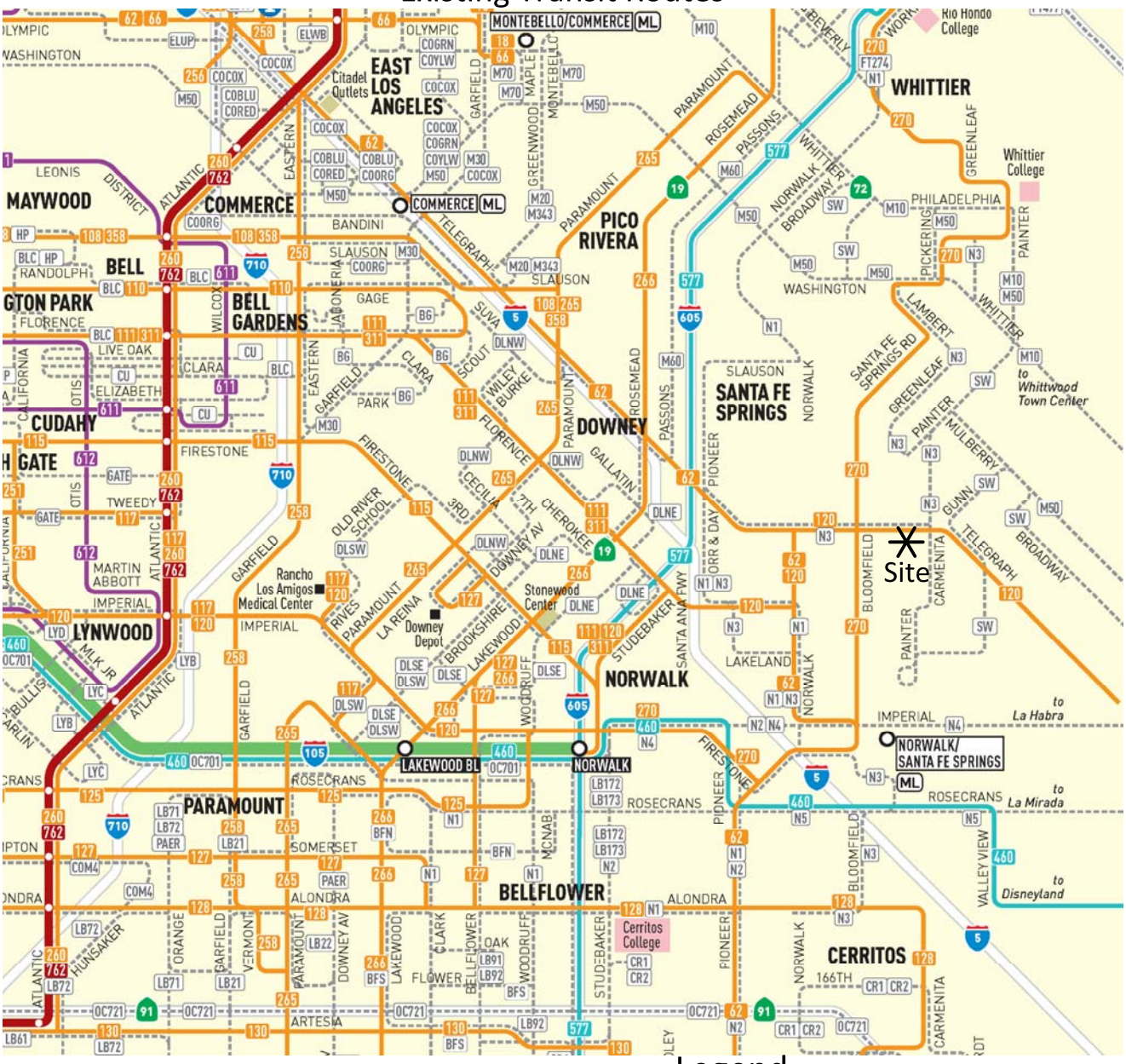


LOCAL STREET

6266/10

Source: City of Whittier

Figure 11
Existing Transit Routes



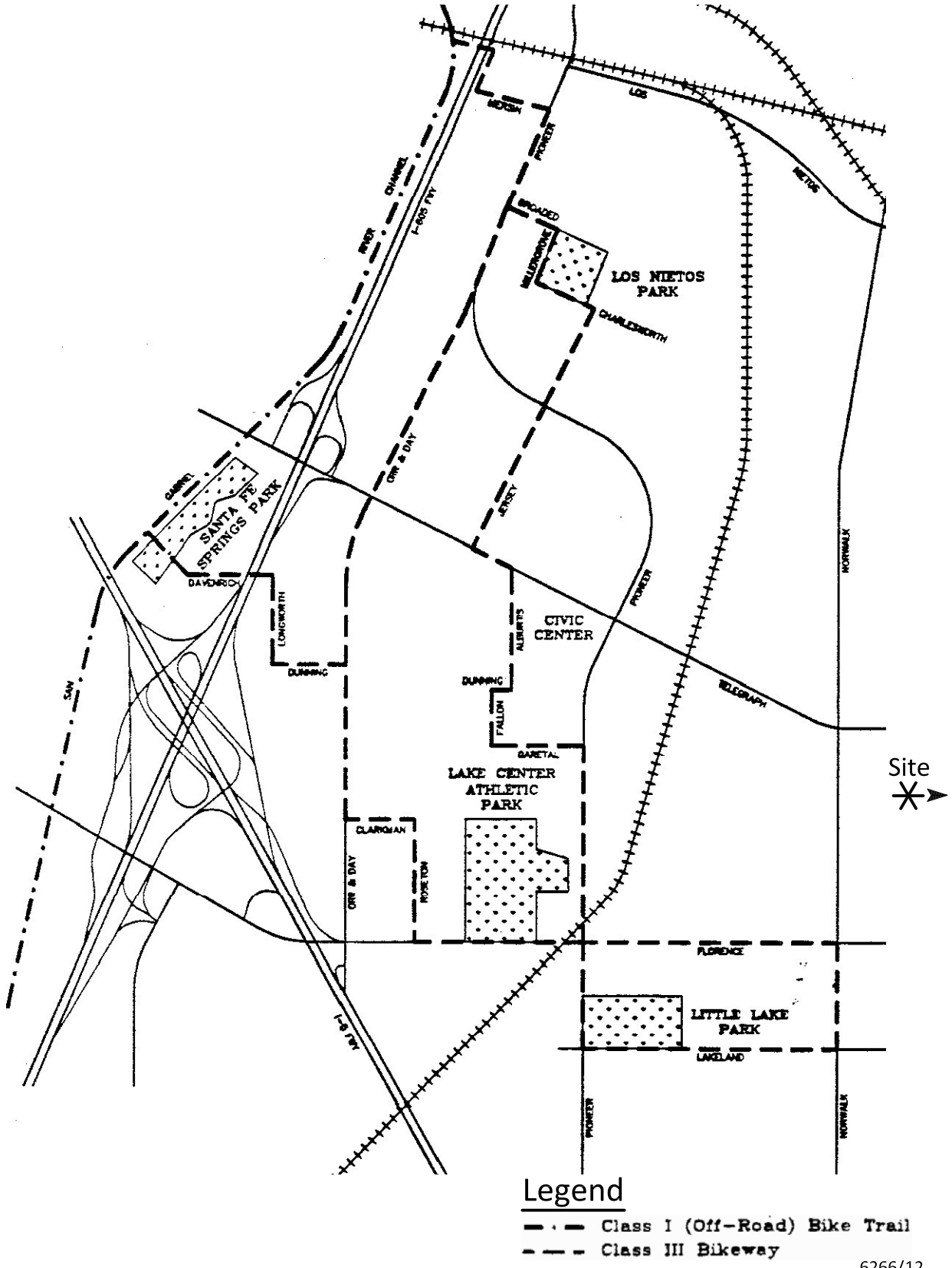
Legend

Metro Local or Limited Line	81	Metro Express Line	460
Metro Late-Night or Owl Service	70	Metro Rapid Line & Stop	740
Metro Shuttle Line	643	Municipal Bus Line	M10
Metro Rail Line & Station		Metro Rail Station & Entrance (Downtown LA)	
Transfers			
Metro Busway & Station		Metro Silver Line Street Stop	
		I-110 Metro Station	
Metrolink Station	ML	Metro Customer Center	
Amtrak Station	AM	Tourist Attraction/ Sports Venue	
Greyhound	GR	Shopping Area	
FlyAway	FA	School/College/University	
Megabus	MB	Point of Interest	
Interstate Freeway	210	Airport/Civic/Government	
US Freeway	101	Park	
State Highway or Freeway	134		

Source: LA Metro

6266/11

Figure 12
City of Santa Fe Springs Bikeway Plan

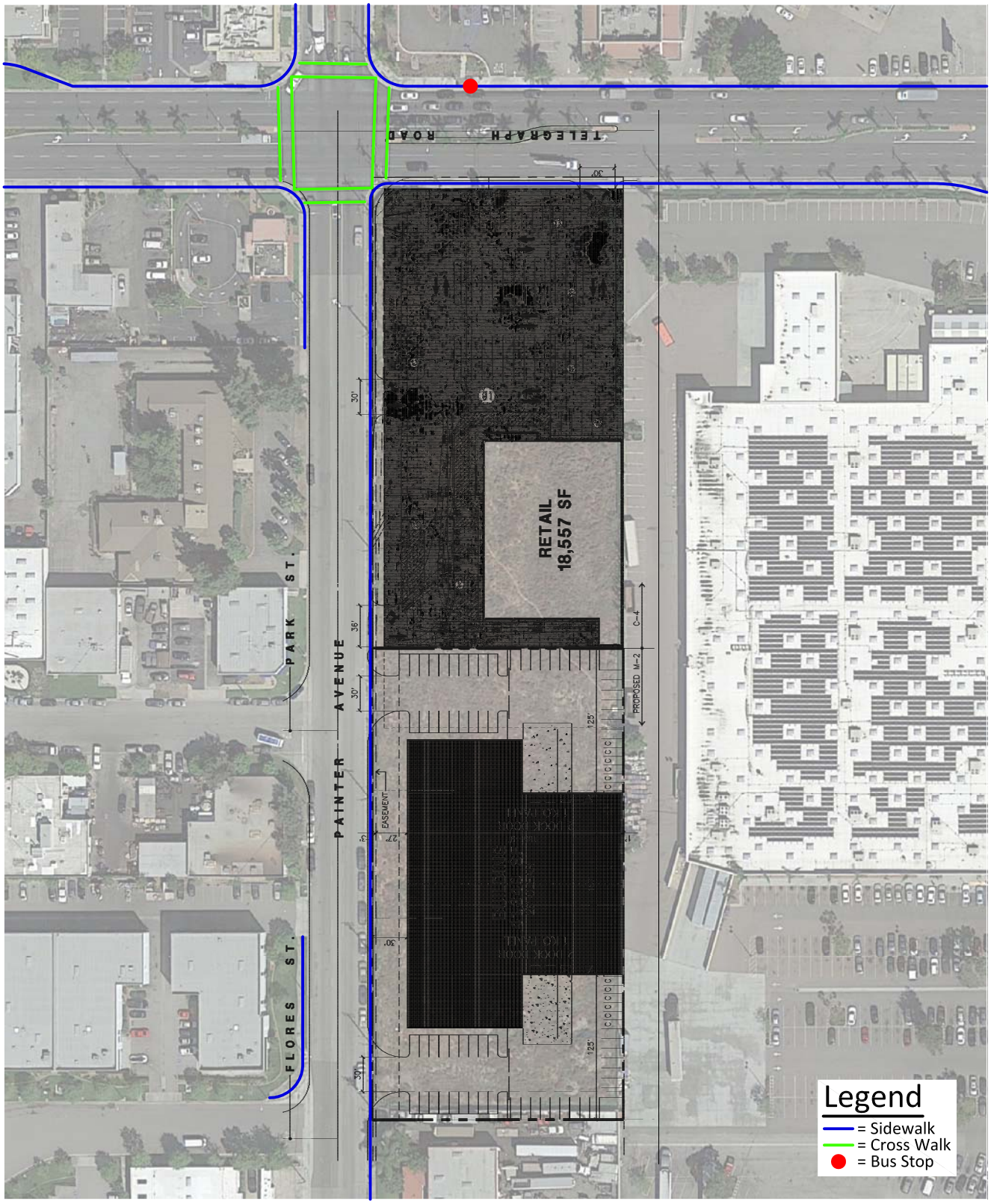


KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Source: City of Santa Fe Springs

6266/12

Figure 13
Existing Pedestrian Facilities



6266/13

V. PROJECT TRAFFIC

The project site is proposed to be developed with 41,340 square feet of light industrial and 18,557 square feet of supermarket land use. The project site will have access to Painter Avenue and Telegraph Road.

A. Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the trip generation rates by the land use quantity, the traffic volumes are determined. Tables 2 and 3 exhibits the trip generation rates, project peak hour volumes, and project daily traffic volumes for the project site. The trip generation rates were obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

As shown in Table 4, the proposed development is projected to generate a total of approximately 193 daily vehicle trips, 15 trips during the morning peak hour and 18 trips during the evening peak hour.

Traffic volumes shown in Table 4 consist of the total trips generated for each project land use. As a light industrial trip generated by the project will also be making trips to the supermarket land use within the project, a double counting of those trips occurs. In order to analyze a "conservative" scenario in terms of the assignment of trips, the trips generated by the project have not been reduced as a result of the internal interaction between the proposed land uses.

It should be noted that for supermarket land use, a portion of the trips would come from pass-by trips, trips that are currently on the roadway system. In order to analyze a “conservative” scenario in terms of the assignment of trips, the traffic volumes from the supermarket portion of the project site have not been reduced as a result of pass-by trips.

B. Trip Distribution

To determine the trip distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site and other additional information on future development and traffic impacts in the area were reviewed.

Figures 14 through 19 contain the directional distributions of the project trips for the proposed land uses.

C. Trip Assignment

Based on the identified trip generation and distributions, project average daily traffic volumes have been calculated and shown on Figure 20. Morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 21 and 22, respectively.

D. Modal Split

The traffic reducing potential of public transit has not been considered in this report. Essentially the traffic projections are conservative in that public transit might be able to reduce the traffic volumes.

Table 2

Project (Supermarket) Trip Generation[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Supermarket		TSF	2.11	1.29	3.40	4.83	4.65	9.48	102.24
Trips Generated									
Supermarket	18.557	TSF	39	24	63	90	86	176	1,897

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 850.

[2] TSF = Thousand Square Feet

Table 3

Project (Light Industrial) Trip Generation[1]

Descriptor	Quantity	Units[2]	Type of Vehicle: Passenger Car	2 Axle Truck	3 Axle Truck	4+ Axle Truck	Total Trucks	Total
Land Use: Light Industrial	41.340	TSF	78.60%	8.00%	3.90%	9.50%	21.40%	100%
Traffic Generation Rates in trips per TSF								
Daily			5.478	0.558	0.272	0.662	1.492	6.97
Morning Peak Hour			0.723	0.074	0.036	0.087	0.197	0.92
Evening Peak Hour			0.762	0.078	0.038	0.092	0.208	0.97
Traffic Generation in Vehicles								
Daily			226	23	11	27	61	287
Morning Peak Hour								
Inbound			26	3	1	3	7	33
Outbound			4	-	-	-	-	4
Total			30	3	1	3	7	37
Evening Peak Hour								
Inbound			4	-	-	-	-	4
Outbound			28	3	1	3	7	35
Total			32	3	1	3	7	39
Passenger Car Equivalent's (PCE'S) Factor[3]			1.00	1.50	2.00	3.00		
Traffic Generation in PCE's								
Daily			226	35	22	81	138	364
Morning Peak Hour								
Inbound			26	5	2	9	16	42
Outbound			4	-	-	-	-	4
Total			30	5	2	9	16	46
Evening Peak Hour								
Inbound			4	-	-	-	-	4
Outbound			28	5	2	9	16	44
Total			32	5	2	9	16	48

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 110 and City of Fontana, Truck Trip Generation Study, August 2003.

[2] TSF = Thousand Square Feet

[3] Passenger Car Equivalent factors are recommended by the San Bernardino Associated Governments (SANBAG).

Table 4

Total Project Trip Generation

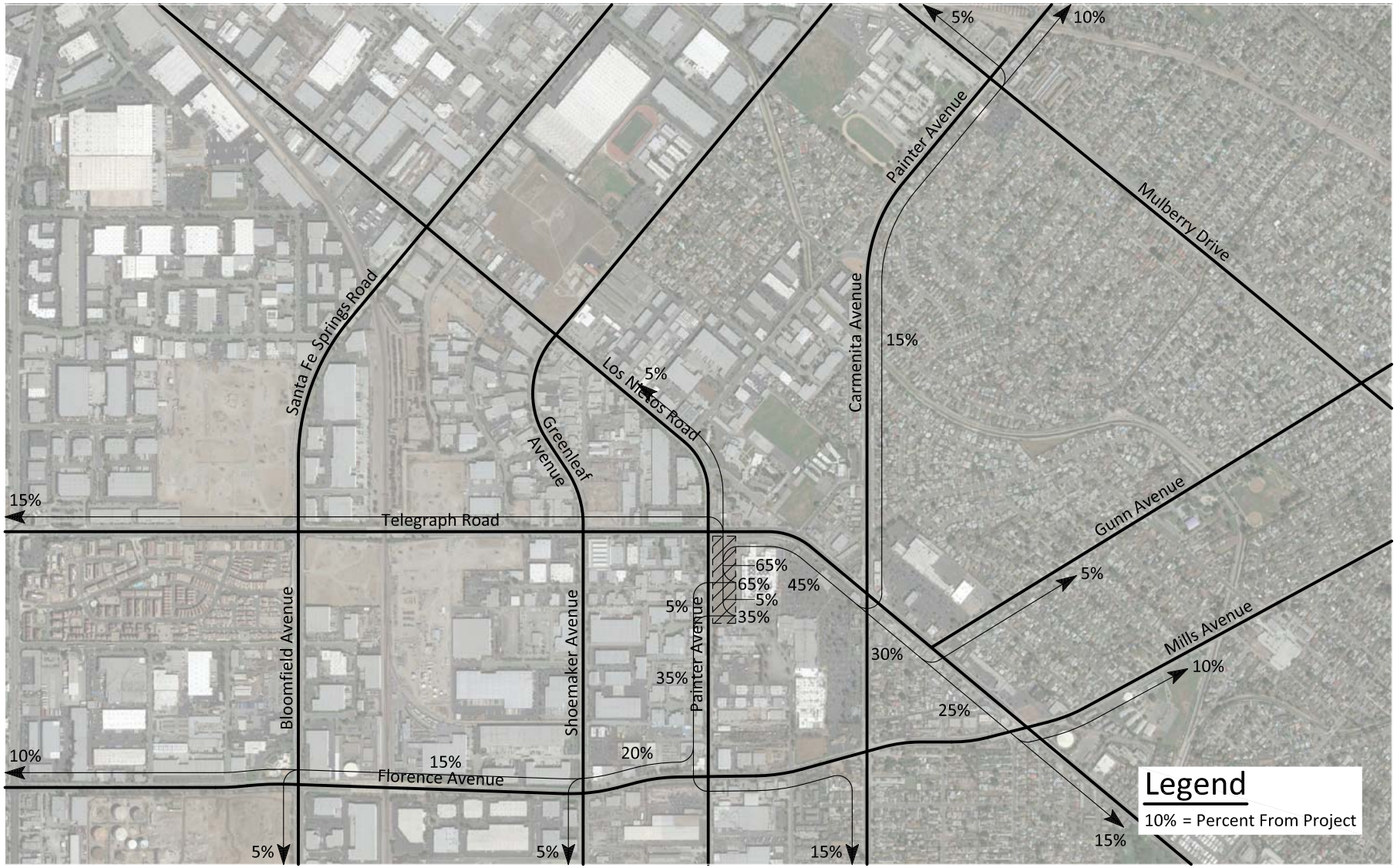
Land Use	Quantity	Units[1]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Light Industrial[2]	41.340	TSF	42	4	46	4	44	48	364
Supermarket[3]	18.557	TSF	39	24	63	90	86	176	1,897
Total			81	28	109	94	130	224	2,261

[1] TSF = Thousand Square Feet

[2] See Table 2.

[3] See Table 1.

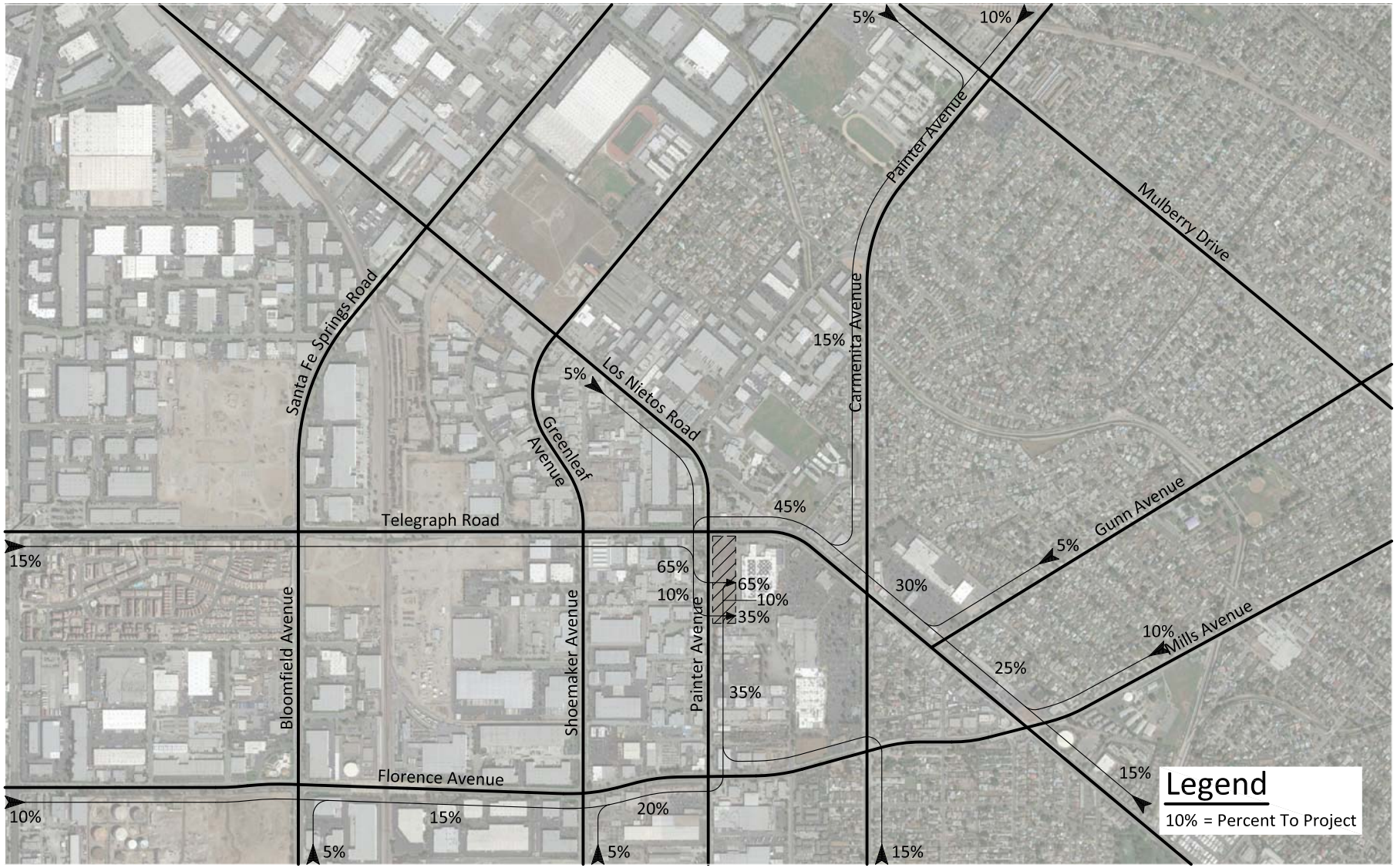
Figure 14
Project Outbound Trip Distribution - Light Industrial (Cars)



6266/14

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OVER 35 YEARS OF EXCELLENT SERVICE

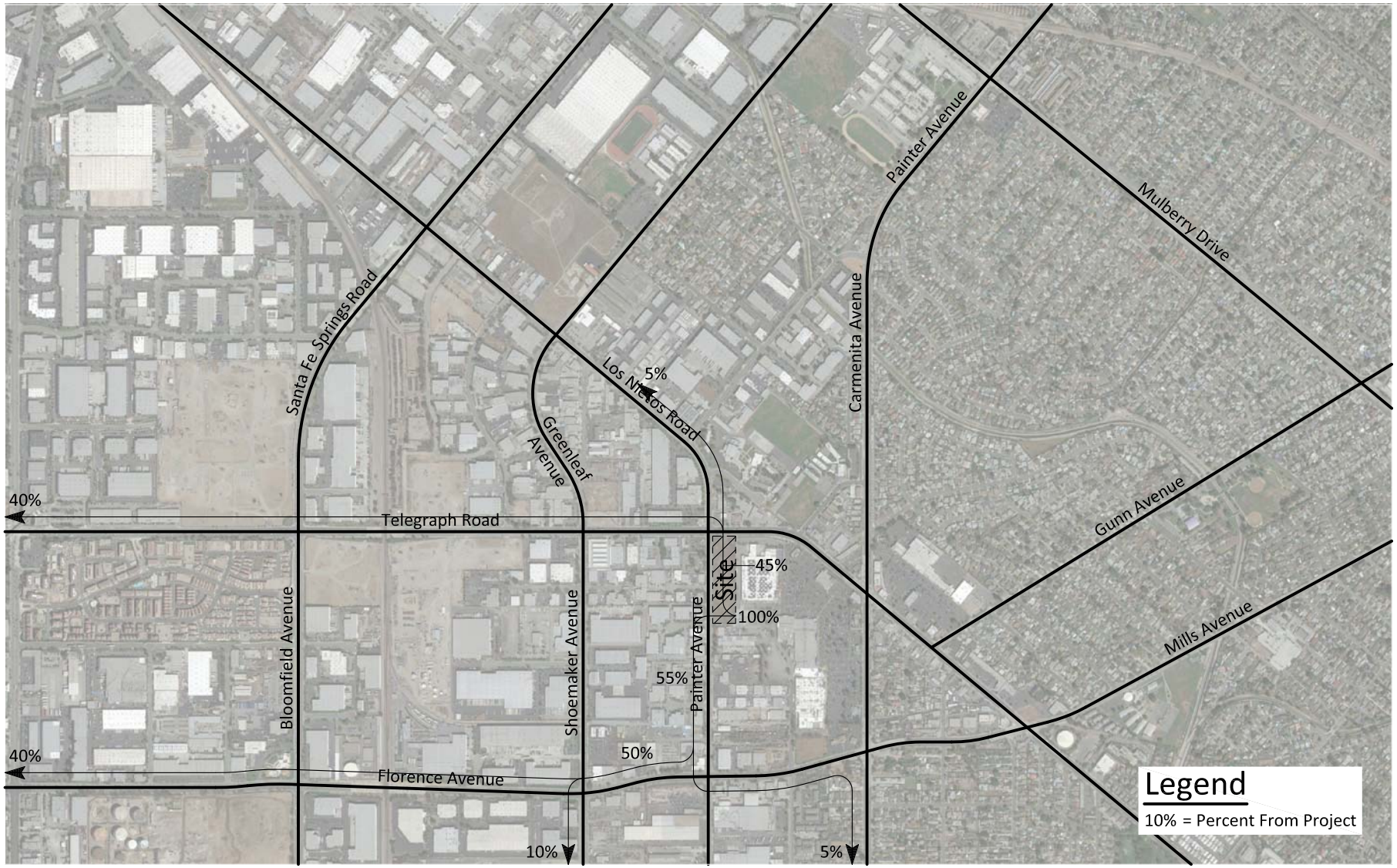
Figure 15
Project Inbound Trip Distribution - Light Industrial (Cars)



6266/15

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OVER 35 YEARS OF EXCELLENT SERVICE

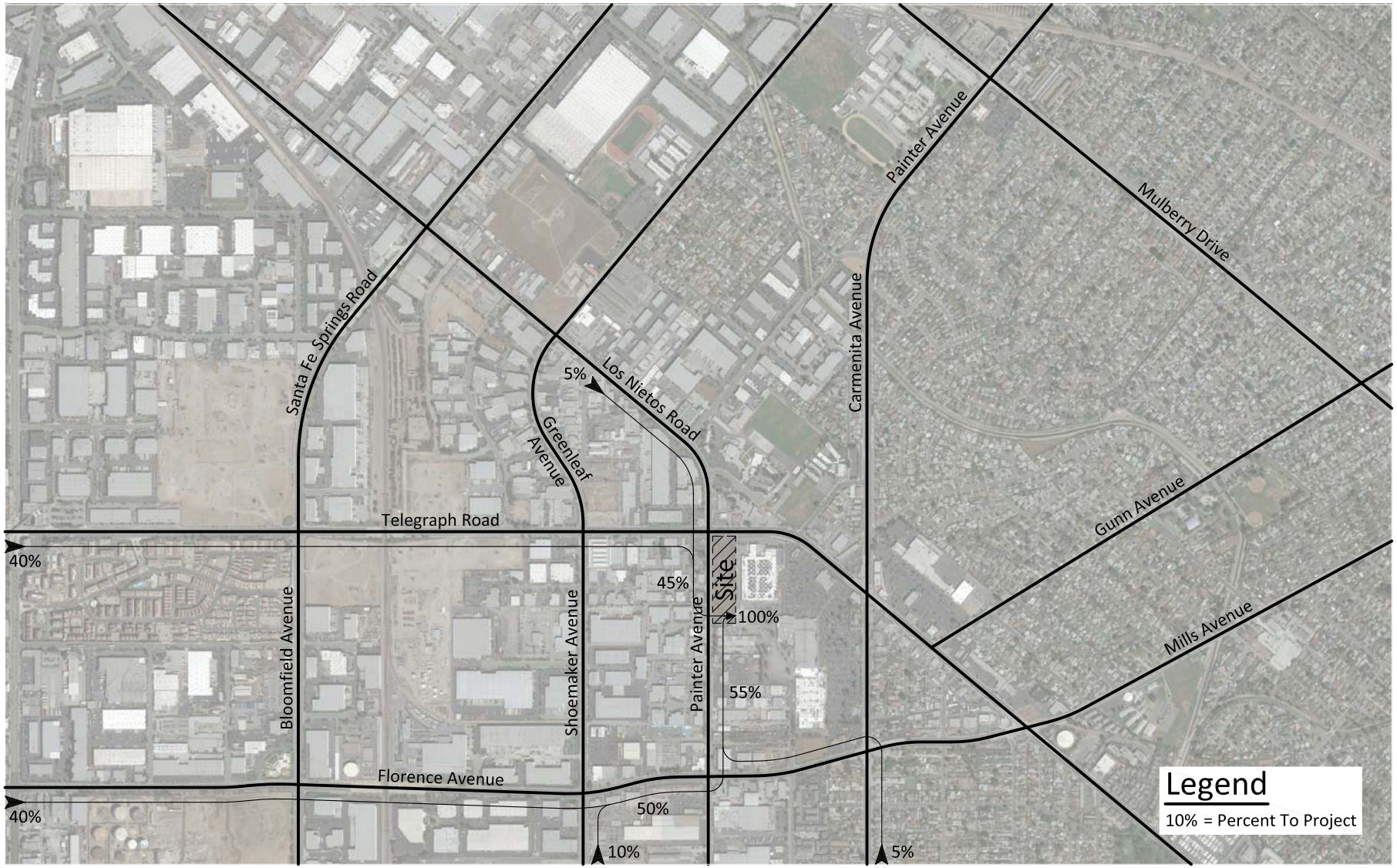
Figure 16
Project Outbound Trip Distribution - Light Industrial (Trucks)



6266/16

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

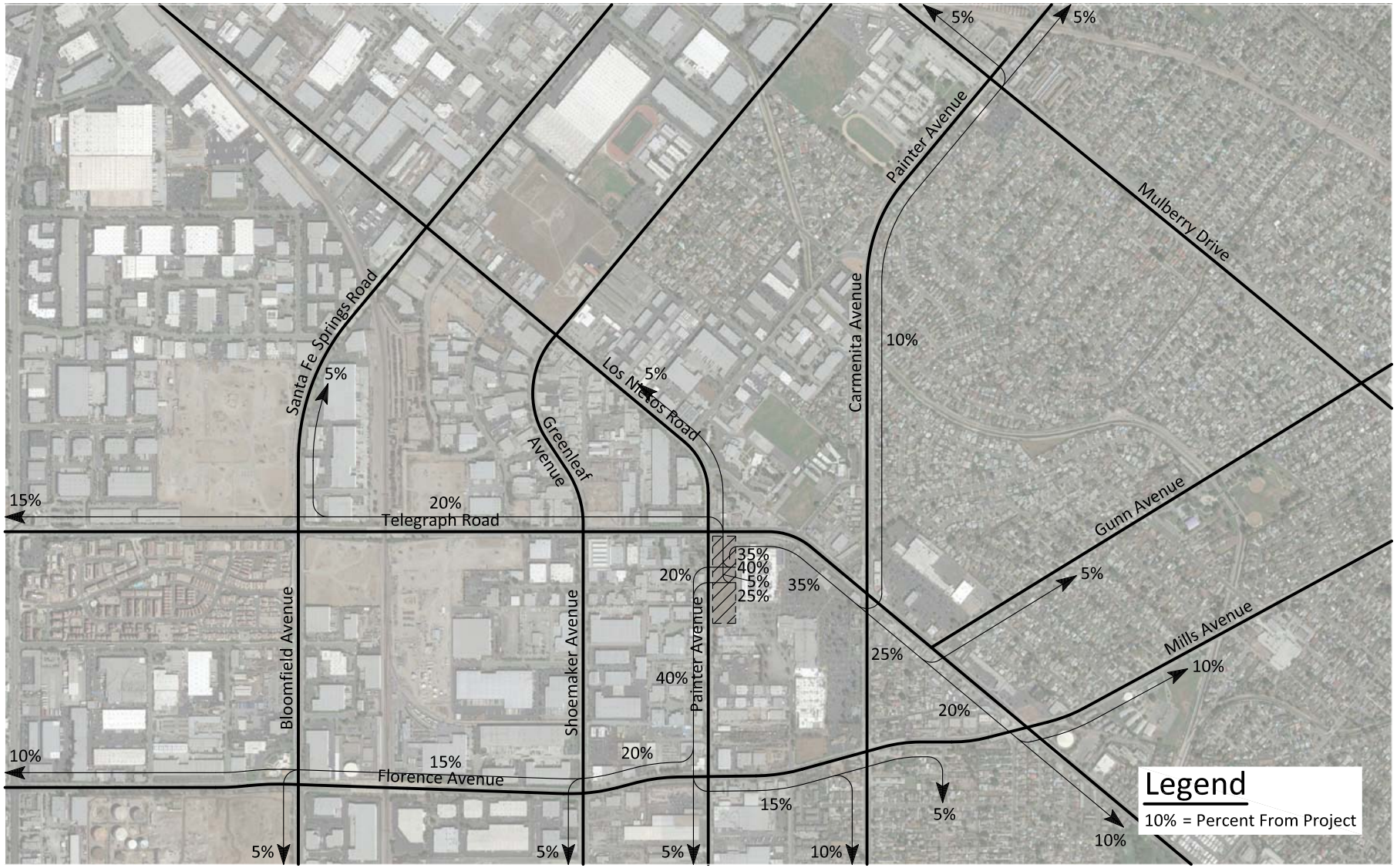
Figure 17
Project Inbound Trip Distribution - Light Industrial (Trucks)



6266/17

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

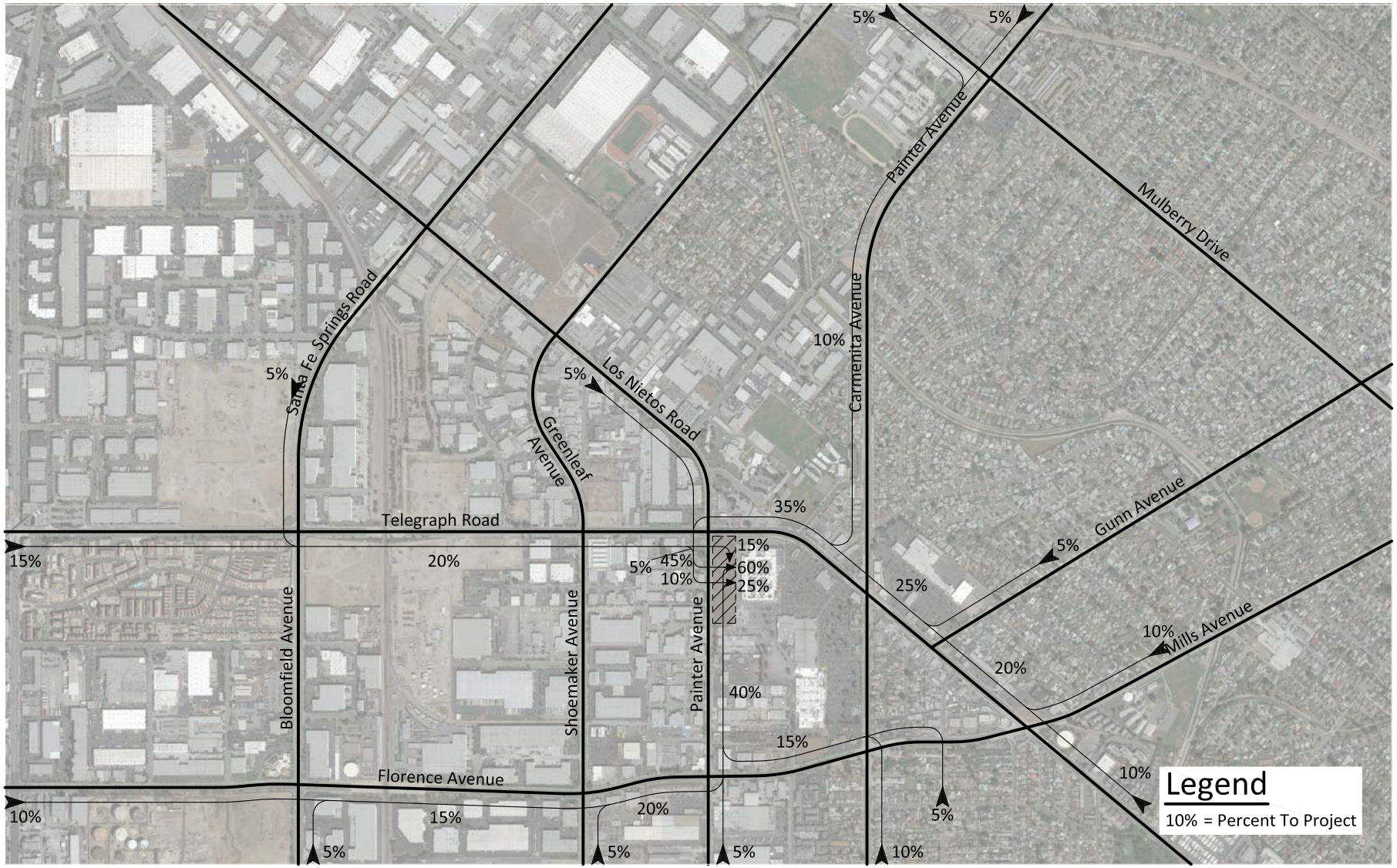
Figure 18
Project Outbound Trip Distribution - Supermarket



