



City of Santa Fe Springs

Planning Commission Meeting

AGENDA

MEETING OF THE SANTA FE SPRINGS PLANNING COMMISSION

June 12, 2023

6:00 p.m.

Joseph Flores, Commissioner
Gabriel Jimenez, Commissioner
John Mora, Commissioner
David Ayala, Vice Chairperson
Francis Carbajal, Chairperson

You may attend the Planning Commission meeting telephonically or electronically using the following means:

Electronically using Zoom: Go to Zoom.us and click on "Join A Meeting" or use the following link: <https://zoom.us/j/558333944?pwd=b0FqbKv2aDZneVRnQ3BjYU12SmJlQT09>

Zoom Meeting ID: 558 333 944

Password: 554545

Telephonically: Dial: 888-475-4499

Meeting ID: 558 333 944

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. All written comments received by 12:00 p.m. the day of the Planning Commission meeting will be distributed to the Planning Commissioners and made a part of the official record of the meeting. Written comments will not be read the meeting, only the name of the person submitting the comment will be announced.

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 Planning Department. 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.

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.

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 Ayala, Carbajal, Flores, Jimenez, and Mora

4. EX PARTE COMMUNICATIONS

This section is intended to allow all officials the opportunity to reveal any disclosure regarding site visits or ex parte communications about public hearings.

5. PUBLIC COMMENT

This is the time when comments may be provided by members of the public on matters within the jurisdiction of the Planning Commission, on the agenda and not on the agenda. The time limit for each speaker is three (3) minutes unless otherwise specified by the Chairperson.

6. PUBLIC HEARING

Categorically Exempt - CEQA Guidelines Section 15301, Class 1
Conditional Use Permit Case No. 707-1

A request for a ten-year permit extension, network co-location, and the ongoing operation and maintenance of an existing 72'-0" ft. high (mono-pine) wireless telecommunications facility and related unmanned equipment room located at 10853 Painter Avenue, within the M-2, Heavy Manufacturing, Zone.
 (Virtual Site Walk on behalf of SBA Steel, LLC)

7. PUBLIC HEARING

Categorically Exempt – CEQA Guidelines Section 15332, Class 32
Conditional Use Permit (CUP) Case No. 835

A request for approval to establish, operate, and maintain a truck trailer storage parking lot, measuring approximately 64,534 sq. ft. (1.48 acres), located at 11720 Burke Street, within the M-2, Heavy Manufacturing, Zone. (Burke St., LLC)

8. PUBLIC HEARING

Categorically Exempt – CEQA Guidelines Section 15301, Class 1
Conditional Use Permit (CUP) Case No. 839

A request for the ongoing operation and maintenance and network colocation of an existing 49'-6" ft. high (monopole) wireless telecommunications facility and related unmanned equipment room located at 12717 Ann Street, within the M-2, Heavy Manufacturing, Zone. (DISH Wireless LLC)

9. PUBLIC HEARING

Categorically Exempt – CEQA Guidelines Section 15332, Class 32
Lot Line Adjustment (LLA) No. 2023-01
Development Plan Approval (DPA) Case No. 1003

LLA No. 2023-01: A request for approval to consolidate the two (2) existing parcels that make up the subject property, measuring ±2.11 acres and ±1-acre, into a single parcel, measuring ±3.11 acres; and

DPA Case No. 1003: A request for approval to allow the construction of a new ±57,489 sq. ft. concrete tilt-up industrial building.

The subject site is located at 13007 Telegraph Road (APN: 8011-005-013) & 10330 Greenleaf Avenue (APN: 8011-005-034), within the M-2 (Heavy Manufacturing), Zone. (Greenleaf XC, LLC)

- 10. **NEW BUSINESS–Continued from the May 8, 2023 Planning Commission Meeting**
Parkway Tree Removal Appeal Decision - Resident Request for Removal of Parkway Tree at 10408 Gridley Road

- 11. **NEW BUSINESS**
Categorically Exempt - CEQA Guidelines Section 15305, Class 5
Lot Line Adjustment (LLA) No. 2023-02
A request for approval to consolidate the three (3) existing parcels into a single parcel, measuring approximately 8.72 acres, for the property located at 12300 Lakeland Road within the M-2-BP (Heavy Manufacturing-Buffer Parking, Zone) (Walden & Associates)

- 12. **CONSENT ITEM**
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**
Conditional Use Permit (CUP) Case No. 782-2
A compliance review to allow the continued maintenance and operation of a mini-warehouse facility use at 13461 Rosecrans Avenue within the M-1-BP, Light Manufacturing – Buffer Parking, Zone. (Simply Storage Management LLC)

- 13. **ANNOUNCEMENTS**
 - ◆ Commissioners
 - ◆ Staff

- 14. **ADJOURNMENT**
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 Planning Department. 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.

I, Teresa Cavallo, 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; city’s website at

www.santafesprings.com; City Hall, 11710 Telegraph Road; City Library, 11700 Telegraph Road, and the Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.



Teresa Cavallo
Planning Secretary

June 8, 2023
Date



PUBLIC HEARING

Categorically Exempt - CEQA Guidelines Section 15301, Class 1

Conditional Use Permit Case No. 707-1

A request for a ten-year permit extension, network co-location, and the ongoing operation and maintenance of an existing 72'-0" ft. high (mono-pine) wireless telecommunications facility and related unmanned equipment room located at 10853 Painter Avenue, within the M-2, Heavy Manufacturing, Zone.

(Virtual Site Walk on behalf of SBA Steel, LLC)

RECOMMENDATIONS

- Open the Public Hearing and receive any comments from the public regarding Conditional Use Permit Case No. 707-1 and thereafter, close the Public Hearing; and
- 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 objectives of the Zoning Ordinance and consistent with the goals, policies and programs of the City's General Plan; and
- Find that the applicant's CUP request meets the criteria set forth in §155.716 of the City's Zoning Ordinance and §157.05 of the City's Municipal Code, for the granting of a Conditional Use Permit related to a wireless telecommunications facility; and
- Find and determine that pursuant to Section 15301, Class 1 (Existing Facilities), of the California Environmental Quality Act (CEQA), this project is Categorically Exempt; and
- Approve Conditional Use Permit Case No. 707-1, subject to the conditions of approval as contained with Resolution No. 234-2023 and
- Adopt Resolution No. 234-2023 which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

- A. Applicant: Virtual Site Walk, LLC on behalf of
SBA Steel, LLC
Attn: Nicole Comach
8051 Congress Avenue
Boca Raton, FL 33487
- B. Facility Owner: SBA Steel, LLC
Attn: Ashley Masuda
8051 Congress Avenue
Boca Raton, FL, 33487

Report Submitted By: Claudia Jimenez

Date of Report: June 8, 2023

Planning and Development Department

ITEM NO. 6

- C. Property Owner: Lowers Properties, LLC
Attn: Dawn Lowers-Davis
10847 Painter Avenue
Santa Fe Springs, CA 90670-0129
- D. Existing Zone: M-2 (Heavy Manufacturing) Zone
- E. General Plan: Industrial
- F. Environmental Determination: Categorically Exempt (Class 1)
- G. Staff Contact: Claudia Jimenez, Assistant Planner
claudiajimenez@santafesprings.org
(562) 868-0511 x7356

LOCATION AND BACKGROUND

The subject mono-pine wireless telecommunication facility was initially constructed and approved in 2010 under Conditional Use Permit Case No. 707, which allowed the construction, operation, and maintenance of an approximately 72'-0" ft. high mono-pine wireless telecommunication facility and associated equipment shelter at 10853 Painter Avenue (APN: 8011-015-080). Since the original approval length of ten (10) years has lapsed, the subject CUP is being reconsidered, in accordance with the provisions set forth in Ordinance No. 1090. The mono-pine is currently owned and managed by SBA Steel, LLC, and operating by T-Mobile Wireless.

Virtual Site Walk on behalf of SBA Steel, LLC, is seeking approval for a ten (10) year CUP extension, co-location of a new Dish Network antennae, and to allow modifications to the existing facility with the following technology upgrades:

Mono-pine tower:

- Install (3) panel antennas (1) per sector
- Install (3) antenna t-arms
- Install jumpers
- Install (6) RRUs (2 per sector)
- Install (1) over-voltage protection device (OVP)
- Install (1) hybrid cable

Ground

- Install (1) concrete pad
- Install (1) ice bridge
- Install (1) PPC cabinet
- Install (1) equipment cabinet

- Install (1) power conduit
- Install (1) telco conduit
- Install (1) telco-fiber box
- Install (1) GPS unit
- Install (1) fiber NID (if required)
- Install (1) meter pedestal

MUNICIPAL CODE REQUIREMENTS

The procedures set forth in Section 157.04 of the City’s Municipal Code, state that all wireless telecommunications facilities are subject to the granting of a Conditional Use Permit which is reviewed and considered by the City’s Planning Commission.