6266/18

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

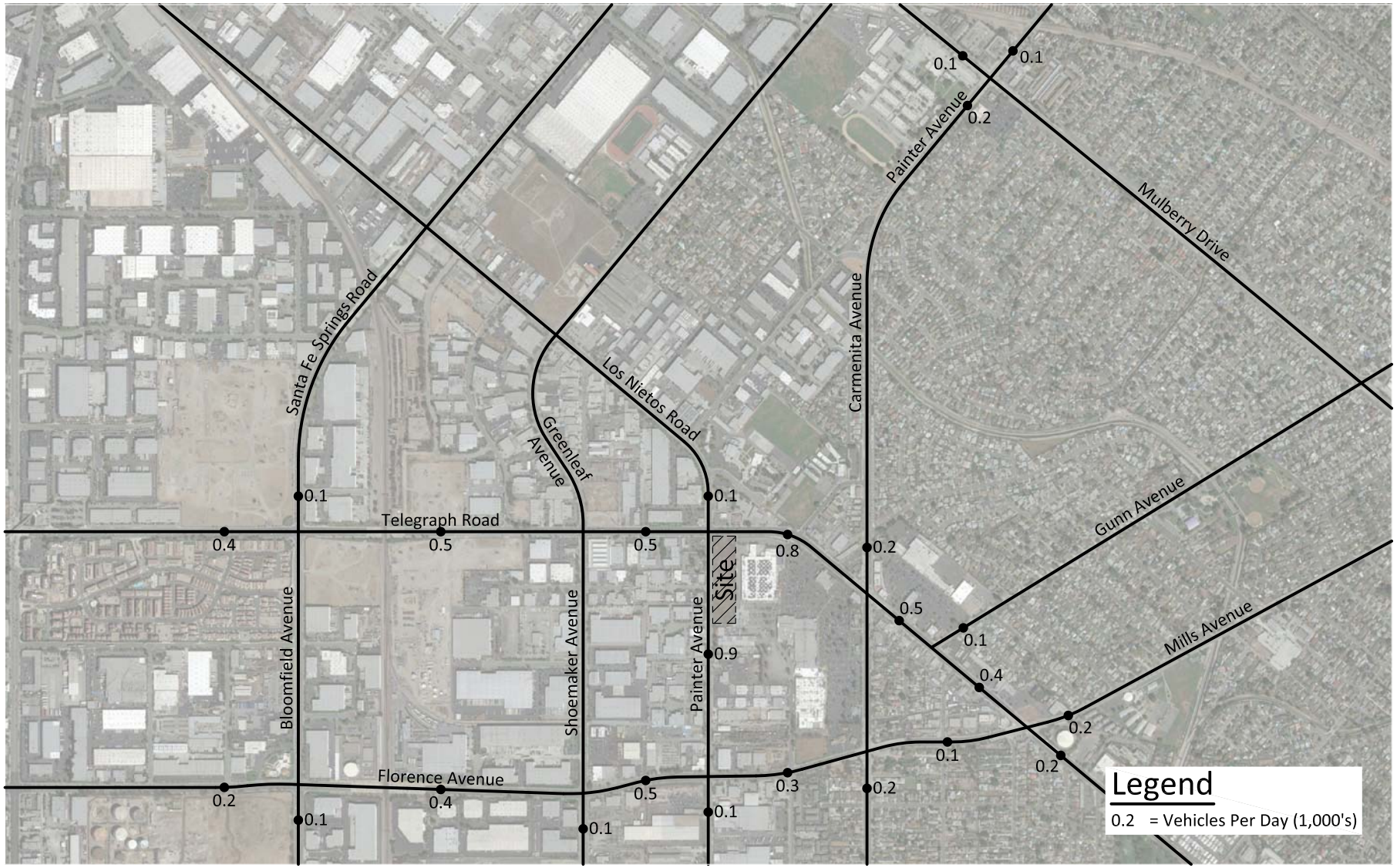
Figure 19
Project Inbound Trip Distribution - Supermarket



6266/19

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

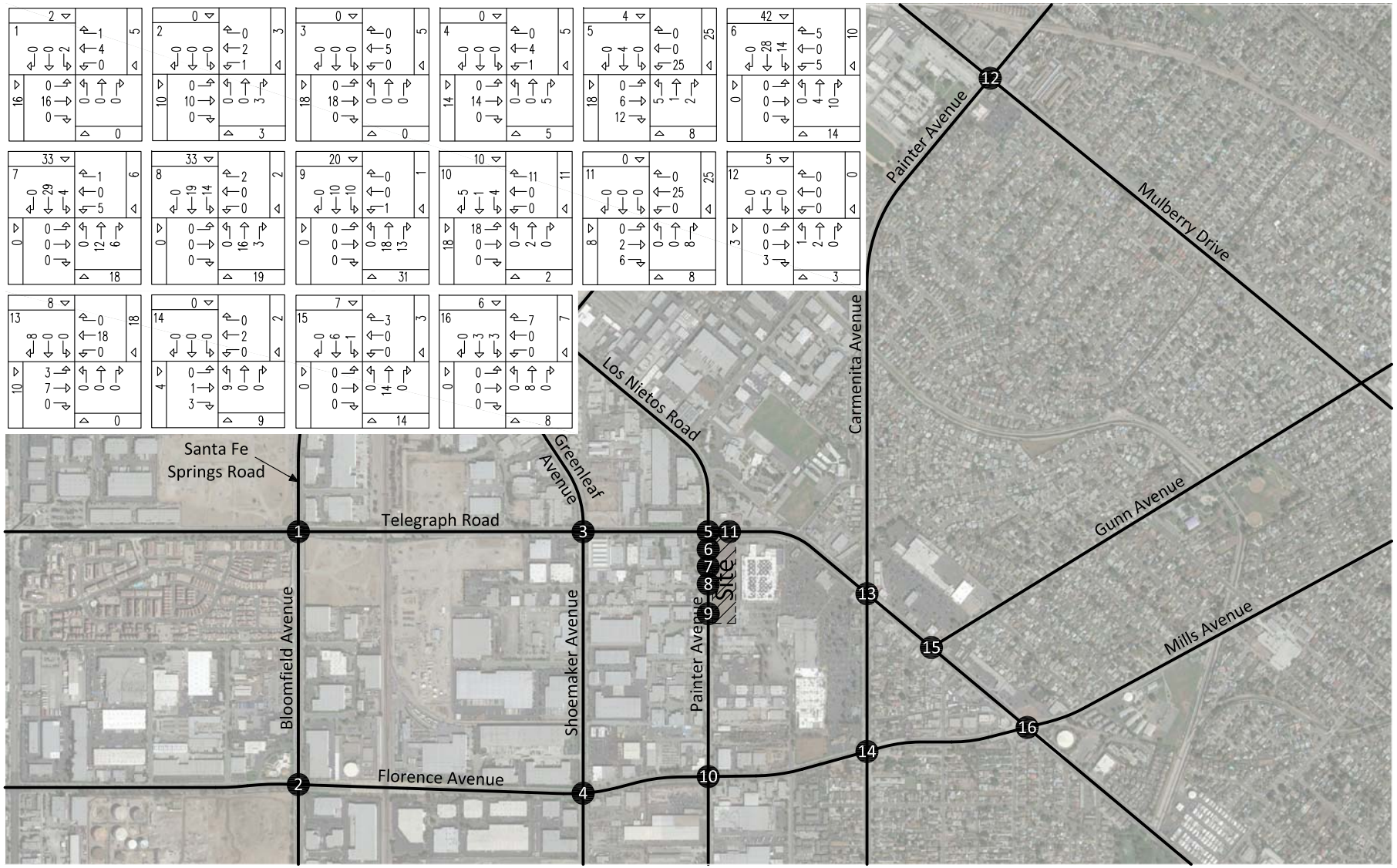
Figure 20
Project Average Daily Traffic Volumes



6266/20

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 21
Project Morning Peak Hour Intersection Turning Movement Volumes

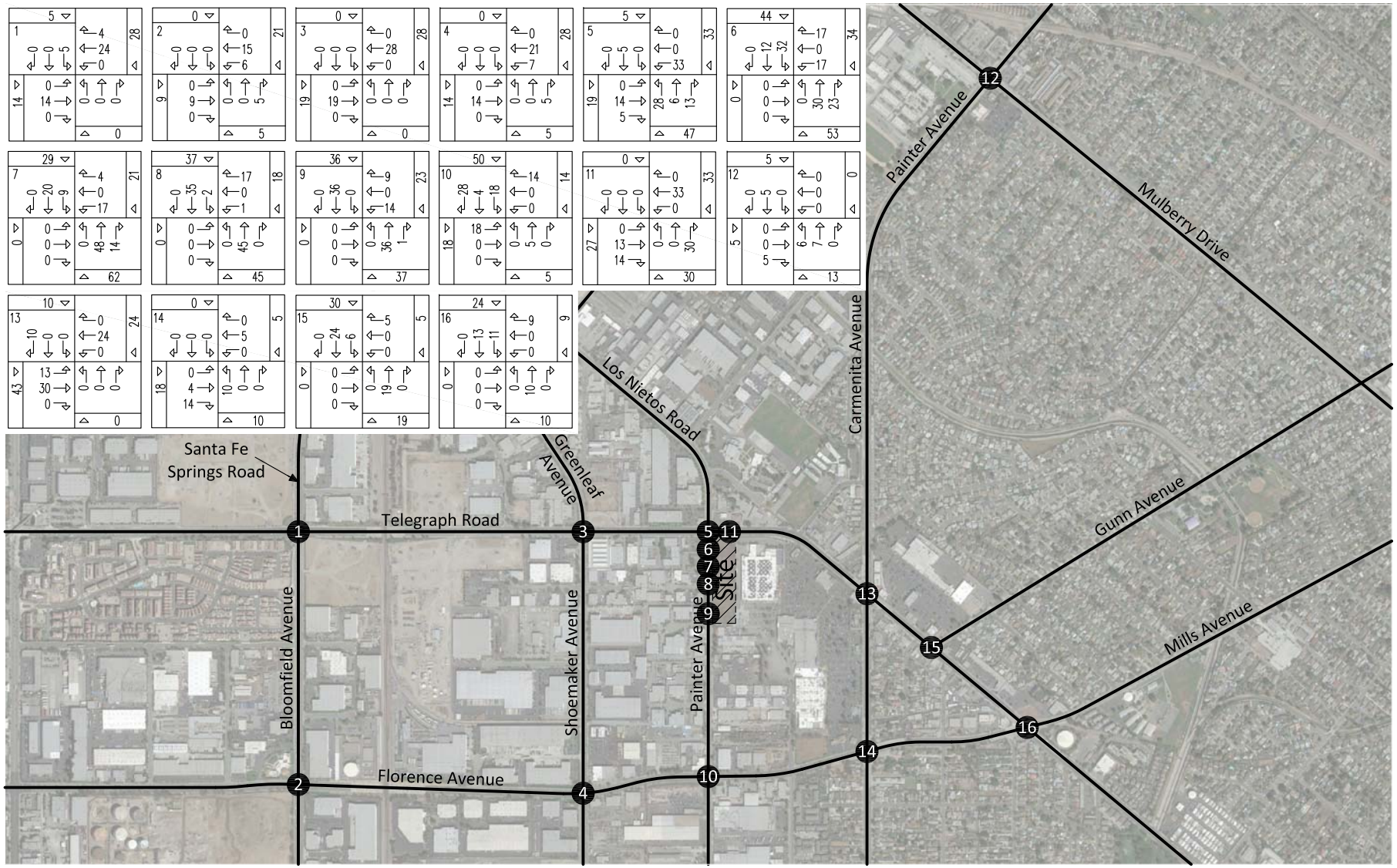


6266/21

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 22
Project Evening Peak Hour Intersection Turning Movement Volumes



6266/22

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

VI. EXISTING PLUS PROJECT TRAFFIC CONDITIONS

In this section, Existing Plus Project traffic conditions are discussed. Figures 23 to 25 depict the Existing Plus Project traffic conditions.

A. Method of Projection

To assess Existing Plus Project traffic conditions, existing traffic is combined with project traffic.

B. Existing Plus Project Average Daily Traffic Volumes

Existing Plus Project average daily traffic volumes are as illustrated on Figure 23.

C. Existing Plus Project Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix D. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix D). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figures 24 and 25, respectively. The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions, except for the following study area intersection which is projected to operate at an unacceptable Level of Service during the morning peak hour (see Table 5):

Carmenita Avenue (NS) at:
Florence Avenue (EW) - #14

Existing Plus Project Level of Service worksheets are provided in Appendix D.

D. Significant Transportation Impact

In the City of Santa Fe Springs, the impact is considered significant if the project related increase in the volume to capacity ratio equals or exceeds the thresholds shown below:

Significant Impact Threshold for Signalized Intersections		
Level of Service	Volume/Capacity	Incremental Increase
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.03 or more
E/F	0.91 - more	0.01 or more

An intersection mitigation measure shall either fix the deficiency, or reduce the Intersection Capacity Utilization so that it is below the level that occurs without the project.

Significant Impact Threshold for Unsignalized Intersections	
Level of Service	Incremental Increase
C or better*	5 seconds/vehicle or more
D	4 seconds/vehicle or more
E/F	3 seconds/vehicle or more
*For intersections initially operating better than Level of Service D before project trips are added.	

Table 6 depicts the Existing Plus Project traffic contribution at the study area intersections. As shown in Table 6, the project site does not significantly impact any of the study area intersections.

Table 5

Existing Plus Project Levels of Service

Intersection	Jurisdiction	Traffic Control[2]	Intersection Approach Lanes[1]												Peak Hour Level of Service[3]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bloomfield Avenue (NS) at:																
Telegraph Road (EW) - #1	Santa Fe Springs	TS	1	2	d	1	2	d	1	3	1	1	3	1	0.712-C	0.629-B
Florence Avenue (EW) - #2	Santa Fe Springs	TS	1	2	d	1	2	d	1	2	d	1	2	d	0.779-C	0.784-C
Shoemaker Avenue (NS) at:																
Telegraph Road (EW) - #3	Santa Fe Springs	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	0.703-C	0.614-B
Florence Avenue (EW) - #4	Santa Fe Springs	TS	1	2	1	1	1.5	0.5	1	2	d	1	2	d	0.820-D	0.765-C
Painter Avenue (NS) at:																
Telegraph Road (EW) - #5	Santa Fe Springs	TS	1	1	d	1.5	0.5	1	1	2.5	0.5	1	2.5	0.5	0.897-D	0.649-B
Project North Driveway (EW) - #6	Santa Fe Springs	**CSS**	0	0.5	0.5	1	1	0	0	0	0	**0.5**	0	**0.5**	11.0-B	10.4-B
Project North-Central Driveway (EW) - #7	Santa Fe Springs	**CSS**	0	0.5	0.5	1	1	0	0	0	0	**0.5**	0	**0.5**	11.4-B	10.7-B
Project South-Central Driveway (EW) - #8	Santa Fe Springs	**CSS**	0	0.5	0.5	1	1	0	0	0	0	**0.5**	0	**0.5**	10.2-B	9.6-A
Project South Driveway (EW) - #9	Santa Fe Springs	**CSS**	0	0.5	0.5	1	1	0	0	0	0	**0.5**	0	**0.5**	11.6-B	10.3-B
Florence Avenue (EW) - #10	Santa Fe Springs	TS	1	0.5	0.5	1	1	d	1	2	d	1	2	d	0.722-C	0.659-B
Project Driveway (NS) at:																
Telegraph Road (EW) - #11	Santa Fe Springs	**CSS**	0	0	**1**	0	0	0	0	2.5	0.5	0	3	0	10.3-B	13.2-B
Painter Avenue (NS) at:																
Mulberry Drive (EW) - #12	Whittier[4]	TS	1	2	d	1	2	d	1	2.5	0.5	1	2.5	0.5	0.807-D	0.889-D
Carmentia Avenue (NS) at:																
Telegraph Road (EW) - #13	Santa Fe Springs	TS	1	2	d	1	2	d	1	2.5	0.5	1	2.5	0.5	0.825-D	0.805-D
Florence Avenue (EW) - #14	Santa Fe Springs	TS	1	2	d	1	2	d	1	2	d	1	2	d	0.918-E	0.818-D
Telegraph Road (NS) at:																
Gunn Avenue (EW) - #15	Santa Fe Springs/Whittier[4]	TS	1	2.5	0.5	1	3	0	0	0	0	1	0	1	0.598-A	0.610-B
Florence Avenue (EW) - #16	Whittier[4]	TS	1	2.5	0.5	1	3	1	1	2	1	1	1.5	0.5	0.844-D	0.888-D

[1] L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; **BOLD** = Improvement

[2] TS = Traffic Signal; CSS = Cross Street Stop

[3] Level of Service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008).

[4] Intersection is included within the City of Whittier Sphere of Influence.

Table 6

Existing Plus Project Traffic Contribution

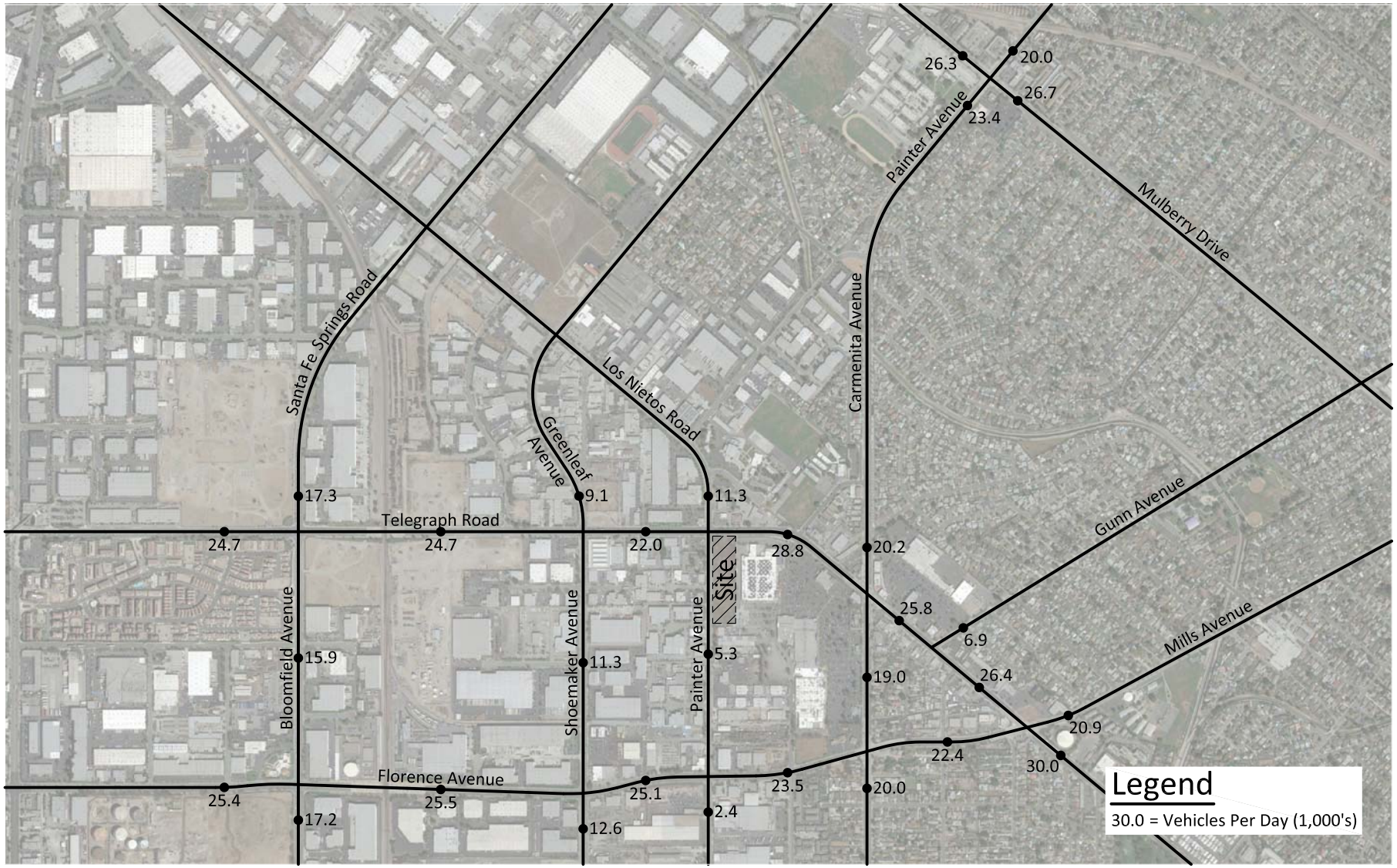
Intersection	Jurisdiction	Peak Hour	Existing[1] Peak Hour Level of Service	Existing Plus Project[2] Peak Hour Level of Service	Project Increase	Significant Impact?
Bloomfield Avenue (NS) at:						
Telegraph Road (EW) - #1	Santa Fe Springs	Morning	0.711 - C	0.712 - C	+.001	No
		Evening	0.623 - B	0.629 - B	+.006	No
Florence Avenue (EW) - #2	Santa Fe Springs	Morning	0.779 - C	0.779 - C	+.000	No
		Evening	0.777 - C	0.784 - C	+.007	No
Shoemaker Avenue (NS) at:						
Telegraph Road (EW) - #3	Santa Fe Springs	Morning	0.702 - C	0.703 - C	+.001	No
		Evening	0.610 - B	0.614 - B	+.004	No
Florence Avenue (EW) - #4	Santa Fe Springs	Morning	0.819 - D	0.820 - D	+.001	No
		Evening	0.757 - C	0.765 - C	+.008	No
Painter Avenue (NS) at:						
Telegraph Road (EW) - #5	Santa Fe Springs	Morning	0.895 - D	0.897 - D	+.002	No
		Evening	0.619 - B	0.649 - B	+.030	No
Florence Avenue (EW) - #10	Santa Fe Springs	Morning	0.708 - C	0.722 - C	+.014	No
		Evening	0.644 - B	0.659 - B	+.015	No
Mulberry Drive (EW) - #12	Whittier[3]	Morning	0.804 - D	0.807 - D	+.003	No
		Evening	0.885 - D	0.889 - D	+.004	No
Carmentia Avenue (NS) at:						
Telegraph Road (EW) - #13	Santa Fe Springs	Morning	0.819 - D	0.825 - D	+.006	No
		Evening	0.798 - C	0.805 - D	+.007	No
Florence Avenue (EW) - #14	Santa Fe Springs	Morning	0.911 - E	0.918 - E	+.007	No
		Evening	0.817 - D	0.818 - D	+.001	No
Telegraph Road (NS) at:						
Gunn Avenue (EW) - #15	Santa Fe Springs/Whittier[3]	Morning	0.593 - A	0.598 - A	+.005	No
		Evening	0.602 - B	0.610 - B	+.008	No
Florence Avenue (EW) - #16	Whittier[3]	Morning	0.841 - D	0.844 - D	+.003	No
		Evening	0.886 - D	0.888 - D	+.002	No

[1] See Table 1.

[2] See Table 5.

[3] Intersection is included within the City of Whittier Sphere of Influence.

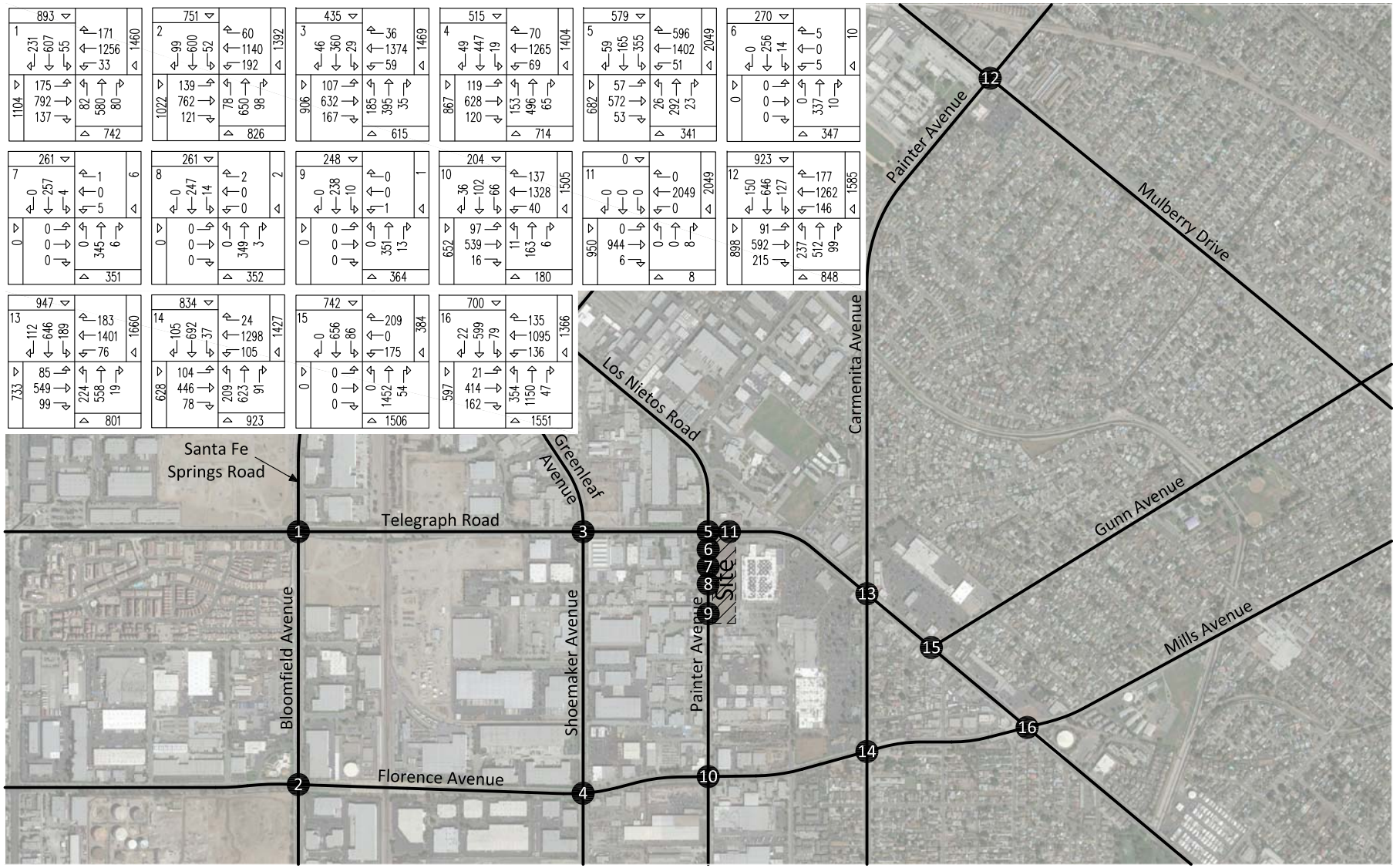
Figure 23
Existing Plus Project Average Daily Traffic Volumes



6266/23

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 24
Existing Plus Project
Morning Peak Hour Intersection Turning Movement Volumes

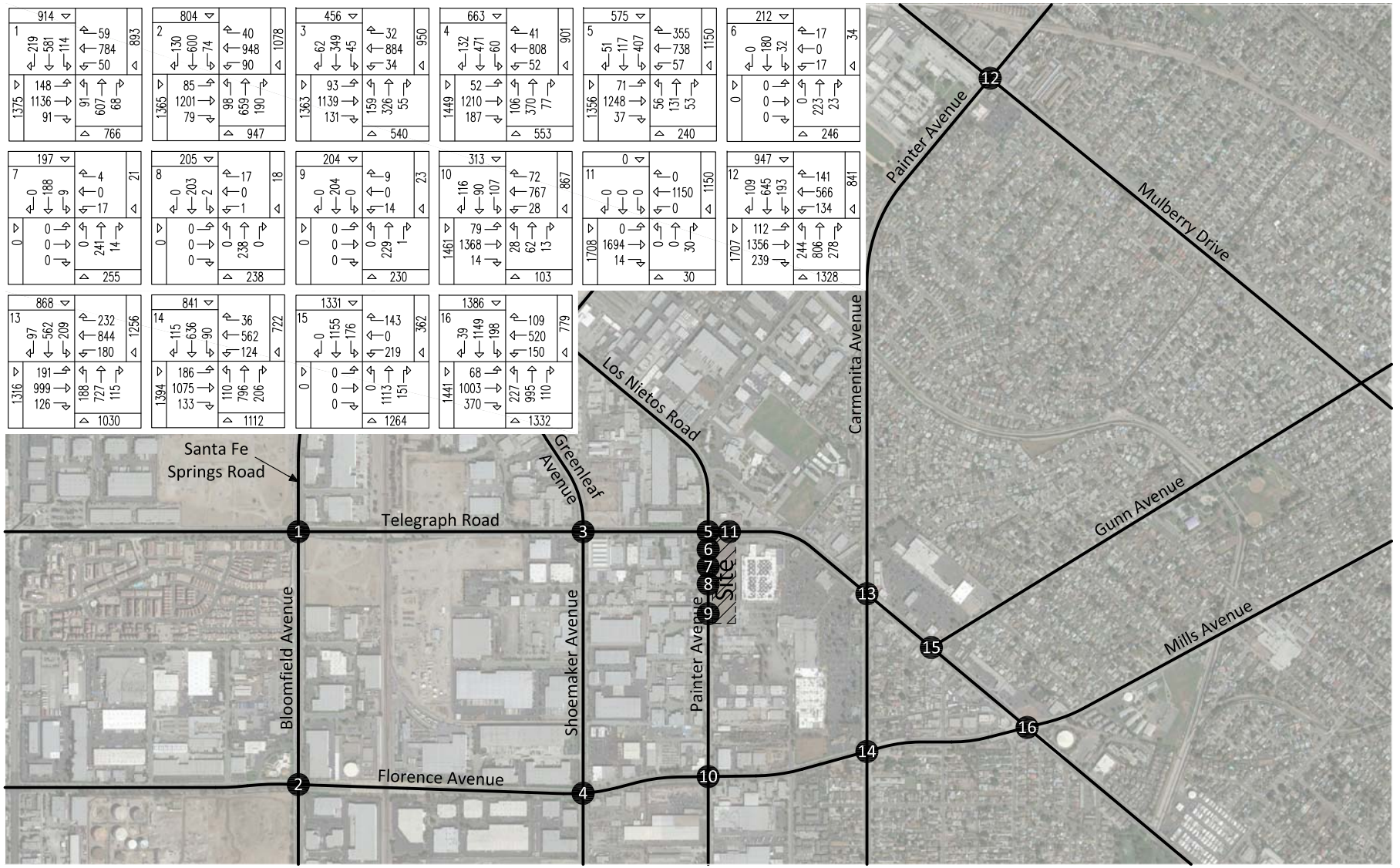


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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 25
Existing Plus Project
Evening Peak Hour Intersection Turning Movement Volumes



6266/25

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

VII. YEAR 2017 WITHOUT PROJECT TRAFFIC CONDITIONS

In this section, Year 2017 Without Project traffic conditions are discussed. Figures 26 to 32 depict the Year 2017 Without Project traffic conditions.

A. Method of Projection

To account for areawide growth on roadways, Year 2017 traffic volumes have been calculated based on a 1 percent annual growth rate of existing traffic volumes over a two (2) year period. The areawide growth rate has been obtained from the Congestion Management Program for the County of Los Angeles and recent traffic studies conducted in the City of Santa Fe Springs.

Areawide growth has been added to daily and peak hour traffic volumes on surrounding roadways. Table 7 lists the proposed land uses for the other development (see Figure 26). The City of Santa Fe Springs and City of Norwalk provided the other development lists for the study area. The cumulative projects within a two mile radius were added to Opening Year (2017) traffic conditions. A two mile radius from the project site was used due to the inherently small size of the proposed project. The other development average daily traffic volumes are shown on Figure 27. Other development morning and evening peak hour intersection turning movement volumes are shown on Figures 28 and 29, respectively.

B. Year 2017 Without Project Average Daily Traffic Volumes

Year 2017 Without Project average daily traffic volumes are as illustrated on Figure 30.

C. Year 2017 Without Project Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix D. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix D). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

Year 2017 Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 31 and 32, respectively.

The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Year 2017 Without Project traffic conditions, except for the following study area intersections which are projected to operate at unacceptable Levels of Service during the peak hours (see Table 8):

Painter Avenue (NS) at:
- Telegraph Road (EW) - #5
- Mulberry Drive (EW) - #12

Carmenita Avenue (NS) at:
- Florence Avenue (EW) - #14

Telegraph Road (NS) at:
- Florence Avenue (EW) - #16

Year 2017 Without Project Level of Service worksheets are provided in Appendix D.

Table 7

Other Development Trip Generation

Project	Location	Land Use	Quantity	Units[1]	Peak Hour						Daily
					Morning			Evening			
					Inbound	Outbound	Total	Inbound	Outbound	Total	
76 Service Station	11651 Telegraph Road, Santa Fe Springs	Mini-Mart	2.496	TSF	5	5	10	9	9	18	160
Cambridge Springs, LLC	13341 Cambridge Street, Santa Fe Springs	Light Industrial	185.060	TSF	150	20	170	22	158	180	1,290
Carmenita Plaza, LLC	13473 Carmenita Road/10543 Gunn Avenue, Santa Fe Springs	Coffee Shop W/Drive-Thru	2.240	TSF	115	110	225	48	48	96	1,834
		Specialty Retail	11.645	TSF	9	6	15	14	18	32	516
		Subtotal			124	116	240	62	66	128	2,350
CEG Altamar Warehouse	12140 Altamar Place, Santa Fe Springs	Warehousing	63.458	TSF							
		- Cars			12	3	15	4	12	16	181
		- Trucks			3	1	4	1	3	4	45
		- Subtotal			15	4	19	5	15	20	226
Durable USA	12926 Carmenita Road, Santa Fe Springs	Light Industrial	54.613	TSF	44	6	50	6	47	53	381
GLC Santa Fe	West of Bloomfield Avenue between Florence Avenue & Lakeland Road, Santa Fe Springs	Warehousing	1203.965	TSF							
		- Cars			228	61	289	77	231	308	3,429
		- Trucks			114	30	144	38	116	154	1,714
		Light Industrial	19.786	TSF							
		- Cars			14	2	16	2	15	17	110
		- Trucks			4	-	4	-	4	4	56
		- Subtotal			360	93	453	117	366	483	5,309
InterHealth Corporation MOB	12437 Bloomfield Avenue, Santa Fe Springs	Medical Office	35.076	TSF	66	18	84	35	90	125	1,267
Keana Development, LLC	9380 Jersey Avenue/9841-51 Alburtis Avenue, Santa Fe Springs	Condominiums	50	DU	4	18	22	17	9	26	291
Popeye's Restaurant	12505 Washington Boulevard, Whittier	Fast Food Restaurant W/Drive-Thru	3.8	TSF	88	85	173	65	60	125	1,885
Universal Waste Systems MRF & Transfer Station	9016 Norwalk Boulevard, Santa Fe Springs	Staff & Visitors	1,500	TPD	4	-	4	-	-	-	160
		Self Haul			1	1	2	9	9	18	100
		Collection Trucks			10	10	20	22	22	44	724
		Transfer Trucks			3	3	6	3	3	6	294
		Commodities Trucks			-	-	-	-	-	-	96
		Subtotal			18	14	32	34	34	68	1,374
USA Consolidators	9951 Greenleaf Avenue, Santa Fe Springs	Light Industrial	38.000	TSF	31	4	35	4	32	36	265
Xebec Realty Partners	11904 Washington Boulevard, Santa Fe Springs	Warehousing	58.936	TSF	14	4	18	5	14	19	210
Total					919	387	1,306	381	900	1,281	15,008

[1] TSF = Thousand Square Feet; DU = Dwelling Units; TPD = Tons Per Day

Table 8

Year 2017 Without Project Levels of Service

Intersection	Jurisdiction	Traffic Control[2]	Intersection Approach Lanes[1]												Peak Hour Level of Service[3]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bloomfield Avenue (NS) at:																
Telegraph Road (EW) - #1	Santa Fe Springs	TS	1	2	d	1	2	d	1	3	1	1	3	1	0.747-C	0.655-B
Florence Avenue (EW) - #2	Santa Fe Springs	TS	1	2	d	1	2	d	1	2	d	1	2	d	0.831-D	0.830-D
Shoemaker Avenue (NS) at:																
Telegraph Road (EW) - #3	Santa Fe Springs	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	0.731-C	0.628-B
Florence Avenue (EW) - #4	Santa Fe Springs	TS	1	2	1	1	1.5	0.5	1	2	d	1	2	d	0.859-D	0.793-C
Painter Avenue (NS) at:																
Telegraph Road (EW) - #5	Santa Fe Springs	TS	1	1	d	1.5	0.5	1	1	2.5	0.5	1	2.5	0.5	0.919-E	0.634-B
Florence Avenue (EW) - #10	Santa Fe Springs	TS	1	0.5	0.5	1	1	d	1	2	d	1	2	d	0.740-C	0.675-B
Mulberry Drive (EW) - #12	Whittier[4]	TS	1	2	d	1	2	d	1	2.5	0.5	1	2.5	0.5	0.833-D	0.914-E
Carmenita Avenue (NS) at:																
Telegraph Road (EW) - #13	Santa Fe Springs	TS	1	2	d	1	2	d	1	2.5	0.5	1	2.5	0.5	0.851-D	0.834-D
Florence Avenue (EW) - #14	Santa Fe Springs	TS	1	2	d	1	2	d	1	2	d	1	2	d	0.955-E	0.853-D
Telegraph Road (NS) at:																
Gunn Avenue (EW) - #15	Santa Fe Springs/Whittier[4]	TS	1	2.5	0.5	1	3	0	0	0	0	1	0	1	0.669-B	0.650-B
Florence Avenue (EW) - #16	Whittier[4]	TS	1	2.5	0.5	1	3	1	1	2	1	1	1.5	0.5	0.892-D	0.917-E

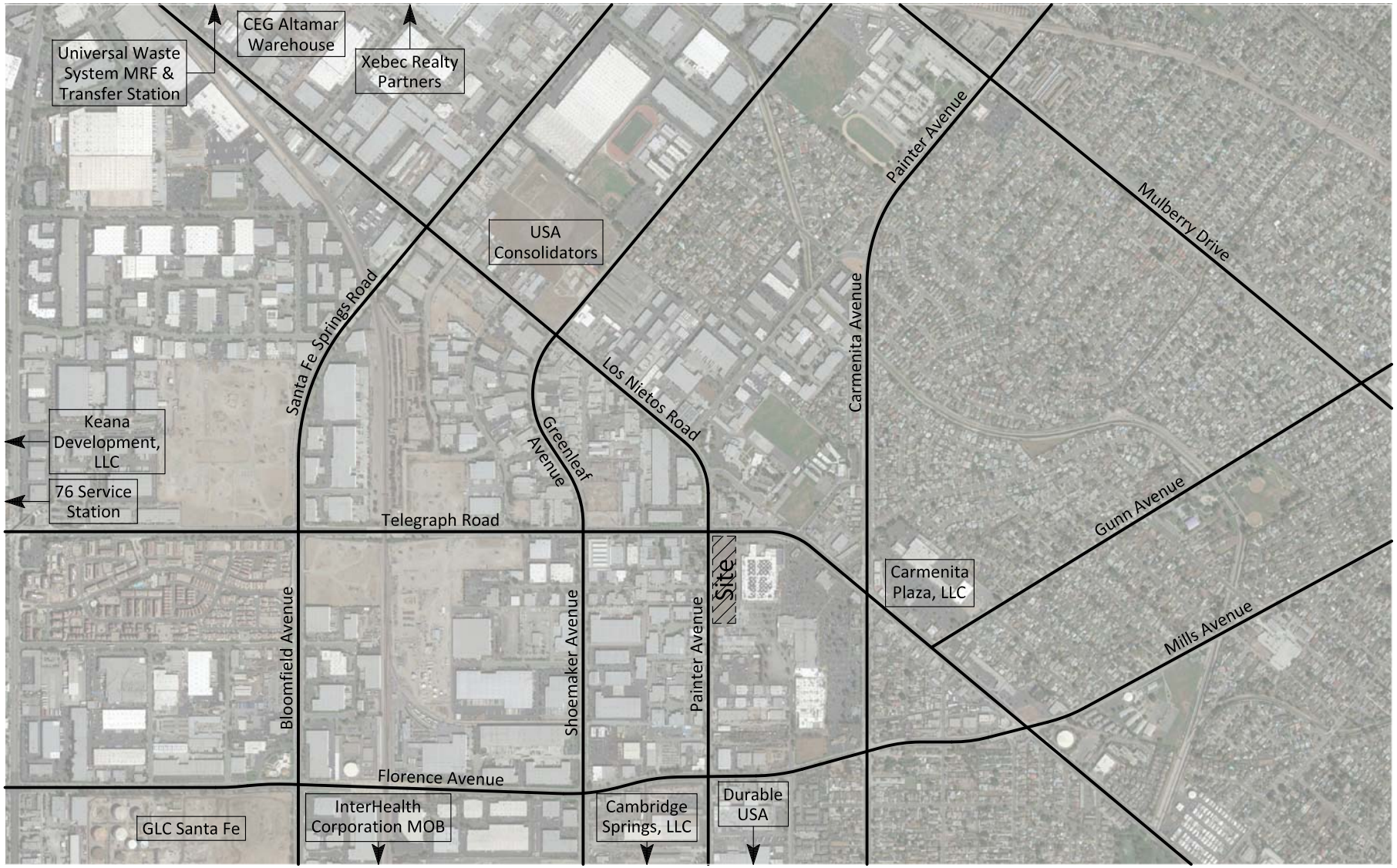
[1] L = Left; T = Through; R = Right; d = De Facto Right Turn Lane

[2] TS = Traffic Signal

[3] Level of Service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008).

[4] Intersection is included within the City of Whittier Sphere of Influence.

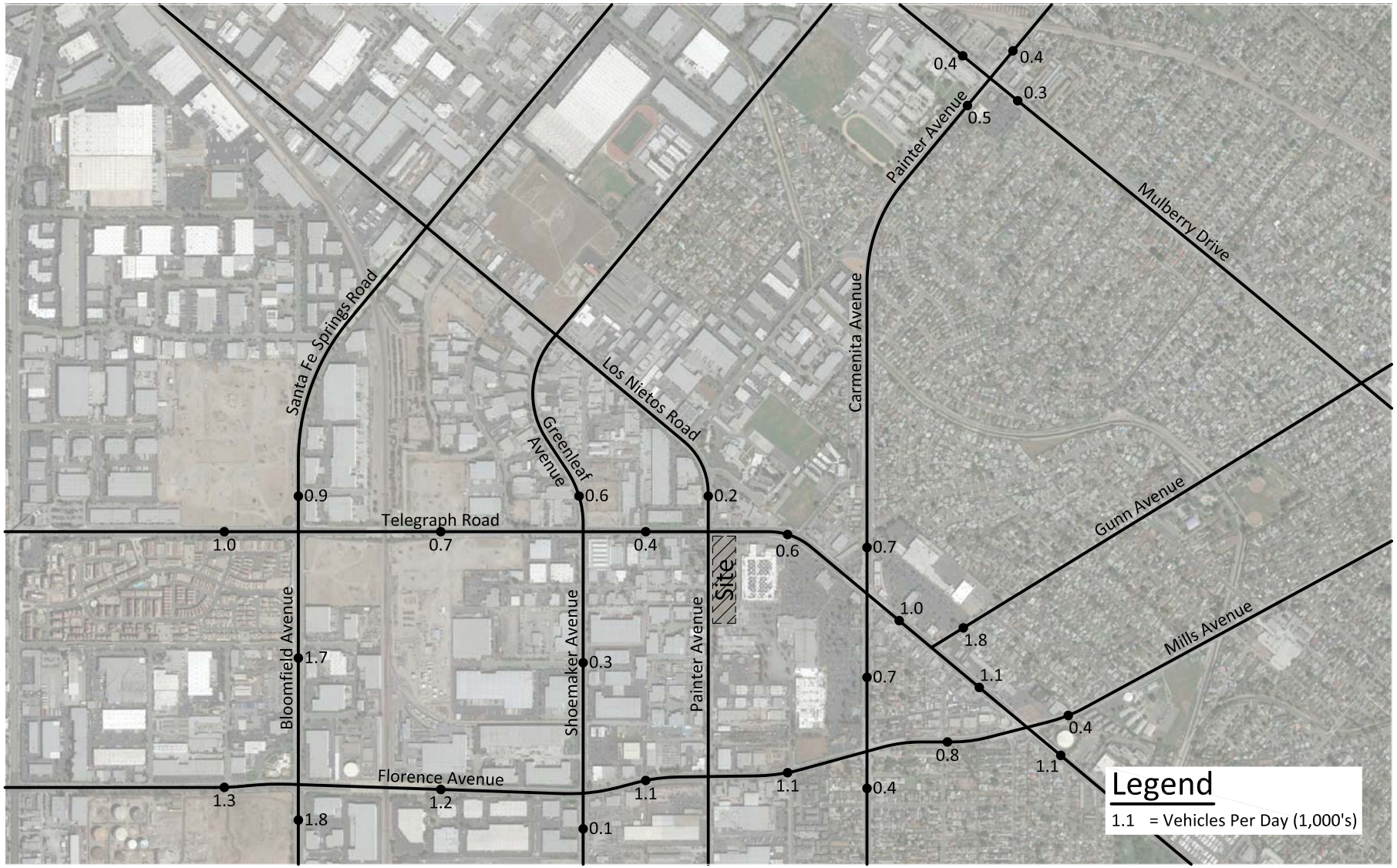
Figure 26
Other Development Location Map



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OVER 35 YEARS OF EXCELLENT SERVICE

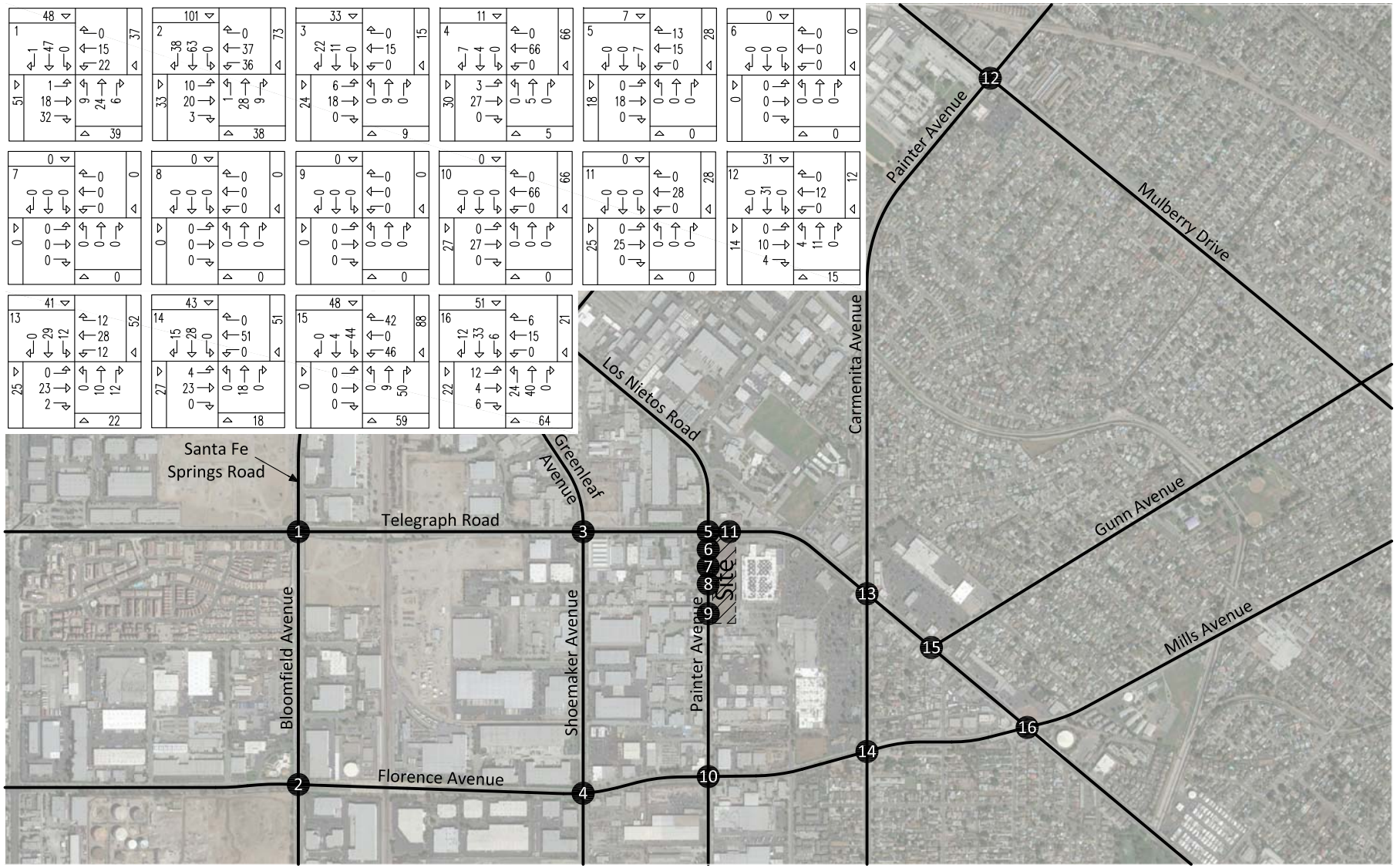
Figure 27
Other Development Average Daily Traffic Volumes



6266/27

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OVER 35 YEARS OF EXCELLENT SERVICE

Figure 28
Other Development
Morning Peak Hour Intersection Turning Movement Volumes

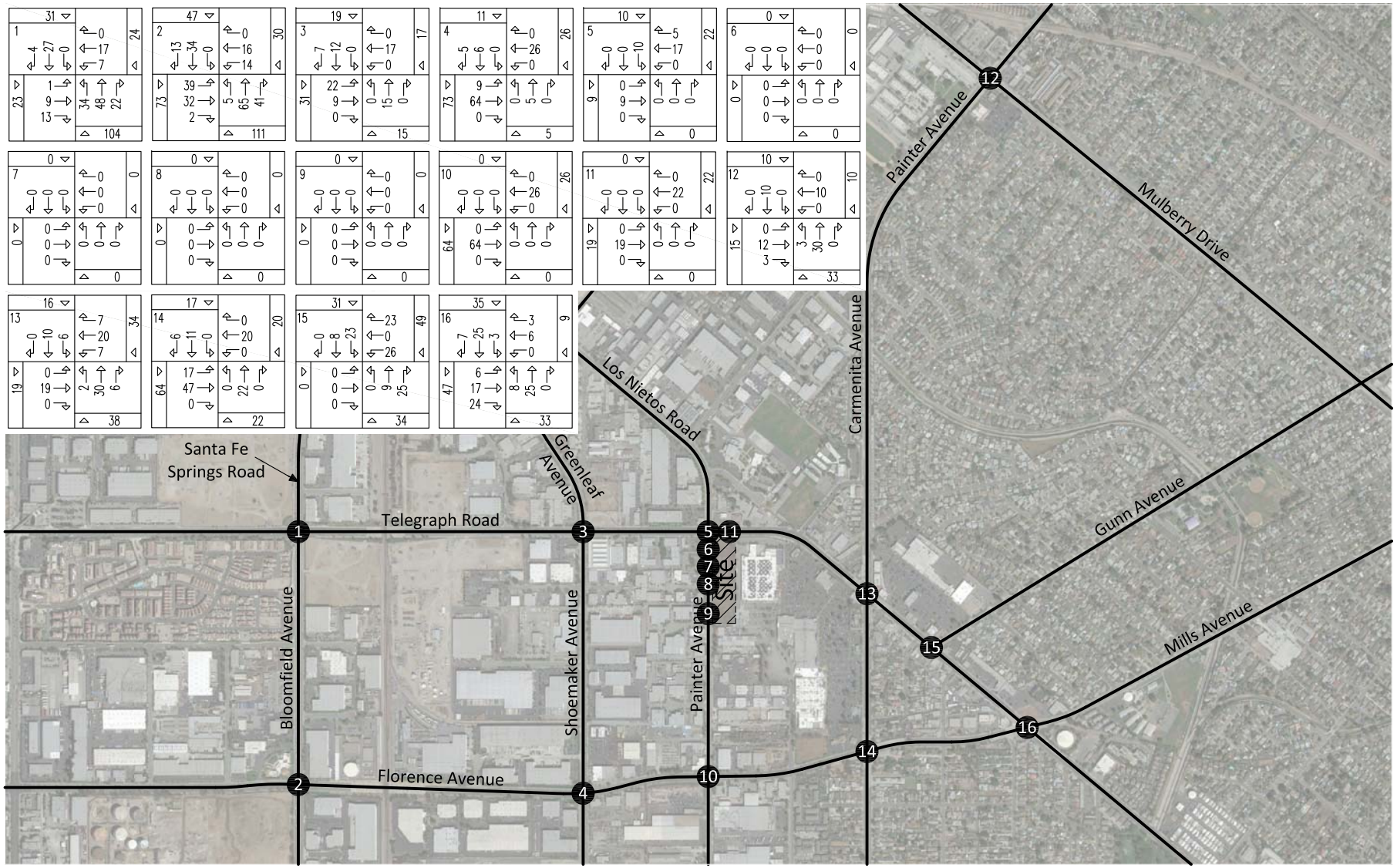


6266/28

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 29
Other Development
Evening Peak Hour Intersection Turning Movement Volumes

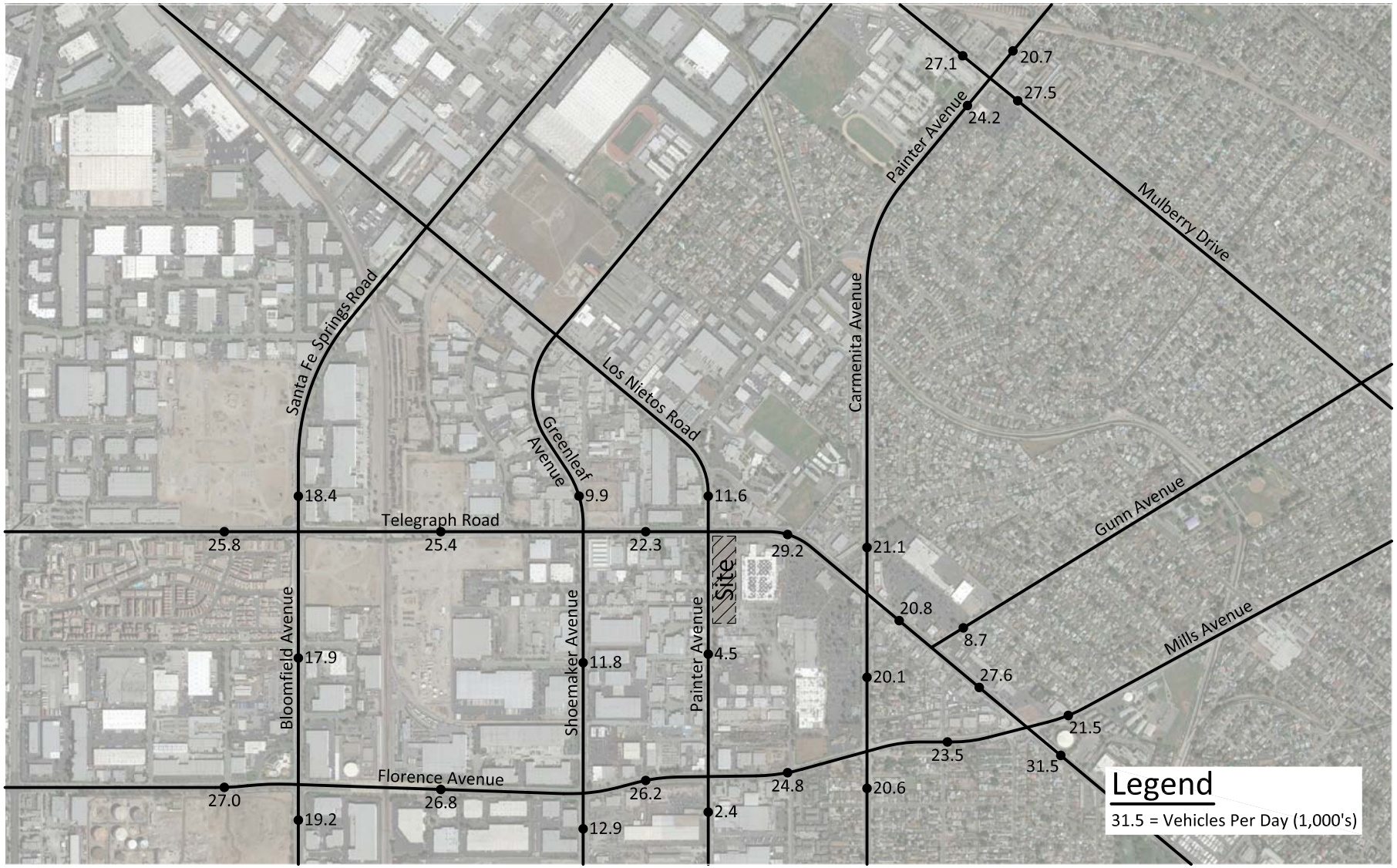


6266/29

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

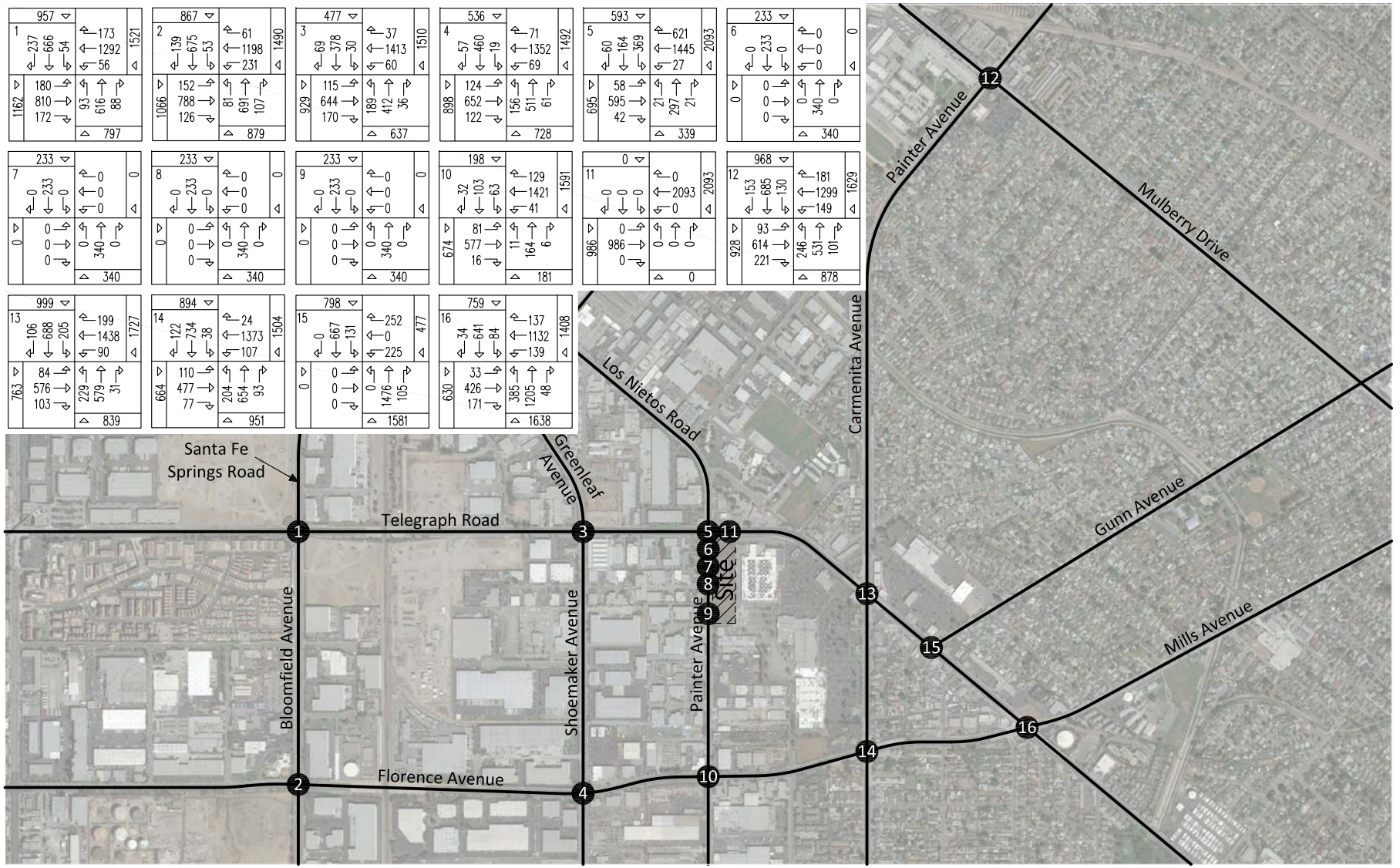
Figure 30
Year 2017 Without Project Average Daily Traffic Volumes



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KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 31
Year 2017 Without Project
Morning Peak Hour Intersection Turning Movement Volumes

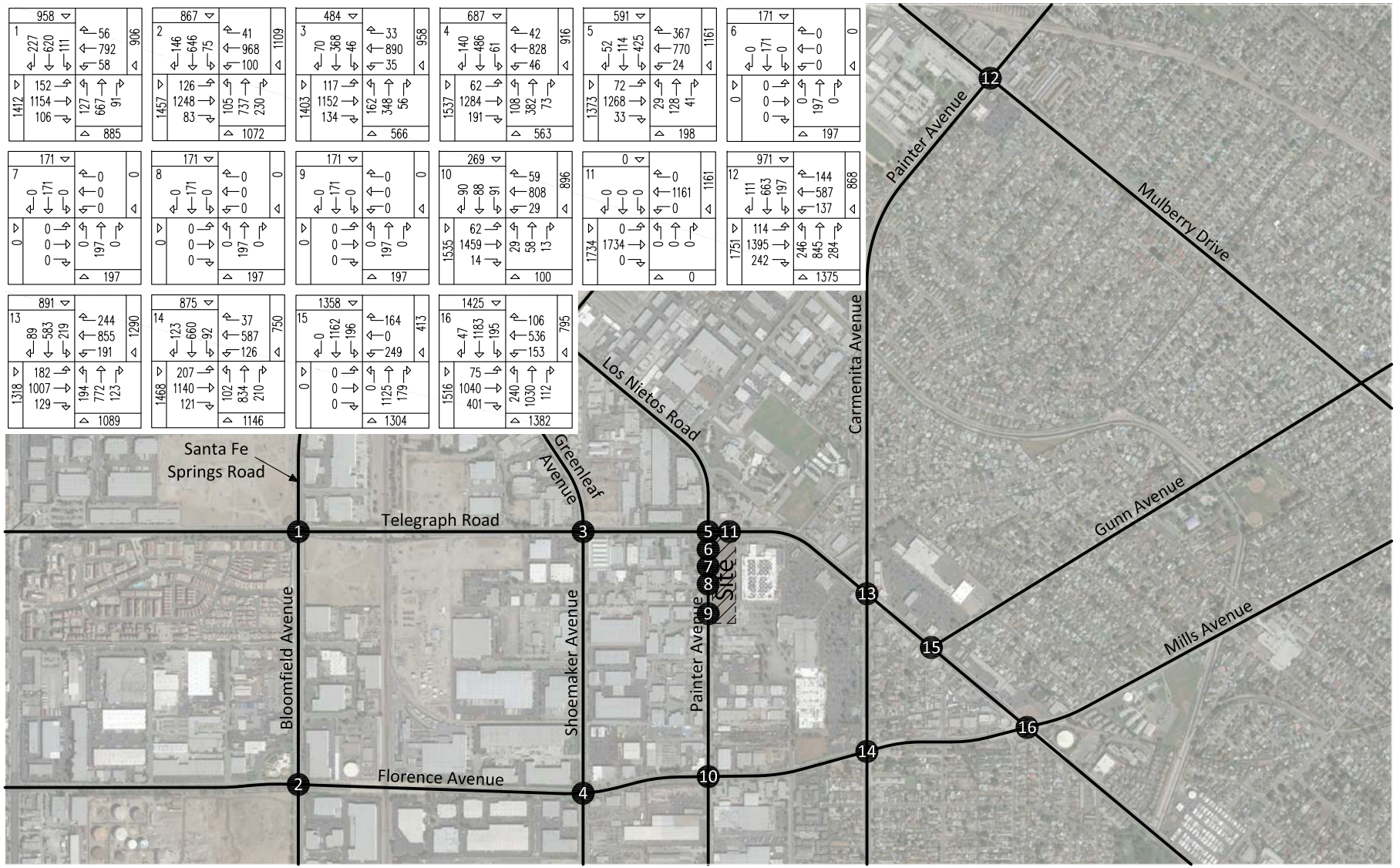


6266/31

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 32
Year 2017 Without Project
Evening Peak Hour Intersection Turning Movement Volumes



6266/32

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

VIII. YEAR 2017 WITH PROJECT TRAFFIC CONDITIONS

In this section, Year 2017 With Project traffic conditions are discussed. Figures 33 to 35 depict the Year 2017 With Project traffic conditions.

A. Method of Projection

To account for areawide growth on roadways, Year 2017 traffic volumes have been calculated based on a 1 percent annual growth rate of existing traffic volumes over a two (2) year period. The areawide growth rate has been obtained from the Congestion Management Program for the County of Los Angeles.

Areawide growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the project. Based upon discussions with City of Santa Fe Springs staff, no other development is currently planned in the study area.

B. Year 2017 With Project Average Daily Traffic Volumes

Year 2017 With Project average daily traffic volumes are as illustrated on Figure 33.

C. Year 2017 With Project Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix D. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix D). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

Year 2017 With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 34 and 35, respectively.

The study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Year 2017 With Project traffic conditions, except for the following study area intersections which are projected to operate at unacceptable Levels of Service during the peak hours (see Table 9):

Painter Avenue (NS) at:
- Telegraph Road (EW) - #5
- Mulberry Drive (EW) - #12

Carmenita Avenue (NS) at:
Florence Avenue (EW) - #14

Telegraph Road (NS) at:
Florence Avenue (EW) - #16

Year 2017 With Project Level of Service worksheets are provided in Appendix D.

D. Significant Transportation Impact

In the City of Santa Fe Springs, the impact is considered significant if the project related increase in the volume to capacity ratio equals or exceeds the thresholds shown below:

Significant Impact Threshold for Signalized Intersections		
Level of Service	Volume/Capacity	Incremental Increase
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.03 or more
E/F	0.91 - more	0.01 or more

An intersection mitigation measure shall either fix the deficiency, or reduce the Intersection Capacity Utilization so that it is below the level that occurs without the project.

Significant Impact Threshold for Unsignalized Intersections	
Level of Service	Incremental Increase
C or better*	5 seconds/vehicle or more
D	4 seconds/vehicle or more
E/F	3 seconds/vehicle or more
*For intersections initially operating better than Level of Service D before project trips are added.	

Table 10 depicts the Year 2017 With Project traffic contribution at the study area intersections. As shown in Table 10, the project site does not significantly impact any of the study area intersections.

Table 9

Year 2017 With Project Levels of Service

Intersection	Jurisdiction	Traffic Control[2]	Intersection Approach Lanes[1]												Peak Hour Level of Service[3]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bloomfield Avenue (NS) at:																
Telegraph Road (EW) - #1	Santa Fe Springs	TS	1	2	d	1	2	d	1	3	1	1	3	1	0.748-C	0.661-B
Florence Avenue (EW) - #2	Santa Fe Springs	TS	1	2	d	1	2	d	1	2	d	1	2	d	0.831-D	0.836-D
Shoemaker Avenue (NS) at:																
Telegraph Road (EW) - #3	Santa Fe Springs	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	0.733-C	0.632-B
Florence Avenue (EW) - #4	Santa Fe Springs	TS	1	2	1	1	1.5	0.5	1	2	d	1	2	d	0.861-D	0.802-D
Painter Avenue (NS) at:																
Telegraph Road (EW) - #5	Santa Fe Springs	TS	1	1	d	1.5	0.5	1	1	2.5	0.5	1	2.5	0.5	0.921-E	0.664-B
Project North Driveway (EW) - #6	Santa Fe Springs	**CSS**	0	0.5	0.5	1	1	0	0	0	0	**0.5**	0	**0.5**	11.0-B	10.5-B
Project North-Central Driveway (EW) - #7	Santa Fe Springs	**CSS**	0	0.5	0.5	1	1	0	0	0	0	**0.5**	0	**0.5**	11.4-B	10.7-B
Project South-Central Driveway (EW) - #8	Santa Fe Springs	**CSS**	0	0.5	0.5	1	1	0	0	0	0	**0.5**	0	**0.5**	10.2-B	9.7-A
Project South Driveway (EW) - #9	Santa Fe Springs	**CSS**	0	0.5	0.5	1	1	0	0	0	0	**0.5**	0	**0.5**	11.7-B	10.3-B
Florence Avenue (EW) - #10	Santa Fe Springs	TS	1	0.5	0.5	1	1	d	1	2	d	1	2	d	0.755-C	0.690-B
Project Driveway (NS) at:																
Telegraph Road (EW) - #11	Santa Fe Springs	**CSS**	0	0	**1**	0	0	0	0	2.5	0.5	0	3	0	10.4-B	13.4-B
Painter Avenue (NS) at:																
Mulberry Drive (EW) - #12	Whittier[4]	TS	1	2	d	1	2	d	1	2.5	0.5	1	2.5	0.5	0.836-D	0.917-E
Carmenita Avenue (NS) at:																
Telegraph Road (EW) - #13	Santa Fe Springs	TS	1	2	d	1	2	d	1	2.5	0.5	1	2.5	0.5	0.857-D	0.840-D
Florence Avenue (EW) - #14	Santa Fe Springs	TS	1	2	d	1	2	d	1	2	d	1	2	d	0.961-E	0.854-D
Telegraph Road (NS) at:																
Gunn Avenue (EW) - #15	Santa Fe Springs/Whittier[4]	TS	1	2.5	0.5	1	3	0	0	0	0	1	0	1	0.674-B	0.658-B
Florence Avenue (EW) - #16	Whittier[4]	TS	1	2.5	0.5	1	3	1	1	2	1	1	1.5	0.5	0.894-D	0.920-E

[1] L = Left; T = Through; R = Right; d = De Facto Right Turn Lane; **BOLD** = Improvement

[2] TS = Traffic Signal; CSS = Cross Street Stop

[3] Level of Service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008).

[4] Intersection is included within the City of Whittier Sphere of Influence.

Table 10

Year 2017 With Project Traffic Contribution

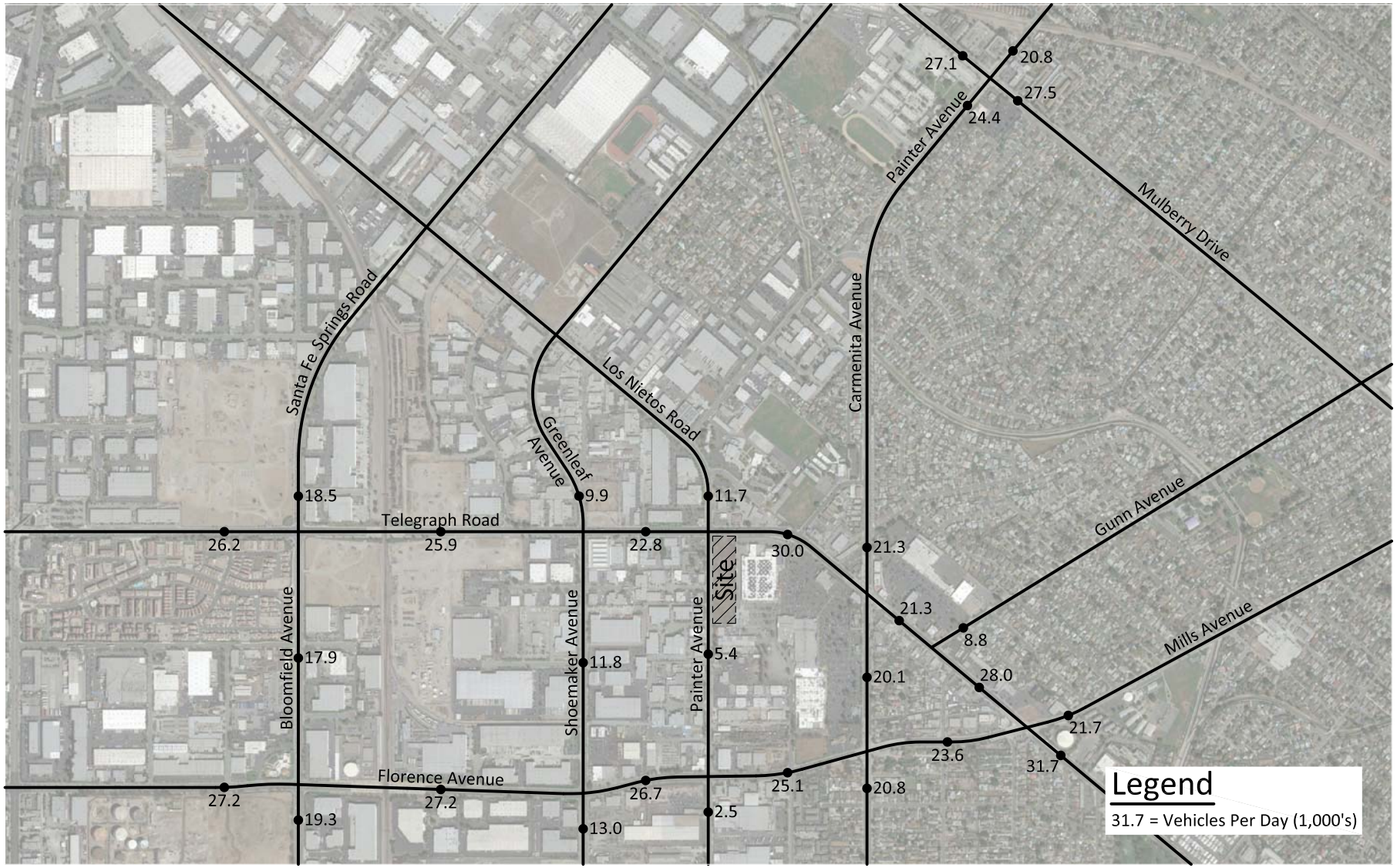
Intersection	Jurisdiction	Peak Hour	Year 2017 Without Project[1] Peak Hour Level of Service	Year 2017 With Project[2] Peak Hour Level of Service	Project Increase	Significant Impact?
Bloomfield Avenue (NS) at:						
Telegraph Road (EW) - #1	Santa Fe Springs	Morning	0.747 - C	0.748 - C	+.001	No
		Evening	0.655 - B	0.661 - B	+.006	No
Florence Avenue (EW) - #2	Santa Fe Springs	Morning	0.831 - D	0.831 - D	+.000	No
		Evening	0.830 - D	0.836 - D	+.006	No
Shoemaker Avenue (NS) at:						
Telegraph Road (EW) - #3	Santa Fe Springs	Morning	0.731 - C	0.733 - C	+.002	No
		Evening	0.628 - B	0.632 - B	+.004	No
Florence Avenue (EW) - #4	Santa Fe Springs	Morning	0.859 - D	0.861 - D	+.002	No
		Evening	0.793 - C	0.802 - D	+.009	No
Painter Avenue (NS) at:						
Telegraph Road (EW) - #5	Santa Fe Springs	Morning	0.919 - E	0.921 - E	+.002	No
		Evening	0.634 - B	0.664 - B	+.030	No
Florence Avenue (EW) - #10	Santa Fe Springs	Morning	0.740 - C	0.755 - C	+.015	No
		Evening	0.675 - B	0.690 - B	+.015	No
Mulberry Drive (EW) - #12	Whittier[3]	Morning	0.833 - D	0.836 - D	+.003	No
		Evening	0.914 - E	0.917 - E	+.003	No
Carmenita Avenue (NS) at:						
Telegraph Road (EW) - #13	Santa Fe Springs	Morning	0.851 - D	0.857 - D	+.006	No
		Evening	0.834 - D	0.840 - D	+.006	No
Florence Avenue (EW) - #14	Santa Fe Springs	Morning	0.955 - E	0.961 - E	+.006	No
		Evening	0.853 - D	0.854 - D	+.001	No
Telegraph Road (NS) at:						
Gunn Avenue (EW) - #15	Santa Fe Springs/Whittier[3]	Morning	0.669 - B	0.674 - B	+.005	No
		Evening	0.650 - B	0.658 - B	+.008	No
Florence Avenue (EW) - #16	Whittier[3]	Morning	0.892 - D	0.894 - D	+.002	No
		Evening	0.917 - E	0.920 - E	+.003	No

[1] See Table 8.

[2] See Table 9.

[3] Intersection is included within the City of Whittier Sphere of Influence.