STREETS AND HIGHWAYS

The subject property has frontage on Painter Avenue. Painter Avenue is designated as a “Secondary Arterial” within the Circulation Element of the City’s General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

The subject property is zoned M-2 (Heavy Manufacturing). The property also has a General Plan Land Use designation of Industrial. The zoning, General Plan, and land use of the surrounding properties are as follows:

Surrounding Zoning, General Plan Designation, Land Use			
Direction	Zoning District	General Plan	Land Use (Address/Use)
North	M-2, Heavy Manufacturing	Industrial	<u>10805 Painter Avenue</u> Westmont Industries(Engineering Firm)
South	M-2, Heavy Manufacturing	Industrial	<u>10907 Painter Avenue</u> YCM Alliance (Metal machinery supplier)
East	M-2, Heavy Manufacturing	Industrial	<u>10900 Painter Avenue</u> DCT (Warehouse)
West	M-2, Heavy Manufacturing	Industrial	<u>10847 Painter Avenue</u> Lowers Industrial Supply Inc. (Industrial equipment supplier)

GENERAL PLAN CONSISTENCY ANALYSIS

Approval of the proposed Conditional Use Permit would promote several specific General Plan goals and policies as described in “Table 1” on the following page:

Table 1

General Plan Element	Policy	Project Consistency
<p>Land Use</p>	<p><u>LU – 6.2: Neighborhood Improvements</u> Continue to improve residential neighborhoods by integrating green infrastructures and communication technology.</p>	<p>The facility does not adversely affect the health, peace, comfort, or welfare of persons working or residing in the surrounding area. Additionally, it will improve coverage for the nearby area, it will provide an additional carrier on the site, thereby reducing the potential for multiple antennas, and it will not further impact parking. The collocation is designed to integrate the stealth mono-pine design, and the RF emissions will fall within the limitation set forth for human exposure.</p>

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 and 65096 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 project 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 June 1, 2023. The legal notice was also posted in Santa Fe Springs City Hall, the City Library, and the City’s Town Center kiosk on June 1, 2023. Said notice was also published in a newspaper of general circulation (Whittier Daily News) on June 1, 2023, as required by the State Zoning and Development Laws and by the City’s Zoning Ordinance. As of the date of this report, staff has not received any comments and/or inquiries regarding the proposed project.

ENVIRONMENTAL REVIEW

Staff finds that the subject wireless telecommunications facility project meets the criteria for a Categorical Exemption pursuant to the California Environmental Quality

Act (CEQA), Section 15301, Class 1 (Existing Facilities). The proposed project involves the collocation of dish network antennas and minor modifications to an existing wireless telecommunications facility for technology-related upgrades. Therefore, no further environmental documents are required. Lastly, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

AUTHORITY OF PLANNING COMMISSION

The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Ordinance, to grant a Conditional Use Permit when it has been found that said approval is consistent with the requirements, intent, and purpose of the City's Zoning Ordinance. The Commission may grant, conditionally grant, or deny a conditional use permit based on the evidence submitted and upon its study and knowledge of the circumstances involved, or it may require submission of a revised development plan if deemed necessary to preserve the general appearance and welfare of the community.

CRITERIA FOR GRANTING A CONDITIONAL USE PERMIT

The Commission should note that as per Section 155.716 of the City's Zoning Ordinance, before granting a Conditional Use Permit, the Commission shall give consideration to the following:

- A) 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.

- B) 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.

For Conditional Use Permits related to a wireless telecommunication facility, as per Section 157.05, the Commission shall also give due consideration to the following:

1. The proposed wireless telecommunications facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.
2. The proposed wireless telecommunications facility has been designed to achieve compatibility with the community to the maximum extent reasonably feasible.
3. The location of the wireless telecommunications facility on alternative sites will not increase community compatibility or is not reasonably feasible.

4. The proposed wireless telecommunications facility is necessary to close a significant coverage gap, increase network capacity, or maintain service quality and is the least intrusive means of doing so.

STAFF CONSIDERATIONS

Based on the findings set forth within Resolution 234-2023 (see attachment 6), staff finds that the applicant's request meets the criteria set forth in §155.716 & §157.05 for the granting of a Conditional Use Permit related to a wireless telecommunication facility. Staff is, therefore, recommending approval of Conditional Use Permit Case No. 707-1, subject to the conditions of approval.

CONDITIONS OF APPROVAL

Conditions of approval for CUP Case No. 707-1 are attached to Resolution No. 234-2023 as Exhibit A.

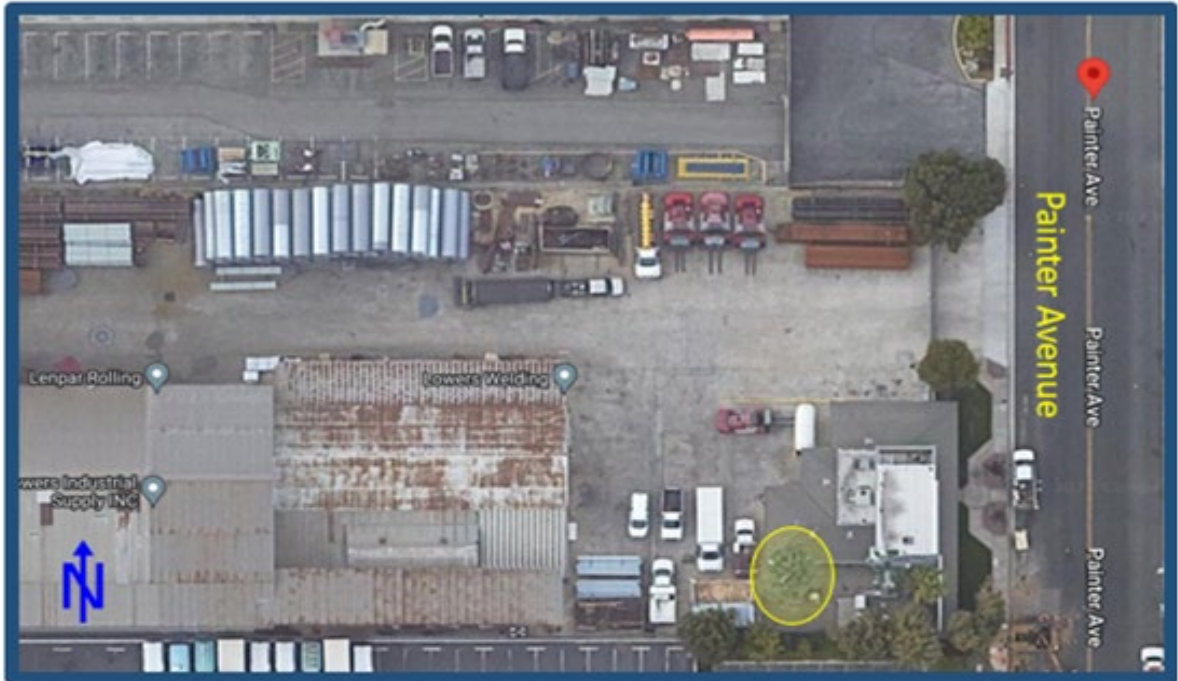


Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Public Hearing Notice
3. Radius Map for Public Hearing
4. Site Photos
5. Photo Sims
6. Resolution No. 234-2023
 - Exhibit A – Conditions of Approval
7. Project Plans

Attachment 1:
Aerial Photograph



Conditional Use Permit (CUP) Case No. 707-1
10853 Painter Avenue
APN: 8011-015-080
Virtual Site Walk on behalf of SBA Steel, LLC

**Attachment 2:
Public Hearing Notice**



**CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
CONDITIONAL USE PERMIT (CUP) CASE NO. 707-1**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing to consider the following:

CONDITIONAL USE PERMIT CASE NO. 707-1 – A request for a ten-year permit extension, network colocation, and the ongoing operation and maintenance of an existing 72 ft. high (mono-pine) wireless telecommunications facility and related unmanned equipment room located at 10853 Painter Avenue (APN: 8011-015-080) within the M-2, Heavy Manufacturing, Zone.