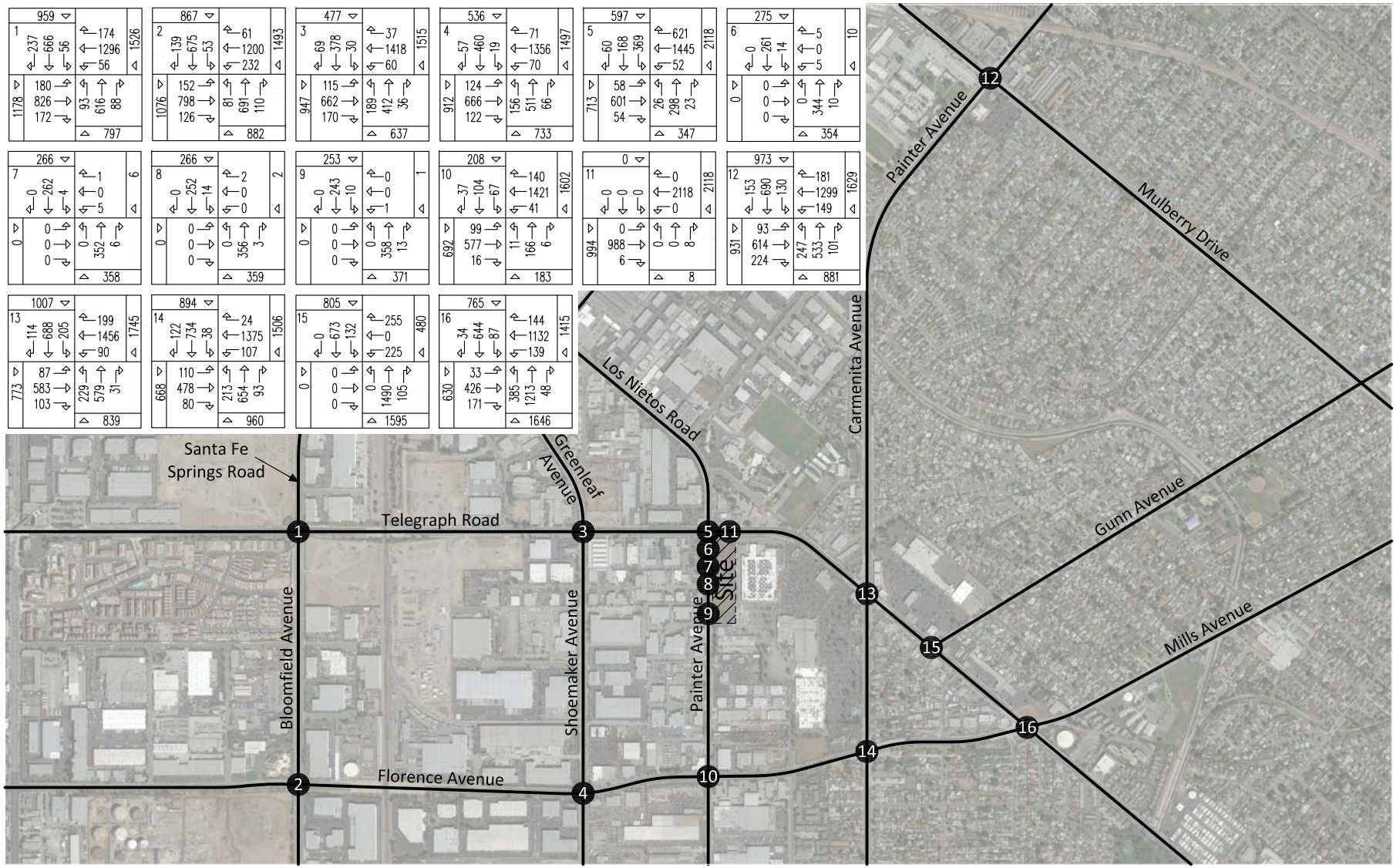
Figure 33
Year 2017 With Project Average Daily Traffic Volumes



6266/33

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 34
Year 2017 With Project
Morning Peak Hour Intersection Turning Movement Volumes

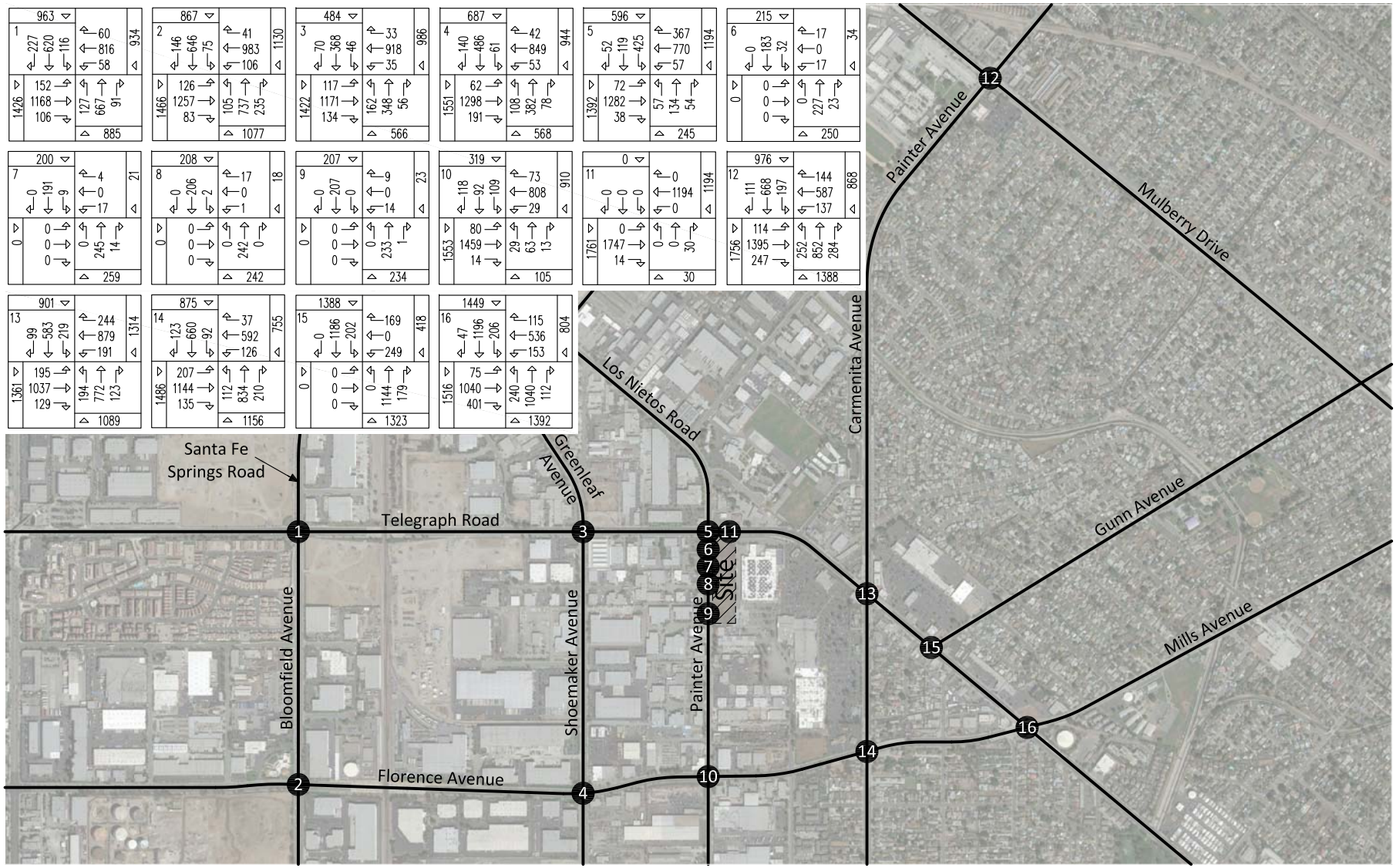


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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 35
Year 2017 With Project
Morning Peak Hour Intersection Turning Movement Volumes



6266/35

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

IX. RECOMMENDATIONS

A. Site Access

The project site will have accesses to Painter Avenue and Telegraph Road.

B. Roadway Improvements

Site-specific circulation and access recommendations are depicted on Figure 36.

Provide landscaping and sidewalk improvements along the east side of Painter Avenue from Telegraph Road to the south project boundary in conjunction with development.

Provide landscaping and sidewalk improvements along the south side of Telegraph Road from Painter Avenue to the east project boundary in conjunction with development.

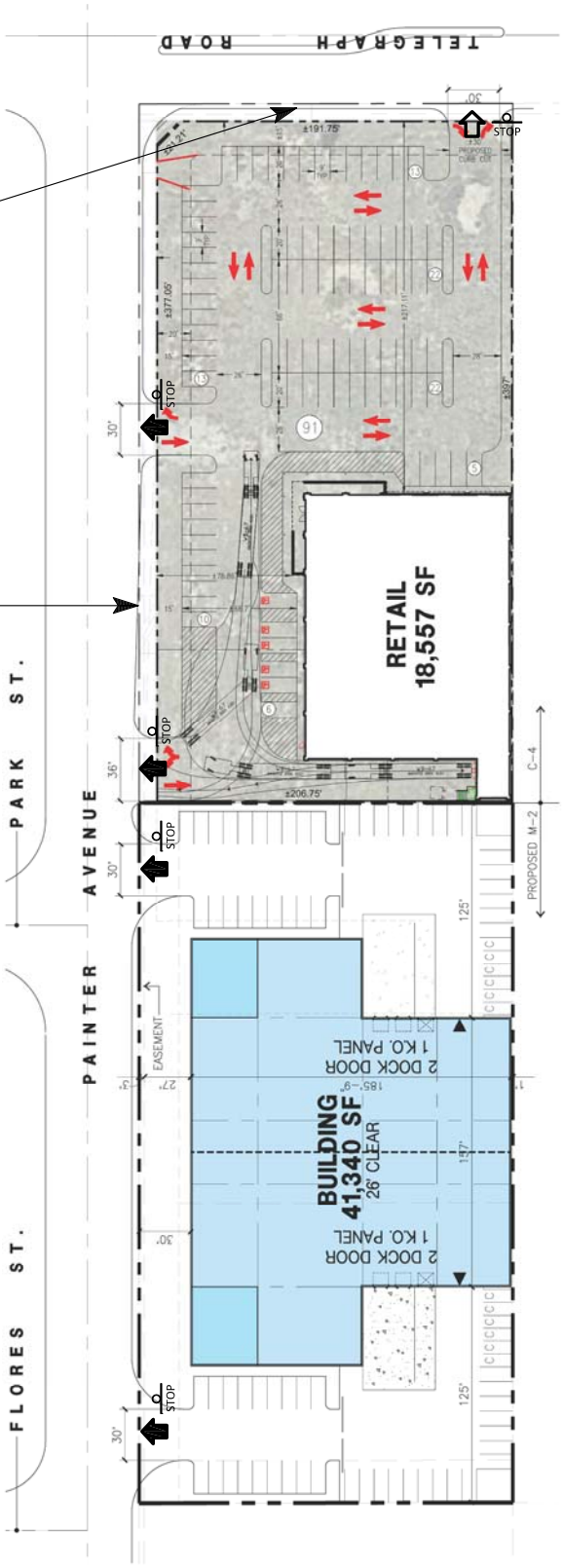
Sufficient on-site parking shall be provided to meet City of Santa Fe Springs parking code requirements and the American With Disabilities Act (ADA).

Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Santa Fe Springs standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

As is the case for any roadway design, the City of Santa Fe Springs should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Figure 36
Circulation Recommendations



Provide landscaping and sidewalk improvements along the south side of Telegraph Road from Painter Avenue to the east project boundary in conjunction with development.

Provide landscaping and sidewalk improvements along the east side of Painter Avenue from Telegraph Road to the south project boundary in conjunction with development.

Legend

STOP = Stop Sign
= Full Access Driveway
= Right Turns In/Out Only Access Driveway

Sufficient on-site parking shall be provided to meet City of Santa Fe Springs parking code requirements and the American With Disabilities Act (ADA).

Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Santa Fe Springs standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

As is the case for any roadway design, the City of Santa Fe Springs should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

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APPENDICES

Appendix A – Glossary of Transportation Terms

Appendix B - Scoping Agreement

Appendix C – Traffic Count Worksheets

Appendix D – Explanation and Calculation of Level of Service

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Scoping Agreement

SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

Project Name: Painter Avenue & Telegraph Road Project

Project Address: Southeast corner of Painter Avenue and Telegraph Road in the City of Santa Fe Springs

Project Description: 41,340 square ft. of light industrial and 18,557 square ft. of supermarket land use

Trip Generation Source: ITE Trip Generation, 9th Edition, 2012

Existing Land Use: _____ Proposed Land Use: Light Industrial

Current Zoning: Community Commercial (C-4) Proposed Zoning: C-4 and M-2

Total Daily Project Trips: 2,261

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				81	28	109
PM Trips				94	130	224

Internal Trip Allowance Yes **No** (_____% Trip Discount)

Pass-By Trip Allowance Yes **No** (_____% Trip Discount)

Trip Geographic Distribution: N % S % E % W %

SEE ATTACHED

Project Completion Year: 2017 Annual Background Growth Rate: 2%

Other area projects to be considered: _____

Study Intersections:

1. Telegraph Rd (NS) at Bloomfield-SFS Rd (EW)	9. Painter Ave (NS) at Project Dwy #3 (EW)
2. Bloomfield Rd. (NS) at Florence Ave (EW)	10. Painter Ave (NS) at Florence Ave (EW)
3. Shoemaker Ave (NS) at Telegraph Rd (EW)	11. Project Dwy #5 (NS) at Telegraph Rd (EW)
4. Shoemaker Ave (NS) at Florence Ave (EW)	12. Painter Ave (NS) at Mulberry Dr(EW)
5. Painter Ave (NS) at Telegraph Rd (EW)	13. Carmenita Rd (NS) at Telegraph Rd (EW)
6. Painter Ave (NS) at Project Dwy #1 (EW)	14. Carmenita Rd (NS) at Florence Ave (EW)
7. Painter Ave (NS) at Project Dwy #2 (EW)	15. Telegraph Rd (NS) at Gunn Ave (EW)
8. Painter Ave (NS) at Project Dwy #3 (EW)	16. Telegraph Rd (NS) at Florence Ave (EW)

	Consultant	Developer
Name:	KUNZMAN ASSOCIATES, INC.	OVERTON MOORE PROPERTIES
Address:	1111 Town & Country Rd, Ste. 34	19300 Hamilton Ave, Ste. 200
	Orange, CA 92868	Gardena, CA 90248
Telephone:	(714) 973-8383 x213	(310) 354-2477
Fax:	(714) 973-8821	(310) 608-7997
Email:	bryan@traffic-engineer.com	mjohnson@omprop.com

Approved By:

Bryan Crawford, Senior Associate

Consultant's Representative Date 12-7-2015

Tom Lopez 12/10/15

City Representative Date

Table 1

Project (Supermarket) Trip Generation[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Supermarket		TSF	2.11	1.29	3.40	4.83	4.65	9.48	102.24
Trips Generated									
Supermarket	18.557	TSF	39	24	63	90	86	176	1,897

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 850.

[2] TSF = Thousand Square Feet

Table 2

Project (Light Industrial) Trip Generation[1]

Descriptor	Quantity	Units[2]	Type of Vehicle: Passenger Car	2 Axle Truck	3 Axle Truck	4+ Axle Truck	Total Trucks	Total
Land Use: Light Industrial	41.340	TSF	78.60%	8.00%	3.90%	9.50%	21.40%	100%
Traffic Generation Rates in trips per TSF								
Daily			5.478	0.558	0.272	0.662	1.492	6.97
Morning Peak Hour			0.723	0.074	0.036	0.087	0.197	0.92
Evening Peak Hour			0.762	0.078	0.038	0.092	0.208	0.97
Traffic Generation in Vehicles								
Daily			226	23	11	27	61	287
Morning Peak Hour								
Inbound			26	3	1	3	7	33
Outbound			4	-	-	-	-	4
Total			30	3	1	3	7	37
Evening Peak Hour								
Inbound			4	-	-	-	-	4
Outbound			28	3	1	3	7	35
Total			32	3	1	3	7	39
Passenger Car Equivalent's (PCE'S) Factor[3]			1.00	1.50	2.00	3.00		
Traffic Generation in PCE's								
Daily			226	35	22	81	138	364
Morning Peak Hour								
Inbound			26	5	2	9	16	42
Outbound			4	-	-	-	-	4
Total			30	5	2	9	16	46
Evening Peak Hour								
Inbound			4	-	-	-	-	4
Outbound			28	5	2	9	16	44
Total			32	5	2	9	16	48

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 110 and City of Fontana, Truck Trip Generation Study, August 2003.

[2] TSF = Thousand Square Feet

[3] Passenger Car Equivalent factors are recommended by the San Bernardino Associated Governments (SANBAG).

Table 3

Total Project Trip Generation

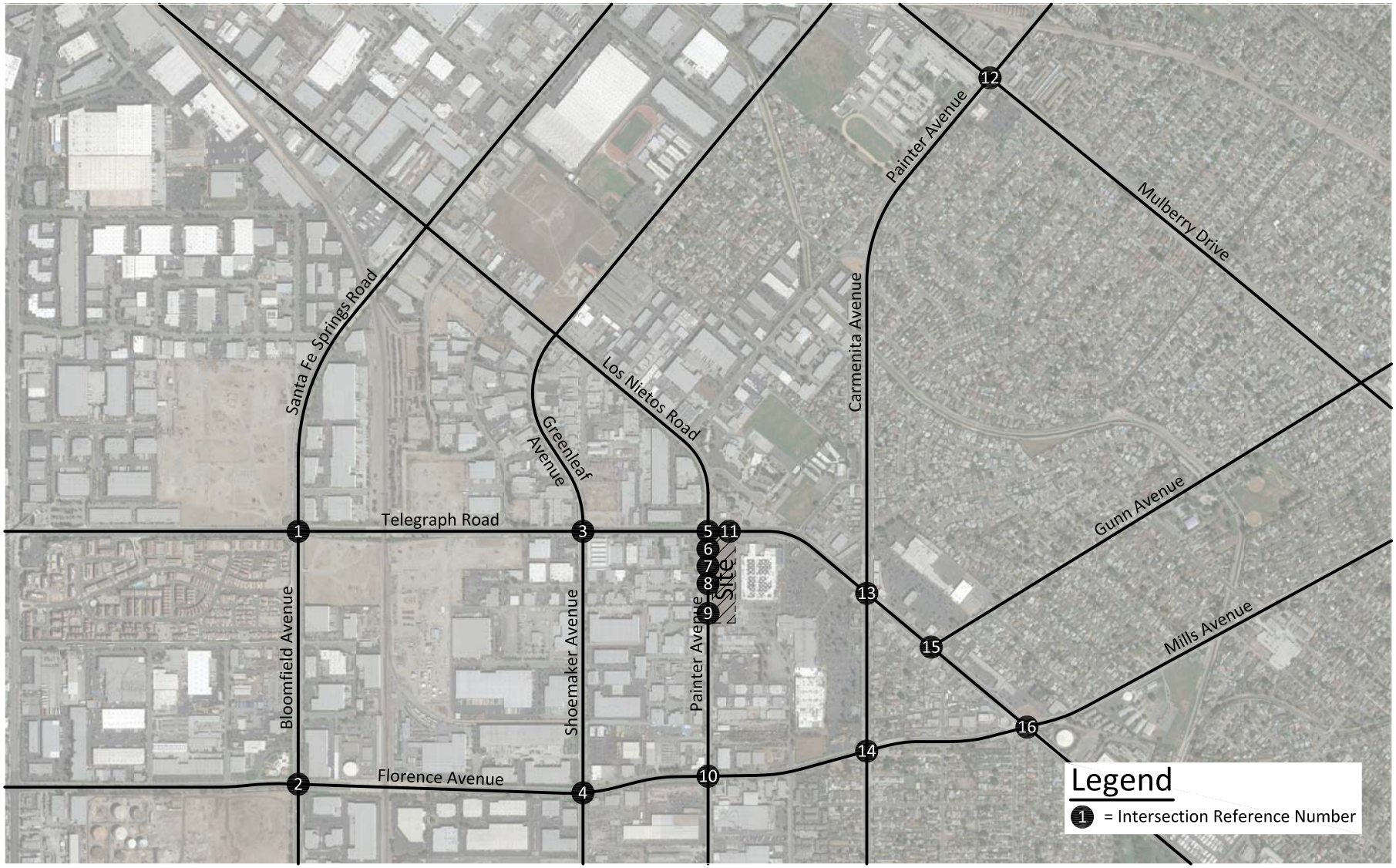
Land Use	Quantity	Units[1]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Light Industrial[2]	41.340	TSF	42	4	46	4	44	48	364
Supermarket[3]	18.557	TSF	39	24	63	90	86	176	1,897
Total			81	28	109	94	130	224	2,261

[1] TSF = Thousand Square Feet

[2] See Table 2.

[3] See Table 1.

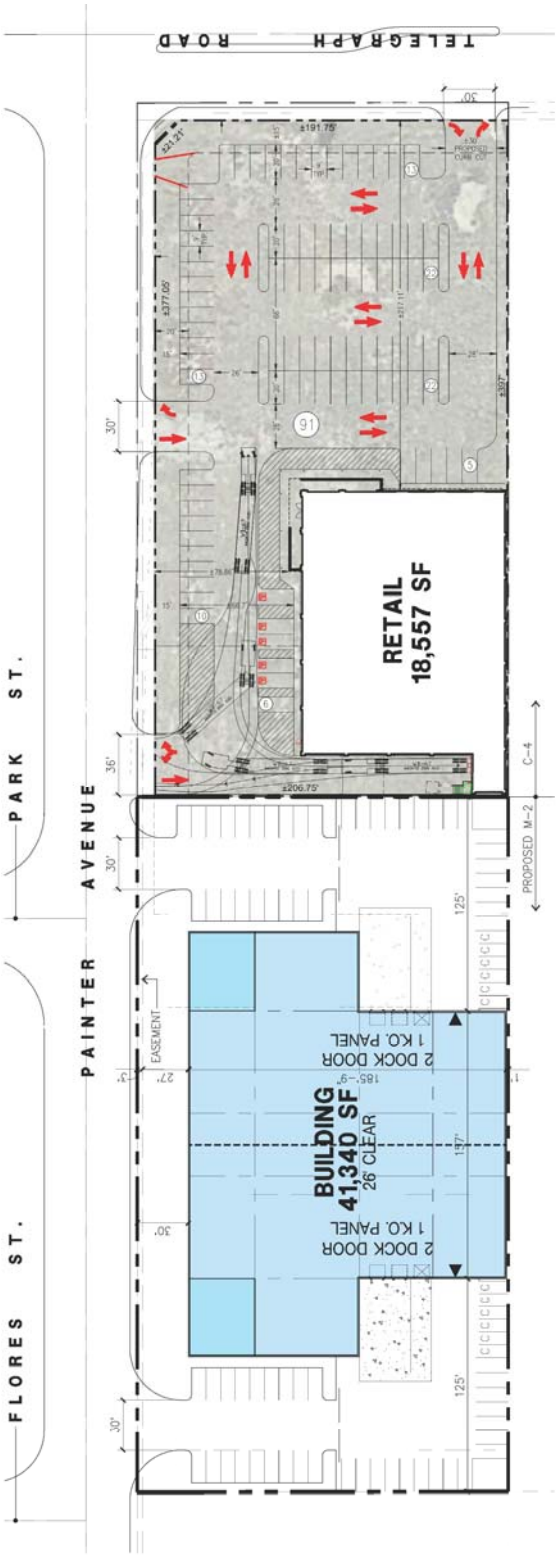
Figure 1
Project Location Map



6266/1

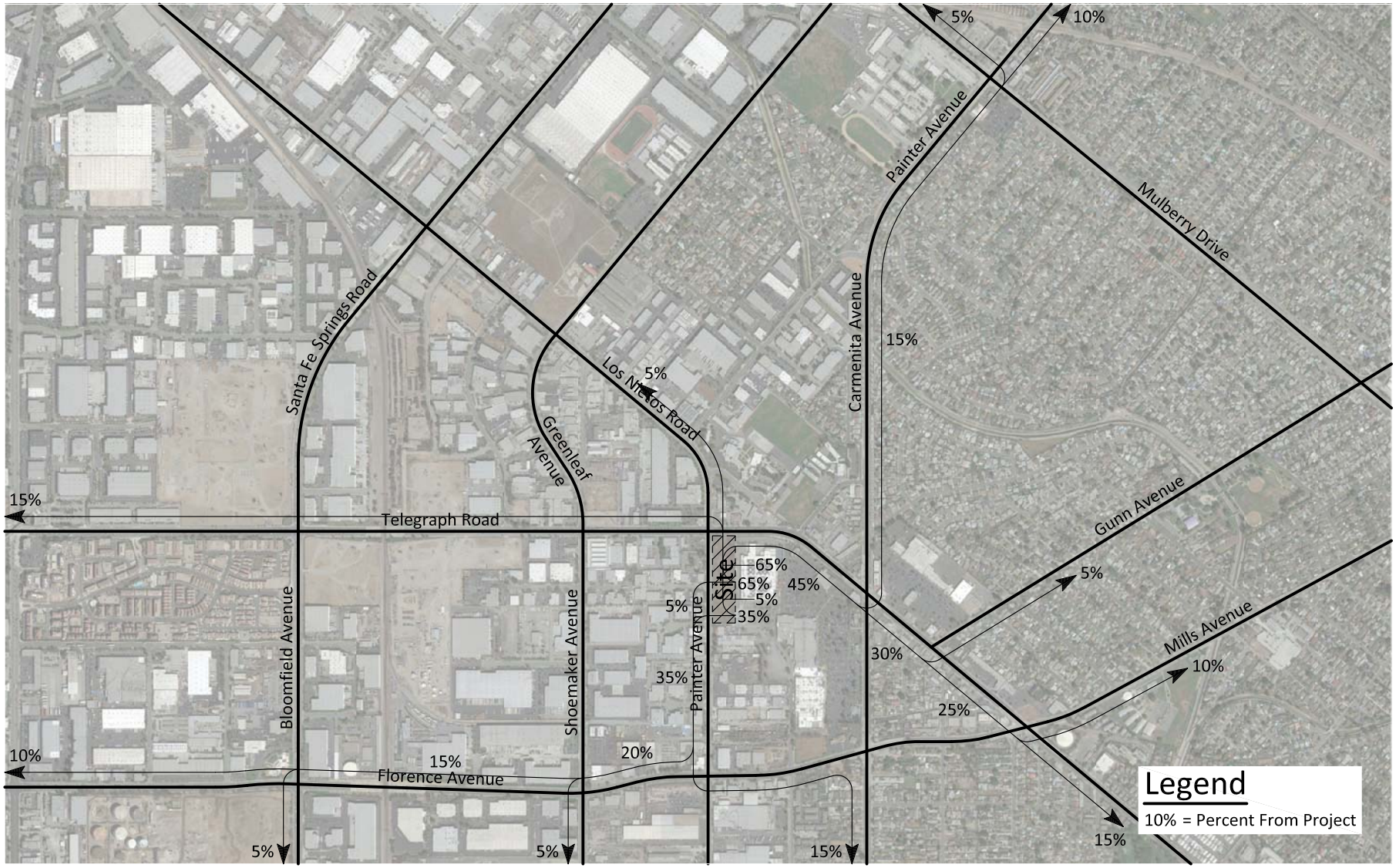
KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 2
Site Plan



6266/2

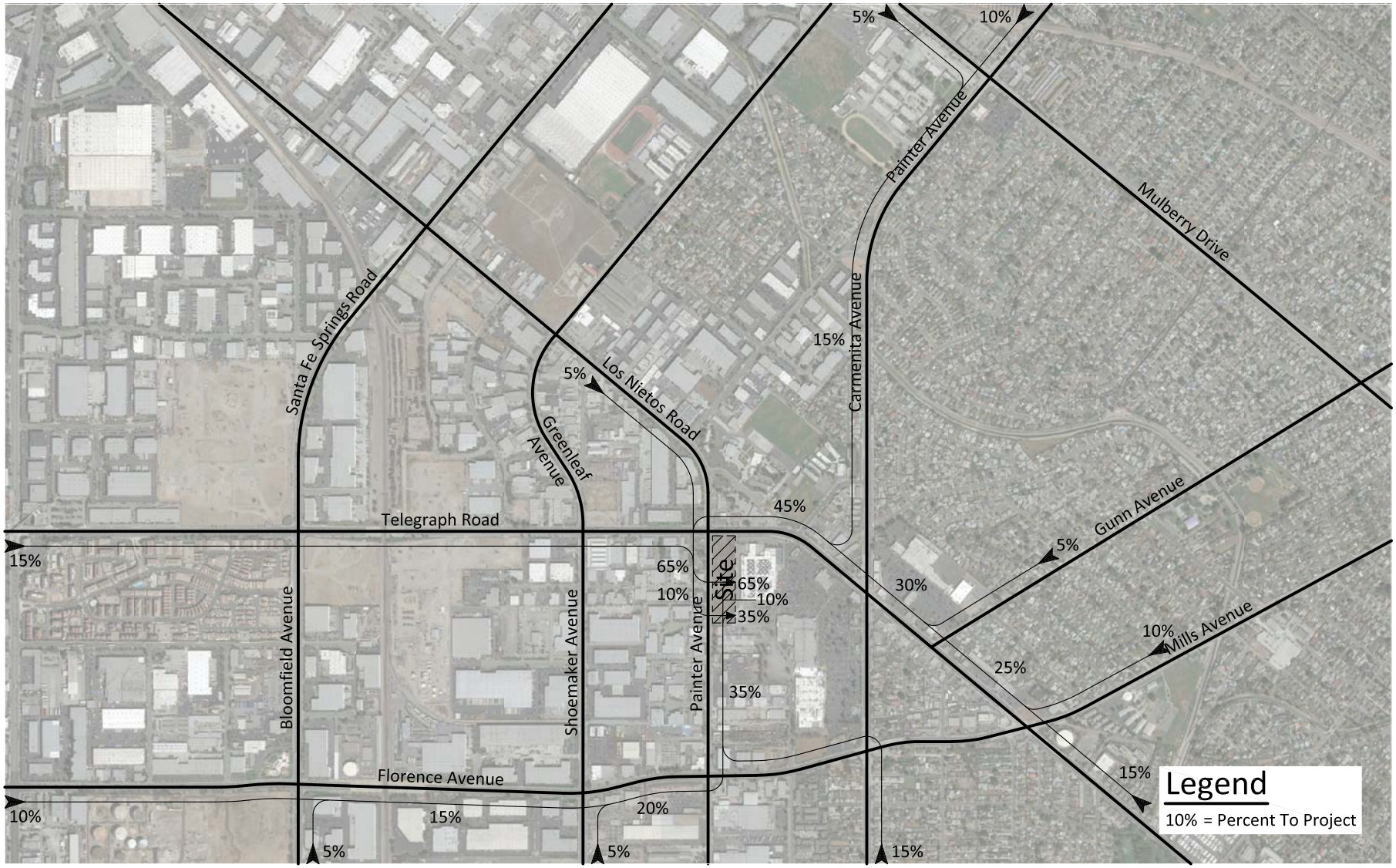
Figure 3
Project Outbound Trip Distribution - Light Industrial (Cars)



6266/3

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

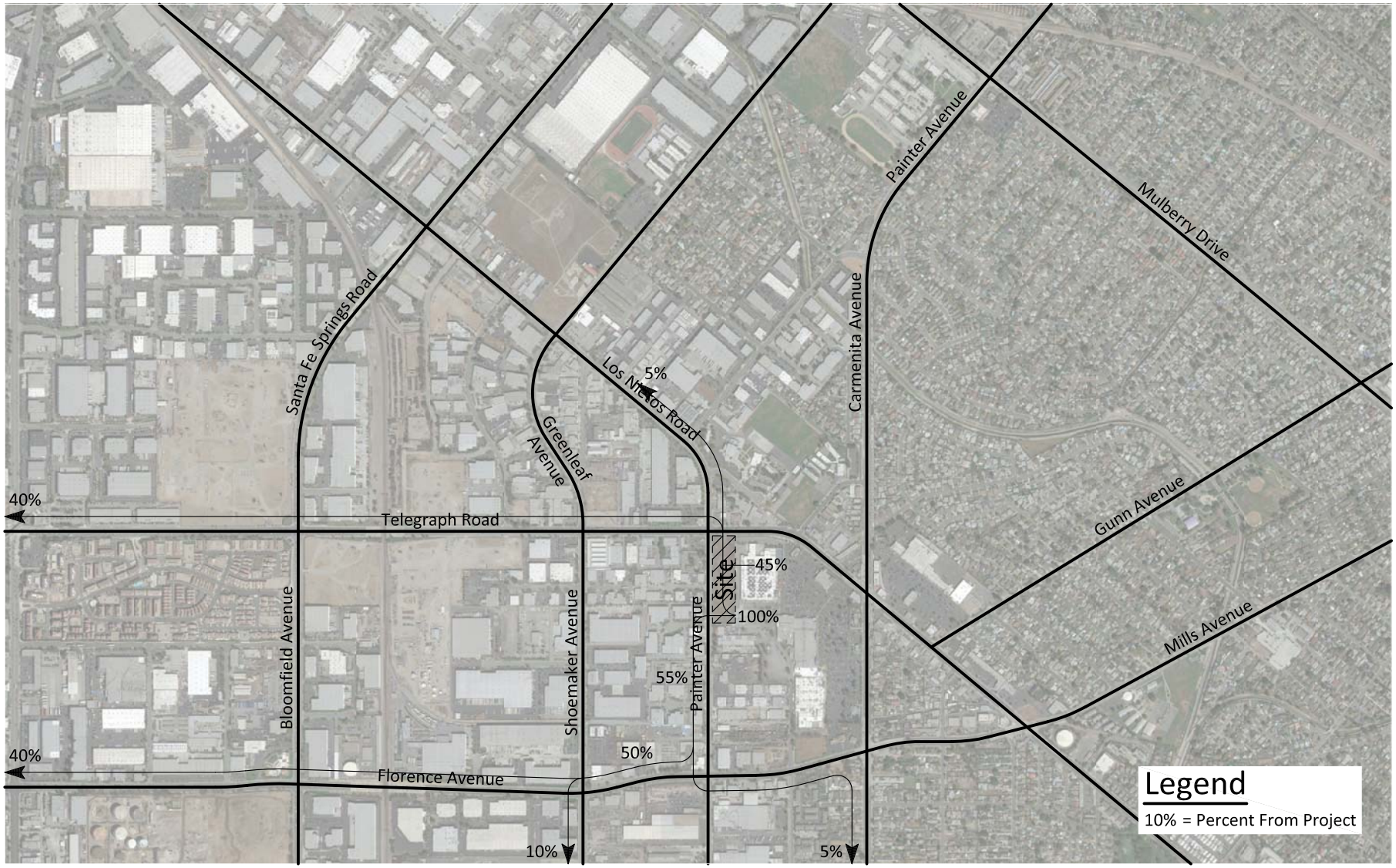
Figure 4
Project Inbound Trip Distribution - Light Industrial (Cars)



6266/4

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

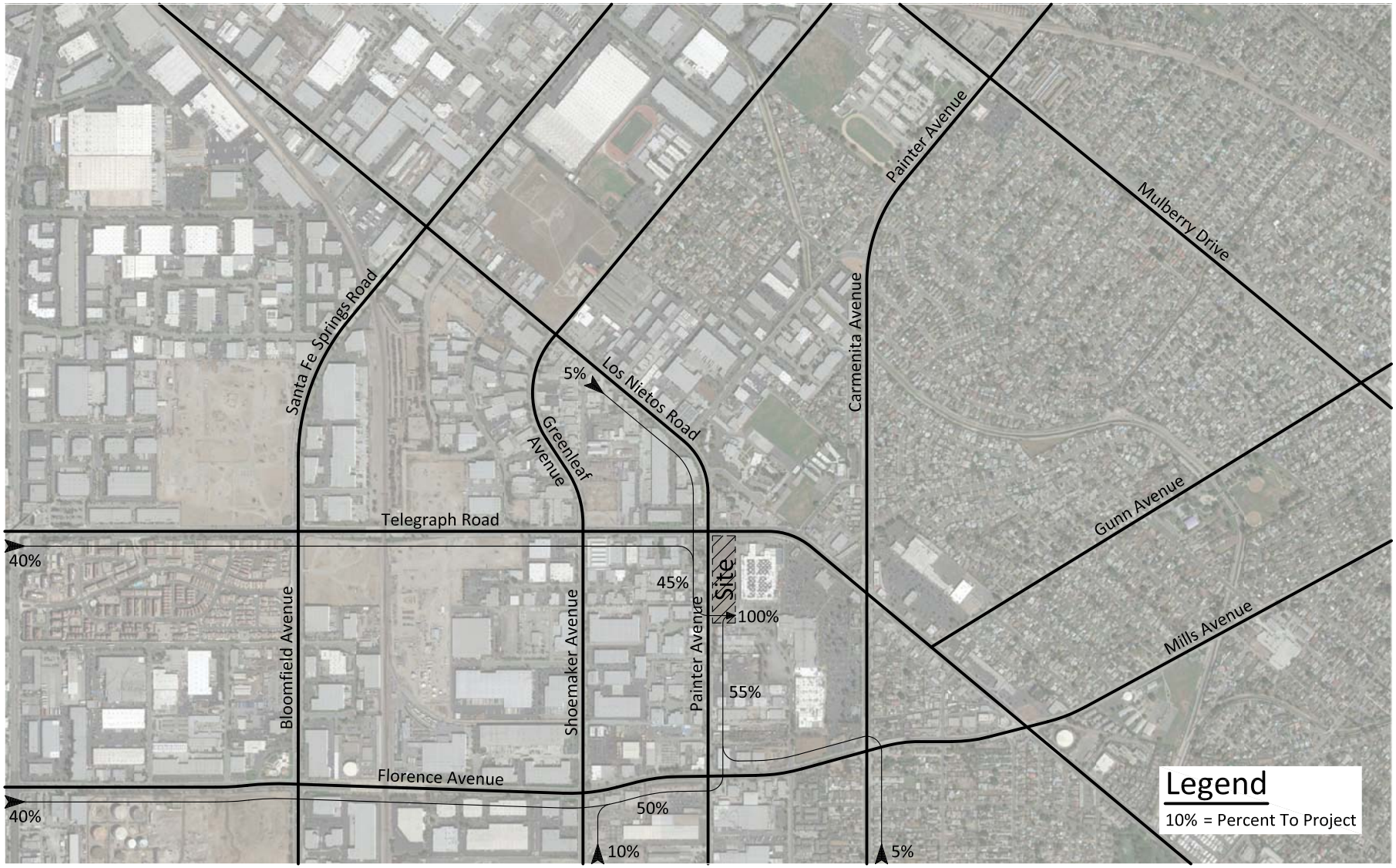
Figure 5
Project Outbound Trip Distribution - Light Industrial (Trucks)



6266/5

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

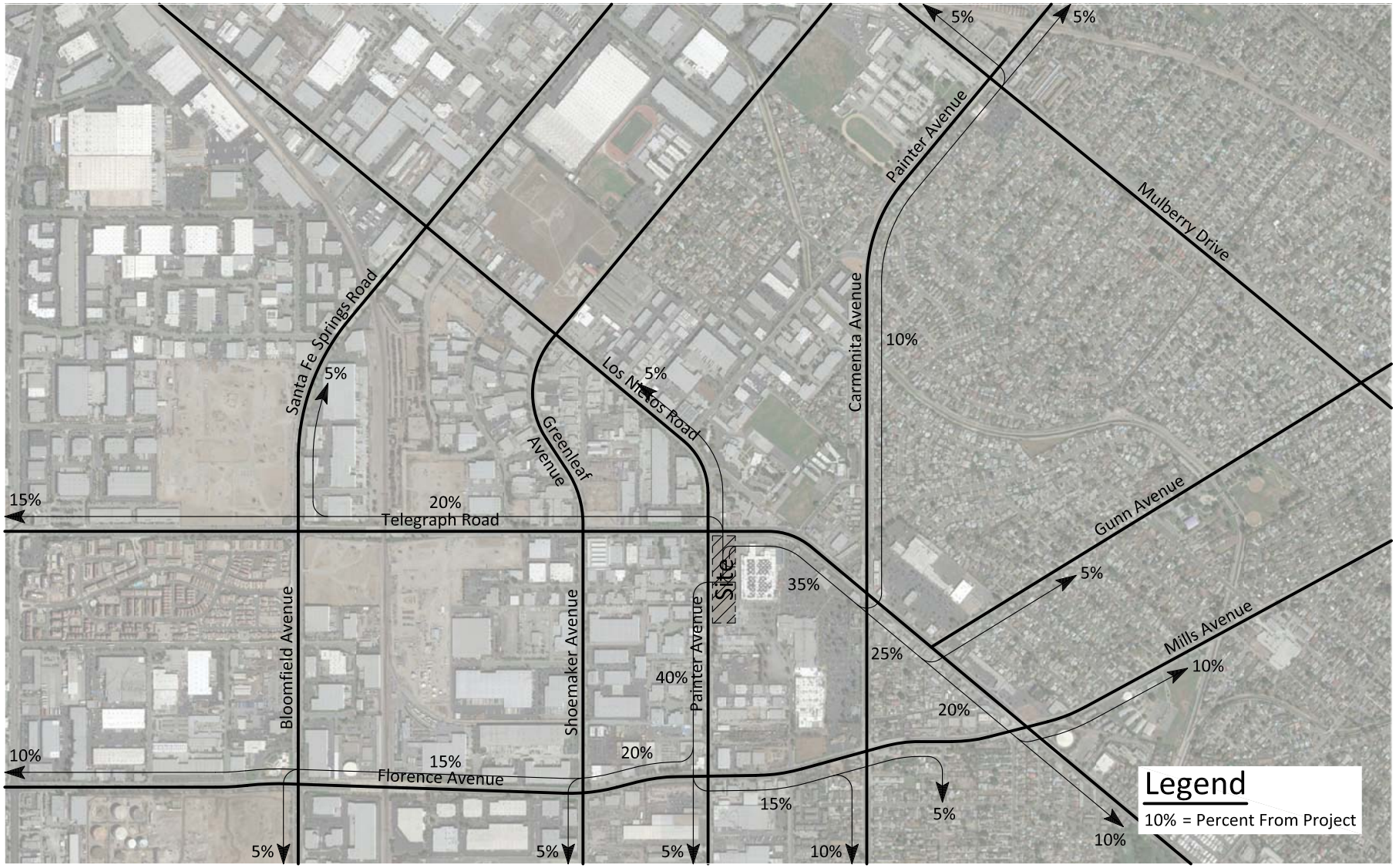
Figure 6
Project Inbound Trip Distribution - Light Industrial (Trucks)



6266/6

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

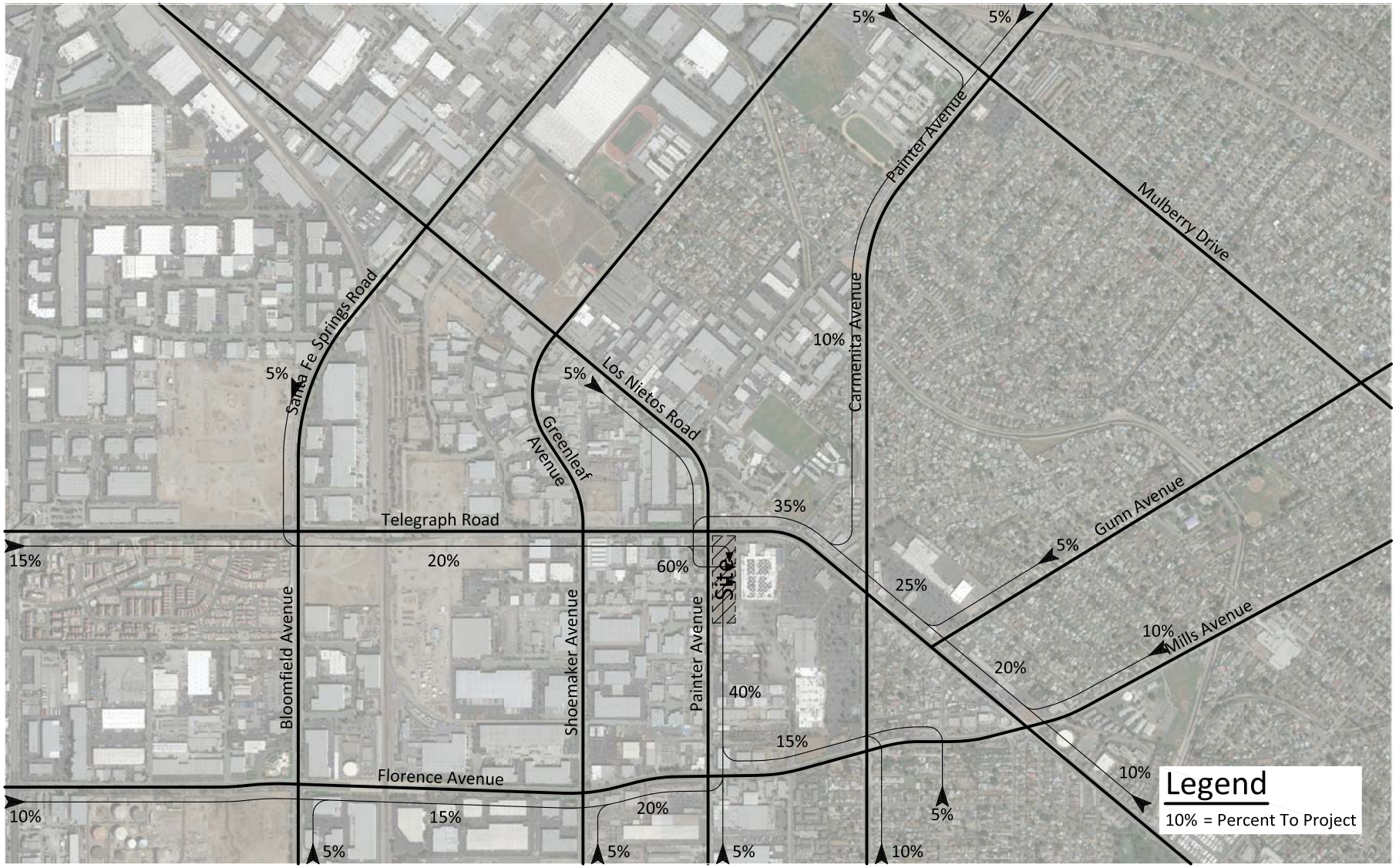
Figure 7
Project Outbound Trip Distribution - Supermarket



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KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 8
Project Inbound Trip Distribution - Supermarket



6266/8

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

APPENDIX C

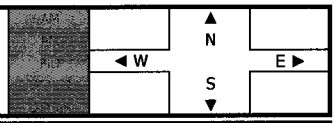
Traffic Count Worksheets

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Santa Fe Springs	PROJECT #:	SC0672
Tue, Nov 17, 15	NORTH & SOUTH:	Santa Fe	LOCATION #:	7
	EAST & WEST:	Telegraph	CONTROL:	SIGNAL

NOTES:



☑ Add U-Turns to Left Turns

		NORTHBOUND (Santa Fe)			SOUTHBOUND (Santa Fe)			EASTBOUND (Telegraph)			WESTBOUND (Telegraph)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	6:00 AM	21	71	5	5	48	27	26	116	19	4	229	8	579	1	0	0	1	2
	6:15 AM	37	56	8	12	87	36	15	122	16	8	274	13	684	0	0	0	0	0
	6:30 AM	29	78	7	11	96	31	34	179	33	6	296	24	824	0	0	1	0	1
	6:45 AM	17	99	8	10	135	48	39	163	49	12	236	93	909	0	0	0	8	8
	7:00 AM	23	95	6	3	127	71	31	149	43	4	356	24	932	0	0	0	0	0
	7:15 AM	20	115	8	9	146	38	12	151	30	12	332	35	908	0	0	0	0	0
	7:30 AM	21	157	18	16	145	42	46	221	31	10	303	35	1,045	0	0	1	0	1
	7:45 AM	12	151	19	18	186	62	38	210	38	9	306	48	1,097	0	0	0	0	0
	8:00 AM	21	130	24	8	133	73	43	180	39	7	337	44	1,039	0	0	3	1	4
	8:15 AM	28	142	19	11	143	54	48	165	29	7	306	43	995	0	0	0	0	0
	8:30 AM	27	122	11	10	123	50	33	162	25	10	319	37	929	0	0	0	0	0
	8:45 AM	28	111	9	13	113	48	25	151	17	12	277	21	825	1	0	0	0	1
	VOLUMES	284	1,327	142	126	1,482	580	390	1,969	369	101	3,571	425	10,766	2	0	5	10	17
	APPROACH %	16%	76%	8%	6%	68%	27%	14%	72%	14%	2%	87%	10%						
	APP/DEPART	1,753	/	2,137	2,188	/	1,944	2,728	/	2,247	4,097	/	4,438	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	82	580	80	53	607	231	175	776	137	33	1,252	170	4,176					
	APPROACH %	11%	78%	11%	6%	68%	26%	16%	71%	13%	2%	86%	12%						
	PEAK HR FACTOR		0.946			0.837			0.913			0.938		0.952					
	APP/DEPART	742	/	921	891	/	776	1,088	/	910	1,455	/	1,569	0					
PM	04:00 PM	22	133	14	21	130	43	39	307	27	5	220	16	977	0	0	0	0	0
	4:15 PM	24	141	15	20	139	45	29	273	26	10	172	19	913	0	0	0	2	2
	4:30 PM	15	131	16	32	160	73	41	305	23	10	201	15	1,022	0	0	0	0	0
	4:45 PM	18	152	13	24	131	47	34	269	18	16	185	12	919	1	0	0	0	1
	5:00 PM	25	182	21	26	150	53	41	280	24	13	184	16	1,015	0	0	1	0	1
	5:15 PM	33	142	18	27	140	46	32	268	26	11	190	12	945	0	0	1	0	1
	5:30 PM	19	131	12	21	134	49	28	327	23	5	195	15	959	0	0	0	0	0
	5:45 PM	22	139	14	30	112	48	34	276	21	14	198	11	919	0	0	0	1	1
	6:00 PM	18	107	8	14	117	40	37	266	17	8	184	14	830	0	0	0	0	0
	6:15 PM	13	117	18	14	117	21	30	242	18	2	163	9	764	0	0	1	0	1
	6:30 PM	14	83	12	10	68	37	24	268	18	6	176	13	729	0	0	1	0	1
	6:45 PM	11	76	8	8	84	29	18	215	20	6	120	5	600	0	0	0	0	0
	VOLUMES	234	1,534	169	247	1,482	531	387	3,296	261	106	2,188	157	10,592	1	0	4	3	8
	APPROACH %	12%	79%	9%	11%	66%	23%	10%	84%	7%	4%	89%	6%						
	APP/DEPART	1,937	/	2,074	2,260	/	1,847	3,944	/	3,715	2,451	/	2,956	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	91	607	68	109	581	219	148	1,122	91	50	760	55	3,901					
	APPROACH %	12%	79%	9%	12%	64%	24%	11%	82%	7%	6%	88%	6%						
	PEAK HR FACTOR		0.840			0.858			0.922			0.957		0.954					
	APP/DEPART	766	/	808	909	/	723	1,361	/	1,299	865	/	1,071	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	6:00 AM	0	1	2	0	3	0	0	1	0	1	0	1	1	0	2
	6:15 AM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2
	6:30 AM	1	1	1	1	4	0	1	0	0	1	1	0	1	1	3
	6:45 AM	3	1	0	1	5	1	1	0	0	2	2	0	0	1	3
	7:00 AM	2	2	2	3	9	2	2	2	3	9	0	0	0	0	0
	7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	7:30 AM	2	2	1	2	7	0	2	1	0	3	2	0	0	2	4
	7:45 AM	1	1	1	1	4	1	0	1	1	3	0	1	0	0	1
	8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1
	8:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:45 AM	2	2	2	1	7	2	2	1	1	6	0	0	1	0	1
	TOTAL	12	15	11	9	47	6	11	6	5	28	6	4	5	4	19
PM	4:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	4	1	5	0	0	2	0	2	0	0	2	1	3
	4:30 PM	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2
	4:45 PM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
	5:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	1	0	1	0	2	1	0	1	0	2	0	0	0	0	0
	5:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	6:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	1	1	0	1	3	0	0	0	0	0	1	1	0	1	3
	6:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	TOTAL	4	2	8	5	19	1	1	5	1	8	3	1	3	4	11

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

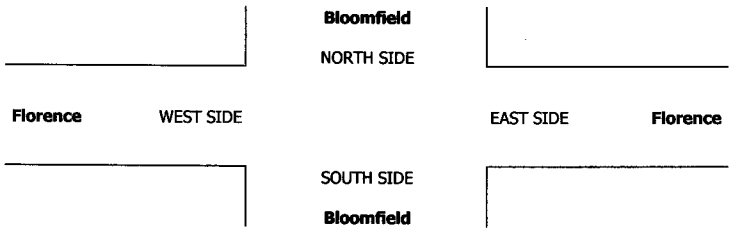
DATE:	LOCATION:	Santa Fe Springs	PROJECT #:	SC0672
Thu, Oct 15, 15	NORTH & SOUTH:	Bloomfield	LOCATION #:	9
	EAST & WEST:	Florence	CONTROL:	SIGNAL

NOTES:

◄ W | ▲ N | S ▼ | E ►

☑ Add U-Turns to Left Turns

		NORTHBOUND (Bloomfield)			SOUTHBOUND (Bloomfield)			EASTBOUND (Florence)			WESTBOUND (Florence)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	6:00 AM	19	61	10	5	60	13	10	82	27	11	295	10	603	0	0	0	0	0
	6:15 AM	12	68	5	2	62	21	16	151	28	19	328	16	728	0	0	0	0	0
	6:30 AM	23	137	7	12	114	23	23	150	26	40	298	7	860	0	0	0	0	0
	6:45 AM	13	103	20	10	114	22	33	202	28	33	327	17	922	0	0	0	0	0
	7:00 AM	18	129	27	3	130	17	16	190	40	37	363	7	977	0	0	0	0	0
	7:15 AM	18	145	19	14	144	21	25	145	23	53	307	10	924	0	0	0	0	0
	7:30 AM	15	149	25	11	154	28	33	187	20	40	289	18	969	0	0	0	0	0
	7:45 AM	14	188	26	15	175	17	39	194	43	69	262	17	1,059	0	0	0	0	0
	8:00 AM	22	173	28	8	137	28	34	183	31	43	280	16	983	0	0	0	0	0
	8:15 AM	27	140	16	18	134	26	33	188	27	39	307	9	964	0	0	0	0	0
	8:30 AM	22	122	20	9	92	26	24	166	25	35	320	9	870	1	1	0	0	2
	8:45 AM	31	138	10	7	117	24	22	147	28	21	239	13	797	0	0	1	1	2
	VOLUMES	234	1,553	213	114	1,433	266	308	1,985	346	440	3,615	149	10,656	1	1	1	1	4
	APPROACH %	12%	78%	11%	6%	79%	15%	12%	75%	13%	10%	86%	4%						
	APP/DEPART	2,000	/	2,010	1,813	/	2,219	2,639	/	2,312	4,204	/	4,115	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	78	650	95	52	600	99	139	752	121	191	1,138	60	3,975					
	APPROACH %	9%	79%	12%	7%	80%	13%	14%	74%	12%	14%	82%	4%						
	PEAK HR FACTOR		0.902			0.907			0.917			0.978		0.938					
	APP/DEPART	823	/	849	751	/	912	1,012	/	899	1,389	/	1,315	0					
PM	04:00 PM	30	148	26	31	138	45	21	295	18	20	259	3	1,034	1	1	0	0	2
	4:15 PM	32	174	35	16	138	22	23	298	20	25	242	9	1,034	2	0	0	1	3
	4:30 PM	25	142	58	25	139	49	17	315	26	21	251	15	1,083	0	0	0	1	1
	4:45 PM	22	147	35	19	155	33	22	251	14	19	194	9	920	0	0	0	0	0
	5:00 PM	19	196	57	14	168	26	23	328	19	19	246	7	1,122	0	1	0	0	1
	5:15 PM	22	163	29	23	143	22	25	312	16	22	234	18	1,029	0	0	0	0	0
	5:30 PM	27	156	32	19	154	36	17	328	17	17	222	6	1,031	0	0	0	1	1
	5:45 PM	21	109	21	10	113	25	21	311	20	12	214	11	888	0	1	0	0	1
	6:00 PM	13	108	18	14	96	39	26	301	11	13	264	4	907	0	2	0	1	3
	6:15 PM	17	109	16	12	84	24	31	305	16	20	229	10	873	0	0	0	0	0
	6:30 PM	14	84	24	5	53	20	15	279	10	9	236	5	754	1	0	0	0	1
	6:45 PM	8	68	17	10	77	26	18	280	10	9	184	5	712	0	0	0	0	0
	VOLUMES	250	1,604	368	198	1,458	367	259	3,603	197	206	2,775	102	11,387	4	5	0	4	13
	APPROACH %	11%	72%	17%	10%	72%	18%	6%	89%	5%	7%	90%	3%						
	APP/DEPART	2,222	/	1,970	2,023	/	1,861	4,059	/	4,168	3,083	/	3,388	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	98	659	185	74	600	130	85	1,192	79	84	933	40	4,159					
	APPROACH %	10%	70%	20%	9%	75%	16%	6%	88%	6%	8%	88%	4%						
	PEAK HR FACTOR		0.866			0.944			0.916			0.921		0.927					
	APP/DEPART	942	/	785	804	/	763	1,356	/	1,452	1,057	/	1,159	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	6:00 AM	0	1	0	2	3	0	1	0	1	2	0	0	0	1	1
	6:15 AM	1	0	1	0	2	0	0	1	0	1	1	0	0	0	1
	6:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	6:45 AM	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3
	7:00 AM	1	1	3	1	6	0	1	1	1	3	1	0	2	0	3
	7:15 AM	1	1	3	0	5	0	0	0	0	0	1	1	3	0	5
	7:30 AM	1	1	0	3	5	1	0	0	1	2	0	1	0	2	3
	7:45 AM	1	2	0	1	4	0	1	0	0	1	1	1	0	1	3
	8:00 AM	0	0	1	1	2	0	0	0	1	1	0	0	1	0	1
	8:15 AM	0	0	2	0	2	0	0	1	0	1	0	0	1	0	1
	8:30 AM	0	2	4	0	6	0	1	0	0	1	0	1	4	0	5
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	5	12	15	8	40	1	5	3	4	13	4	7	12	4	27
PM	4:00 PM	0	0	1	1	2	0	0	1	0	1	0	0	0	1	1
	4:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	4:30 PM	1	0	0	1	2	0	0	0	1	1	1	0	0	0	1
	4:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	4	0	0	0	4	3	0	0	0	3	1	0	0	0	1
	5:30 PM	1	1	0	3	5	0	0	0	0	0	1	1	0	3	5
	5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	6:00 PM	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2
	6:15 PM	0	1	2	1	4	0	0	1	0	1	0	1	1	1	3
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	8	2	5	8	23	3	0	2	1	6	5	2	3	7	17

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Santa Fe Springs	PROJECT #:	SC0672
Thu, Oct 15, 15	NORTH & SOUTH:	Shoemaker	LOCATION #:	1
	EAST & WEST:	Telegraph	CONTROL:	SIGNAL

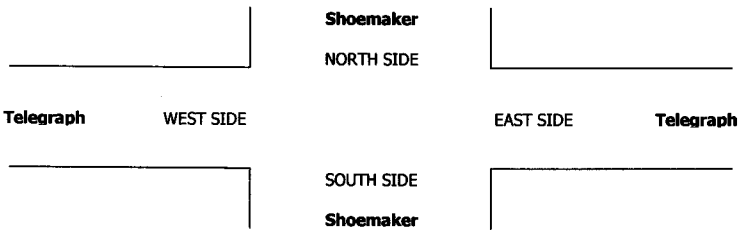
NOTES:

AM PM MD OTHER

N ▲ S ▼ ◄ W E ►

☑ Add U-Turns to Left Turns

		NORTHBOUND Shoemaker			SOUTHBOUND Shoemaker			EASTBOUND Telegraph			WESTBOUND Telegraph				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	6:00 AM	33	47	3	8	37	6	17	75	15	4	204	0	449	0	0	0	0	0
	6:15 AM	38	58	5	8	56	11	13	104	26	8	265	5	597	0	0	1	1	2
	6:30 AM	34	59	5	3	71	9	16	103	45	14	297	4	660	0	0	0	1	1
	6:45 AM	44	92	7	6	92	9	31	107	35	16	326	10	775	0	0	0	1	1
	7:00 AM	43	70	7	2	67	20	21	146	26	6	333	8	749	0	0	2	0	2
	7:15 AM	52	92	4	5	79	11	15	120	31	15	292	9	725	0	0	0	1	1
	7:30 AM	46	117	7	1	82	11	29	176	39	13	355	9	885	0	0	3	0	3
	7:45 AM	44	111	12	5	116	18	40	128	44	23	336	8	885	0	0	0	0	0
	8:00 AM	44	87	4	13	94	8	23	174	45	14	335	10	851	0	0	0	0	0
	8:15 AM	51	80	12	10	68	9	15	136	39	9	343	9	781	0	0	1	0	1
	8:30 AM	30	61	8	4	43	9	18	128	34	17	299	11	662	0	0	0	0	0
	8:45 AM	40	72	6	5	57	9	18	134	25	11	299	2	678	0	0	1	1	2
	VOLUMES	499	946	80	70	862	130	256	1,531	404	150	3,684	85	8,697	0	0	8	5	13
	APPROACH %	33%	62%	5%	7%	81%	12%	12%	70%	18%	4%	94%	2%						
	APP/DEPART	1,525	/	1,279	1,062	/	1,411	2,191	/	1,686	3,919	/	4,321	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	185	395	35	29	360	46	107	614	167	59	1,369	36	3,402					
	APPROACH %	30%	64%	6%	7%	83%	11%	12%	69%	19%	4%	94%	2%						
	PEAK HR FACTOR		0.904			0.782			0.910			0.971		0.961					
	APP/DEPART	615	/	534	435	/	586	888	/	678	1,464	/	1,604	0					
PM	04:00 PM	36	89	16	11	79	24	17	261	39	7	191	8	778	0	0	1	0	1
	4:15 PM	36	70	9	6	84	14	23	281	29	12	196	13	773	0	0	1	2	3
	4:30 PM	55	85	18	14	83	18	28	284	35	6	222	9	857	0	0	1	1	2
	4:45 PM	27	75	9	16	90	18	25	257	34	10	195	6	762	0	0	2	1	3
	5:00 PM	41	96	19	9	92	12	17	298	33	6	243	4	870	0	0	0	0	0
	5:15 PM	28	69	14	12	95	17	22	271	30	14	193	4	769	0	0	0	3	3
	5:30 PM	29	93	23	11	90	14	18	257	33	7	185	6	766	0	0	0	1	1
	5:45 PM	19	78	8	10	79	13	21	238	30	8	126	10	640	0	0	0	0	0
	6:00 PM	10	68	8	10	88	26	21	251	20	6	198	3	709	0	0	4	0	4
	6:15 PM	20	72	8	13	80	20	13	245	25	2	180	12	690	0	0	0	0	0
	6:30 PM	11	76	12	7	68	6	18	244	26	5	152	5	630	0	0	0	0	0
	6:45 PM	8	38	2	10	65	12	24	207	22	5	158	13	564	0	0	1	1	2
	VOLUMES	320	909	146	129	993	194	247	3,094	356	88	2,239	93	8,808	0	0	10	9	19
	APPROACH %	23%	66%	11%	10%	75%	15%	7%	84%	10%	4%	93%	4%						
	APP/DEPART	1,375	/	1,239	1,316	/	1,428	3,697	/	3,378	2,420	/	2,763	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	159	326	55	45	349	62	93	1,120	131	34	856	32	3,262					
	APPROACH %	29%	60%	10%	10%	77%	14%	7%	83%	10%	4%	93%	3%						
	PEAK HR FACTOR		0.854			0.919			0.966			0.911		0.937					
	APP/DEPART	540	/	447	456	/	510	1,344	/	1,224	922	/	1,081	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	6:00 AM	1	2	1	0	4	1	2	1	0	4	0	0	0	0	0
	6:15 AM	1	2	0	0	3	0	1	0	0	1	1	1	0	0	2
	6:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	6:45 AM	5	1	5	0	11	3	0	3	0	6	2	1	2	0	5
	7:00 AM	0	1	2	0	3	0	1	1	0	2	0	0	1	0	1
	7:15 AM	2	2	2	1	7	2	2	2	1	7	0	0	0	0	0
	7:30 AM	2	2	0	2	6	2	0	0	2	4	0	2	0	0	2
	7:45 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2
	8:30 AM	1	0	1	0	2	1	0	1	0	2	0	0	0	0	0
	8:45 AM	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1
	TOTAL	15	11	14	3	43	10	6	9	3	28	5	5	5	0	15
PM	4:00 PM	4	2	1	0	7	4	1	0	0	5	0	1	1	0	2
	4:15 PM	1	0	1	0	2	1	0	1	0	2	0	0	0	0	0
	4:30 PM	1	2	1	0	4	1	2	1	0	4	0	0	0	0	0
	4:45 PM	3	1	1	0	5	2	0	1	0	3	1	1	0	0	2
	5:00 PM	2	1	1	0	4	2	1	0	0	3	0	0	1	0	1
	5:15 PM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
	5:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	5:45 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	6:00 PM	1	2	1	0	4	1	1	0	0	2	0	1	1	0	2
	6:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2
	6:30 PM	1	0	0	1	2	1	0	0	0	1	0	0	0	1	1
	6:45 PM	3	0	0	0	3	3	0	0	0	3	0	0	0	0	0
	TOTAL	19	10	7	2	38	17	6	3	0	26	2	4	4	2	12

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Santa Fe Springs	PROJECT #:	SC0672
Thu, Oct 15, 15	NORTH & SOUTH:	Shoemaker	LOCATION #:	2
	EAST & WEST:	Florence	CONTROL:	SIGNAL

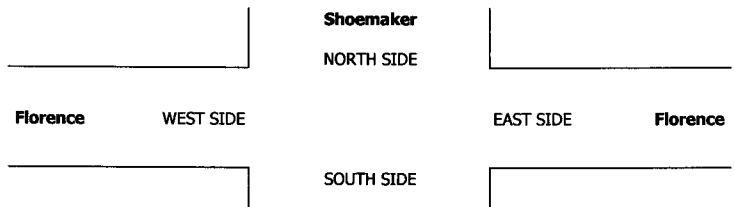
NOTES:

ANY / PM / OTHER

N ▲ / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Shoemaker			SOUTHBOUND Shoemaker			EASTBOUND Florence			WESTBOUND Florence				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	6:00 AM	50	66	4	4	36	12	12	67	16	7	256	5	535	0	0	0	0	0
	6:15 AM	37	73	11	1	68	10	13	91	33	18	312	8	675	0	0	0	3	3
	6:30 AM	47	79	9	4	67	14	23	119	29	16	321	16	744	0	0	0	2	2
	6:45 AM	43	102	22	3	103	13	41	141	34	23	328	22	875	0	0	0	1	1
	7:00 AM	43	96	10	3	77	18	18	162	36	14	350	20	847	0	0	0	0	0
	7:15 AM	34	104	10	4	86	17	30	132	27	23	326	18	811	0	0	0	0	0
	7:30 AM	38	128	16	2	111	7	27	162	31	13	313	14	862	0	0	0	2	2
	7:45 AM	35	155	16	10	139	14	33	152	33	12	316	23	938	0	0	0	2	2
	8:00 AM	46	109	18	3	111	11	29	168	29	20	306	15	865	0	0	0	3	3
	8:15 AM	43	105	10	4	83	13	24	145	33	25	283	16	784	0	0	0	4	4
	8:30 AM	53	79	23	4	69	11	19	137	28	14	300	14	751	0	0	0	0	0
	8:45 AM	35	91	4	3	75	17	20	141	24	23	223	11	667	0	0	0	0	0
	VOLUMES	504	1,187	153	45	1,025	157	289	1,617	353	208	3,634	182	9,354	0	0	0	17	17
	APPROACH %	27%	64%	8%	4%	84%	13%	13%	72%	16%	5%	90%	5%						
	APP/DEPART	1,844	/	1,658	1,227	/	1,569	2,259	/	1,832	4,024	/	4,295	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	153	496	60	19	447	49	119	614	120	68	1,261	70	3,476					
	APPROACH %	22%	70%	8%	4%	87%	10%	14%	72%	14%	5%	90%	5%						
	PEAK HR FACTOR		0.860			0.790			0.944			0.953		0.926					
	APP/DEPART	709	/	685	515	/	628	853	/	700	1,399	/	1,463	0					
PM	04:00 PM	31	91	18	20	101	27	15	288	41	7	196	7	842	0	0	0	1	1
	4:15 PM	33	84	24	9	103	11	12	273	39	9	188	8	793	0	0	0	1	1
	4:30 PM	30	96	17	23	121	57	15	317	60	8	208	11	963	0	0	0	0	0
	4:45 PM	22	75	14	11	108	22	6	276	40	15	181	10	780	0	0	0	1	1
	5:00 PM	29	103	19	12	123	28	13	313	46	13	200	11	910	0	0	0	0	0
	5:15 PM	25	96	22	14	119	25	18	290	41	9	198	9	866	0	0	0	0	0
	5:30 PM	32	102	13	9	105	29	16	351	45	10	214	9	935	0	0	1	0	1
	5:45 PM	23	84	17	7	100	17	16	271	38	16	209	3	801	0	0	0	0	0
	6:00 PM	34	69	15	9	80	23	11	299	37	7	211	2	797	0	0	0	0	0
	6:15 PM	25	79	15	5	95	16	16	249	30	3	191	10	734	0	0	0	0	0
	6:30 PM	25	79	12	4	82	17	18	293	26	8	193	3	760	0	0	0	0	0
	6:45 PM	20	41	10	8	72	15	17	241	31	5	183	4	647	0	0	0	0	0
	VOLUMES	329	999	196	131	1,209	287	173	3,461	474	110	2,372	87	9,828	0	0	1	3	4
	APPROACH %	22%	66%	13%	8%	74%	18%	4%	84%	12%	4%	92%	3%						
	APP/DEPART	1,524	/	1,258	1,627	/	1,790	4,108	/	3,791	2,569	/	2,989	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	106	370	72	60	471	132	52	1,196	187	45	787	41	3,519					
	APPROACH %	19%	68%	13%	9%	71%	20%	4%	83%	13%	5%	90%	5%						
	PEAK HR FACTOR		0.907			0.825			0.915			0.961		0.914					
	APP/DEPART	548	/	463	663	/	702	1,435	/	1,329	873	/	1,025	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	6:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	6:45 AM	1	0	1	1	3	1	0	0	0	1	0	0	1	1	2
	7:00 AM	0	1	0	4	5	0	1	0	1	2	0	0	0	3	3
	7:15 AM	1	1	1	3	6	0	0	1	1	2	1	1	0	2	4
	7:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	7:45 AM	1	1	1	3	6	0	1	1	2	4	1	0	0	1	2
	8:00 AM	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2
	8:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	8:30 AM	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1
	8:45 AM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	TOTAL	9	5	5	12	31	6	3	2	5	16	3	2	3	7	15
PM	4:00 PM	0	1	1	1	3	0	1	0	1	2	0	0	1	0	1
	4:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	4:30 PM	1	0	1	1	3	1	0	1	0	2	0	0	0	1	1
	4:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	5:15 PM	1	1	1	1	4	0	1	0	0	1	1	0	1	1	3
	5:30 PM	3	1	1	2	7	3	0	1	1	5	0	1	0	1	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	1	0	1	1	3	0	0	0	0	0	1	0	1	1	3
	6:15 PM	2	0	1	0	3	2	0	0	0	2	0	0	1	0	1
	6:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	6:45 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1
	TOTAL	10	3	7	9	29	6	2	2	3	13	4	1	5	6	16

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Santa Fe	PROJECT #:	SC0762
Tue, Nov 3, 15	NORTH & SOUTH:	Painter	LOCATION #:	1
	EAST & WEST:	Telegraph	CONTROL:	SIGNAL

NOTES:

N ▲ S ▼ ◄ W E ►

☑ Add U-Turns to Left Turns

		NORTHBOUND Painter			SOUTHBOUND Painter			EASTBOUND Telegraph			WESTBOUND Telegraph				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1.5	ST 0.5	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	28	2	55	38	13	11	120	5	6	346	124	752	0	0	1	0	1
	7:15 AM	4	48	6	64	27	7	7	119	10	4	372	145	813	0	0	2	0	2
	7:30 AM	6	70	6	88	30	20	16	152	4	5	343	159	899	0	0	3	0	3
	7:45 AM	5	95	6	94	46	15	14	132	12	8	347	166	940	0	0	0	0	0
	8:00 AM	6	78	3	109	58	17	20	163	15	9	340	126	944	0	0	0	1	1
	8:15 AM	7	21	8	62	32	22	22	137	11	9	307	90	728	0	0	1	0	1
	8:30 AM	15	13	4	46	23	10	22	159	10	11	369	91	773	0	0	2	1	3
	8:45 AM	12	32	4	54	16	8	20	102	9	10	255	85	607	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	59	385	39	572	270	112	132	1,084	76	62	2,679	986	6,456	0	0	9	2	11
	APPROACH %	12%	80%	8%	60%	28%	12%	10%	84%	6%	2%	72%	26%						
	APP/DEPART	483	/	1,494	954	/	406	1,292	/	1,697	3,727	/	2,859	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	21	291	21	355	161	59	57	566	41	26	1,402	596	3,596					
	APPROACH %	6%	87%	6%	62%	28%	10%	9%	85%	6%	1%	69%	29%						
	PEAK HR FACTOR		0.785			0.781			0.838			0.971		0.952					
	APP/DEPART	333	/	939	575	/	227	664	/	943	2,024	/	1,487	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	21	9	86	16	18	22	305	7	5	180	100	772	0	0	3	0	3
	4:15 PM	10	24	8	98	16	9	13	256	8	3	195	75	715	0	0	1	0	1
	4:30 PM	6	36	10	88	24	14	16	352	4	7	195	91	843	0	0	0	0	0
	4:45 PM	6	23	7	93	38	7	16	280	12	5	174	85	746	0	0	1	0	1
	5:00 PM	12	34	12	110	31	17	23	295	11	3	164	99	811	0	0	2	0	2
	5:15 PM	4	32	11	116	19	13	16	307	5	9	205	80	817	0	0	1	0	1
	5:30 PM	7	19	15	132	33	18	18	342	6	7	147	88	832	0	0	2	2	4
	5:45 PM	6	21	11	72	17	7	13	289	4	10	152	83	685	0	0	1	1	2
	VOLUMES	54	210	83	795	194	103	137	2,426	57	49	1,412	701	6,221	0	0	11	3	14
	APPROACH %	16%	61%	24%	73%	18%	9%	5%	93%	2%	2%	65%	32%						
	APP/DEPART	347	/	1,037	1,092	/	297	2,620	/	3,307	2,162	/	1,580	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	28	125	40	407	112	51	71	1,234	32	24	738	355	3,217					
	APPROACH %	15%	65%	21%	71%	20%	9%	5%	92%	2%	2%	66%	32%						
	PEAK HR FACTOR		0.832			0.902			0.899			0.950		0.954					
	APP/DEPART	193	/	547	570	/	168	1,337	/	1,681	1,117	/	821	0					

Painter

NORTH SIDE

Telegraph WEST SIDE EAST SIDE **Telegraph**

SOUTH SIDE

Painter

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	1	0	1	0	2	1	0	0	0	1	0	0	1	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	2	1	0	4	1	2	0	0	3	0	0	1	0	1
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

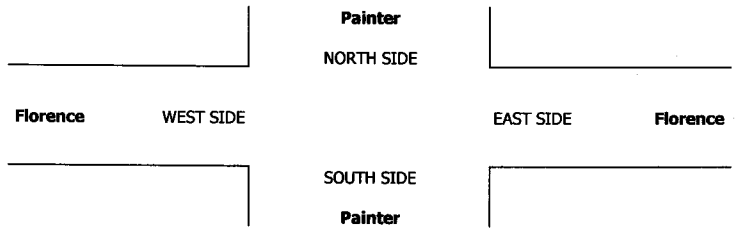
DATE:	LOCATION:	Santa Fe Springs	PROJECT #:	SC0790
Wed, Dec 9, 15	NORTH & SOUTH:	Painter	LOCATION #:	3
	EAST & WEST:	Florence	CONTROL:	SIGNAL

NOTES:

N ▲ | ◄ W | E ► | S ▼ | OTHER

☑ Add U-Turns to Left Turns

		NORTHBOUND (Painter)			SOUTHBOUND (Painter)			EASTBOUND (Florence)			WESTBOUND (Florence)				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	12	2	10	8	9	19	155	2	8	352	27	608	0	0	1	2	3
	7:15 AM	1	21	1	14	27	9	26	138	5	9	367	25	643	0	0	1	0	1
	7:30 AM	3	37	2	9	22	6	11	129	5	10	346	26	606	0	0	0	0	0
	7:45 AM	3	52	0	19	28	8	25	116	1	11	318	44	625	0	0	0	1	1
	8:00 AM	4	51	3	20	24	8	17	156	5	10	297	31	626	0	0	1	0	1
	8:15 AM	3	15	2	18	23	9	22	189	3	9	298	16	607	0	0	0	1	1
	8:30 AM	4	8	2	8	6	12	20	139	2	4	283	20	508	0	0	2	1	3
	8:45 AM	4	9	2	13	8	11	22	144	2	2	277	18	512	0	0	1	1	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	26	205	14	111	146	72	162	1,166	25	63	2,538	207	4,735	0	0	6	6	12
	APPROACH %	11%	84%	6%	34%	44%	22%	12%	86%	2%	2%	90%	7%						
	APP/DEPART	245	/	568	329	/	228	1,353	/	1,297	2,808	/	2,642	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	11	161	6	62	101	31	79	539	16	40	1,328	126	2,500					
	APPROACH %	6%	90%	3%	32%	52%	16%	12%	85%	3%	3%	89%	8%						
	PEAK HR FACTOR		0.767			0.882			0.890			0.931		0.972					
	APP/DEPART	178	/	364	194	/	156	634	/	608	1,494	/	1,372	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	15	4	20	22	17	18	313	2	4	182	10	610	0	0	0	2	2
	4:15 PM	3	11	6	19	17	18	14	339	3	6	208	14	658	0	0	0	3	3
	4:30 PM	12	19	12	27	24	26	10	346	1	11	193	19	700	0	0	1	4	5
	4:45 PM	9	10	3	26	25	18	20	310	5	7	176	12	621	0	0	0	0	0
	5:00 PM	4	17	12	17	20	26	17	373	5	4	190	13	698	0	0	2	1	3
	5:15 PM	2	15	8	25	25	8	19	304	5	5	206	12	634	0	0	3	0	3
	5:30 PM	5	4	9	29	30	13	12	279	7	3	185	10	586	0	0	3	1	4
	5:45 PM	2	10	8	13	26	9	13	324	1	1	191	9	607	0	0	0	0	0
	VOLUMES	40	101	62	176	189	135	123	2,588	29	41	1,531	99	5,114	0	0	9	11	20
	APPROACH %	20%	50%	31%	35%	38%	27%	4%	94%	1%	2%	92%	6%						
	APP/DEPART	203	/	314	500	/	248	2,740	/	2,837	1,671	/	1,715	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	28	57	33	89	86	88	61	1,368	14	28	767	58	2,677					
	APPROACH %	24%	48%	28%	34%	33%	33%	4%	95%	1%	3%	90%	7%						
	PEAK HR FACTOR		0.686			0.854			0.913			0.935		0.956					
	APP/DEPART	118	/	173	263	/	120	1,443	/	1,498	853	/	886	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1	0	0	1	2	0	0	0	1	1	1	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
	7:45 AM	1	1	5	0	7	0	0	3	0	3	1	1	2	0	4
	8:00 AM	1	1	1	2	5	1	1	0	2	4	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	5	7	3	18	1	3	3	3	10	2	2	4	0	8
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	4:30 PM	4	1	0	1	6	2	1	0	0	3	2	0	0	1	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	5:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	5:45 PM	1	2	0	0	3	0	0	0	0	0	1	2	0	0	3
	TOTAL	9	4	0	1	14	4	1	0	0	5	5	3	0	1	9

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

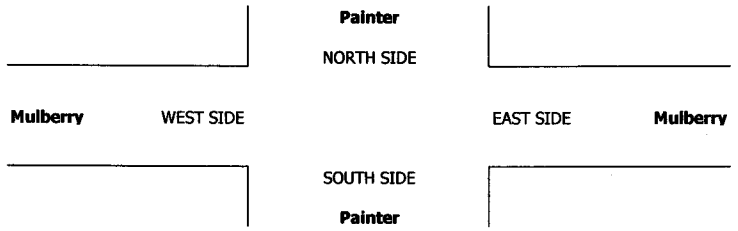
DATE:	LOCATION:	Santa Fe Springs	PROJECT #:	SC0790
Wed, Dec 9, 15	NORTH & SOUTH:	Painter	LOCATION #:	10
	EAST & WEST:	Mulberry	CONTROL:	SIGNAL

NOTES:

AM / MD / PM / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND (Painter)			SOUTHBOUND (Painter)			EASTBOUND (Mulberry)			WESTBOUND (Mulberry)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	54	66	23	17	117	28	16	133	33	37	297	17	838	0	1	1	4	6
	7:15 AM	47	96	22	31	147	25	13	125	46	40	369	29	990	5	3	1	2	11
	7:30 AM	71	141	24	35	173	40	22	171	54	37	323	44	1,135	0	3	3	3	9
	7:45 AM	55	129	28	31	165	31	25	140	68	33	322	62	1,089	0	1	1	0	2
	8:00 AM	63	144	25	30	156	54	31	156	44	36	248	42	1,029	2	2	5	2	11
	8:15 AM	42	125	20	21	121	45	35	139	60	32	300	35	975	0	1	4	5	10
	8:30 AM	46	123	26	26	138	35	31	138	30	35	225	21	874	0	2	5	9	16
	8:45 AM	53	107	29	23	122	40	37	136	63	40	222	38	910	1	2	5	4	12
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	431	931	197	214	1,139	298	210	1,138	398	290	2,306	288	7,840	8	15	25	29	77
	APPROACH %	28%	60%	13%	13%	69%	18%	12%	65%	23%	10%	80%	10%						
	APP/DEPART	1,559	/	1,419	1,651	/	1,806	1,746	/	1,563	2,884	/	3,052	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	236	510	99	127	641	150	91	592	212	146	1,262	177	4,243					
	APPROACH %	28%	60%	12%	14%	70%	16%	10%	66%	24%	9%	80%	11%						
	PEAK HR FACTOR		0.895			0.925			0.906			0.905		0.935					
	APP/DEPART	845	/	777	918	/	999	895	/	816	1,585	/	1,651	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	64	205	55	40	148	22	36	275	73	33	100	25	1,076	2	2	1	9	14
	4:15 PM	59	178	60	33	134	31	35	329	59	40	129	26	1,113	3	3	0	2	8
	4:30 PM	69	184	48	42	166	17	30	288	56	29	125	23	1,077	1	2	5	4	12
	4:45 PM	55	203	59	46	150	29	24	355	49	33	140	36	1,179	1	3	2	5	11
	5:00 PM	65	214	70	49	172	34	31	338	54	30	129	44	1,230	0	5	1	3	9
	5:15 PM	53	192	68	48	143	20	26	371	63	39	162	25	1,210	2	5	1	3	11
	5:30 PM	65	190	81	50	175	26	31	292	68	32	135	36	1,181	1	1	4	1	7
	5:45 PM	49	175	44	40	138	28	28	294	36	28	186	23	1,069	0	1	3	3	7
	VOLUMES	479	1,541	485	348	1,226	207	241	2,542	458	264	1,106	238	9,135	10	22	17	30	79
	APPROACH %	19%	62%	19%	20%	69%	12%	7%	78%	14%	16%	69%	15%						
	APP/DEPART	2,505	/	2,025	1,781	/	1,928	3,241	/	3,383	1,608	/	1,799	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	238	799	278	193	640	109	112	1,356	234	134	566	141	4,800					
	APPROACH %	18%	61%	21%	20%	68%	12%	7%	80%	14%	16%	67%	17%						
	PEAK HR FACTOR		0.942			0.924			0.925			0.930		0.976					
	APP/DEPART	1,315	/	1,058	942	/	1,000	1,702	/	1,825	841	/	917	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