APPLICANT: Virtual Site Walk, LLC on behalf of Dish Network, Attention: Nicole Comach, 8051 Congress Avenue, Boca Raton, FL 33487

THE HEARING will be held before the Planning Commission of the City of Santa Fe Springs in the Council Chambers of the City Hall, 11710 Telegraph Road, Santa Fe Springs, on **Monday, June 12, 2023 at 6:00 p.m.**

You may attend the meeting telephonically or electronically using the following means:

Electronically using Zoom

Go to Zoom.us and click on "Join A Meeting" or use the following link:

<https://zoom.us/j/558333944?pwd=b0FqbKv2aDZneVRnQ3BjYU12SmJlQT09>

Zoom Meeting ID: 558 333 944

Password: 554545

Telephonically

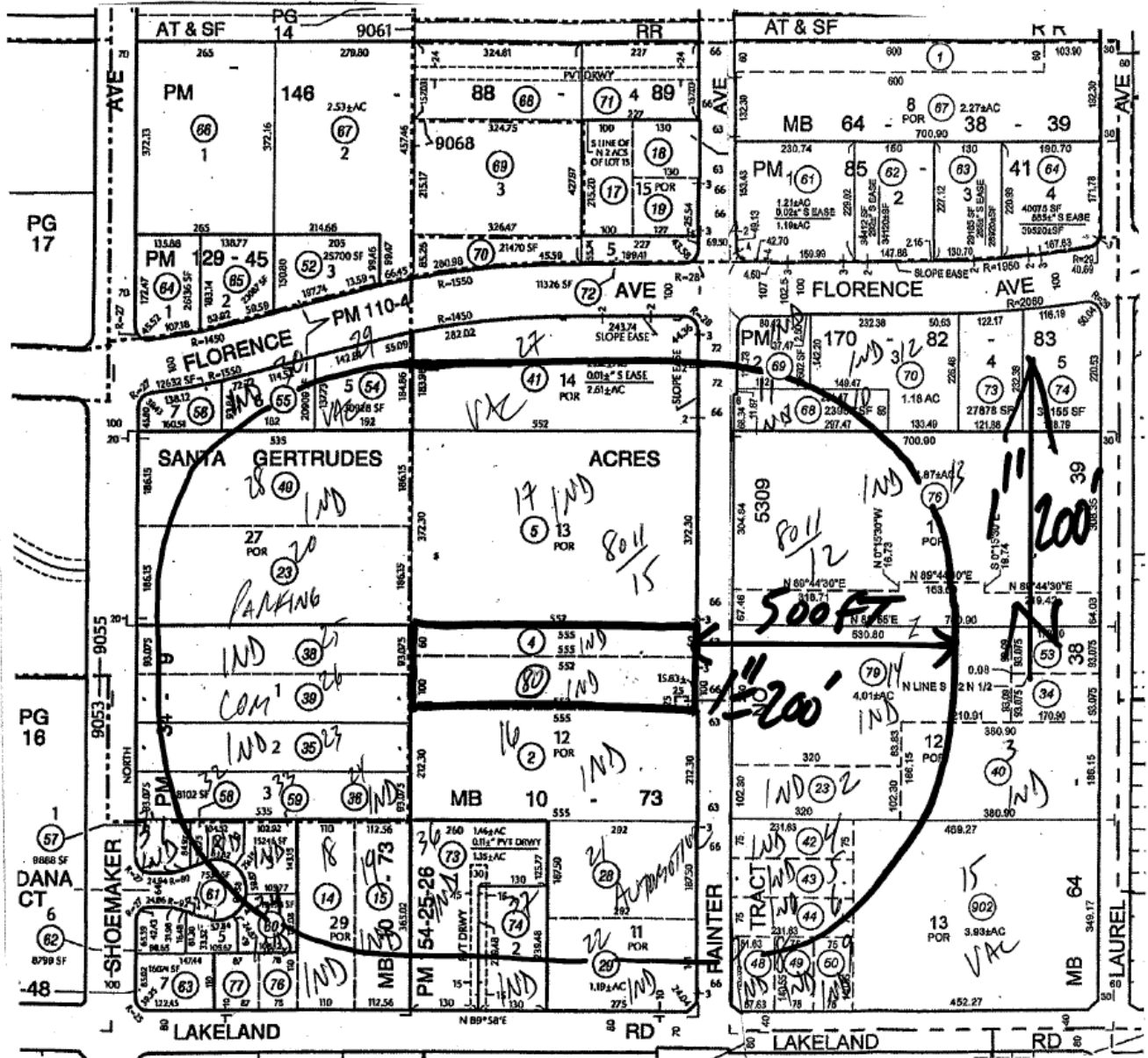
Dial: 888-475-4499

Meeting ID: 558 333 944

CEQA STATUS: After staff review and analysis, staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk within five (5) days of project approval (if the Planning Commission agrees), specifically Class 1, Section 15301 (Existing Facility) of the California Environmental Quality Act (CEQA). Additionally, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

Juanita Martin, Mayor • Jay Sarno, Mayor Pro Tem
City Council
Annette Rodriguez • William K. Rounds • Joe Angel Zamora
City Manager
Tom Hatch, Interim City Manager

Attachment 3: Radius Map for Public Hearing



**Attachment 4:
Site Photos**



Attachment 5: Photo Sims

AERIAL MAP

COPYRIGHT: GOOGLE MAPS, 2022

PROPOSED

PHOTO PROVIDED BY: DRAFTLINK

EXISTING

LSSNA00076A
10847 PAINTER AVENUE
SANTA FE SPRINGS, CA 90670

VIEW	SHEET
A	1 / 3

AERIAL MAP

COPYRIGHT: GOOGLE MAPS, 2022

PROPOSED

PHOTO PROVIDED BY: DRAFTLINK

EXISTING

LSSNA00076A
10847 PAINTER AVENUE
SANTA FE SPRINGS, CA 90670

VIEW	SHEET
B	2 / 3

Attachment 6:
Resolution No. 234-2023
Exhibit A – Conditions of Approval

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 234-2023
A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SANTA FE SPRINGS REGARDING
CONDITIONAL USE PERMIT CASE NO. 707-1

WHEREAS, a request for a ten-year permit extension, network co-location, and the ongoing operation and maintenance of an existing 72'-0" ft. high (mono-pine) wireless telecommunications facility and related unmanned equipment room located at 10853 Painter Avenue, within the M-2, Heavy Manufacturing, Zone.

WHEREAS, the subject property is located on the west side of Painter Avenue, with an Assessor's Parcel Number of 8011-015-080, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner is Lowers Properties, LLC, 10847 Painter Avenue, Santa Fe Springs, CA 90670; and

WHEREAS, the wireless telecommunications facility owner is SBA Steel, LLC, 8051 Congress Avenue, Boca Raton, FL 33487; and

WHEREAS, the carrier for the existing telecommunication facility is T-Mobile Wireless, 8051 Congress Avenue, Boca Raton, FL 33487; and

WHEREAS, the carrier proposing to co-locate on the existing wireless telecommunications facility is Dish Network, 5701 South Santa Fe Drive, Littleton, CO 80120; and

WHEREAS, the proposed project, which includes the discretionary review of Conditional Use Permit Case No. 707-1 is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, based on the information received from the application, it was found and determined that the wireless telecommunications facility Conditional Use Permit meets the criteria for a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), Section 15301, Class 1 (Existing Facilities). The proposed project involves the co-location of Dish Networks antennas and minor modifications of existing equipment for an existing wireless telecommunications facility and there will be no proposed expansion of the subject facility. Consequently, no further environmental analysis is required; and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on June 1, 2023, published a legal notice in the *Whitter Daily News*, a local paper of general circulation, indicating the date and time of the public hearing. Said notice was also sent by first class mail on June 1, 2023, 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 and also posted at the City's Town Center kiosk on June 1, 2023; and

WHEREAS, the City of Santa Fe Springs Planning Commission has considered the application, the written and oral staff report, the General Plan and zoning of the subject property, the testimony, written comments, or other materials presented at the Planning Commission meeting on June 12, 2023 concerning Conditional Use Permit Case No. 707-1.

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE, and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

Pursuant to Section 15301, Class 1 (Existing Facilities) of the California Environmental Quality Act (CEQA), the Planning Commission hereby finds and determines that the project is categorically exempt, in that the project involves the co-location of Dish Network antennas and minor modifications of existing equipment related to an existing wireless telecommunications facility for technology related upgrades and no expansion of the subject facility is proposed. Therefore, it has been determined additional environmental analysis is not necessary to meet the requirements of CEQA.

SECTION II. CONDITIONAL USE PERMIT FINDINGS

Pursuant to Section 155.716 of the Zoning Ordinance, in studying any application for a Conditional Use Permit, the Commission shall consider the following:

- A) *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 subject mono-pine wireless telecommunication facility was initially constructed and approved in 2010 under Conditional Use Permit Case No. 707, which allowed the construction, operation, and maintenance of an approximately 72 ft. tall mono-pine wireless telecommunication facility and associated equipment shelter located at 10853 Painter Avenue. Since the original approval length of ten (10) years has lapsed, the subject CUP is being reconsidered, in accordance with the provisions set forth in Ordinance No. 1090. The mono-pine is currently owned and managed by SBA Steel, LLC, and operating by T-Mobile Wireless. The proposed modifications will not change the overall height of the mono-pine. The proposed co-location will be incorporated into the existing design and maintain its stealth appearance while the minor modifications will replace outdated equipment with more advanced equipment.

The existing wireless telecommunications facility is unmanned and does not adversely affect the health, peace, comfort, or welfare of persons working or residing in the surrounding area. In addition, the wireless telecommunications facility does not add to the ambient noise level, generate any obnoxious odors or solid waste, or

generate additional vehicular traffic. Lastly, the radio frequency emissions produced by the wireless telecommunications facility fall within the Federal Communications Commission limits. As required for all wireless telecommunications facilities, the applicant included a radio frequency study as part of the application materials.

If the existing carrier (T-Mobile) and new carrier (Dish Network) both continue to operate in strict compliance with the conditions of approval, the subject wireless telecommunications facility will continue to be harmonious with adjoining properties and surrounding land uses. Therefore, the Planning Commission finds that the wireless telecommunications facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.

- B) *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 Conditional Use Permit request is to reconsider the existing permit, and specifically, the term of the existing wireless telecommunications facility. The wireless telecommunications facility is setback approximately 65 feet back from Painter Avenue. The equipment associated with the facility is located within an equipment shelter and screened from public view. The facility's setback, location of the related equipment, and stealth mono-pine appearance help minimize the visual impact. In addition, the proposed antennas and related equipment associated with the Dish Wireless co-location are strategically integrated into the stealth features of the existing mono-pine design. Therefore, the Planning Commission finds that the continued use of the existing monopole, including the changes involved, will continue to maintain the general appearance and welfare of the community.

In addition, pursuant to §157.05 of the City's Code of Ordinances, the Commission shall also take into consideration the following factors:

- C) *The proposed wireless telecommunications facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.*

The subject wireless telecommunication facility has been in operation for nearly 13 years without incident. Aside from periodic visits for maintenance purposes, the mono-pine operates with almost no noticeable impact on adjacent properties and the community in general. Although the project does involve the co-location of a second carrier, if both carriers operate in strict compliance with the conditions of approval, the subject wireless telecommunication facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.

- D) *The proposed wireless telecommunications facility is necessary to close a significant gap in coverage, increase network capacity, or maintain service quality and is the least intrusive means of doing so.*

The proposed co-location and equipment upgrades will not only enhance the appearance of the existing mono-pine but also allow both T-Mobile and Dish Network to provide enhanced services, capacity, and data services to the surrounding community. Upgrading the existing wireless telecommunications facility versus constructing a new facility, is the least intrusive means of providing the increased network coverage and capacity that both T-Mobile and Dish Network needs.

Although the first two findings for Section 157.05 are similar, simply refer back to the response provided for Section 155.716. "See Response Provided in Subsection A above".

SECTION III. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 234-2023 to determine that the proposed project is Categorically Exempt pursuant to the California Environmental Quality Act (CEQA) Section 15301, Class 1 (Existing Facilities); and to approve Conditional Use Permit Case No. 707-1 to allow a ten-year permit extension, network co-location, and the ongoing operation and maintenance of an existing 72'-0" ft. high mono-pine wireless telecommunications facility and related unmanned equipment room located at 10853 Painter Avenue, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 12th day of June 2023 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

Francis Carbajal, Chairperson

ATTEST:

Teresa Cavallo, Planning Secretary

EXHIBIT A
CUP 707-1 CONDITIONS OF APPROVAL

POLICE SERVICES DEPARTMENT:

(Contact: Luis Collazo 562-409-1850 x 3335)

1. That the applicant shall test the proposed telecommunication system to make sure that it does not interfere with the Police, Fire, and City communication systems. This testing process shall be repeated for every proposed frequency addition and/or changes. Should any modifications be required to the Police, Fire, or City communications system, shall pay all costs associated with said modifications. **(Satisfied)**
2. That the applicant shall provide a 24-hour phone number to which interference problems may be reported to the Director of Police Services, Director of Planning and Development and Fire Chief. This condition will also apply to all other existing Clearwire facilities in the City of Santa Fe Springs. **(Satisfied)**
3. That the applicant shall provide a “single point of contact” in its Engineering and Maintenance Departments to insure continuity on all interference issues. The name, telephone number, fax number, and e-mail address of that person shall be provided to the Director of Police Services, Director of Planning and Development and the Fire Chief. **(Satisfied)**
4. That the proposed telecommunications facility, including any lighting, fences, walls cabinets, and poles shall maintained by applicant in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any 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 adjacent surfaces. **(Ongoing)**
5. That the applicant shall allow public safety personnel to access and use the telecommunication facility’s wireless capabilities, for emergency uses, criminal investigative purposes, and for surveillance in cases that are detrimental to the health and welfare of the community at no cost. **(Satisfied)**
6. That the applicant shall cooperate with the City Fire Department and/or Department of Police Services for the use of the antenna structure for placement of antenna (s) and/or repeater units (s) to enhance the City’s public safety and emergency response capabilities. **(Satisfied)**
7. That the applicant shall allow the City of Santa Fe Springs to have access to the telecommunication facility’s tower including access to electricity for the purpose of placing City’s owned wired/wireless communication equipment’s (including any necessary accessories) for the purpose of transmitting data (which can include but no limited to voice, data, RF) between City’s facilities and/or to Telecommunication providers, at no cost. **(Satisfied)**

ENGINEERING/PUBLIC WORKS DEPARTMENT:

(Contact: Alex Flores 562.868.0511 x 7507)

8. That a grading plan shall be submitted showing elevations and drainage pattern of the site. The improvements shall impede, obstruct, or pond water onsite. The grading plan shall be submitted for drainage approval to the City Engineer. The applicant shall pay drainage review fees in conjunction with this submittal. **(Ongoing)**

DEPARTMENT OF FIRE- RESCUE (ENVIRONMENTAL DIVISION)

(Contact: Eric Scott 562.868.0511 x 3812)

9. That the applicant shall obtain an Industrial General Storm Water Permit from the State Water Resources Control Board through the Storm Water Multiple Application and Report Tracking System (SMARTS) located at <https://smarts.waterboards.ca.gov>. **(NEW)**

WASTE MANAGEMENT:

(Contact: Maribel Garcia 562.868.0511 x 7569)

10. 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 Maribel Garcia at (562.868.0511 x 7569) **(Revised-Ongoing)**
11. 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. **(Ongoing)**

PLANNING AND DEVELOPMENT DEPARTMENT:

(Contact: Claudia Jimenez 562-868-0511 x7356)

12. That the proposed telecommunication facility (mono-pine/tree antenna) shall otherwise be substantially in accordance with the site plan, antenna layout plan, and elevations submitted by the applicant and on file with the case. **(Ongoing)**
13. That the signals generated by the proposed telecommunication facility (mono-pine/tree antenna) shall not interfere with the signals of any adjacent telecommunication facilities located in the vicinity. **(Ongoing)**
14. That prior to the Planning Commission meeting, the applicant shall submit a sample of the bark and branch of the mono-pine/tree antenna. **(Satisfied)**
15. That the mono-pine/tree antenna shall be designed to accommodate at least one additional wireless telecommunication carrier. To ensure that the design is not compromised, the design and size of the facility shall easily conform to the sizing and placement requirements of at least one additional carrier without the need of significant alterations to the stealth mono-pine design. **(Ongoing)**
16. That to ensure the color and realism of the mono-pine/tree antenna, the Applicant, upon selection of the company that will fabricate the mono-pine/tree antenna, shall promptly notify Staff of the name of the company and a contact person and the