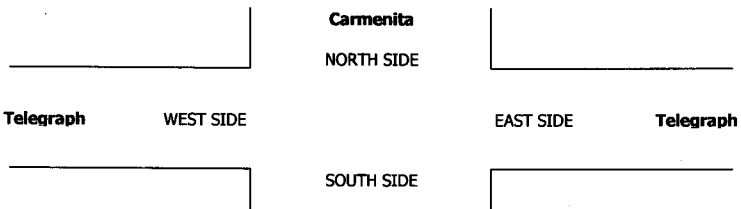
DATE:					
Thu, Oct 15, 15	LOCATION:	Whittier	PROJECT #:	SC0672
	NORTH & SOUTH:	Carmenita	LOCATION #:	6
	EAST & WEST:	Telegraph	CONTROL:	SIGNAL

NOTES:

N ▲ S ▼ ◄ W E ►

☑ Add U-Turns to Left Turns

		NORTHBOUND Carmenita			SOUTHBOUND Carmenita			EASTBOUND Telegraph			WESTBOUND Telegraph				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	6:00 AM	27	39	1	9	108	13	2	44	11	10	210	16	490	0	0	0	0	0
	6:15 AM	24	34	0	30	98	22	9	60	24	8	217	19	545	1	0	1	0	2
	6:30 AM	37	63	3	18	100	13	13	89	19	9	296	20	680	2	0	1	0	3
	6:45 AM	46	52	1	27	120	24	15	80	22	12	315	45	759	0	0	2	0	2
	7:00 AM	51	81	4	40	98	16	10	110	21	21	384	46	882	0	0	0	0	0
	7:15 AM	43	100	8	33	130	24	19	131	25	16	323	37	889	0	0	0	0	0
	7:30 AM	67	107	7	50	171	27	15	124	19	13	350	40	990	1	0	0	1	2
	7:45 AM	59	146	2	52	182	17	16	138	27	20	370	42	1,071	0	0	1	0	1
	8:00 AM	56	193	4	35	175	23	28	142	21	19	320	53	1,069	0	0	1	0	1
	8:15 AM	42	112	6	52	118	37	23	138	32	24	343	48	975	0	0	3	0	3
	8:30 AM	39	160	8	28	160	18	28	107	30	29	326	48	981	1	0	2	1	4
	8:45 AM	52	125	12	35	115	15	33	111	23	24	283	66	894	1	0	3	0	4
	VOLUMES	543	1,212	56	409	1,575	249	211	1,274	274	205	3,737	480	10,225	6	0	14	2	22
	APPROACH %	30%	67%	3%	18%	71%	11%	12%	72%	16%	5%	85%	11%						
	APP/DEPART	1,811	/	1,889	2,233	/	2,058	1,759	/	1,741	4,422	/	4,537	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	224	558	19	189	646	104	82	542	99	76	1,383	183	4,105					
	APPROACH %	28%	70%	2%	20%	69%	11%	11%	75%	14%	5%	84%	11%						
	PEAK HR FACTOR		0.792			0.935			0.937			0.950		0.958					
	APP/DEPART	801	/	818	939	/	821	723	/	751	1,642	/	1,715	0					
PM	04:00 PM	51	185	14	57	166	29	44	198	30	46	141	41	1,002	1	1	3	1	6
	4:15 PM	51	179	31	44	136	21	60	214	25	48	200	56	1,065	3	0	2	2	7
	4:30 PM	47	174	19	52	126	22	39	278	29	41	232	64	1,123	0	0	4	2	6
	4:45 PM	46	188	30	51	148	20	40	241	42	43	188	43	1,080	1	0	0	3	4
	5:00 PM	44	186	35	62	152	24	39	236	30	48	200	69	1,125	0	0	2	0	2
	5:15 PM	37	202	19	50	143	17	42	244	18	47	170	48	1,037	1	0	3	0	4
	5:30 PM	26	140	13	45	141	19	51	210	14	53	173	56	941	2	0	7	0	9
	5:45 PM	32	190	19	48	131	22	39	217	14	49	150	50	961	2	0	2	0	4
	6:00 PM	41	192	17	43	151	31	51	168	15	52	156	54	971	1	0	3	0	4
	6:15 PM	37	147	19	56	131	27	34	215	26	39	170	67	968	0	0	2	0	2
	6:30 PM	20	165	20	43	125	26	42	194	21	56	180	58	950	1	0	3	0	4
	6:45 PM	41	125	15	44	115	34	53	161	19	51	146	42	846	1	2	4	2	9
	VOLUMES	473	2,073	251	595	1,665	292	534	2,576	283	573	2,106	648	12,069	13	3	35	10	61
	APPROACH %	17%	74%	9%	23%	65%	11%	16%	76%	8%	17%	63%	19%						
	APP/DEPART	2,797	/	3,223	2,552	/	2,524	3,393	/	3,429	3,327	/	2,893	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	188	727	115	209	562	87	178	969	126	180	820	232	4,393					
	APPROACH %	18%	71%	11%	24%	66%	10%	14%	76%	10%	15%	67%	19%						
	PEAK HR FACTOR		0.972			0.901			0.920			0.914		0.976					
	APP/DEPART	1,030	/	1,129	858	/	865	1,273	/	1,300	1,232	/	1,099	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	6:00 AM	1	0	0	1	2	0	0	0	1	1	1	0	0	0	1
	6:15 AM	1	3	0	2	6	1	3	0	2	6	0	0	0	0	0
	6:30 AM	5	3	2	3	13	4	3	2	2	11	1	0	0	1	2
	6:45 AM	5	2	2	2	11	4	2	2	1	9	1	0	0	1	2
	7:00 AM	5	0	3	2	10	4	0	2	0	6	1	0	1	2	4
	7:15 AM	5	5	1	6	17	3	5	1	6	15	2	0	0	0	2
	7:30 AM	9	5	2	1	17	9	5	2	1	17	0	0	0	0	0
	7:45 AM	10	0	5	4	19	10	0	5	4	19	0	0	0	0	0
	8:00 AM	5	3	2	6	16	4	3	2	6	15	1	0	0	0	1
	8:15 AM	10	1	3	5	19	8	1	3	4	16	2	0	0	1	3
	8:30 AM	5	3	4	3	15	4	3	4	3	14	1	0	0	0	1
	8:45 AM	6	1	2	3	12	4	1	2	3	10	2	0	0	0	2
	TOTAL	67	26	26	38	157	55	26	25	33	139	12	0	1	5	18
PM	4:00 PM	3	10	5	2	20	2	7	5	1	15	1	3	0	1	5
	4:15 PM	9	5	6	7	27	9	4	5	6	24	0	1	1	1	3
	4:30 PM	8	8	3	5	24	8	8	3	4	23	0	0	0	1	1
	4:45 PM	1	9	3	4	17	1	9	3	3	16	0	0	0	1	1
	5:00 PM	8	3	3	3	17	8	3	3	1	15	0	0	0	2	2
	5:15 PM	6	0	5	6	17	4	0	4	4	12	2	0	1	2	5
	5:30 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0
	5:45 PM	5	1	3	5	14	5	1	3	4	13	0	0	0	1	1
	6:00 PM	8	4	0	9	21	6	3	0	7	16	2	1	0	2	5
	6:15 PM	5	0	0	7	12	5	0	0	6	11	0	0	0	1	1
	6:30 PM	7	1	3	8	19	7	1	2	7	17	0	0	1	1	2
	6:45 PM	8	0	1	4	13	7	0	0	3	10	1	0	1	1	3
	TOTAL	68	41	35	60	204	62	36	31	46	175	6	5	4	14	29

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

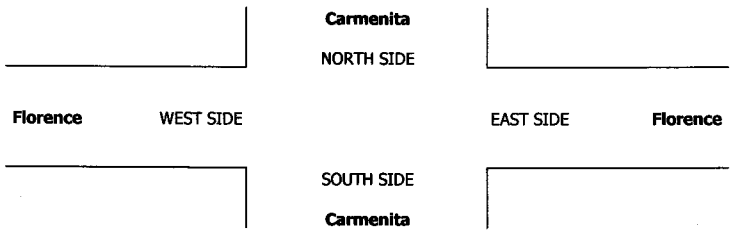
DATE:	LOCATION:	Whittier	PROJECT #:	SC0672
Thu, Oct 15, 15	NORTH & SOUTH:	Carmenita	LOCATION #:	4
	EAST & WEST:	Florence	CONTROL:	SIGNAL

NOTES:

N ▲ | ◄ W | E ► | S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Carmenita			SOUTHBOUND Carmenita			EASTBOUND Florence			WESTBOUND Florence				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	6:00 AM	37	54	7	5	101	13	8	55	7	12	233	4	536	0	1	1	0	2
	6:15 AM	33	66	17	7	113	16	7	76	13	14	259	3	624	0	2	1	0	3
	6:30 AM	39	85	10	6	127	15	15	91	3	17	292	7	707	0	1	6	0	7
	6:45 AM	35	86	29	12	148	15	15	86	9	8	360	1	804	0	2	6	0	8
	7:00 AM	38	115	27	12	126	21	16	114	20	25	351	5	870	0	1	7	0	8
	7:15 AM	43	140	17	9	142	18	22	110	23	30	377	4	935	0	0	5	0	5
	7:30 AM	51	164	17	7	200	20	25	107	13	28	338	4	974	0	2	9	0	11
	7:45 AM	52	159	33	13	181	38	21	126	20	28	310	5	986	0	5	1	0	6
	8:00 AM	54	160	24	8	169	29	36	102	19	19	271	11	902	0	1	4	0	5
	8:15 AM	46	144	18	18	140	27	18	134	16	28	281	7	877	0	2	7	0	9
	8:30 AM	28	147	35	10	157	28	39	118	19	28	253	9	871	0	2	7	0	9
	8:45 AM	33	149	18	11	128	23	24	98	16	40	255	8	803	0	3	0	0	3
	VOLUMES	489	1,469	252	118	1,732	263	246	1,217	178	277	3,580	68	9,889	0	22	54	0	76
	APPROACH %	22%	66%	11%	6%	82%	12%	15%	74%	11%	7%	91%	2%						
	APP/DEPART	2,210	/	1,751	2,113	/	2,187	1,641	/	1,565	3,925	/	4,386	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	200	623	91	37	692	105	104	445	75	105	1,296	24	3,797					
	APPROACH %	22%	68%	10%	4%	83%	13%	17%	71%	12%	7%	91%	2%						
	PEAK HR FACTOR		0.936			0.899			0.934			0.867		0.963					
	APP/DEPART	914	/	740	834	/	872	624	/	565	1,425	/	1,620	0					
PM	04:00 PM	23	157	43	27	169	28	55	224	38	33	122	5	924	1	5	8	0	14
	4:15 PM	22	201	59	28	178	25	46	246	31	27	131	12	1,006	0	2	11	0	13
	4:30 PM	34	183	56	21	135	29	43	272	27	33	139	7	979	0	3	8	0	11
	4:45 PM	32	228	43	26	192	35	49	213	21	43	113	8	1,003	0	6	12	0	18
	5:00 PM	24	188	46	18	146	27	46	280	25	32	120	5	957	0	3	10	0	13
	5:15 PM	28	206	56	27	154	29	51	253	31	32	159	10	1,036	0	2	6	1	9
	5:30 PM	26	193	48	19	155	29	45	321	31	23	141	9	1,040	0	4	7	1	12
	5:45 PM	22	209	56	26	181	30	44	217	32	37	137	12	1,003	0	3	2	0	5
	6:00 PM	20	182	47	23	168	35	37	243	22	32	124	5	938	1	2	7	0	10
	6:15 PM	31	181	44	28	167	39	40	194	24	29	134	12	923	1	5	6	0	12
	6:30 PM	60	134	31	28	152	33	38	231	28	29	108	12	884	0	2	3	0	5
	6:45 PM	24	171	31	24	136	31	37	195	28	26	112	10	825	0	3	8	1	12
	VOLUMES	346	2,233	560	295	1,933	370	531	2,889	338	376	1,540	107	11,518	3	40	88	3	134
	APPROACH %	11%	71%	18%	11%	74%	14%	14%	77%	9%	19%	76%	5%						
	APP/DEPART	3,139	/	2,823	2,598	/	2,647	3,758	/	3,707	2,023	/	2,341	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	100	796	206	90	636	115	186	1,071	119	124	557	36	4,036					
	APPROACH %	9%	72%	19%	11%	76%	14%	14%	78%	9%	17%	78%	5%						
	PEAK HR FACTOR		0.909			0.831			0.866			0.892		0.970					
	APP/DEPART	1,102	/	1,005	841	/	877	1,376	/	1,357	717	/	797	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	6:00 AM	0	7	1	5	13	0	7	1	4	12	0	0	0	1	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	3	1	0	3	7	3	1	0	3	7	0	0	0	0	0
	6:45 AM	0	6	4	6	16	0	5	4	3	12	0	1	0	3	4
	7:00 AM	2	11	16	4	33	2	11	16	4	33	0	0	0	0	0
	7:15 AM	0	1	0	3	4	0	0	0	2	2	0	1	0	1	2
	7:30 AM	2	3	7	7	19	2	3	7	7	19	0	0	0	0	0
	7:45 AM	0	5	4	14	23	0	4	4	13	21	0	1	0	1	2
	8:00 AM	0	2	3	2	7	0	2	3	2	7	0	0	0	0	0
	8:15 AM	2	1	1	4	8	2	1	1	4	8	0	0	0	0	0
	8:30 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1
	8:45 AM	5	1	3	1	10	4	0	3	1	8	1	1	0	0	2
	TOTAL	14	39	40	49	142	13	34	40	43	130	1	5	0	6	12
PM	4:00 PM	6	5	3	7	21	6	5	3	6	20	0	0	0	1	1
	4:15 PM	1	1	1	5	8	1	1	1	3	6	0	0	0	2	2
	4:30 PM	1	3	4	3	11	1	3	4	2	10	0	0	0	1	1
	4:45 PM	1	7	2	5	15	1	7	2	4	14	0	0	0	1	1
	5:00 PM	3	2	1	4	10	3	2	1	4	10	0	0	0	0	0
	5:15 PM	3	2	1	2	8	3	2	1	2	8	0	0	0	0	0
	5:30 PM	1	0	2	3	6	0	0	2	2	4	1	0	0	1	2
	5:45 PM	2	1	4	4	11	2	0	4	3	9	0	1	0	1	2
	6:00 PM	0	1	1	2	4	0	1	1	1	3	0	0	0	1	1
	6:15 PM	1	1	3	5	10	1	1	3	2	7	0	0	0	3	3
	6:30 PM	4	23	10	15	52	4	14	10	15	43	0	9	0	0	9
	6:45 PM	11	0	15	1	27	11	0	15	1	27	0	0	0	0	0
	TOTAL	34	46	47	56	183	33	36	47	45	161	1	10	0	11	22

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

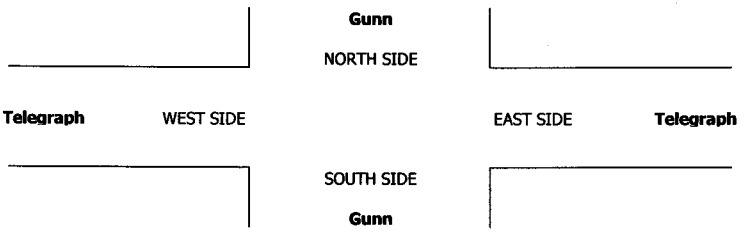
DATE:	LOCATION:	Santa Fe Springs	PROJECT #:	SC0790
Wed, Dec 9, 15	NORTH & SOUTH:	Gunn	LOCATION #:	8
	EAST & WEST:	Telegraph	CONTROL:	SIGNAL

NOTES:

N ▲ | ◄ W | E ► | S ▼

☐ Add U-Turns to Left Turns

		NORTHBOUND (Gunn)			SOUTHBOUND (Gunn)			EASTBOUND (Telegraph)			WESTBOUND (Telegraph)				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 3	ER X	WL X	WT 3	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	0	33	0	38	13	151	0	0	415	5	655	0	0	0	0	0
	7:15 AM	0	0	0	33	0	47	15	167	0	0	329	7	598	0	0	0	0	0
	7:30 AM	0	0	0	50	0	53	14	178	0	0	350	6	651	0	0	0	1	1
	7:45 AM	0	0	0	35	0	52	18	184	0	0	380	13	682	0	0	0	0	0
	8:00 AM	0	0	0	55	0	55	29	127	0	0	339	15	620	0	0	0	0	0
	8:15 AM	0	0	0	35	0	46	24	161	0	0	369	20	655	0	0	0	1	1
	8:30 AM	0	0	0	31	0	53	17	144	0	0	352	15	612	0	0	0	0	0
	8:45 AM	0	0	0	38	0	35	27	158	0	0	338	22	618	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	310	0	379	157	1,270	0	0	2,872	103	5,093	0	0	0	2	2
	APPROACH %	0%	0%	0%	45%	0%	55%	11%	89%	0%	0%	96%	3%						
	APP/DEPART	0	/	260	689	/	0	1,427	/	1,582	2,977	/	3,251	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	175	0	206	85	650	0	0	1,438	54	2,610					
	APPROACH %	0%	0%	0%	46%	0%	54%	12%	88%	0%	0%	96%	4%						
	PEAK HR FACTOR		0.000			0.866			0.910			0.950		0.957					
	APP/DEPART	0	/	139	381	/	0	735	/	827	1,494	/	1,644	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	60	0	33	32	237	0	0	195	27	584	0	0	0	0	0
	4:15 PM	0	0	0	49	0	35	38	253	0	0	269	45	689	0	0	0	0	0
	4:30 PM	0	0	0	64	0	33	40	311	0	0	304	40	792	0	0	0	1	1
	4:45 PM	0	0	0	46	0	35	48	278	0	0	239	38	684	0	0	0	0	0
	5:00 PM	0	0	0	60	0	35	44	289	0	0	282	28	738	0	0	0	0	0
	5:15 PM	0	0	0	53	0	33	45	268	0	0	232	43	674	0	0	0	0	0
	5:30 PM	0	0	0	63	0	41	47	221	0	0	241	37	650	0	0	0	0	0
	5:45 PM	0	0	0	61	0	40	51	233	0	0	209	48	642	0	0	0	0	0
	VOLUMES	0	0	0	456	0	285	345	2,090	0	0	1,971	306	5,454	0	0	0	1	1
	APPROACH %	0%	0%	0%	62%	0%	38%	14%	86%	0%	0%	87%	13%						
	APP/DEPART	0	/	651	741	/	0	2,435	/	2,547	2,278	/	2,256	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	219	0	138	170	1,131	0	0	1,094	151	2,904					
	APPROACH %	0%	0%	0%	61%	0%	39%	13%	87%	0%	0%	88%	12%						
	PEAK HR FACTOR		0.000			0.920			0.927			0.903		0.916					
	APP/DEPART	0	/	321	357	/	0	1,301	/	1,351	1,246	/	1,232	0					



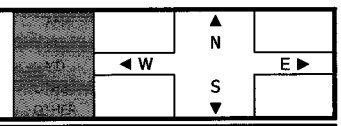
		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	2	0	2	0	4	2	0	2	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	2	0	2	0	4	2	0	2	0	4	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

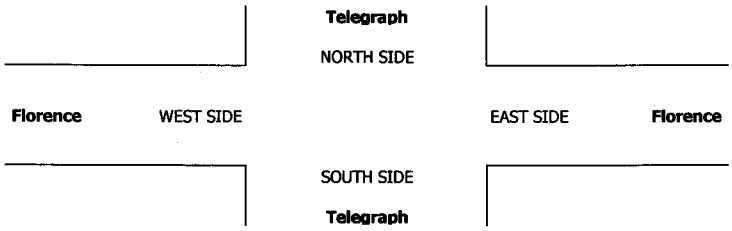
DATE:	LOCATION:	Santa Fe Springs	PROJECT #:	SC0672
Thu, Nov 19, 15	NORTH & SOUTH:	Telegraph	LOCATION #:	5
	EAST & WEST:	Florence	CONTROL:	SIGNAL

NOTES:



☑ Add U-Turns to Left Turns

		NORTHBOUND Telegraph			SOUTHBOUND Telegraph			EASTBOUND Florence			WESTBOUND Florence				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	6:00 AM	60	138	2	9	88	3	10	40	19	23	136	15	543	0	0	0	0	0
	6:15 AM	59	227	6	9	89	2	6	63	29	23	206	17	736	0	0	0	0	0
	6:30 AM	61	296	4	7	111	1	8	59	43	15	221	32	858	0	0	0	0	0
	6:45 AM	81	273	9	19	102	4	2	92	38	21	283	28	952	0	0	0	0	0
	7:00 AM	86	314	8	20	116	4	6	128	45	29	248	21	1,025	1	1	0	0	2
	7:15 AM	87	240	16	21	131	4	5	101	27	43	353	32	1,060	0	1	0	0	1
	7:30 AM	83	290	9	14	172	7	3	86	39	36	236	30	1,005	0	0	0	0	0
	7:45 AM	98	298	14	21	177	7	7	99	51	28	258	45	1,103	0	0	0	0	0
	8:00 AM	76	271	14	19	219	9	8	91	36	33	175	32	983	2	0	0	0	2
	8:15 AM	79	310	11	21	137	9	7	144	40	38	232	45	1,073	0	0	0	0	0
	8:30 AM	93	265	19	15	148	6	10	150	46	32	170	37	991	2	0	0	0	2
	8:45 AM	75	270	4	19	160	8	7	121	47	31	216	46	1,004	1	1	0	0	2
	VOLUMES	938	3,192	116	194	1,650	64	79	1,174	460	352	2,734	380	11,333	6	3	0	0	9
	APPROACH %	22%	75%	3%	10%	86%	3%	5%	69%	27%	10%	79%	11%						
	APP/DEPART	4,246	/	3,654	1,908	/	2,468	1,713	/	1,481	3,466	/	3,730	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	354	1,142	47	76	596	22	21	414	162	136	1,095	128	4,193					
	APPROACH %	23%	74%	3%	11%	86%	3%	4%	69%	27%	10%	81%	9%						
	PEAK HR FACTOR		0.941			0.846			0.834			0.794		0.950					
	APP/DEPART	1,543	/	1,293	694	/	895	597	/	535	1,359	/	1,470	0					
PM	04:00 PM	78	230	26	47	245	10	12	222	90	37	110	15	1,122	1	0	0	0	1
	4:15 PM	70	221	11	45	248	5	24	225	84	21	124	17	1,095	0	1	0	0	1
	4:30 PM	58	281	34	47	284	6	18	230	73	34	114	16	1,195	3	1	0	0	4
	4:45 PM	51	216	21	53	267	11	18	256	119	41	136	29	1,218	1	0	0	0	1
	5:00 PM	66	273	26	38	313	12	21	227	65	32	121	30	1,224	0	1	0	1	2
	5:15 PM	52	215	29	49	272	10	11	290	113	43	149	25	1,258	2	0	0	0	2
	5:30 PM	71	242	23	52	297	14	15	183	69	23	150	22	1,161	0	1	0	0	1
	5:45 PM	64	210	22	45	244	3	16	218	101	26	154	29	1,132	1	2	0	0	3
	6:00 PM	74	218	26	57	273	5	10	211	78	29	125	26	1,132	0	2	0	0	2
	6:15 PM	55	205	16	37	217	6	17	221	89	33	165	21	1,082	1	0	0	0	1
	6:30 PM	58	256	24	44	264	14	10	188	72	27	134	28	1,119	0	2	0	0	2
	6:45 PM	39	170	14	34	179	8	22	180	72	32	140	30	920	0	1	0	0	1
	VOLUMES	736	2,737	272	548	3,103	104	194	2,651	1,025	378	1,622	288	13,658	9	11	0	1	21
	APPROACH %	20%	73%	7%	15%	83%	3%	5%	69%	26%	17%	71%	13%						
	APP/DEPART	3,745	/	3,230	3,755	/	4,514	3,870	/	3,461	2,288	/	2,453	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	227	985	110	187	1,136	39	68	1,003	370	150	520	100	4,895					
	APPROACH %	17%	75%	8%	14%	83%	3%	5%	70%	26%	19%	68%	13%						
	PEAK HR FACTOR		0.886			0.938			0.870			0.887		0.973					
	APP/DEPART	1,322	/	1,155	1,362	/	1,661	1,441	/	1,299	770	/	780	0					



		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	1	2	0	0	3	0	2	0	0	2	1	0	0	0	1
	6:30 AM	0	3	0	1	4	0	3	0	1	4	0	0	0	0	0
	6:45 AM	1	1	0	1	3	1	1	0	1	3	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	3	1	2	6	0	3	1	2	6	0	0	0	0	0
	7:30 AM	0	1	0	1	2	0	1	0	1	2	0	0	0	0	0
	7:45 AM	0	2	0	7	9	0	2	0	6	8	0	0	0	1	1
	8:00 AM	0	3	5	0	8	0	2	4	0	6	0	1	1	0	2
	8:15 AM	0	6	0	1	7	0	6	0	1	7	0	0	0	0	0
	8:30 AM	0	4	3	1	8	0	4	3	1	8	0	0	0	0	0
	8:45 AM	1	1	1	1	4	1	0	1	1	3	0	1	0	0	1
	TOTAL	3	26	10	15	54	2	24	9	14	49	1	2	1	1	5
PM	4:00 PM	0	0	2	1	3	0	0	2	0	2	0	0	0	1	1
	4:15 PM	3	0	0	3	6	3	0	0	2	5	0	0	0	1	1
	4:30 PM	1	2	0	1	4	1	2	0	1	4	0	0	0	0	0
	4:45 PM	1	1	1	1	4	1	1	1	1	4	0	0	0	0	0
	5:00 PM	1	0	1	6	8	1	0	1	6	8	0	0	0	0	0
	5:15 PM	1	0	0	4	5	0	0	0	2	2	1	0	0	2	3
	5:30 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	1	0	1	2	4	1	0	1	1	3	0	0	0	1	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	5	5	0	0	0	4	4	0	0	0	1	1
	6:45 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	TOTAL	8	3	5	27	43	7	3	5	21	36	1	0	0	6	7

APPENDIX D

Explanation and Calculation of Levels of Service

EXPLANATION AND CALCULATION OF
INTERSECTION CAPACITY UTILIZATION

Overview

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. If capacity is 1600 vehicles per lane per hour of green, and if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1600 times 50 percent times 3 lanes, or 2400 vehicles per hour for that approach.

The technique used to compare the volume and capacity at an intersection is known as Intersection Capacity Utilization. Intersection Capacity Utilization, usually expressed as a percent, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity (i.e., an Intersection Capacity Utilization of 80 percent), then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

Intersection Capacity Utilization analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1600 vehicles per hour, the southbound traffic is 1200 vehicles per hour, and the capacity of either direction is 3200 vehicles per hour, then the northbound traffic is critical and requires 1600/3200 or 50 percent of the signal time. If for east-west traffic, 30 percent of the signal time is required, then it can be seen that the Intersection Capacity Utilization is 50 plus 30, or 80 percent. When left turn arrows (left turn phasing) exist, they are incorporated into the analysis. The critical movements are usually the heavy left turn movements and the opposing through movements.

The Intersection Capacity Utilization technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the Intersection Capacity Utilization.

Intersection Capacity Utilization Worksheets That Follow This Discussion

The Intersection Capacity Utilization worksheet table contains the following information:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. For right turn lanes, whether the lane is a free right turn lane, whether it has a right turn arrow, and the percent of right turns on red that are assumed.
4. Capacity assumed per lane.
5. Capacity available to serve each movement (number of lanes times capacity per lane).
6. Volume to capacity ratio for each movement.
7. Whether the movement's volume to capacity ratio is critical and adds to the Intersection Capacity Utilization value.
8. The yellow time or clearance interval assumed.
9. Adjustments for right turn movements.
10. The Intersection Capacity Utilization and Level of Service.

The Intersection Capacity Utilization Worksheet also has two graphics on the same page. These two graphics show the following:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. The approach and exit leg volumes.
4. The two-way leg volumes.
5. An estimate of daily traffic volumes that is fairly close to actual counts and is based strictly on the peak hour leg volumes multiplied by a factor.
6. Percent of daily traffic in peak hours.

7. Percent of peak hour leg volume that is inbound versus outbound.

A more detailed discussion of Intersection Capacity Utilization and Level of Service follows.

Level of Service

Level of Service is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. Level of Service C is typically the standard to which rural roadways are designed.

Level of Service D is characterized by fairly restricted traffic flow. Level of Service D is the standard to which urban roadways are typically designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A description of the various Levels of Service appears at the end of the ICU description, along with the relationship between Intersection Capacity Utilization and Level of Service.

Signalized and Unsignalized Intersections

Although calculating an Intersection Capacity Utilization value for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes with a signal. A traffic signal becomes warranted before Level of Service D is reached for a signalized intersection.

Signal Timing

The Intersection Capacity Utilization calculation assumes that a signal is properly timed. It is possible to have an Intersection Capacity Utilization well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient green time to satisfy its demand, and excess green time exists on other movements. This is an operational problem that should be remedied.

Lane Capacity

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Our data

indicates a typical lane, whether a through lane or a left turn lane, has a capacity of approximately 1750 vehicles per hour of green time, with nearly all locations showing a capacity greater than 1600 vehicles per hour of green per lane. Right turn lanes have a slightly lower capacity; however 1600 vehicles per hour is a valid capacity assumption for right turn lanes.

This finding is published in the August, 1978 issue of Institute of Transportation Engineers Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman, P.E. A capacity of 1600 vehicles per hour per lane with no yellow time penalty, or 1700 vehicles per hour with a 3 or 5 percent yellow time penalty is reasonable.

Yellow Time

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for approximately 10 percent of a signal cycle, and a penalty of 3 to 5 percent is reasonable.

During peak hour traffic operation the yellow times are nearly completely used. If there is no left turn phasing, the left turn vehicles completely use the yellow time. Even if there is left turn phasing, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

Shared Lanes

Shared lanes occur in many locations. A shared lane is often found at the end of an off ramp where the ramp forms an intersection with the cross street. Often at a diamond interchange off ramp, there are three lanes. In the case of a diamond interchange, the middle lane is sometimes shared, and the driver can turn left, go through, or turn right from that lane.

If one assumes a three lane off ramp as described above, and if one assumes that each lane has 1600 capacity, and if one assumes that there are 1000 left turns per hour, 500 right turns per hour, and 100 through vehicles per hour, then how should one assume that the three lanes operate. There are three ways that it is done.

One way is to just assume that all 1600 vehicles (1000 plus 500 plus 100) are served simultaneously by three lanes. When this is done, the capacity is 3 times 1600 or 4800, and the amount of green time needed to serve the ramp is 1600 vehicles divided by 4800 capacity or 33.3 percent. This assumption effectively assumes perfect lane distribution between the three lanes that is not realistic. It also means a left turn can be made from the right lane.

Another way is to equally split the capacity of a shared lane and in this case to assume there are 1.33 left turn lanes, 1.33 right turn lanes, and 0.33 through lanes. With this assumption, the critical movement is the left turns and the 1000 left turns are served by a capacity of 1.33 times 1600, or 2133. The volume to capacity ratio of the critical move is 1000 divided by 2133 or 46.9 percent.

The first method results in a critical move of 33.3 percent and the second method results in a critical move of 46.9 percent. Neither is very accurate, and the difference in the calculated Level of Service will be approximately 1.5 Levels of Service (one Level of Service is 10 percent).

The way Kunzman Associates, Inc. does it is to assign fractional lanes in a reasonable way. In this example, it would be assumed that there is 1.1 right turn lanes, 0.2 through lanes, and 1.7 left turn lanes. The volume to capacity ratios for each movement would be 31.3 percent for the through traffic, 28.4 percent for the right turn movement, and 36.8 percent for the left turn movement. The critical movement would be the 36.8 percent for the left turns.

Right Turn on Red

Kunzman Associates, Inc. software treats right turn lanes in one of five different ways. Each right turn lane is classified into one of five cases. The five cases are (1) free right turn lane, (2) right turn lane with separate right turn arrow, (3) standard right turn lane with no right turns on red allowed, (4) standard right turn lane with a certain percentage of right turns on red allowed, and (5) separate right turn arrow and a certain percentage of right turns on red allowed.

Free Right Turn Lane

If it is a free right turn lane, then it is given a capacity of one full lane with continuous or 100 percent green time. A Free right turn lane occurs when there is a separate approach lane for right turning vehicles, there is a separate departure lane for the right turning vehicles after they turn and are exiting the intersection, and the through cross street traffic does not interfere with the vehicles after they turn right.

Separate Right Turn Arrow

If there is a separate right turn arrow, then it is assumed that vehicles are given a green indication and can proceed on what is known as the left turn overlap.

The left turn overlap for a northbound right turn is the westbound left turn. When the left turn overlap has a green indication, the right turn lane is also given a green arrow

indication. Thus, if there is a northbound right turn arrow, then it can be turned green for the period of time that the westbound left turns are proceeding.

If there are more right turns than can be accommodated during the northbound through green and the time that the northbound right turn arrow is on, then an adjustment is made to the Intersection Capacity Utilization to account for the green time that needs to be added to the northbound through green to accommodate the northbound right turns.

Standard Right Turn Lane, No Right Turns on Red

A standard right turn lane, with no right turn on red assumed, proceeds only when there is a green indication displayed for the adjacent through movement. If additional green time is needed above that amount of time, then in the Intersection Capacity Utilization calculation a right turn adjustment green time is added above the green time that is needed to serve the adjacent through movement.

Standard Right Turn Lane, With Right Turns on Red

A standard right turn lane with say 20 percent of the right turns allowed to turn right on a red indication is calculated the same as the standard right turn case where there is no right turn on red allowed, except that the right turn adjustment is reduced to account for the 20 percent of the right turning vehicles that can logically turn right on a red light. The right turns on red are never allowed to exceed the time the overlap left turns take plus the unused part of the green cycle that the cross street traffic moving from left to right has.

As an example of how 20 percent of the cars are allowed to turn right on a red indication, assume that the northbound right turn volume needs 40 percent of the signal cycle to be satisfied. To allow 20 percent of the northbound right turns to turn right on red, then during 8 percent of the signal cycle (40 percent of signal cycle times 20 percent that can turn right on red) right turns on red will be allowed if it is feasible.

For this example, assume that 15 percent of the signal cycle is green for the northbound through traffic, and that means that 15 percent of the signal cycle is available to satisfy northbound right turns. After the northbound through traffic has received its green, 25 percent of the signal cycle is still needed to satisfy the northbound right turns (40 percent of the signal cycle minus the 15 percent of the signal cycle that the northbound through used).

Assume that the westbound left turns require a green time of 6 percent of the signal cycle. This 6 percent of the signal cycle is used by northbound right turns on red. After accounting for the northbound right turns that occur on the westbound overlap

left turn, 19 percent of the signal cycle is still needed for the northbound right turns (25 percent of the cycle was needed after the northbound through green time was accounted for [see above paragraph], and 6 percent was served during the westbound left turn overlap). Also, at this point 6 percent of the signal cycle has been used for northbound right turns on red, and still 2 percent more of the right turns will be allowed to occur on the red if there is unused eastbound through green time.

For purpose of this example, assume that the westbound through green is critical, and that 15 percent of the signal cycle is unused by eastbound through traffic. Thus, 2 percent more of the signal cycle can be used by the northbound right turns on red since there is 15 seconds of unused green time being given to the eastbound through traffic.

At this point, 8 percent of the signal cycle was available to serve northbound right turning vehicles on red, and 15 percent of the signal cycle was available to serve right turning vehicles on the northbound through green. So 23 percent of the signal cycle has been available for northbound right turns.

Because 40 percent of the signal cycle is needed to serve northbound right turns, there is still a need for 17 percent more of the signal cycle to be available for northbound right turns. What this means is the northbound through traffic green time is increased by 17 percent of the cycle length to serve the unserved right turn volume, and a 17 percent adjustment is added to the Intersection Capacity Utilization to account for the northbound right turns that were not served on the northbound through green time or when right turns on red were assumed.

Separate Right Turn Arrow, With Right Turns on Red

A right turn lane with a separate right turn arrow, plus a certain percentage of right turns allowed on red is calculated the same way as a standard right turn lane with a certain percentage of right turns allowed on red, except the turns which occur on the right turn arrow are not counted as part of the percentage of right turns that occur on red.

Critical Lane Method

Intersection Capacity Utilization parallels another calculation procedure known as the Critical Lane Method with one exception. Critical Lane Method dimensions capacity in terms of standardized vehicles per hour per lane. A Critical Lane Method result of 800 vehicles per hour means that the intersection operates as though 800 vehicles were using a single lane continuously. If one assumes a lane capacity of 1600 vehicles per hour, then a Critical Lane Method calculation resulting in 800 vehicles per hour is the same as an Intersection Capacity Utilization calculation of 50 percent since 800/1600

is 50 percent. It is our opinion that the Critical Lane Method is inferior to the Intersection Capacity Utilization method simply because a statement such as "The Critical Lane Method value is 800 vehicles per hour" means little to most persons, whereas a statement such as "The Intersection Capacity Utilization is 50 percent" communicates clearly. Critical Lane Method results directly correspond to Intersection Capacity Utilization results. The correspondence is as follows, assuming a lane capacity of 1600 vehicles per hour and no clearance interval.

Critical Lane Method Result	**Intersection Capacity Utilization Result**
800 vehicles per hour	50 percent
960 vehicles per hour	60 percent
1120 vehicles per hour	70 percent
1280 vehicles per hour	80 percent
1440 vehicles per hour	90 percent
1600 vehicles per hour	100 percent
1760 vehicles per hour	110 percent

INTERSECTION CAPACITY UTILIZATION
LEVEL OF SERVICE DESCRIPTION[1]

Level of Service	Description	Volume to Capacity Ratio
A	Level of Service A occurs when progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0.600 and below
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.	0.601 to 0.700
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	0.701 to 0.800
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.801 to 0.900
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent.	0.901 to 1.000
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs when oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	1.001 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council Washington D.C., 2000.