contact's phone number. **(Satisfied)**

17. That the proposed mono-pine/tree antenna shall not exceed the height (75'-0' to top of tree) specified in the plans submitted by the applicant and on file with the case. **(Ongoing)**
18. That the mono-pine/tree antenna shall resemble the shape and color of an actual 75' tall pine tree; a tree-shape that is a symmetrical pyramid of soft-looking foliage, including needles that taper towards the top to give a natural look, and antennas covered with pine needle socks to match the pine needle density and color of the mono-pine. The constructed mono-pine/tree antenna shall appear healthy, full and vigorous. The maximum number of branches per foot shall be between 3.1 and 3.5. **(Ongoing)**
19. That the antenna arrays and microwave dishes shall be located within the faux fronds, and shall not project beyond the envelope of the body of the faux branches (~~See Sheet A3 of plans submitted by Applicant with the most current "Issue Status" date of 04/30/2010~~). The antenna arrays, microwave dishes and antenna mounts shall be painted to match the color of the pine needles. **(Revised-Ongoing)**
20. That the bark shall be applied over a galvanized steel monopole "trunk" by use of a high quality trowel-grade acrylic textured coating material supplied and applied by STEAL TH® Concealment Solutions, Inc. www.stealthsite.com and the bark coating shall be designed for a maximum degree of realism, elongation, permanent flexibility, maximum adhesion and long term durability. **(Ongoing)**
21. That upon completion of the construction of the mono-pine/tree antenna, if it is not designed as specified in conditions 17, 18 and 19 above, the Director of Planning and Development shall reserve the right to withhold the finalization of the Building Permit and the energizing of the facility until such time that the facility is modified to comply with conditions 17, 18 and 19, above. **(Satisfied)**
22. That all cabling shall be routed inside the base pole of the mono-pine/tree antenna. Cabling shall not be allowed on the outside of the pole. **(Ongoing)**
23. That any addition or alteration to the mono-pine/tree antenna, structural design and related improvements, including the installation of additional antennas (receivers, transmitters, cabinets, grids, microwave dish, whips, dishes, etc.), shall require an amendment of CUP 707 by the Planning Commission. If said improvements are made by a carrier other than the applicant, (co-location), the improvements would require a new CUP. Replacement of like-for-like equipment is exempt from this provision; however, plans and specifications may be required to be submitted to the Building Division of the City.**(Ongoing)**
24. 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 owner/developer knowledge, it does not know or have reasonable cause to believe that it is a 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 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 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. **(Ongoing)**
25. That the Applicant shall be responsible for maintaining the mono-pine/tree antenna in good condition and shall agree to the repair and replacement of equipment and structural components due to damage, including damaged caused by outdoor exposure and/or inclement weather. Under this condition, the applicant shall replace or repair such items within 90 days of written notice by the Planning Director. If the work cannot be completed within 90 days, the applicant shall provide the City with a bond or certification of deposit in the amount of the

valuation of the requested repair and a completion timeline to guarantee the work. **(Ongoing)**

26. No signs, advertisements, logos, messages, banners, clocks or similar improvements shall be permitted on the antenna structure or equipment shelter. **(Revised-Ongoing)**
27. That the mono-pine/tree antenna shall be continually operated in accordance with all applicable Federal regulations governing such operations. **(Ongoing)**
28. That the Applicant shall provide written verification that the proposed facility's radio-frequency radiation and electromagnetic field emissions will fall within the adopted FCC standards for safe human exposure to such forms of non-ionizing electromagnetic radiation when operating at full strength and capacity. **(Ongoing)**
29. That any proposed wireless communications facilities that will be co-locating on the proposed facility shall be required to submit the same written verification and shall include the cumulative radiation and emissions of all such facilities. **(Ongoing)**
30. That the Applicant shall promptly notify the Director of Planning and Development, in writing, in the event that their use of the telecommunication facility is discontinued or abandoned. Additionally, applicant shall promptly remove their antennas and related equipment from the facility, repair any damage to the premises caused by such removal, and restore the premises to its previous condition. All such removal, repair and restoration shall be completed within six (6) months after the use is discontinued or abandoned, and shall be performed in accordance with all applicable health and safety code requirements. **(Ongoing)**
31. That if emergency generator(s) are required, the generators shall be located within the leased area, and only be operated during power outages and for testing and maintenance purposes only. The installation of emergency generator(s) shall require prior approval from the Director of Planning and Development, the Department of Fire-Rescue, and the Building Division of the City of Santa Fe Springs. **(Ongoing)**
32. That any maintenance vehicles associated with the telecommunication facility (mono-pine/tree antenna) shall be parked in a designated parking stall, where applicable. Off-site parking is not permitted and may result in the restriction or revocation of privileges granted under this Permit. In addition, any vehicles associated with the proposed telecommunication facility shall not obstruct or impede any traffic. **(Ongoing)**
33. That if there is evidence that the conditions of approval have not been fulfilled or the use resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning and Development may refer the use permit to the Planning Commission for review. If upon such review, the Commission finds that any of the results above have occurred, the Commission may modify or revoke the use permit. **(Ongoing)**

34. 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. **(Ongoing)**
35. That the contractor shall obtain all necessary permits and approval from the City Engineer (Department of Public Works) prior to commencing work in the public right-of-way. **(Ongoing)**
36. That the contractor shall be responsible for repairing any damage to City property to the satisfaction of the City Engineer. **(Ongoing)**
37. That Building permits shall not be issued until all necessary entitlements have been granted by the Planning Commission. In the event that the requested entitlement is not approved by the Planning Commission, or conditions of approval have not been satisfied, approval for the mono-pine/tree antenna shall become void. **(Ongoing)**
38. That all construction plans, such as, but not limited to, the site plan, elevations, equipment and antenna layout, and detailed drawings submitted to the Building Department for permits shall be coordinated for consistency by the Applicant prior to the issuance of any permits. Any change or modification to one particular plan shall require the corresponding revisions on all other applicable plans. The Applicant shall be responsible for correcting any inconsistencies that may occur through error or omission during plan preparation or construction. **(Ongoing)**
39. That CUP 707 shall be subject to the provisions of Sec. 155.721 of the City Zoning Regulations concerning the expiration of said entitlement if not utilized within 12 months from the effective date. **(Ongoing)**
40. 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.
~~Your attention is called to the fact that this approval is not effective until an affidavit has been signed and notarized to indicate your willingness to accept and abide by the conditions of approval. Two copies of an affidavit are enclosed for this purpose. One copy should be returned to this office upon completion; the other copy is for your files.~~ **(Revised-Ongoing)**
41. That the Conditional Use Permit Case No. 707-1 shall be valid for a period of ten (10) years, until June 12, 2033. Approximately six (6) months before June 12, 2033, SBA Steel, LLC and/or the current operator or owner 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. **(New)**

42. The facility shall comply with the requirements pursuant to Chapter 157 of the Santa Fe Springs Municipal Ordinance. **(New)**
43. Pipe mounts shall be shortened to match the length of the equipment mounted upon them.**(New)**
44. Insofar as is feasible, the applicant/operator shall cooperate with any subsequent applicants for possible co-location. Said subsequent applicants shall be subject to the regulations in effect at the time of co-location. **(New)**
45. Upon any transfer or lease of the wireless telecommunications facility during the term of Conditional Use Permit Case No. 707, the applicant/operator and/or the property owner shall promptly provide a copy of the conditional use permit to the transferee or lessee and shall ensure that lessee or other user(s) shall comply with the terms and conditions of this permit. The Department of Planning and Development shall also be notified in writing of any such transfer or lease. **(New)**
46. If applicable, applicant/operator shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054. **(Revised-Ongoing)**
47. 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, MuniEnvironmental, at (562) 432-3700 or info@MuniEnvironmental.com. **(New)**
48. The owner/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 assessed 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 the HDL at 909.479-2100 for additional information and application or one can be downloaded at www.hdlcompanies.com. **(Revised-Ongoing)**
49. That the applicant shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, leasor, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. **(Revised-Ongoing)**
50. That the applicant, applicant/operator and the property owner 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 Conditional Use Permit Case No. 707-1 , 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 applicant/owner of such claim, action or proceeding, and shall cooperate fully in the defense thereof. **(Revised-**

Ongoing)

51. That CUP Case No. 707-1 shall not be effective for any purpose until the Applicant has filed with the City of Santa Fe Springs an affidavit stating he/she is aware of and agree to accept all of the required conditions of approval. The affidavit shall be submitted to the Department of Planning and Development within thirty (30) days of receipt of the approval letter from the Director of Planning and Development. **(Ongoing)**
52. Notice is hereby given that any person violating a provision of the conditions of approval for CUP Case No. 707-1 is guilty of a misdemeanor. Notice is further given that the Planning Commission may, after conducting a public hearing, revoke or modify the conditions of approval of CUP Case No. 707-1, if the Commission finds that these conditions have been violated or that the Permit has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance. **(Ongoing)**
53. 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. **(New)**
54. That the applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the proposed project whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. In addition, the applicant shall reimburse the City, its officials, officers, employees, agents, departments, agencies, for any Court costs and attorney's fees which the City, its agents, officers, or employees may be required by a court to pay as a result of such Action. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld conditioned or delayed, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any such claim, action or proceeding, and shall cooperate fully in the defense thereof. **(New)**
55. The Zoning Ordinance sets forth an appeal period of fourteen days, beginning with the date you receive this letter, during which any party aggrieved by the

Commission's action can appeal the matter to the City Council. You are hereby notified that the time within which judicial review must be sought is governed by the provisions of California Code of Civil Procedure, Section 1094.6. **(Ongoing)**

I understand and hereby agree to comply with the attached Conditional Use Permit (CUP) 707-1.

Virtual Site Walk, LLC on behalf of SBA Steel, LLC

By: Nicole Comach

Its: Project Manager

Nicole Comach of Virtual Site Walk, LLC (Agent to Applicant)

(Name of Applicant)

Nicole Comach

(Signature of Applicant)

Date 6/5/2023

Attachment 7:
Project Plans



DISH Wireless L.L.C. SITE ID: LSSNA00076A

DISH Wireless L.L.C. SITE ADDRESS: 10853 PAINTER AVE

SANTA FE SPRINGS, CA 90670

CALIFORNIA CODE OF COMPLIANCE

ALL WORK SHALL BE PERFORMED AND MATERIALS INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE CALIFORNIA ELECTRICAL CODE (CEC) AND CALIFORNIA MECHANICAL CODE (CMC) UNLESS OTHERWISE SPECIFIED. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

SHEET INDEX

Table with columns: SHEET NO., SHEET TITLE. Rows include: 1-1 TITLE SHEET, A-1 OVERALL AND ENLARGED SITE PLAN, A-2 ELEVATION, ANTENNA LAYOUT AND SCHEDULE, A-3 EQUIPMENT PAD AND H-FRAME DETAILS, A-4 EQUIPMENT DETAILS, A-5 EQUIPMENT DETAILS, A-6 EQUIPMENT DETAILS, E-1 ELECTRICAL/FIBER ROUTE PLAN AND NOTES, E-2 ELECTRICAL DETAILS, E-3 ELECTRICAL ONE-LINE, FAULT CALCS & PANEL SCHEDULE, G-1 GROUNDING PLANS AND NOTES, G-2 GROUNDING DETAILS, G-3 GROUNDING DETAILS, RF-1 RF CABLE COLOR CODE, GN-1 LEGEND AND ABBREVIATIONS, GN-2 RF SIGNAGE, GN-3 GENERAL NOTES, GN-4 GENERAL NOTES, GN-5 GENERAL NOTES.

- NOTES: 1. UNDERLYING FACILITY ENTITLEMENT IS CUP 707 2. ALL ANTENNA T-ARMS MAY ONLY BE AS LONG AS THE EQUIPMENT MOUNTED UPON THEM. ALL MOUNTS SHALL BE CUT TO LENGTH OF THE ANTENNAS/EQUIPMENT MOUNTED UPON THEM.

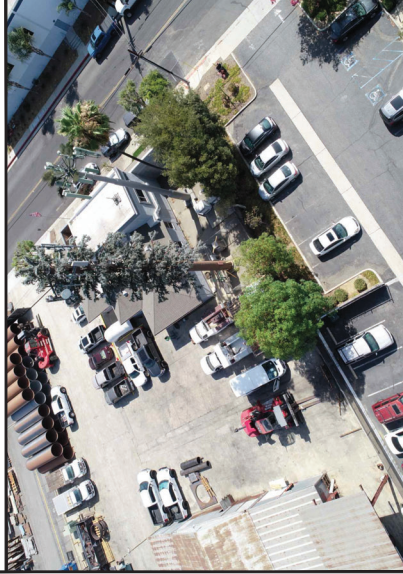
SCOPE OF WORK

THIS IS NOT AN ALL INCLUSIVE LIST. CONTRACTOR SHALL UTILIZE SPECIFIED EQUIPMENT PART OR ENGINEER APPROVED EQUIPMENT. CONTRACTOR SHALL VERIFY ALL REQUIRED EQUIPMENT TO PROVIDE A FUNCTIONAL SITE. THE PROJECT GENERALLY CONSISTS OF THE FOLLOWING:

- TOWER SCOPE OF WORK: 1. INSTALL (1) PROPOSED CONCRETE PAD 2. INSTALL (1) PROPOSED ICE BRIDGE 3. INSTALL (1) PROPOSED POWER CABINET 4. INSTALL (1) PROPOSED EQUIPMENT CABINET 5. INSTALL (1) PROPOSED TELCO CONDUIT 6. INSTALL (1) PROPOSED OVER VOLTAGE PROTECTION DEVICE (OVP) 7. INSTALL (1) PROPOSED HYBRID CABLE

- GROUND SCOPE OF WORK: 1. INSTALL (1) PROPOSED CONCRETE PAD 2. INSTALL (1) PROPOSED ICE BRIDGE 3. INSTALL (1) PROPOSED POWER CABINET 4. INSTALL (1) PROPOSED EQUIPMENT CABINET 5. INSTALL (1) PROPOSED TELCO CONDUIT 6. INSTALL (1) PROPOSED OVER VOLTAGE PROTECTION DEVICE (OVP) 7. INSTALL (1) PROPOSED HYBRID CABLE

SITE PHOTO



UNDERGROUND SERVICE ALERT UTILITY NOTIFICATION CENTER OF CALIFORNIA (800) 422-4133 WWW.CALIFORNIA811.ORG CALL 2-1-4 WORKING DAYS UTILITY NOTIFICATION PRIOR TO CONSTRUCTION

GENERAL NOTES

THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON THE ENVIRONMENT. SHORT SERVICE, PORTABLE WAREHOUSE, OR TRUCK DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS PROPOSED.

11"x17" PLOT WILL BE HALF SCALE UNLESS OTHERWISE NOTED

CONTRACTOR SHALL VERIFY ALL PLANS, EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE, AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK.

Table with columns: SITE INFORMATION, PROJECT DIRECTORY. Includes property owner, tower owner, site designer, and construction manager details.

Table with column: DIRECTIONS. Provides directions from Long Beach Airport and specific site navigation instructions.

VICINITY MAP showing the site location on a street map with a red dot and a north arrow.

Header section containing logos for dish wireless, Kimley-Horn, SBA, and professional engineer seals for Michael Ladd and Jeffrey Rogers.

Table with columns: DRAWN BY, CHECKED BY, APPROVED BY, APPLICATION REV #, CONSTRUCTION DOCUMENTS, SUBMITTALS, REV #, DATE, DESCRIPTION, A&E PROJECT NUMBER, PROJECT INFORMATION, SHEET TITLE, SHEET NUMBER.



PUBLIC HEARING

Categorically Exempt – CEQA Guidelines Section 15332, Class 32
Conditional Use Permit (CUP) Case No. 835

A request for approval to establish, operate, and maintain a truck trailer storage parking lot, measuring approximately 64,534 sq. ft. (1.48 acres), located at 11720 Burke Street, within the M-2, Heavy Manufacturing, Zone. (Burke St., LLC)

RECOMMENDATIONS:

- Open the Public Hearing and receive the written and oral staff report and any comments from the public regarding Conditional Use Permit Case No. 835, and thereafter, close the Public Hearing; and
- Find and determine that the proposed use 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 Ordinance and consistent with the goals, policies and programs of the City’s General Plan; and
- Find that the applicant’s CUP request meets the criteria set forth in §155.716 of the City’s Zoning Ordinance, for the granting of a Conditional Use Permit; and
- Find and determine that pursuant to Section 15332, Class 32 (In-Fill Development) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve Conditional Use Permit Case No. 835, subject to the conditions of approval as contained within Resolution No. 235-2023; and
- Adopt Resolution No. 235-2023, which incorporates the Planning Commission’s findings and actions regarding this matter.

GENERAL INFORMATION

- | | |
|--------------------|---|
| A. Applicant: | Burke St., LLC
Attn: Marty Hayes & Rusty Smith
8737 Dice Road
Santa Fe Springs, CA 90670 |
| B. Property Owner: | Pilot Chemical Company
9075 Centre Pointe Drive, Suite 400
West Chester, Ohio 45069 |
| C. Existing Zone: | M-2 (Heavy Manufacturing) |

- D. General Plan: Light Industrial
- E. CEQA Recommendation: Categorically Exempt, Section 15332, Class 32 (In-Fill Development)
- H. Staff Contact: Vince Velasco, Associate Planner
vincevelasco@santafesprings.org

LOCATION/BACKGROUND

The subject property is an undeveloped remnant parcel (APN: 8168-001-047), measuring approximately 1.5 acres, and is located on the south side of Burke Street, approximately 370 feet west of Dice Road. The City's General Plan identifies the land use designation as Light Industrial with an existing zoning designation of M-2 (Heavy Manufacturing). Surrounding properties to the south, east, and west are also zoned as M-2, while the properties to the north are zoned M-2, R-3 (Multiple-Family Residential), and R-1 (Single-Family Residential).

Pilot Chemical, a manufacturer of detergents and founded in Santa Fe Springs, occupied the subject property and the adjacent property to the east from 1952 to March 2008. The operation's chemical processing equipment was located in the remnant area that comprises the subject property today. Due to the harsh chemical impacts on the property, a soil and groundwater investigation began around 1990 with the regulatory oversight authority being the Los Angeles Regional Water Quality Control Board (LARWQCB). In 2009, Pilot Chemical demolished the aboveground equipment and the LARWQCB conducted multiple investigations of deep soil and groundwater impacts for compliance with several approved work plans.