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized intersections are calculated using the delay methodology in the 2000 Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane times 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the 2000 Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the 2000 Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the 2000 Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is

added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

DELAY LEVEL OF SERVICE DESCRIPTION[1]

Level of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing

Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bloomfield Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	82	580	80	53	607	231	175	776	137	33	1252	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	580	80	53	607	231	175	776	137	33	1252	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	580	80	53	607	231	175	776	137	33	1252	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	580	80	53	607	231	175	776	137	33	1252	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	580	80	53	607	231	175	776	137	33	1252	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	580	80	53	607	231	175	776	137	33	1252	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.05	0.03	0.19	0.14	0.11	0.16	0.09	0.02	0.26	0.11
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bloomfield Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	91	607	68	109	581	219	148	1122	91	50	760	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	607	68	109	581	219	148	1122	91	50	760	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	607	68	109	581	219	148	1122	91	50	760	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	607	68	109	581	219	148	1122	91	50	760	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	607	68	109	581	219	148	1122	91	50	760	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	607	68	109	581	219	148	1122	91	50	760	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.04	0.07	0.18	0.14	0.09	0.23	0.06	0.03	0.16	0.03
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #2 Bloomfield Avenue (NS) at Florence Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	78	650	95	52	600	99	139	752	121	191	1138	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	650	95	52	600	99	139	752	121	191	1138	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	650	95	52	600	99	139	752	121	191	1138	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	650	95	52	600	99	139	752	121	191	1138	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	650	95	52	600	99	139	752	121	191	1138	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	650	95	52	600	99	139	752	121	191	1138	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.06	0.03	0.19	0.06	0.09	0.24	0.08	0.12	0.36	0.04
Crit Moves:	****				****			****				****

****

Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Bloomfield Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	98	659	185	74	600	130	85	1192	79	84	933	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	659	185	74	600	130	85	1192	79	84	933	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	659	185	74	600	130	85	1192	79	84	933	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	659	185	74	600	130	85	1192	79	84	933	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	659	185	74	600	130	85	1192	79	84	933	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	659	185	74	600	130	85	1192	79	84	933	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.12	0.05	0.19	0.08	0.05	0.37	0.05	0.05	0.29	0.03
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Shoemaker Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1	0	1 0 1	1	0	1 0 2	1	0	1 0 2	1	0
Volume Module:												
Base Vol:	185	395	35	29	360	46	107	614	167	59	1369	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	395	35	29	360	46	107	614	167	59	1369	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	395	35	29	360	46	107	614	167	59	1369	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	395	35	29	360	46	107	614	167	59	1369	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	395	35	29	360	46	107	614	167	59	1369	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	395	35	29	360	46	107	614	167	59	1369	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.77	0.23	1.00	2.36	0.64	1.00	2.92	0.08
Final Sat.:	1600	2940	260	1600	2837	363	1600	3774	1026	1600	4677	123
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.02	0.13	0.13	0.07	0.16	0.16	0.04	0.29	0.29
Crit Moves:	****				****			****				****

Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Shoemaker Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	159	326	55	45	349	62	93	1120	131	34	856	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	326	55	45	349	62	93	1120	131	34	856	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	326	55	45	349	62	93	1120	131	34	856	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	326	55	45	349	62	93	1120	131	34	856	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	326	55	45	349	62	93	1120	131	34	856	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	326	55	45	349	62	93	1120	131	34	856	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	1.70	0.30	1.00	2.69	0.31	1.00	2.89	0.11
Final Sat.:	1600	2738	462	1600	2717	483	1600	4297	503	1600	4627	173
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.03	0.13	0.13	0.06	0.26	0.26	0.02	0.18	0.19
Crit Moves:	****				****			****			****	

Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Shoemaker Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	153	496	60	19	447	49	119	614	120	68	1261	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	496	60	19	447	49	119	614	120	68	1261	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	496	60	19	447	49	119	614	120	68	1261	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	496	60	19	447	49	119	614	120	68	1261	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	496	60	19	447	49	119	614	120	68	1261	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	496	60	19	447	49	119	614	120	68	1261	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2884	316	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.04	0.01	0.15	0.16	0.07	0.19	0.08	0.04	0.39	0.04
Crit Moves:	****					****	****				****	

Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Shoemaker Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	106	370	72	60	471	132	52	1196	187	45	787	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	370	72	60	471	132	52	1196	187	45	787	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	370	72	60	471	132	52	1196	187	45	787	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	370	72	60	471	132	52	1196	187	45	787	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	370	72	60	471	132	52	1196	187	45	787	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	370	72	60	471	132	52	1196	187	45	787	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2500	700	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.05	0.04	0.19	0.19	0.03	0.37	0.12	0.03	0.25	0.03
Crit Moves:	****				****			****		****		

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Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Painter Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	1	0	0 1	1	0	2 1	0	1	0	2 1	0
Volume Module:																
Base Vol:	21	291	21		355	161	59		57	566	41		26	1402	596	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	21	291	21		355	161	59		57	566	41		26	1402	596	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	21	291	21		355	161	59		57	566	41		26	1402	596	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	21	291	21		355	161	59		57	566	41		26	1402	596	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	291	21		355	161	59		57	566	41		26	1402	596	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	21	291	21		355	161	59		57	566	41		26	1402	596	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.38	0.62	1.00		1.00	2.80	0.20		1.00	2.11	0.89	
Final Sat.:	1600	1600	1600		2202	998	1600		1600	4476	324		1600	3368	1432	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.18	0.01		0.16	0.16	0.04		0.04	0.13	0.13		0.02	0.42	0.42	
Crit Moves:		****				****			****					****		

Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Painter Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	28	125	40	407	112	51	71	1234	32	24	738	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	125	40	407	112	51	71	1234	32	24	738	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	125	40	407	112	51	71	1234	32	24	738	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	125	40	407	112	51	71	1234	32	24	738	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	125	40	407	112	51	71	1234	32	24	738	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	125	40	407	112	51	71	1234	32	24	738	355
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.57	0.43	1.00	1.00	2.92	0.08	1.00	2.03	0.97
Final Sat.:	1600	1600	1600	2509	691	1600	1600	4679	121	1600	3241	1559
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.03	0.16	0.16	0.03	0.04	0.26	0.26	0.02	0.23	0.23
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Painter Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	161	6	62	101	31	79	539	16	40	1328	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	161	6	62	101	31	79	539	16	40	1328	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	161	6	62	101	31	79	539	16	40	1328	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	161	6	62	101	31	79	539	16	40	1328	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	161	6	62	101	31	79	539	16	40	1328	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	161	6	62	101	31	79	539	16	40	1328	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1543	57	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.04	0.06	0.02	0.05	0.17	0.01	0.03	0.42	0.08
Crit Moves:		****			****			****			****	

Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Painter Avenue (NS) at Florence Avenue (EW)

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	28	57	13	89	86	88	61	1368	14	28	767	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	57	13	89	86	88	61	1368	14	28	767	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	57	13	89	86	88	61	1368	14	28	767	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	57	13	89	86	88	61	1368	14	28	767	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	57	13	89	86	88	61	1368	14	28	767	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	57	13	89	86	88	61	1368	14	28	767	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1303	297	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.06	0.05	0.06	0.04	0.43	0.01	0.02	0.24	0.04
Crit Moves:		****		****				****		****		

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Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Painter Avenue (NS) at Mulberry Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	236	510	99	127	641	150	91	592	212	146	1262	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	510	99	127	641	150	91	592	212	146	1262	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	510	99	127	641	150	91	592	212	146	1262	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	510	99	127	641	150	91	592	212	146	1262	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	510	99	127	641	150	91	592	212	146	1262	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	510	99	127	641	150	91	592	212	146	1262	177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.21	0.79	1.00	2.63	0.37
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3534	1266	1600	4210	590
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.06	0.08	0.20	0.09	0.06	0.17	0.17	0.09	0.30	0.30
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Painter Avenue (NS) at Mulberry Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	238	799	278	193	640	109	112	1356	234	134	566	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	799	278	193	640	109	112	1356	234	134	566	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	799	278	193	640	109	112	1356	234	134	566	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	799	278	193	640	109	112	1356	234	134	566	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	799	278	193	640	109	112	1356	234	134	566	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	799	278	193	640	109	112	1356	234	134	566	141
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.56	0.44	1.00	2.40	0.60
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4094	706	1600	3843	957
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.17	0.12	0.20	0.07	0.07	0.33	0.33	0.08	0.15	0.15
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Carmenita Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	224	558	19	189	646	104	82	542	99	76	1383	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	558	19	189	646	104	82	542	99	76	1383	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	558	19	189	646	104	82	542	99	76	1383	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	558	19	189	646	104	82	542	99	76	1383	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	558	19	189	646	104	82	542	99	76	1383	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	558	19	189	646	104	82	542	99	76	1383	183
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.54	0.46	1.00	2.65	0.35
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4059	741	1600	4239	561
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.01	0.12	0.20	0.07	0.05	0.13	0.13	0.05	0.33	0.33
Crit Moves:	****				****			****				****

Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Carmenita Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	188	727	115	209	562	87	178	969	126	180	820	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	727	115	209	562	87	178	969	126	180	820	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	727	115	209	562	87	178	969	126	180	820	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	727	115	209	562	87	178	969	126	180	820	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	727	115	209	562	87	178	969	126	180	820	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	727	115	209	562	87	178	969	126	180	820	232
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.34	0.66
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4248	552	1600	3741	1059
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.07	0.13	0.18	0.05	0.11	0.23	0.23	0.11	0.22	0.22
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Carmenita Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	200	623	91	37	692	105	104	445	75	105	1296	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	623	91	37	692	105	104	445	75	105	1296	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	623	91	37	692	105	104	445	75	105	1296	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	623	91	37	692	105	104	445	75	105	1296	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	623	91	37	692	105	104	445	75	105	1296	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	623	91	37	692	105	104	445	75	105	1296	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.06	0.02	0.22	0.07	0.07	0.14	0.05	0.07	0.41	0.02
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Carmenita Avenue (NS) at Florence Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	100	796	206	90	636	115	186	1071	119	124	557	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	206	90	636	115	186	1071	119	124	557	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	796	206	90	636	115	186	1071	119	124	557	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	796	206	90	636	115	186	1071	119	124	557	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	796	206	90	636	115	186	1071	119	124	557	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	796	206	90	636	115	186	1071	119	124	557	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.13	0.06	0.20	0.07	0.12	0.33	0.07	0.08	0.17	0.02
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #15 Telegraph Road (NS) at Gunn Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1438	54	85	650	0	0	0	0	175	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1438	54	85	650	0	0	0	0	175	0	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1438	54	85	650	0	0	0	0	175	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1438	54	85	650	0	0	0	0	175	0	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1438	54	85	650	0	0	0	0	175	0	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1438	54	85	650	0	0	0	0	175	0	206
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	4626	174	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.05	0.14	0.00	0.00	0.00	0.00	0.11	0.00	0.13
Crit Moves:		****		****								****

****

Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #15 Telegraph Road (NS) at Gunn Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1094	151	170	1131	0	0	0	0	219	0	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1094	151	170	1131	0	0	0	0	219	0	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1094	151	170	1131	0	0	0	0	219	0	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1094	151	170	1131	0	0	0	0	219	0	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1094	151	170	1131	0	0	0	0	219	0	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1094	151	170	1131	0	0	0	0	219	0	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	4218	582	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.11	0.24	0.00	0.00	0.00	0.00	0.14	0.00	0.09
Crit Moves:		****		****						****		

****

Painter Avenue & Telegraph Road Project
Existing
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #16 Telegraph Road (NS) at Florence Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Prot+Permit						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	1	0		1	0	3	0	1		1	0	2	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	354	1142		47			76	596		22			21	414		162			136	1095		128		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	354	1142		47			76	596		22			21	414		162			136	1095		128		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	354	1142		47			76	596		22			21	414		162			136	1095		128		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	354	1142		47			76	596		22			21	414		162			136	1095		128		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	354	1142		47			76	596		22			21	414		162			136	1095		128		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	354	1142		47			76	596		22			21	414		162			136	1095		128		
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	2.88		0.12			1.00	3.00		1.00			1.00	2.00		1.00			1.00	1.79		0.21		
Final Sat.:	1600	4610		190			1600	4800		1600			1600	3200		1600			1600	2865		335		
Capacity Analysis Module:																								
Vol/Sat:	0.22	0.25		0.25			0.05	0.12		0.01			0.01	0.13		0.10			0.09	0.38		0.38		
Crit Moves:	****							****						****						****				

****

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Painter Avenue & Telegraph Road Project
Existing
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Telegraph Road (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	227	985	110	187	1136	39	68	1003	370	150	520	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	985	110	187	1136	39	68	1003	370	150	520	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	985	110	187	1136	39	68	1003	370	150	520	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	985	110	187	1136	39	68	1003	370	150	520	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	985	110	187	1136	39	68	1003	370	150	520	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	985	110	187	1136	39	68	1003	370	150	520	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1600	4318	482	1600	4800	1600	1600	3200	1600	1600	2684	516
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.12	0.24	0.02	0.04	0.31	0.23	0.09	0.19	0.19
Crit Moves:	****				****			****		****		

Existing Plus Project

Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bloomfield Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	82	580	80	53	607	231	175	776	137	33	1252	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	580	80	53	607	231	175	776	137	33	1252	170
Added Vol:	0	0	0	2	0	0	0	16	0	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	580	80	55	607	231	175	792	137	33	1256	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	580	80	55	607	231	175	792	137	33	1256	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	580	80	55	607	231	175	792	137	33	1256	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	580	80	55	607	231	175	792	137	33	1256	171
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.05	0.03	0.19	0.14	0.11	0.17	0.09	0.02	0.26	0.11
Crit Moves:	****				****			****				****

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bloomfield Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	91	607	68	109	581	219	148	1122	91	50	760	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	607	68	109	581	219	148	1122	91	50	760	55
Added Vol:	0	0	0	5	0	0	0	14	0	0	24	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	607	68	114	581	219	148	1136	91	50	784	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	607	68	114	581	219	148	1136	91	50	784	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	607	68	114	581	219	148	1136	91	50	784	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	607	68	114	581	219	148	1136	91	50	784	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.04	0.07	0.18	0.14	0.09	0.24	0.06	0.03	0.16	0.04
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Bloomfield Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	78	650	95	52	600	99	139	752	121	191	1138	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	650	95	52	600	99	139	752	121	191	1138	60
Added Vol:	0	0	3	0	0	0	0	10	0	1	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	650	98	52	600	99	139	762	121	192	1140	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	650	98	52	600	99	139	762	121	192	1140	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	650	98	52	600	99	139	762	121	192	1140	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	650	98	52	600	99	139	762	121	192	1140	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.06	0.03	0.19	0.06	0.09	0.24	0.08	0.12	0.36	0.04
Crit Moves:	****				****			****				****

Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Bloomfield Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	98	659	185	74	600	130	85	1192	79	84	933	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	659	185	74	600	130	85	1192	79	84	933	40
Added Vol:	0	0	5	0	0	0	0	9	0	6	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	659	190	74	600	130	85	1201	79	90	948	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	659	190	74	600	130	85	1201	79	90	948	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	659	190	74	600	130	85	1201	79	90	948	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	659	190	74	600	130	85	1201	79	90	948	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.12	0.05	0.19	0.08	0.05	0.38	0.05	0.06	0.30	0.03
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Shoemaker Avenue (NS) at Telegraph Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	185	395	35	29	360	46	107	614	167	59	1369	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	395	35	29	360	46	107	614	167	59	1369	36
Added Vol:	0	0	0	0	0	0	0	18	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	395	35	29	360	46	107	632	167	59	1374	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	395	35	29	360	46	107	632	167	59	1374	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	395	35	29	360	46	107	632	167	59	1374	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	395	35	29	360	46	107	632	167	59	1374	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.77	0.23	1.00	2.37	0.63	1.00	2.92	0.08
Final Sat.:	1600	2940	260	1600	2837	363	1600	3797	1003	1600	4677	123
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.02	0.13	0.13	0.07	0.17	0.17	0.04	0.29	0.29
Crit Moves:	****				****			****				****

Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #3 Shoemaker Avenue (NS) at Telegraph Road (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	159	326	55	45	349	62	93	1120	131	34	856	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	326	55	45	349	62	93	1120	131	34	856	32
Added Vol:	0	0	0	0	0	0	0	19	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	326	55	45	349	62	93	1139	131	34	884	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	326	55	45	349	62	93	1139	131	34	884	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	326	55	45	349	62	93	1139	131	34	884	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	326	55	45	349	62	93	1139	131	34	884	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	1.70	0.30	1.00	2.69	0.31	1.00	2.90	0.10
Final Sat.:	1600	2738	462	1600	2717	483	1600	4305	495	1600	4632	168
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.03	0.13	0.13	0.06	0.26	0.26	0.02	0.19	0.19
Crit Moves:	****				****			****			****	

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Shoemaker Avenue (NS) at Florence Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820	
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	100	Level Of Service:	D	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	153	496	60	19	447	49	119	614	120	68	1261	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	496	60	19	447	49	119	614	120	68	1261	70
Added Vol:	0	0	5	0	0	0	0	14	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	496	65	19	447	49	119	628	120	69	1265	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	496	65	19	447	49	119	628	120	69	1265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	496	65	19	447	49	119	628	120	69	1265	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	496	65	19	447	49	119	628	120	69	1265	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2884	316	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.04	0.01	0.15	0.16	0.07	0.20	0.08	0.04	0.40	0.04
Crit Moves:	****					****	****				****	

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Shoemaker Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	106	370	72	60	471	132	52	1196	187	45	787	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	370	72	60	471	132	52	1196	187	45	787	41
Added Vol:	0	0	5	0	0	0	0	14	0	7	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	370	77	60	471	132	52	1210	187	52	808	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	370	77	60	471	132	52	1210	187	52	808	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	370	77	60	471	132	52	1210	187	52	808	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	370	77	60	471	132	52	1210	187	52	808	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2500	700	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.05	0.04	0.19	0.19	0.03	0.38	0.12	0.03	0.25	0.03
Crit Moves:	****				****			****			****	

Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Painter Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	21	291	21	355	161	59	57	566	41	26	1402	596
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	291	21	355	161	59	57	566	41	26	1402	596
Added Vol:	5	1	2	0	4	0	0	6	12	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	292	23	355	165	59	57	572	53	51	1402	596
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	292	23	355	165	59	57	572	53	51	1402	596
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	292	23	355	165	59	57	572	53	51	1402	596
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	292	23	355	165	59	57	572	53	51	1402	596
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.37	0.63	1.00	1.00	2.75	0.25	1.00	2.11	0.89
Final Sat.:	1600	1600	1600	2185	1015	1600	1600	4393	407	1600	3368	1432
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.01	0.16	0.16	0.04	0.04	0.13	0.13	0.03	0.42	0.42
Crit Moves:		****		****			****				****	

Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Painter Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	28	125	40	407	112	51	71	1234	32	24	738	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	125	40	407	112	51	71	1234	32	24	738	355
Added Vol:	28	6	13	0	5	0	0	14	5	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	131	53	407	117	51	71	1248	37	57	738	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	131	53	407	117	51	71	1248	37	57	738	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	131	53	407	117	51	71	1248	37	57	738	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	131	53	407	117	51	71	1248	37	57	738	355
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.55	0.45	1.00	1.00	2.91	0.09	1.00	2.03	0.97
Final Sat.:	1600	1600	1600	2485	715	1600	1600	4662	138	1600	3241	1559
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.03	0.16	0.16	0.03	0.04	0.27	0.27	0.04	0.23	0.23
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Painter Avenue (NS) at Project Driveway #1 (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	333	0	0	228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	0	0	228	0	0	0	0	0	0	0
Added Vol:	0	4	10	14	28	0	0	0	0	5	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	337	10	14	256	0	0	0	0	5	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	337	10	14	256	0	0	0	0	5	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	337	10	14	256	0	0	0	0	5	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	347	xxxx	xxxxx	xxxx	xxxx	xxxxx	626	626	342
Potent Cap.:	xxxx	xxxx	xxxxx	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx	451	403	705
Move Cap.:	xxxx	xxxx	xxxxx	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx	447	399	705
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	491	476	xxxxx	542	481	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	613	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.0		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Painter Avenue (NS) at Project Driveway #1 (EW)

****

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	193	0	0	168	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	193	0	0	168	0	0	0	0	0	0	0
Added Vol:	0	30	23	32	12	0	0	0	0	17	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	223	23	32	180	0	0	0	0	17	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	223	23	32	180	0	0	0	0	17	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	223	23	32	180	0	0	0	0	17	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	246	xxxx	xxxxx	xxxx	xxxx	xxxxx	479	479	235
Potent Cap.:	xxxx	xxxx	xxxxx	1332	xxxx	xxxxx	xxxx	xxxx	xxxxx	549	489	810
Move Cap.:	xxxx	xxxx	xxxxx	1332	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	477	810
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	550	526	xxxxx	609	538	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	695	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.4		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 Painter Avenue (NS) at Project Driveway #2 (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	333	0	0	228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	0	0	228	0	0	0	0	0	0	0
Added Vol:	0	12	6	4	29	0	0	0	0	5	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	345	6	4	257	0	0	0	0	5	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	345	6	4	257	0	0	0	0	5	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	345	6	4	257	0	0	0	0	5	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	351	xxxx	xxxxx	xxxx	xxxx	xxxxx	613	613	348
Potent Cap.:	xxxx	xxxx	xxxxx	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx	459	410	700
Move Cap.:	xxxx	xxxx	xxxxx	1219	xxxx	xxxxx	xxxx	xxxx	xxxxx	458	409	700
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	505	486	xxxxx	550	489	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	570	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.4		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 Painter Avenue (NS) at Project Driveway #2 (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	193	0	0	168	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	193	0	0	168	0	0	0	0	0	0	0
Added Vol:	0	48	14	9	20	0	0	0	0	17	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	241	14	9	188	0	0	0	0	17	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	241	14	9	188	0	0	0	0	17	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	241	14	9	188	0	0	0	0	17	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	255	xxxx	xxxxx	xxxx	xxxx	xxxxx	454	454	248
Potent Cap.:	xxxx	xxxx	xxxxx	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx	568	505	796
Move Cap.:	xxxx	xxxx	xxxxx	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx	565	501	796
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	585	550	xxxxx	628	556	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	654	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.7		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Painter Avenue (NS) at Project Driveway #3 (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	333	0	0	228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	0	0	228	0	0	0	0	0	0	0
Added Vol:	0	16	3	14	19	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	349	3	14	247	0	0	0	0	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	349	3	14	247	0	0	0	0	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	349	3	14	247	0	0	0	0	0	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	352	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	351
Potent Cap.:	xxxx	xxxx	xxxxx	1218	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	697
Move Cap.:	xxxx	xxxx	xxxxx	1218	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	697
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	493	477	xxxxx	542	481	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Painter Avenue (NS) at Project Driveway #3 (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	1 0 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	193	0	0	168	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	193	0	0	168	0	0	0	0	0	0	0
Added Vol:	0	45	0	2	35	0	0	0	0	1	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	238	0	2	203	0	0	0	0	1	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	238	0	2	203	0	0	0	0	1	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	238	0	2	203	0	0	0	0	1	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	238	xxxx	xxxxx	xxxx	xxxx	xxxxx	445	445	238
Potent Cap.:	xxxx	xxxx	xxxxx	1341	xxxx	xxxxx	xxxx	xxxx	xxxxx	574	511	806
Move Cap.:	xxxx	xxxx	xxxxx	1341	xxxx	xxxxx	xxxx	xxxx	xxxxx	574	510	806
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	583	562	xxxxx	635	562	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	794	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.6		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Painter Avenue (NS) at Project Driveway #4 (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	333	0	0	228	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	0	0	228	0	0	0	0	0	0	0
Added Vol:	0	18	13	10	10	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	351	13	10	238	0	0	0	0	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	351	13	10	238	0	0	0	0	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	351	13	10	238	0	0	0	0	1	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	364	xxxx	xxxxx	xxxx	xxxx	xxxxx	616	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1206	xxxx	xxxxx	xxxx	xxxx	xxxxx	458	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1206	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	500	480	xxxxx	547	486	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.6	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.6		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #9 Painter Avenue (NS) at Project Driveway #4 (EW)

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	1 0	1	0	0 0 0	0	0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	193	0	0	168	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	193	0	0	168	0	0	0	0	0	0	0
Added Vol:	0	36	1	0	36	0	0	0	0	14	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	229	1	0	204	0	0	0	0	14	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	229	1	0	204	0	0	0	0	14	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	229	1	0	204	0	0	0	0	14	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	434	434	230
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	583	518	815
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	583	518	815
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	597	568	xxxxx	642	568	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	700	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.3		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #10 Painter Avenue (NS) at Florence Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	161	6	62	101	31	79	539	16	40	1328	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	161	6	62	101	31	79	539	16	40	1328	126
Added Vol:	0	2	0	4	1	5	18	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	163	6	66	102	36	97	539	16	40	1328	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	163	6	66	102	36	97	539	16	40	1328	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	163	6	66	102	36	97	539	16	40	1328	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	163	6	66	102	36	97	539	16	40	1328	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1543	57	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.04	0.06	0.02	0.06	0.17	0.01	0.03	0.42	0.09
Crit Moves:		****			****			****			****	

****

Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Painter Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	28	57	13	89	86	88	61	1368	14	28	767	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	57	13	89	86	88	61	1368	14	28	767	58
Added Vol:	0	5	0	18	4	28	18	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	62	13	107	90	116	79	1368	14	28	767	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	62	13	107	90	116	79	1368	14	28	767	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	62	13	107	90	116	79	1368	14	28	767	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	62	13	107	90	116	79	1368	14	28	767	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1323	277	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.07	0.06	0.07	0.05	0.43	0.01	0.02	0.24	0.05
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 Project Access (NS) at Telegraph Road (EW)

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[10.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	942	0	0	2024	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	942	0	0	2024	0
Added Vol:	0	0	8	0	0	0	0	2	6	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	8	0	0	0	0	944	6	0	2049	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	8	0	0	0	0	944	6	0	2049	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	8	0	0	0	0	944	6	0	2049	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	318	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	684	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	684	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		10.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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Note: Queue reported is the number of cars per lane.

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Project Access (NS) at Telegraph Road (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[13.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1681	0	0	1117	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1681	0	0	1117	0
Added Vol:	0	0	30	0	0	0	0	13	14	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	30	0	0	0	0	1694	14	0	1150	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	30	0	0	0	0	1694	14	0	1150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	30	0	0	0	0	1694	14	0	1150	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	572	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	469	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	469	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Painter Avenue (NS) at Mulberry Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	236	510	99	127	641	150	91	592	212	146	1262	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	510	99	127	641	150	91	592	212	146	1262	177
Added Vol:	1	2	0	0	5	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	512	99	127	646	150	91	592	215	146	1262	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	512	99	127	646	150	91	592	215	146	1262	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	512	99	127	646	150	91	592	215	146	1262	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	512	99	127	646	150	91	592	215	146	1262	177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.20	0.80	1.00	2.63	0.37
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3521	1279	1600	4210	590
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.06	0.08	0.20	0.09	0.06	0.17	0.17	0.09	0.30	0.30
Crit Moves:	****				****			****				****

Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Painter Avenue (NS) at Mulberry Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	238	799	278	193	640	109	112	1356	234	134	566	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	799	278	193	640	109	112	1356	234	134	566	141
Added Vol:	6	7	0	0	5	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	806	278	193	645	109	112	1356	239	134	566	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	806	278	193	645	109	112	1356	239	134	566	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	806	278	193	645	109	112	1356	239	134	566	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	806	278	193	645	109	112	1356	239	134	566	141
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.55	0.45	1.00	2.40	0.60
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4081	719	1600	3843	957
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.17	0.12	0.20	0.07	0.07	0.33	0.33	0.08	0.15	0.15
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Carmenita Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	224	558	19	189	646	104	82	542	99	76	1383	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	558	19	189	646	104	82	542	99	76	1383	183
Added Vol:	0	0	0	0	0	8	3	7	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	558	19	189	646	112	85	549	99	76	1401	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	558	19	189	646	112	85	549	99	76	1401	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	558	19	189	646	112	85	549	99	76	1401	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	558	19	189	646	112	85	549	99	76	1401	183
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.54	0.46	1.00	2.65	0.35
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4067	733	1600	4245	555
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.01	0.12	0.20	0.07	0.05	0.13	0.14	0.05	0.33	0.33
Crit Moves:	****				****			****				****

Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Carmenita Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	188	727	115	209	562	87	178	969	126	180	820	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	727	115	209	562	87	178	969	126	180	820	232
Added Vol:	0	0	0	0	0	10	13	30	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	727	115	209	562	97	191	999	126	180	844	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	727	115	209	562	97	191	999	126	180	844	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	727	115	209	562	97	191	999	126	180	844	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	727	115	209	562	97	191	999	126	180	844	232
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.35	0.65
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4262	538	1600	3765	1035
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.07	0.13	0.18	0.06	0.12	0.23	0.23	0.11	0.22	0.22
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Carmenita Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	200	623	91	37	692	105	104	445	75	105	1296	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	623	91	37	692	105	104	445	75	105	1296	24
Added Vol:	9	0	0	0	0	0	0	1	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	623	91	37	692	105	104	446	78	105	1298	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	623	91	37	692	105	104	446	78	105	1298	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	623	91	37	692	105	104	446	78	105	1298	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	623	91	37	692	105	104	446	78	105	1298	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.06	0.02	0.22	0.07	0.07	0.14	0.05	0.07	0.41	0.02
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #14 Carmenita Avenue (NS) at Florence Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	100	796	206	90	636	115	186	1071	119	124	557	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	206	90	636	115	186	1071	119	124	557	36
Added Vol:	10	0	0	0	0	0	0	4	14	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	796	206	90	636	115	186	1075	133	124	562	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	796	206	90	636	115	186	1075	133	124	562	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	796	206	90	636	115	186	1075	133	124	562	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	796	206	90	636	115	186	1075	133	124	562	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.13	0.06	0.20	0.07	0.12	0.34	0.08	0.08	0.18	0.02
Crit Moves:		****		****				****		****		

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Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Telegraph Road (NS) at Gunn Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1438	54	85	650	0	0	0	0	175	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1438	54	85	650	0	0	0	0	175	0	206
Added Vol:	0	14	0	1	6	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1452	54	86	656	0	0	0	0	175	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1452	54	86	656	0	0	0	0	175	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1452	54	86	656	0	0	0	0	175	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1452	54	86	656	0	0	0	0	175	0	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	4628	172	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.05	0.14	0.00	0.00	0.00	0.00	0.11	0.00	0.13
Crit Moves:		****		****								****

Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #15 Telegraph Road (NS) at Gunn Avenue (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1094	151	170	1131	0	0	0	0	219	0	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1094	151	170	1131	0	0	0	0	219	0	138
Added Vol:	0	19	0	6	24	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1113	151	176	1155	0	0	0	0	219	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1113	151	176	1155	0	0	0	0	219	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1113	151	176	1155	0	0	0	0	219	0	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1113	151	176	1155	0	0	0	0	219	0	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	4227	573	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.11	0.24	0.00	0.00	0.00	0.00	0.14	0.00	0.09
Crit Moves:		****		****						****		

****

Painter Avenue & Telegraph Road Project
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #16 Telegraph Road (NS) at Florence Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844	
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	100	Level Of Service:	D	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	354	1142	47	76	596	22	21	414	162	136	1095	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	1142	47	76	596	22	21	414	162	136	1095	128
Added Vol:	0	8	0	3	3	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	1150	47	79	599	22	21	414	162	136	1095	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	1150	47	79	599	22	21	414	162	136	1095	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	1150	47	79	599	22	21	414	162	136	1095	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	1150	47	79	599	22	21	414	162	136	1095	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1600	4612	188	1600	4800	1600	1600	3200	1600	1600	2849	351
Capacity Analysis Module:												
Vol/Sat:	0.22	0.25	0.25	0.05	0.12	0.01	0.01	0.13	0.10	0.09	0.38	0.38
Crit Moves:	****				****		****				****	

****

Painter Avenue & Telegraph Road Project
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #16 Telegraph Road (NS) at Florence Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 3	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	227	985	110		187	1136	39		68	1003	370		150	520	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	227	985	110		187	1136	39		68	1003	370		150	520	100	
Added Vol:	0	10	0		11	13	0		0	0	0		0	0	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	227	995	110		198	1149	39		68	1003	370		150	520	109	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	227	995	110		198	1149	39		68	1003	370		150	520	109	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	227	995	110		198	1149	39		68	1003	370		150	520	109	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	227	995	110		198	1149	39		68	1003	370		150	520	109	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.70	0.30		1.00	3.00	1.00		1.00	2.00	1.00		1.00	1.65	0.35	
Final Sat.:	1600	4322	478		1600	4800	1600		1600	3200	1600		1600	2645	555	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.23	0.23		0.12	0.24	0.02		0.04	0.31	0.23		0.09	0.20	0.20	
Crit Moves:	****					****				****			****			

****

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Year 2017 Without Project

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #1 Bloomfield Avenue (NS) at Telegraph Road (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	82	580	80	53	607	231	175	776	137	33	1252	170
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	84	592	82	54	619	236	179	792	140	34	1277	173
Added Vol:	9	24	6	0	47	1	1	18	32	22	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	616	88	54	666	237	180	810	172	56	1292	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	616	88	54	666	237	180	810	172	56	1292	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	616	88	54	666	237	180	810	172	56	1292	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	616	88	54	666	237	180	810	172	56	1292	173
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.05	0.03	0.21	0.15	0.11	0.17	0.11	0.03	0.27	0.11
Crit Moves:	****				****			****				****

****

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bloomfield Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	91	607	68	109	581	219	148	1122	91	50	760	55
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	93	619	69	111	593	223	151	1145	93	51	775	56
Added Vol:	34	48	22	0	27	4	1	9	13	7	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	667	91	111	620	227	152	1154	106	58	792	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	667	91	111	620	227	152	1154	106	58	792	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	667	91	111	620	227	152	1154	106	58	792	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	667	91	111	620	227	152	1154	106	58	792	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.06	0.07	0.19	0.14	0.09	0.24	0.07	0.04	0.17	0.04
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Bloomfield Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	78	650	95	52	600	99	139	752	121	191	1138	60
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	80	663	97	53	612	101	142	767	123	195	1161	61
Added Vol:	1	28	9	0	63	38	10	20	3	36	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	691	106	53	675	139	152	787	126	231	1198	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	691	106	53	675	139	152	787	126	231	1198	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	691	106	53	675	139	152	787	126	231	1198	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	691	106	53	675	139	152	787	126	231	1198	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.07	0.03	0.21	0.09	0.09	0.25	0.08	0.14	0.37	0.04
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Bloomfield Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	98	659	185	74	600	130	85	1192	79	84	933	40
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	672	189	75	612	133	87	1216	81	86	952	41
Added Vol:	5	65	41	0	34	13	39	32	2	14	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	737	230	75	646	146	126	1248	83	100	968	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	737	230	75	646	146	126	1248	83	100	968	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	737	230	75	646	146	126	1248	83	100	968	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	737	230	75	646	146	126	1248	83	100	968	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.14	0.05	0.20	0.09	0.08	0.39	0.05	0.06	0.30	0.03
Crit Moves:		****			****			****			****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Shoemaker Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	185	395	35	29	360	46	107	614	167	59	1369	36
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	189	403	36	30	367	47	109	626	170	60	1397	37
Added Vol:	0	9	0	0	11	22	6	18	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	412	36	30	378	69	115	644	170	60	1412	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	412	36	30	378	69	115	644	170	60	1412	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	412	36	30	378	69	115	644	170	60	1412	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	412	36	30	378	69	115	644	170	60	1412	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.69	0.31	1.00	2.37	0.63	1.00	2.92	0.08
Final Sat.:	1600	2945	255	1600	2707	493	1600	3796	1004	1600	4678	122
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.02	0.14	0.14	0.07	0.17	0.17	0.04	0.30	0.30
Crit Moves:	****				****			****				****

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Shoemaker Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	159	326	55	45	349	62	93	1120	131	34	856	32
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	162	333	56	46	356	63	95	1143	134	35	873	33
Added Vol:	0	15	0	0	12	7	22	9	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	348	56	46	368	70	117	1152	134	35	890	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	348	56	46	368	70	117	1152	134	35	890	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	348	56	46	368	70	117	1152	134	35	890	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	348	56	46	368	70	117	1152	134	35	890	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.68	0.32	1.00	2.69	0.31	1.00	2.89	0.11
Final Sat.:	1600	2755	445	1600	2687	513	1600	4301	499	1600	4630	170
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.03	0.14	0.14	0.07	0.27	0.27	0.02	0.19	0.19
Crit Moves:	****				****			****			****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Shoemaker Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	153	496	60	19	447	49	119	614	120	68	1261	70
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	156	506	61	19	456	50	121	626	122	69	1286	71
Added Vol:	0	5	0	0	4	7	3	27	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	511	61	19	460	57	124	653	122	69	1352	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	511	61	19	460	57	124	653	122	69	1352	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	511	61	19	460	57	124	653	122	69	1352	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	511	61	19	460	57	124	653	122	69	1352	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2847	353	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.04	0.01	0.16	0.16	0.08	0.20	0.08	0.04	0.42	0.04
Crit Moves:	****				****			****				****

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Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Shoemaker Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	106	370	72	60	471	132	52	1196	187	45	787	41
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	108	377	73	61	480	135	53	1220	191	46	803	42
Added Vol:	0	5	0	0	6	5	9	64	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	382	73	61	486	140	62	1284	191	46	829	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	382	73	61	486	140	62	1284	191	46	829	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	382	73	61	486	140	62	1284	191	46	829	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	382	73	61	486	140	62	1284	191	46	829	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2486	714	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.05	0.04	0.20	0.20	0.04	0.40	0.12	0.03	0.26	0.03
Crit Moves:	****				****			****			****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Painter Avenue (NS) at Telegraph Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	21	291	21	355	161	59	57	566	41	26	1402	596
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	21	297	21	362	164	60	58	577	42	27	1430	608
Added Vol:	0	0	0	7	0	0	0	18	0	0	15	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	297	21	369	164	60	58	595	42	27	1445	621
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	297	21	369	164	60	58	595	42	27	1445	621
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	297	21	369	164	60	58	595	42	27	1445	621
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	297	21	369	164	60	58	595	42	27	1445	621
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.38	0.62	1.00	1.00	2.80	0.20	1.00	2.10	0.90
Final Sat.:	1600	1600	1600	2215	985	1600	1600	4485	315	1600	3357	1443
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.01	0.17	0.17	0.04	0.04	0.13	0.13	0.02	0.43	0.43
Crit Moves:		****			****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Painter Avenue (NS) at Telegraph Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	28	125	40	407	112	51	71	1234	32	24	738	355
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	29	128	41	415	114	52	72	1259	33	24	753	362
Added Vol:	0	0	0	10	0	0	0	9	0	0	17	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	128	41	425	114	52	72	1268	33	24	770	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	128	41	425	114	52	72	1268	33	24	770	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	128	41	425	114	52	72	1268	33	24	770	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	128	41	425	114	52	72	1268	33	24	770	367
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.58	0.42	1.00	1.00	2.92	0.08	1.00	2.03	0.97
Final Sat.:	1600	1600	1600	2522	678	1600	1600	4680	120	1600	3250	1550
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.03	0.17	0.17	0.03	0.05	0.27	0.27	0.02	0.24	0.24
Crit Moves:		****			****			****			****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Painter Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	161	6	62	101	31	79	539	16	40	1328	126
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	164	6	63	103	32	81	550	16	41	1355	129
Added Vol:	0	0	0	0	0	0	0	27	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	164	6	63	103	32	81	577	16	41	1421	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	164	6	63	103	32	81	577	16	41	1421	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	164	6	63	103	32	81	577	16	41	1421	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	164	6	63	103	32	81	577	16	41	1421	129
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1543	57	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.04	0.06	0.02	0.05	0.18	0.01	0.03	0.44	0.08
Crit Moves:		****		****			****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Painter Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	28	57	13	89	86	88	61	1368	14	28	767	58
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	29	58	13	91	88	90	62	1395	14	29	782	59
Added Vol:	0	0	0	0	0	0	0	64	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	58	13	91	88	90	62	1459	14	29	808	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	58	13	91	88	90	62	1459	14	29	808	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	58	13	91	88	90	62	1459	14	29	808	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	58	13	91	88	90	62	1459	14	29	808	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1303	297	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.06	0.05	0.06	0.04	0.46	0.01	0.02	0.25	0.04
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Painter Avenue (NS) at Mulberry Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	236	510	99	127	641	150	91	592	212	146	1262	177
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	241	520	101	130	654	153	93	604	216	149	1287	181
Added Vol:	4	11	0	0	31	0	0	10	4	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	531	101	130	685	153	93	614	220	149	1299	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	531	101	130	685	153	93	614	220	149	1299	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	531	101	130	685	153	93	614	220	149	1299	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	531	101	130	685	153	93	614	220	149	1299	181
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.21	0.79	1.00	2.63	0.37
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3533	1267	1600	4214	586
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.06	0.08	0.21	0.10	0.06	0.17	0.17	0.09	0.31	0.31
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Painter Avenue (NS) at Mulberry Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	238	799	278	193	640	109	112	1356	234	134	566	141
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	243	815	284	197	653	111	114	1383	239	137	577	144
Added Vol:	3	30	0	0	10	0	0	12	3	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	845	284	197	663	111	114	1395	242	137	587	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	845	284	197	663	111	114	1395	242	137	587	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	845	284	197	663	111	114	1395	242	137	587	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	845	284	197	663	111	114	1395	242	137	587	144
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.56	0.44	1.00	2.41	0.59
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4091	709	1600	3856	944
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.18	0.12	0.21	0.07	0.07	0.34	0.34	0.09	0.15	0.15
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #13 Carmenita Avenue (NS) at Telegraph Road (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	224	558	19	189	646	104	82	542	99	76	1383	183
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	229	569	19	193	659	106	84	553	101	78	1411	187
Added Vol:	0	10	12	12	29	0	0	23	2	12	28	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	579	31	205	688	106	84	576	103	90	1439	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	579	31	205	688	106	84	576	103	90	1439	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	579	31	205	688	106	84	576	103	90	1439	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	579	31	205	688	106	84	576	103	90	1439	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.54	0.46	1.00	2.64	0.36
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4072	728	1600	4218	582
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.02	0.13	0.21	0.07	0.05	0.14	0.14	0.06	0.34	0.34
Crit Moves:	****				****		****				****	