By 2011, Pilot Chemical had stopped conducting business in the City, and all remaining buildings had been dismantled. In 2018, O.C. Design & Engineering obtain entitlements to subdivide the former Pilot Chemical site and construct two new warehouse buildings on the easterly portion. Building 1 is 31,539 sq. ft. and is located at 11718 Burke Street. Building 2 is 30,902 sq. ft. and is located at 8739 Dice Road. The construction of the two buildings was completed in 2020.

The subject property has remained vacant for over a decade and has experienced its fair share of encounters with homelessness and vandalism. Pilot Chemical is in the process of selling the property to the applicant, Burke St., LLC, but will continue to be responsible for the soil vapor extraction (SVE) equipment related to the ongoing monitoring of soil and groundwater levels.

ZONING REQUIREMENTS

The procedures set forth in Section 155.243 (I)(7) of the City's Zoning Ordinance, states that truck trailer storage within the M-2, Heavy Manufacturing, Zone shall be allowed only after a valid Conditional Use Permit has first been obtained.

Code Section:	Conditional Uses
155.243 (I)(7)	<p><u>Section 155.243</u> The following uses shall be permitted in the M-2 Zone only after a valid conditional use permit has first been issued:</p> <ul style="list-style-type: none"> (I) Trucking, transit, and transportation facilities of the following kinds: (7) Truck, truck trailer, or truck tractor storage

CONDITIONAL USE PERMIT REQUEST

Since October 2020, the United States has experienced supply chain issues. The high demand for shipments has periodically caused cargo ships to back up into the ocean. To help alleviate some of the demand on California ports, vacant properties are being actively perused for the temporary storage of truck trailers and shipping containers. As a result, the applicant is proposing to occupy the subject property for the parking and storage of truck trailers. Pursuant to Section 155.243 (I)(7) of the City’s Zoning Ordinance, a Conditional Use Permit (CUP) is required before the commencement of such operations.

PROJECT DESCRIPTION

Details of Proposed Use

The proposed use will provide the temporary parking of empty shipping containers on trailer chassis until their need for reuse. The truck trailers will not be associated with one (1) single tenant, but rather, the parking stalls will be leased to nearby businesses to offset their operational demand. Normally see trailers parking in the center median or along city streets will have an opportunity to park on this lot and in designated stalls. The containers will remain on the chassis at all times. A minimum of one (1) and a maximum of three (3) employees will operate the trailer storage facility for dispatching the trailers and securing the property.

Proposed Improvements

As previously mentioned the subject property is currently vacant and comprised of dirt and minimal vegetation. As proposed, the applicant will provide the following improvements:

- A new 315 sq. ft. security office building
- 53 truck trailer parking (10’-0” x 40’-0”)
- 3 standard parking stalls (8’-6” x 19’-0” at 90 degrees)
- 1 accessible parking stall (9’-0” x 19’-0” at 90 degrees) with the required adjacent loading and unloading area (8’-0” x 19’-0”)
- 4,468 sq. ft. of new drought-tolerant landscaping
- 6 new light fixtures
- A new 30-foot-wide driveway

- A new 30-foot-wide swing gate with screening
- A new 8'-0" high steel picket perimeter fence
- A new 3'-6" high steel picket fence in the front yard setback
- A new 12'-0" x 15'-0" vapor mitigation system within an 8'-0 high chain-link enclosure

Construction activities associated with the proposed project include leveling the site, paving and stripping the site, constructing the security office, and installation of lighting, fencing, and landscaping throughout the site.

Traffic

Environment, Planning, Development (EPD) Solutions, Inc. conducted a traffic screening analysis for the proposed project on January 13, 2023, and the findings are included in the attached Resolution (235-2023) as Exhibit C. According to the traffic screening analysis, the proposed project will result in a total of 83 daily trips, including 27 trips by passenger vehicles, 34 trips by trucks with two axles, and 23 trips by trucks with three (3) or more axles. Per the state of California's OPR's (Office of Planning & Research) Technical Advisory, a project can be assumed to generate a less than significant impact if it is found to produce less than 110 project vehicular trips per day. Since the proposed project will generate 27 passenger vehicle trips per day, it is therefore, considered as being screened out of further VMT analysis.

As a result, neither a substantial increase in Vehicle Miles Traveled (VMT) nor any significant impacts on transportation will result from the proposed project. It should be noted that on March 7, 2023, the City's Traffic Engineer accepted the traffic screening analysis used previously and determined that no additional studies or detailed analysis are required.

Parking

A total of 57 parking stalls will be provided for the subject property: 53 truck trailer stalls, 3 standard stalls, and 1 accessible parking stall. As proposed, the subject property is only required to provide two (2) parking stalls for the security office building.

One (1) stall for each two (2) employees (3 employees) = two (2) stalls.

The proposed project, therefore, exceeds the minimum parking requirements set forth by the City's Zoning Ordinance.

STREETS AND HIGHWAYS

The subject site has frontage on Burke Street. Burke Street is designated as a "Local Street" and a "Non-Weight Restricted Street" within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

The subject property is zoned M-2 (Heavy Manufacturing). The property has a General Plan land use designation of Light Industrial. The zoning, General Plan, and land use of the surrounding properties are below:

Surrounding Zoning, General Plan Designation, Land Use			
Direction	Zoning District	General Plan	Land Use (Address/Use)
North	M-2, Heavy Manufacturing	Light Industrial	<u>8623 Dice Road</u> Mid West Fabricating Co. (bolt & screw manufacturing)
	R-3-PD, Multiple Family Residential – Planned Development	Medium Density Residential	<u>11721 Burke Street</u> Kingdom Hall of Jehovah’s Witness (church)
South	M-2, Heavy Manufacturing	Industrial	<u>8851 Dice Road</u> Phibro-Tech Inc (chemical manufacturing)
East	M-2, Heavy Manufacturing	Light Industrial	<u>11756 Burke Street</u> Major Merch (screen printing)
		Industrial	<u>8737 Dice Road</u> Mega Western Sales (construction material wholesale)
West	M-2-BP, Heavy Manufacturing – Buffer Parking	Light Industrial	<u>11700 Burke Street</u> El Greco (grocery wholesale)

GENERAL PLAN CONSISTENCY ANALYSIS

Approval of the proposed Conditional Use Permit would promote several specific General Plan Goals or Policies as described in “Table 1” below:

Table 1

General Plan Element	Policy	Project Consistency
Land Use	Policy LU-1.5: Land Use Transitions. Apply appropriate screening, buffers, transitional uses and other controls to transition industrial and	While the subject property is not immediately adjacent to residential uses, the nearest residential property is approximately 100 feet to the northwest. As such, the project will

	commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.	consider the sensitivity to such uses and strategically implement the appropriate screening and buffers. As proposed, the truck parking will be setback approximately 200 feet from the front property line and will be screened by a minimum 8-foot high wrought iron gate and fencing. The entire driveway length of approximately 200 feet will be bordered with drought tolerant landscaping to enhance the property's curb appeal and also provide additional screening.
Land Use	Policy LU-3.7: Contaminated Land Remediation. Encourage the proper cleanup and remediation of lands that are contaminated, prioritizing cleanup near and within disadvantaged communities.	From 1952 to 2008, a detergents manufacturer, Pilot Chemical, occupied the subject property. Around 1990, a soil and groundwater study was started because of the property's severe chemical effects, and the Los Angeles Regional Water Quality Control Board (LARWQCB) was in charge of providing regulatory control. While cleanup efforts have been carefully monitored, the LARWQCB has permitted redevelopment of the property with continuous mitigation monitoring and reporting from Pilot Chemical Company.
Circulation	Policy C-5.4: Minimize Truck Maneuvering on Streets: Implement site design solutions or restrictions on new uses and development to minimize truck maneuvering on streets with substantial traffic during period of high traffic volumes.	As proposed, the check-in area will be strategically placed to allow up to two (2) full-size trucks with trailers to queue on the property at any given time. This will reduce the potential for trucks to queue on Burke Street. In addition, the truck yard will serve industrial developments in the surrounding area as an optional satellite location to store their trailers. With neighboring properties having a new location to store trailers, the surrounding area should see fewer trucks parked in center medians or parked on public streets.
Circulation	Policy C-9.2: Traffic Impact Analysis. Require new	In March of 2023, the City's Traffic Engineer accepted the Level of Service (LOS) and Vehicle Miles Traveled (VMT) screening analysis.