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Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Carmenita Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	188	727	115	209	562	87	178	969	126	180	820	232
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	192	742	117	213	573	89	182	988	129	184	836	237
Added Vol:	2	30	6	6	10	0	0	19	0	7	20	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	772	123	219	583	89	182	1007	129	191	856	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	772	123	219	583	89	182	1007	129	191	856	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	772	123	219	583	89	182	1007	129	191	856	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	772	123	219	583	89	182	1007	129	191	856	244
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.34	0.66
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4257	543	1600	3737	1063
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.08	0.14	0.18	0.06	0.11	0.24	0.24	0.12	0.23	0.23
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Carmenita Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	200	623	91	37	692	105	104	445	75	105	1296	24
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	204	636	93	38	706	107	106	454	77	107	1322	24
Added Vol:	0	18	0	0	28	15	4	23	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	654	93	38	734	122	110	477	77	107	1373	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	654	93	38	734	122	110	477	77	107	1373	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	654	93	38	734	122	110	477	77	107	1373	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	654	93	38	734	122	110	477	77	107	1373	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.06	0.02	0.23	0.08	0.07	0.15	0.05	0.07	0.43	0.02
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Carmenita Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	100	796	206	90	636	115	186	1071	119	124	557	36
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	102	812	210	92	649	117	190	1093	121	126	568	37
Added Vol:	0	22	0	0	11	6	17	47	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	834	210	92	660	123	207	1140	121	126	588	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	834	210	92	660	123	207	1140	121	126	588	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	834	210	92	660	123	207	1140	121	126	588	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	834	210	92	660	123	207	1140	121	126	588	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.13	0.06	0.21	0.08	0.13	0.36	0.08	0.08	0.18	0.02
Crit Moves:		****			****			****			****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #15 Telegraph Road (NS) at Gunn Avenue (EW)

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1438	54	85	650	0	0	0	0	175	0	206
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1467	55	87	663	0	0	0	0	179	0	210
Added Vol:	0	9	50	44	4	0	0	0	0	46	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1476	105	131	667	0	0	0	0	225	0	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1476	105	131	667	0	0	0	0	225	0	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1476	105	131	667	0	0	0	0	225	0	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1476	105	131	667	0	0	0	0	225	0	252
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	4481	319	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.08	0.14	0.00	0.00	0.00	0.00	0.14	0.00	0.16
Crit Moves:		****		****								****

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Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Telegraph Road (NS) at Gunn Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1094	151	170	1131	0	0	0	0	219	0	138
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1116	154	173	1154	0	0	0	0	223	0	141
Added Vol:	0	9	25	23	8	0	0	0	0	26	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1125	179	196	1162	0	0	0	0	249	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1125	179	196	1162	0	0	0	0	249	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1125	179	196	1162	0	0	0	0	249	0	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1125	179	196	1162	0	0	0	0	249	0	164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.59	0.41	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	4141	659	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.12	0.24	0.00	0.00	0.00	0.00	0.16	0.00	0.10
Crit Moves:		****		****						****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Telegraph Road (NS) at Florence Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	1	0	1	0 3	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	354	1142	47		76	596	22		21	414	162		136	1095	128	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	361	1165	48		78	608	22		21	422	165		139	1117	131	
Added Vol:	24	40	0		6	33	12		12	4	6		0	15	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	385	1205	48		84	641	34		33	426	171		139	1132	137	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	385	1205	48		84	641	34		33	426	171		139	1132	137	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	385	1205	48		84	641	34		33	426	171		139	1132	137	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	385	1205	48		84	641	34		33	426	171		139	1132	137	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.89	0.11		1.00	3.00	1.00		1.00	2.00	1.00		1.00	1.78	0.22	
Final Sat.:	1600	4616	184		1600	4800	1600		1600	3200	1600		1600	2855	345	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.26	0.26		0.05	0.13	0.02		0.02	0.13	0.11		0.09	0.40	0.40	
Crit Moves:	****					****			****					****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Telegraph Road (NS) at Florence Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	227	985	110	187	1136	39	68	1003	370	150	520	100
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	232	1005	112	191	1159	40	69	1023	377	153	530	102
Added Vol:	8	25	0	3	25	7	6	17	24	0	6	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1030	112	194	1184	47	75	1040	401	153	536	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	1030	112	194	1184	47	75	1040	401	153	536	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1030	112	194	1184	47	75	1040	401	153	536	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	1030	112	194	1184	47	75	1040	401	153	536	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	1600	4328	472	1600	4800	1600	1600	3200	1600	1600	2676	524
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.24	0.12	0.25	0.03	0.05	0.33	0.25	0.10	0.20	0.20
Crit Moves:	****				****			****			****	

Year 2017 With Project

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bloomfield Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	82	580	80	53	607	231	175	776	137	33	1252	170
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	84	592	82	54	619	236	179	792	140	34	1277	173
Added Vol:	9	24	6	2	47	1	1	34	32	22	19	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	616	88	56	666	237	180	826	172	56	1296	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	616	88	56	666	237	180	826	172	56	1296	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	616	88	56	666	237	180	826	172	56	1296	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	616	88	56	666	237	180	826	172	56	1296	174
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.05	0.04	0.21	0.15	0.11	0.17	0.11	0.03	0.27	0.11
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bloomfield Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	91	607	68	109	581	219	148	1122	91	50	760	55
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	93	619	69	111	593	223	151	1145	93	51	775	56
Added Vol:	34	48	22	5	27	4	1	23	13	7	41	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	667	91	116	620	227	152	1168	106	58	816	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	667	91	116	620	227	152	1168	106	58	816	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	667	91	116	620	227	152	1168	106	58	816	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	667	91	116	620	227	152	1168	106	58	816	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.06	0.07	0.19	0.14	0.09	0.24	0.07	0.04	0.17	0.04
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Bloomfield Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	78	650	95	52	600	99	139	752	121	191	1138	60
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	80	663	97	53	612	101	142	767	123	195	1161	61
Added Vol:	1	28	13	0	63	38	10	31	3	37	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	691	110	53	675	139	152	798	126	232	1200	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	691	110	53	675	139	152	798	126	232	1200	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	691	110	53	675	139	152	798	126	232	1200	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	691	110	53	675	139	152	798	126	232	1200	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.07	0.03	0.21	0.09	0.09	0.25	0.08	0.14	0.37	0.04
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Bloomfield Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	98	659	185	74	600	130	85	1192	79	84	933	40
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	672	189	75	612	133	87	1216	81	86	952	41
Added Vol:	5	65	46	0	34	13	39	41	2	20	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	737	235	75	646	146	126	1257	83	106	983	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	737	235	75	646	146	126	1257	83	106	983	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	737	235	75	646	146	126	1257	83	106	983	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	737	235	75	646	146	126	1257	83	106	983	41
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.15	0.05	0.20	0.09	0.08	0.39	0.05	0.07	0.31	0.03
Crit Moves:		****			****			****			****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Shoemaker Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	185	395	35	29	360	46	107	614	167	59	1369	36
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	189	403	36	30	367	47	109	626	170	60	1397	37
Added Vol:	0	9	0	0	11	22	6	36	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	412	36	30	378	69	115	662	170	60	1418	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	412	36	30	378	69	115	662	170	60	1418	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	412	36	30	378	69	115	662	170	60	1418	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	412	36	30	378	69	115	662	170	60	1418	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.69	0.31	1.00	2.39	0.61	1.00	2.92	0.08
Final Sat.:	1600	2945	255	1600	2707	493	1600	3818	982	1600	4679	121
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.02	0.14	0.14	0.07	0.17	0.17	0.04	0.30	0.30
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Shoemaker Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	159	326	55	45	349	62	93	1120	131	34	856	32
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	162	333	56	46	356	63	95	1143	134	35	873	33
Added Vol:	0	15	0	0	12	7	22	28	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	348	56	46	368	70	117	1171	134	35	918	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	348	56	46	368	70	117	1171	134	35	918	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	348	56	46	368	70	117	1171	134	35	918	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	348	56	46	368	70	117	1171	134	35	918	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.68	0.32	1.00	2.69	0.31	1.00	2.90	0.10
Final Sat.:	1600	2755	445	1600	2687	513	1600	4308	492	1600	4635	165
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.03	0.14	0.14	0.07	0.27	0.27	0.02	0.20	0.20
Crit Moves:	****				****			****			****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Shoemaker Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	153	496	60	19	447	49	119	614	120	68	1261	70
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	156	506	61	19	456	50	121	626	122	69	1286	71
Added Vol:	0	5	5	0	4	7	3	40	0	1	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	511	66	19	460	57	124	666	122	70	1356	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	511	66	19	460	57	124	666	122	70	1356	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	511	66	19	460	57	124	666	122	70	1356	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	511	66	19	460	57	124	666	122	70	1356	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2847	353	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.04	0.01	0.16	0.16	0.08	0.21	0.08	0.04	0.42	0.04
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Shoemaker Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	106	370	72	60	471	132	52	1196	187	45	787	41
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	108	377	73	61	480	135	53	1220	191	46	803	42
Added Vol:	0	5	5	0	6	5	9	78	0	7	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	382	78	61	486	140	62	1298	191	53	849	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	382	78	61	486	140	62	1298	191	53	849	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	382	78	61	486	140	62	1298	191	53	849	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	382	78	61	486	140	62	1298	191	53	849	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2486	714	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.05	0.04	0.20	0.20	0.04	0.41	0.12	0.03	0.27	0.03
Crit Moves:	****				****			****		****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Painter Avenue (NS) at Telegraph Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	1	0	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module:																								
Base Vol:	21		291		21		355		161		59		57		566		41		26		1402		596	
Growth Adj:	1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02	
Initial Bse:	21		297		21		362		164		60		58		577		42		27		1430		608	
Added Vol:	5		1		2		7		4		0		0		24		12		25		15		13	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	26		298		23		369		168		60		58		601		54		52		1445		621	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	26		298		23		369		168		60		58		601		54		52		1445		621	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	26		298		23		369		168		60		58		601		54		52		1445		621	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	26		298		23		369		168		60		58		601		54		52		1445		621	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.37		0.63		1.00		1.00		2.75		0.25		1.00		2.10		0.90	
Final Sat.:	1600		1600		1600		2198		1002		1600		1600		4406		394		1600		3357		1443	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.19		0.01		0.17		0.17		0.04		0.04		0.14		0.14		0.03		0.43		0.43	
Crit Moves:			****				****						****								****			

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Painter Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1	1 0	0 1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	28	125	40	407	112	51	71	1234	32	24	738	355
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	29	128	41	415	114	52	72	1259	33	24	753	362
Added Vol:	28	6	13	10	5	0	0	23	5	33	17	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	134	54	425	119	52	72	1282	38	57	770	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	134	54	425	119	52	72	1282	38	57	770	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	134	54	425	119	52	72	1282	38	57	770	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	134	54	425	119	52	72	1282	38	57	770	367
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.56	0.44	1.00	1.00	2.91	0.09	1.00	2.03	0.97
Final Sat.:	1600	1600	1600	2499	701	1600	1600	4663	137	1600	3250	1550
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.03	0.17	0.17	0.03	0.05	0.27	0.27	0.04	0.24	0.24
Crit Moves:		****			****			****			****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Painter Avenue (NS) at Project Driveway #1 (EW)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	333	0	0	228	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	340	0	0	233	0	0	0	0	0	0	0
Added Vol:	0	4	10	14	28	0	0	0	0	5	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	344	10	14	261	0	0	0	0	5	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	344	10	14	261	0	0	0	0	5	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	344	10	14	261	0	0	0	0	5	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	354	xxxx	xxxxx	xxxx	xxxx	xxxxx	637	637	349
Potent Cap.:	xxxx	xxxx	xxxxx	1216	xxxx	xxxxx	xxxx	xxxx	xxxxx	444	397	699
Move Cap.:	xxxx	xxxx	xxxxx	1216	xxxx	xxxxx	xxxx	xxxx	xxxxx	441	393	699
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	471	xxxxx	537	477	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	608	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.0		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Painter Avenue (NS) at Project Driveway #1 (EW)

****

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[10.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	193	0	0	168	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	197	0	0	171	0	0	0	0	0	0	0
Added Vol:	0	30	23	32	12	0	0	0	0	17	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	227	23	32	183	0	0	0	0	17	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	227	23	32	183	0	0	0	0	17	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	227	23	32	183	0	0	0	0	17	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	250	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	486	238
Potent Cap.:	xxxx	xxxx	xxxxx	1327	xxxx	xxxxx	xxxx	xxxx	xxxxx	544	484	806
Move Cap.:	xxxx	xxxx	xxxxx	1327	xxxx	xxxxx	xxxx	xxxx	xxxxx	534	473	806
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	546	523	xxxxx	605	535	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	691	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.5		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 Painter Avenue (NS) at Project Driveway #2 (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	333	0	0	228	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	340	0	0	233	0	0	0	0	0	0	0
Added Vol:	0	12	6	4	29	0	0	0	0	5	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	352	6	4	262	0	0	0	0	5	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	352	6	4	262	0	0	0	0	5	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	352	6	4	262	0	0	0	0	5	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	358	xxxx	xxxxx	xxxx	xxxx	xxxxx	624	624	355
Potent Cap.:	xxxx	xxxx	xxxxx	1212	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	404	694
Move Cap.:	xxxx	xxxx	xxxxx	1212	xxxx	xxxxx	xxxx	xxxx	xxxxx	451	403	694
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	499	482	xxxxx	545	484	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	565	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.4		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 Painter Avenue (NS) at Project Driveway #2 (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	193	0	0	168	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	197	0	0	171	0	0	0	0	0	0	0
Added Vol:	0	48	14	9	20	0	0	0	0	17	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	245	14	9	191	0	0	0	0	17	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	245	14	9	191	0	0	0	0	17	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	245	14	9	191	0	0	0	0	17	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	259	xxxx	xxxxx	xxxx	xxxx	xxxxx	461	461	252
Potent Cap.:	xxxx	xxxx	xxxxx	1317	xxxx	xxxxx	xxxx	xxxx	xxxxx	562	500	792
Move Cap.:	xxxx	xxxx	xxxxx	1317	xxxx	xxxxx	xxxx	xxxx	xxxxx	559	497	792
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	580	547	xxxxx	624	553	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	651	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.7		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Painter Avenue (NS) at Project Driveway #3 (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	333	0	0	228	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	340	0	0	233	0	0	0	0	0	0	0
Added Vol:	0	16	3	14	19	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	356	3	14	252	0	0	0	0	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	356	3	14	252	0	0	0	0	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	356	3	14	252	0	0	0	0	0	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	359	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	357
Potent Cap.:	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	691
Move Cap.:	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	691
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	488	472	xxxxx	537	477	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Painter Avenue (NS) at Project Driveway #3 (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	1 0 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	193	0	0	168	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	197	0	0	171	0	0	0	0	0	0	0
Added Vol:	0	45	0	2	35	0	0	0	0	1	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	242	0	2	206	0	0	0	0	1	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	242	0	2	206	0	0	0	0	1	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	242	0	2	206	0	0	0	0	1	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	242	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	452	242
Potent Cap.:	xxxx	xxxx	xxxxx	1336	xxxx	xxxxx	xxxx	xxxx	xxxxx	569	506	802
Move Cap.:	xxxx	xxxx	xxxxx	1336	xxxx	xxxxx	xxxx	xxxx	xxxxx	568	505	802
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	579	558	xxxxx	631	559	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	790	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.7		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #9 Painter Avenue (NS) at Project Driveway #4 (EW)

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			1 0 0 0 0		
Volume Module:												
Base Vol:	0	333	0	0	228	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	340	0	0	233	0	0	0	0	0	0	0
Added Vol:	0	18	13	10	10	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	358	13	10	243	0	0	0	0	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	358	13	10	243	0	0	0	0	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	358	13	10	243	0	0	0	0	1	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	371	xxxx	xxxxx	xxxx	xxxx	xxxxx	627	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1199	xxxx	xxxxx	xxxx	xxxx	xxxxx	451	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1199	xxxx	xxxxx	xxxx	xxxx	xxxxx	448	xxxx	xxxxx
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	495	475	xxxxx	542	481	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #9 Painter Avenue (NS) at Project Driveway #4 (EW)

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	193	0	0	168	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	197	0	0	171	0	0	0	0	0	0	0
Added Vol:	0	36	1	0	36	0	0	0	0	14	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	233	1	0	207	0	0	0	0	14	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	233	1	0	207	0	0	0	0	14	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	233	1	0	207	0	0	0	0	14	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	441	441	233
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	578	514	811
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	578	514	811
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	593	565	xxxxx	638	565	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	696	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.3		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

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Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Painter Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	11	161	6	62	101	31	79	539	16	40	1328	126
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	164	6	63	103	32	81	550	16	41	1355	129
Added Vol:	0	2	0	4	1	5	18	27	0	0	66	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	166	6	67	104	37	99	577	16	41	1421	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	166	6	67	104	37	99	577	16	41	1421	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	166	6	67	104	37	99	577	16	41	1421	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	166	6	67	104	37	99	577	16	41	1421	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1543	57	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.04	0.07	0.02	0.06	0.18	0.01	0.03	0.44	0.09
Crit Moves:		****			****			****			****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Painter Avenue (NS) at Florence Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	28	57	13	89	86	88	61	1368	14	28	767	58
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	29	58	13	91	88	90	62	1395	14	29	782	59
Added Vol:	0	5	0	18	4	28	18	64	0	0	26	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	63	13	109	92	118	80	1459	14	29	808	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	63	13	109	92	118	80	1459	14	29	808	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	63	13	109	92	118	80	1459	14	29	808	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	63	13	109	92	118	80	1459	14	29	808	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1322	278	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.07	0.06	0.07	0.05	0.46	0.01	0.02	0.25	0.05
Crit Moves:		****		****				****		****		

****

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 Project Access (NS) at Telegraph Road (EW)

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	942	0	0	2024	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	961	0	0	2065	0
Added Vol:	0	0	8	0	0	0	0	27	6	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	8	0	0	0	0	988	6	0	2118	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	8	0	0	0	0	988	6	0	2118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	8	0	0	0	0	988	6	0	2118	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	332	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	669	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	669	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		10.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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Note: Queue reported is the number of cars per lane.

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Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Project Access (NS) at Telegraph Road (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1681	0	0	1117	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	1715	0	0	1139	0
Added Vol:	0	0	30	0	0	0	0	32	14	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	30	0	0	0	0	1747	14	0	1194	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	30	0	0	0	0	1747	14	0	1194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	30	0	0	0	0	1747	14	0	1194	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	589	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	456	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	456	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Painter Avenue (NS) at Mulberry Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	236	510	99	127	641	150	91	592	212	146	1262	177
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	241	520	101	130	654	153	93	604	216	149	1287	181
Added Vol:	6	13	0	0	36	0	0	10	8	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	533	101	130	690	153	93	614	224	149	1299	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	533	101	130	690	153	93	614	224	149	1299	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	533	101	130	690	153	93	614	224	149	1299	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	533	101	130	690	153	93	614	224	149	1299	181
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.20	0.80	1.00	2.63	0.37
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3516	1284	1600	4214	586
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.06	0.08	0.22	0.10	0.06	0.17	0.17	0.09	0.31	0.31
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Painter Avenue (NS) at Mulberry Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	238	799	278	193	640	109	112	1356	234	134	566	141
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	243	815	284	197	653	111	114	1383	239	137	577	144
Added Vol:	9	37	0	0	15	0	0	12	8	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	852	284	197	668	111	114	1395	247	137	587	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	852	284	197	668	111	114	1395	247	137	587	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	852	284	197	668	111	114	1395	247	137	587	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	852	284	197	668	111	114	1395	247	137	587	144
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.55	0.45	1.00	2.41	0.59
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4079	721	1600	3856	944
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.18	0.12	0.21	0.07	0.07	0.34	0.34	0.09	0.15	0.15
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Carmenita Avenue (NS) at Telegraph Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	224	558	19	189	646	104	82	542	99	76	1383	183
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	229	569	19	193	659	106	84	553	101	78	1411	187
Added Vol:	0	10	12	12	29	8	3	30	2	12	45	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	579	31	205	688	114	87	583	103	90	1456	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	579	31	205	688	114	87	583	103	90	1456	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	579	31	205	688	114	87	583	103	90	1456	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	579	31	205	688	114	87	583	103	90	1456	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.55	0.45	1.00	2.64	0.36
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4079	721	1600	4224	576
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.02	0.13	0.21	0.07	0.05	0.14	0.14	0.06	0.34	0.34
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Carmenita Avenue (NS) at Telegraph Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	188	727	115	209	562	87	178	969	126	180	820	232
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	192	742	117	213	573	89	182	988	129	184	836	237
Added Vol:	2	30	6	6	10	10	13	49	0	7	43	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	772	123	219	583	99	195	1037	129	191	879	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	772	123	219	583	99	195	1037	129	191	879	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	772	123	219	583	99	195	1037	129	191	879	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	772	123	219	583	99	195	1037	129	191	879	244
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.67	0.33	1.00	2.35	0.65
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4271	529	1600	3759	1041
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.08	0.14	0.18	0.06	0.12	0.24	0.24	0.12	0.23	0.23
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Carmenita Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	200	623	91	37	692	105	104	445	75	105	1296	24
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	204	636	93	38	706	107	106	454	77	107	1322	24
Added Vol:	9	18	0	0	28	15	4	24	3	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	654	93	38	734	122	110	478	80	107	1375	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	654	93	38	734	122	110	478	80	107	1375	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	654	93	38	734	122	110	478	80	107	1375	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	654	93	38	734	122	110	478	80	107	1375	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.06	0.02	0.23	0.08	0.07	0.15	0.05	0.07	0.43	0.02
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Carmenita Avenue (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	100	796	206	90	636	115	186	1071	119	124	557	36
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	102	812	210	92	649	117	190	1093	121	126	568	37
Added Vol:	10	22	0	0	11	6	17	51	14	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	834	210	92	660	123	207	1144	135	126	592	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	834	210	92	660	123	207	1144	135	126	592	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	834	210	92	660	123	207	1144	135	126	592	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	834	210	92	660	123	207	1144	135	126	592	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.13	0.06	0.21	0.08	0.13	0.36	0.08	0.08	0.19	0.02
Crit Moves:		****		****				****		****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #15 Telegraph Road (NS) at Gunn Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674	
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	100	Level Of Service:	B	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1438	54	85	650	0	0	0	0	175	0	206
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1467	55	87	663	0	0	0	0	179	0	210
Added Vol:	0	23	50	45	10	0	0	0	0	46	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1490	105	132	673	0	0	0	0	225	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1490	105	132	673	0	0	0	0	225	0	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1490	105	132	673	0	0	0	0	225	0	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1490	105	132	673	0	0	0	0	225	0	255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	4484	316	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.08	0.14	0.00	0.00	0.00	0.00	0.14	0.00	0.16
Crit Moves:		****		****								****

****

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Telegraph Road (NS) at Gunn Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1094	151	170	1131	0	0	0	0	219	0	138
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1116	154	173	1154	0	0	0	0	223	0	141
Added Vol:	0	28	25	29	32	0	0	0	0	26	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1144	179	202	1186	0	0	0	0	249	0	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1144	179	202	1186	0	0	0	0	249	0	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1144	179	202	1186	0	0	0	0	249	0	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1144	179	202	1186	0	0	0	0	249	0	169
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.59	0.41	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	4150	650	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.13	0.25	0.00	0.00	0.00	0.00	0.16	0.00	0.11
Crit Moves:		****		****						****		

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Telegraph Road (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	354	1142	47	76	596	22	21	414	162	136	1095	128
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	361	1165	48	78	608	22	21	422	165	139	1117	131
Added Vol:	24	48	0	9	36	12	12	4	6	0	15	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	1213	48	87	644	34	33	426	171	139	1132	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	1213	48	87	644	34	33	426	171	139	1132	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	1213	48	87	644	34	33	426	171	139	1132	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	1213	48	87	644	34	33	426	171	139	1132	144
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1600	4617	183	1600	4800	1600	1600	3200	1600	1600	2840	360
Capacity Analysis Module:												
Vol/Sat:	0.24	0.26	0.26	0.05	0.13	0.02	0.02	0.13	0.11	0.09	0.40	0.40
Crit Moves:	****				****		****				****	

Painter Avenue & Telegraph Road Project
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Telegraph Road (NS) at Florence Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	227	985	110	187	1136	39	68	1003	370	150	520	100
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	232	1005	112	191	1159	40	69	1023	377	153	530	102
Added Vol:	8	35	0	15	37	7	6	17	24	0	6	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1040	112	206	1196	47	75	1040	401	153	536	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	1040	112	206	1196	47	75	1040	401	153	536	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1040	112	206	1196	47	75	1040	401	153	536	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	1040	112	206	1196	47	75	1040	401	153	536	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	1600	4332	468	1600	4800	1600	1600	3200	1600	1600	2635	565
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.24	0.13	0.25	0.03	0.05	0.33	0.25	0.10	0.20	0.20
Crit Moves:	****				****			****			****	

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CONSENT ITEM

Alcohol Sales Conditional Use Permit Case No. 18

Compliance review of Alcohol Sales Conditional Use Permit Case No. 18 to allow the continued operation and maintenance of an alcoholic beverage sales use involving the serving of alcoholic beverages for on-site consumption at Mariscos Mazatlán Restaurant, located at 13345 Telegraph Road, Suite D, within the Neighborhood Commercial Zone (C-1). (Maricela Chavez, Owner)

RECOMMENDATION

That the Planning Commission, based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval and request that this matter be brought back before May 9, 2021, for another compliance review report. The Planning Commission shall note that this matter may be brought back to the Commission at any time should the applicant violate any conditions of approval or any City Codes, or should there be a need to modify, add, or remove a condition of approval.

BACKGROUND

At their respective meetings of October 27 and November 10, 2008 the Planning Commission and City Council initially granted Alcohol Sales Conditional Use Permit (ASCUP) Case No. 18 to Mariscos Mazatlán Restaurant. The family oriented restaurant offers Mexican seafood dishes with an option of beer and wine sales to adult customers for on-site consumption.

This matter is before the Planning Commission because the last time extension required a review of this matter to determine if the business, along with the alcoholic beverage use, is being conducted in compliance with the conditions of approval, and all applicable laws.

CALLS FOR SERVICE

Crime records indicated that no calls for service were conducted as a result of the alcohol sales or the storage of alcoholic beverages.

COMPLIANCE REVIEW REPORT

As part of the alcohol sales conditional use permit process, staff conducted a review of the Applicant's operation and the site to ensure compliance with the conditions of approval as set forth in the initial approval of this Permit. Staff also investigated the use in light of its proximity to other risk considerations such as schools, religious facilities, recreation or other public facilities attended or utilized by minors. After conducting said investigation, Staff found that the establishment is being maintained and operated in full compliance with the City's Zoning Regulations, Conditions of Approval. Staff also checked with the Alcohol Beverage

Control (ABC) and found that the establishment is in full compliance with all of the ABC regulations.

CONDITIONS OF APPROVAL

Considering this favorable track record, and the fact that the Applicant has complied with all of the initial conditions of approval, Staff believes that changes to the conditions are not warranted at this time. The only modification to the condition involves Item 14 regarding the date for the next compliance review.

1. That the sales, service and consumption of alcoholic beverages shall be permitted during the business hours of specified by the Alcoholic Beverage Control.

2. That the Type 41 Alcoholic Beverage Control license allowing on-site consumption of beer and wine in connection with a bonafide eating place shall be restricted to the sale for consumption of alcoholic beverages on the subject site only; the use shall not sell alcoholic beverages for transport and/or consumption off the subject premises.

3. That the Type 41 Alcoholic Beverage Control license allowing the sale of alcoholic beverages only in conjunction with a bonafide public eating place shall not be exchanged for a public premises type license, nor operated as a public premises; thus, alcoholic beverage sales shall not comprise more than 25% of gross sales.

4. That alcoholic beverages shall not be consumed on any other property than the subject licensed premises under the control of the licensee/applicant.

5. That the Applicant shall be responsible for maintaining control of litter on the subject property generated by, or originating from, the subject restaurant use.

6. That solicitation of drinks is prohibited; that is, an employee of the licensed premises shall not solicit alcoholic beverages from customers. Refer to Section 303 of the California Penal Code and Section 25647 of the Business and Professions Code.

7. That there will be a corporate officer or manager, 25 years of age or older, on the licensed premises during all public business hours who will be responsible for the alcohol sales activity. The general manager and any newly/subsequent hired manager(s) of the licensed premises shall obtain an ABC Manager's Permit, and the City of Santa Fe Springs Director of Police Services shall be provided a copy of said Manager's Permit, including the name, age, residential address and related work experience of the intended manager prior to the manager assuming manager's responsibilities.

8. That the City Fire Marshall, according to a floor plan of the restaurant use, shall establish the maximum number of occupants. A maximum occupancy placard shall be continued to be posted in a conspicuous place on the premises. This occupancy limitation shall not be violated.

9. That it shall be unlawful for any person who is intoxicated or under the influence of any drug to enter, be at, or remain upon the licensed premises as set forth in Section 25602(a) of the Business and Professions Code.

10. That the operation shall abide by all Building Codes, Fire Codes, Business and Professions Codes and other applicable Codes and any other local governmental regulations.

11. That live entertainment, amplified music, or dancing shall be prohibited on the premises at all times. The applicant shall apply for an Entertainment Conditional Use Permit with the Department of Police Services if such entertainment is desired.

12. That pool tables or coin-operated games shall not be maintained upon the premises at any time.

13. That there shall be no bar or lounge area upon the licensed premises maintained for the primary purpose of alcohol sales or consumption of alcoholic beverages directly to patrons for consumption.

14. ***That this Permit shall be subject to a compliance review in five years, no later than May 9, 2021, to determine if the alcoholic beverage activity is still operating in strict compliance with the original conditions of approval. At which time the applicant may request an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval.***

15. That in the event the owner(s) intend to sell, lease or sublease the subject business operation or transfer the subject permit to another owner/applicant or licensee, the Director of Police Services shall be notified in writing of said intention not less than 60 (sixty) days prior to signing of the transfer agreement.

16. That a copy of these conditions shall be posted and maintained with a copy of the City Business License and Fire Department permits in a place conspicuous to all employees of the location.

17. That failure to comply with the foregoing conditions shall be cause for suspension and/or revocation of this permit.

18. That vending machines, water machines, pay telephones, newspaper racks and other similar equipment shall not be placed outdoors where visible from the street or adjacent properties. The location of said items shall be subject to the review and approval of the Director of Planning and Development.

19. That streamers, banners, pennants, whirling devices or similar objects that wave, float, fly, rotate or move in the breeze shall be prohibited unless approved by the Director of Planning and Development.

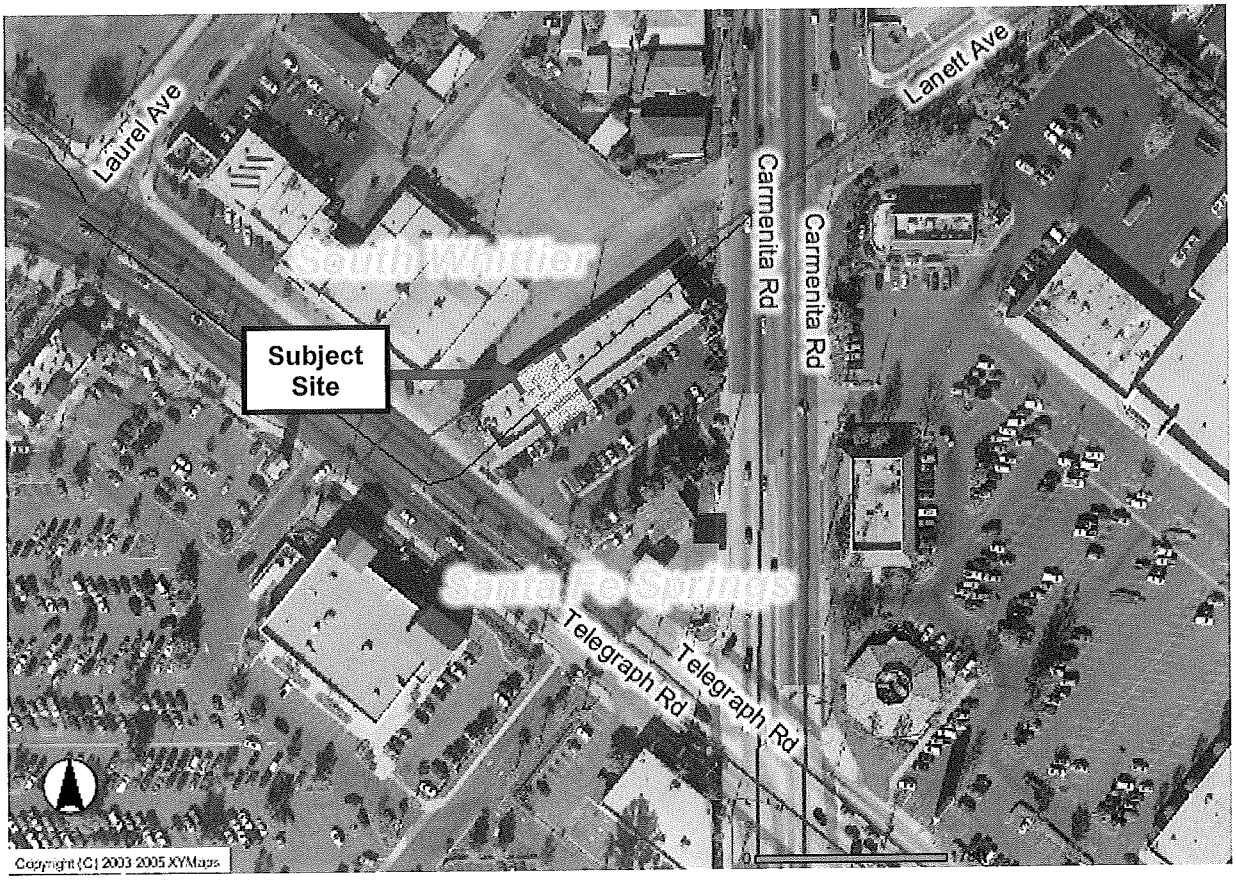
20. That all other applicable requirements of the City Zoning Ordinance, Uniform Building Code, Uniform Fire Code, the determinations of the City and State Fire Marshall, the security plan and all other applicable regulations shall be strictly complied with.

21. It is hereby declared to be the intent that if any provision of this Permit is violated or held to be invalid, or if any law, statute or ordinance is violated, the Permit shall be void and the privileges granted hereunder shall lapse.

Dino Torres
Director of Police Services

Attachment(s)
1. Vicinity Map

Location Map



Alcohol Sales Conditional Use Permit Case No. 18
Located at:
13345 Telegraph Road Suite D
Santa Fe Springs

CONSENT ITEM

Alcohol Sales Conditional Use Permit Case No. 29

Compliance review of Alcohol Sales Conditional Use Permit Case No. 29 to allow the continued operation and maintenance of an alcoholic beverage sales use involving an ARCO-AM/PM gas station with a mini-market located at 10717 Carmenita Road in the C-4-PD, Community Commercial – Planned Development, Zone.
(AMPM Mini Market Inc.)

RECOMMENDATION

That the Planning Commission, based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval and request that this matter be brought back before May 9, 2021, for another compliance review report. The Planning Commission shall note that this matter may be brought back to the Commission at any time should the applicant violate any conditions of approval or any City Codes, or should there be a need to modify, add, or remove a condition of approval.

BACKGROUND

MJM Vallejo, the property owner and applicant of the subject Arco AM/PM, has operated the service station and mini-mart since 1992. The Arco AM/PM service station property is also occupied by an auto lube garage on a 1.5-acre parcel located on the northwest corner of Carmenita Road and Florence Avenue. The mini-market provides food products and other convenient consumer goods including beer and wine for off-site customer consumption.

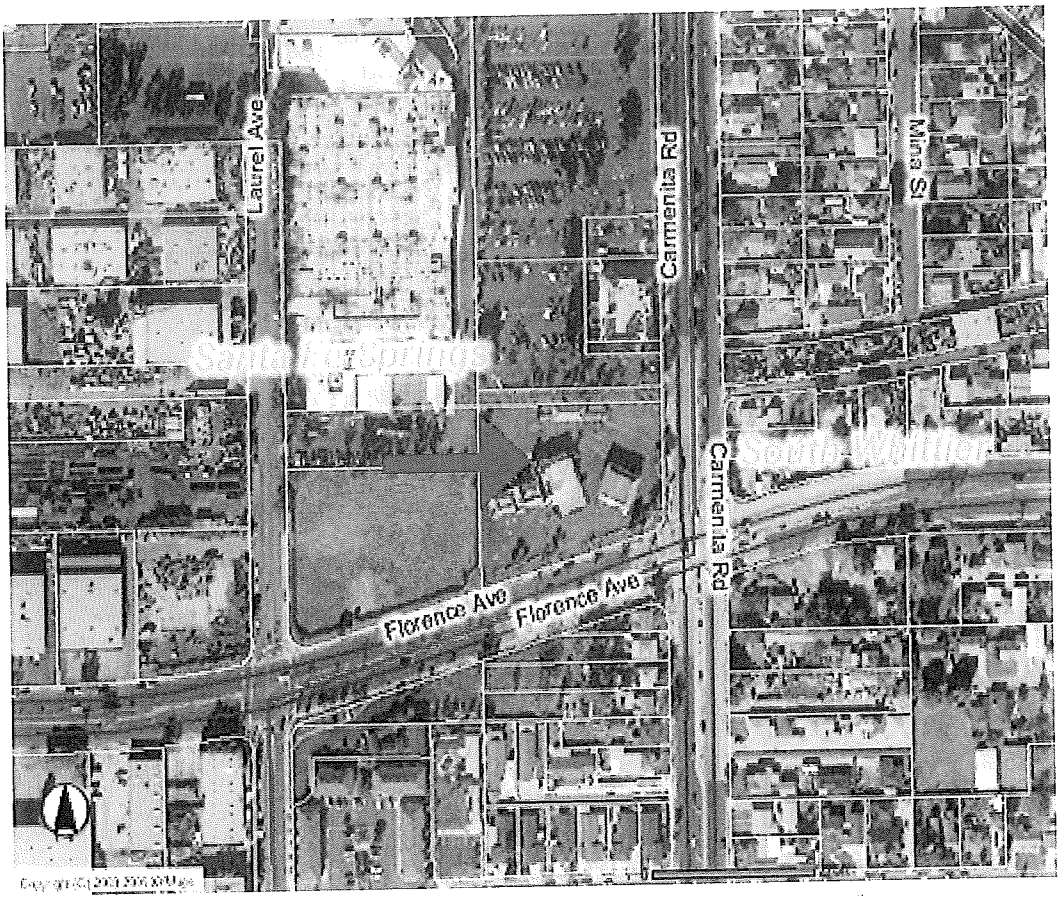
As is required by Section 155.628, all businesses within the City that are involved in the sale, storage, manufacturing or distribution of alcoholic beverages are required to obtain an Alcohol Sales Conditional Use Permit. In accordance with Section 155.628, the Applicant requested and was granted Alcohol Sales Conditional Use Permit No. 29 by the Planning Commission and the City Council at their respective meetings October 13, 2003 and October 16, 2003.

This matter is before the Planning Commission because the last time extension required a review of this matter to determine if the business, along with the alcoholic beverage use, is being conducted in compliance with the conditions of approval and all applicable laws.

CALLS FOR SERVICE

Crime records indicated that no calls for service were conducted as a result of the alcohol sales or the storage of alcoholic beverages.

Location Map



Alcohol Sales Conditional Use Permit Case No. 29
MJM Vallejo/AMPM Mini Market Inc.
10717 Carmenita Road
Santa Fe Springs