	<p>developments to include a traffic impact analysis.</p>	<p>In summary, the project would generate 27 daily passenger vehicle trips, which is less than the 110 daily vehicle trips threshold as stated in the City's recently adopted Transportation Study Guidelines. Therefore, no further analysis is required.</p>
<p>Environmental Justice</p>	<p>Policy EJ-1.2: Truck Idling Restrictions. Designate acceptable and unacceptable areas for freight trucking and diesel truck idling to limit impacts on disadvantaged communities already overburdened by air pollution.</p>	<p>Industrial uses surround the subject property on all four (4) sides. The various industrial uses in the surrounding area use freight trucking to receive or distribute products and/or materials. In addition, Burke Street is designated as a "Non-Weight Restricted Street" within the City's Circulation Element. As a result, trucks associated with such industrial uses are permitted along Burke Street and the surrounding arterials such as Norwalk Boulevard, Dice Road, and Slauson Avenue. The proposed truck yard will allow other surrounding businesses to offset their truck parking demand into a designated area, which will reduce the parking and idling impacts to the nearby residential area.</p>

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 through 65096 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 project 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 June 2, 2023. The legal notice was also posted at City Hall and the City's Town Center kiosk on June 2, 2023. Said notice was also published in a newspaper of general circulation (Whittier Daily News) on June 1, 2023 as required by the State Zoning and Development Laws and by the City's Zoning Ordinance. As of the date of this report, staff has not received any inquiry regarding the proposed use.

ENVIRONMENTAL ASSESSMENT

After staff review and analysis, the Planning Department staff made a preliminary determination that the project qualifies for a categorical exemption from CEQA. The

specific exemption is Class 32, Section 15332 (In-Fill Development Projects). Staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk (if the Planning Commission agrees), finding that the proposed project is Categorically Exempt. Additionally, the project will not result in any significant noise, air quality, or water quality impacts.

Environmental Audit, Inc. has prepared a detailed Class 32 Categorical Exemption report. The report provides written justification that the proposed Project meets the following criteria:

- a. The project is consistent with the applicable General Plan designation and all applicable policies as well as with applicable zoning designation and regulations;
- b. The proposed project occurs within the city limits on a site of no more than 5-acres substantially surrounded by urban use;
- c. The project site has no value as a habitat for endangered, rare or threatened species;
- d. Approval of the project will not result in any significant effects relating to traffic, noise, air quality, or water quality impacts; and
- e. The site can be adequately served by all required utilities and public services.

As previously mentioned, a traffic analysis was prepared by EPD Solutions Inc. and accepted by the City's Traffic Engineer mentioned earlier. Additionally, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

AUTHORITY OF PLANNING COMMISSION

The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Ordinance, to grant a Conditional Use Permit when it has been found that said approval is consistent with the requirements, intent, and purpose of the City's Zoning Ordinance. The Commission may grant, conditionally grant or deny a conditional use permit 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 if deemed necessary to preserve the general appearance and welfare of the community.

CRITERIA FOR GRANTING A CONDITIONAL USE PERMIT

The Commission should note that in accordance with Section 155.716 of the City's Zoning Ordinance, before granting a Conditional Use Permit, the Commission shall give consideration to the following:

- A) *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.*

B) 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.

STAFF REMARKS

Based on the findings set forth in the attached Resolution No. 235-2023, staff finds that the applicant's request meets the criteria set forth in §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit. Staff is therefore recommending approval of Conditional Use Permit Case No. 835, subject to the conditions of approval.

CONDITIONS OF APPROVAL

Conditions of approval for CUP Case No. 835 are attached to Resolution No. 235-2023 as Exhibit A.

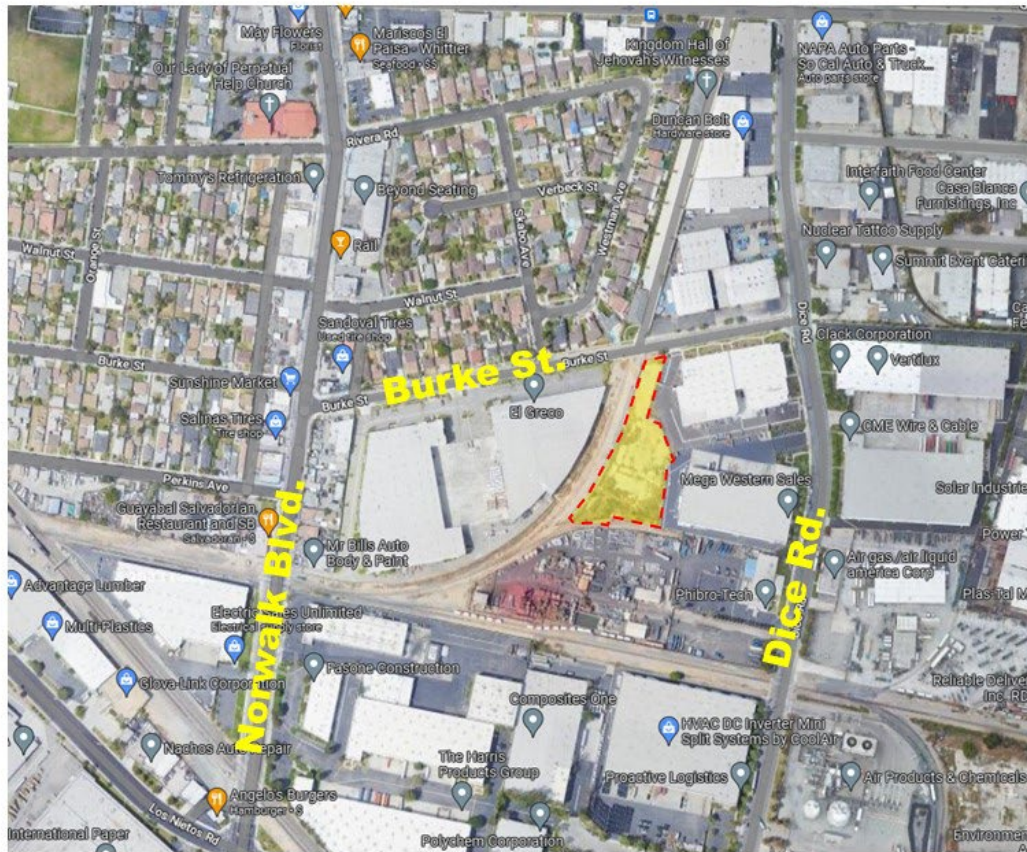


Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Public Hearing Notice
3. Radius Map for Public Hearing
4. Complete Set of Plans
5. Resolution 235-2023
 - a. Exhibit A – Conditions of Approval
 - b. Exhibit B – Class 32 Categorical Exemption Report
 - c. Exhibit C – Traffic Screening Analysis

Attachment No. 1 Aerial Photograph



AERIAL PHOTOGRAPH

CONDITIONAL USE PERMIT CASE NO. 835



11720 Burke Street (APN: 8168-001-047)
(Applicant: Burke St., LLC)

Attachment No. 2 Public Hearing

FILE COPY



11710 Telegraph Road • CA • 90670-3679 • (562) 868-0511 • Fax (562) 868-7112 • www.santafesprings.org

"A great place to live, work, and play"

CITY OF SANTA FE SPRINGS NOTICE OF PUBLIC HEARING CONDITIONAL USE PERMIT (CUP) CASE NO. 835

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing to consider the following:

CONDITIONAL USE PERMIT CASE NO. 835: A request for approval to establish, operate and maintain a truck and trailer storage parking lot, measuring approximately 64,534 sq. ft. (1.48 acres), located in the M-2, Heavy Manufacturing, Zone.

PROJECT LOCATION: 11720 Burke Street (APN: 8168-001-047).

THE HEARING will be held before the Planning Commission of the City of Santa Fe Springs in the Council Chambers of the City Hall, 11710 Telegraph Road, Santa Fe Springs, on **Monday, June 12, 2023 at 6:00 p.m.**

You may also attend the meeting telephonically or electronically using the following means:

Electronically using Zoom

Go to Zoom.us and click on "Join A Meeting" or use the following link:

<https://zoom.us/j/558333944?pwd=b0FqbkV2aDZneVRnQ3BjYU12SmJlQT09>

Zoom Meeting ID: 558 333 944

Password: 554545

Telephonically

Dial: 888-475-4499

Meeting ID: 558 333 944

CEQA STATUS: After staff review and analysis, staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk within five (5) days of project approval (if the Planning Commission agrees), specifically Class 32, Section 15332 (In-Fill Development) of the California Environmental Quality Act (CEQA). The proposed project is consistent with the City's General Plan and zoning requirements. In addition, the project will not result in any significant traffic, noise, air quality, or water quality impacts. Furthermore, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

Juanita Martin, Mayor • Jay Sarno, Mayor Pro Tem
City Council
Annette Rodriguez • William K. Rounds • Joe Angel Zamora
City Manager
Tom Hatch, Interim City Manager

**Attachment No. 2 (Cont.)
Public Hearing**

US POSTAGE

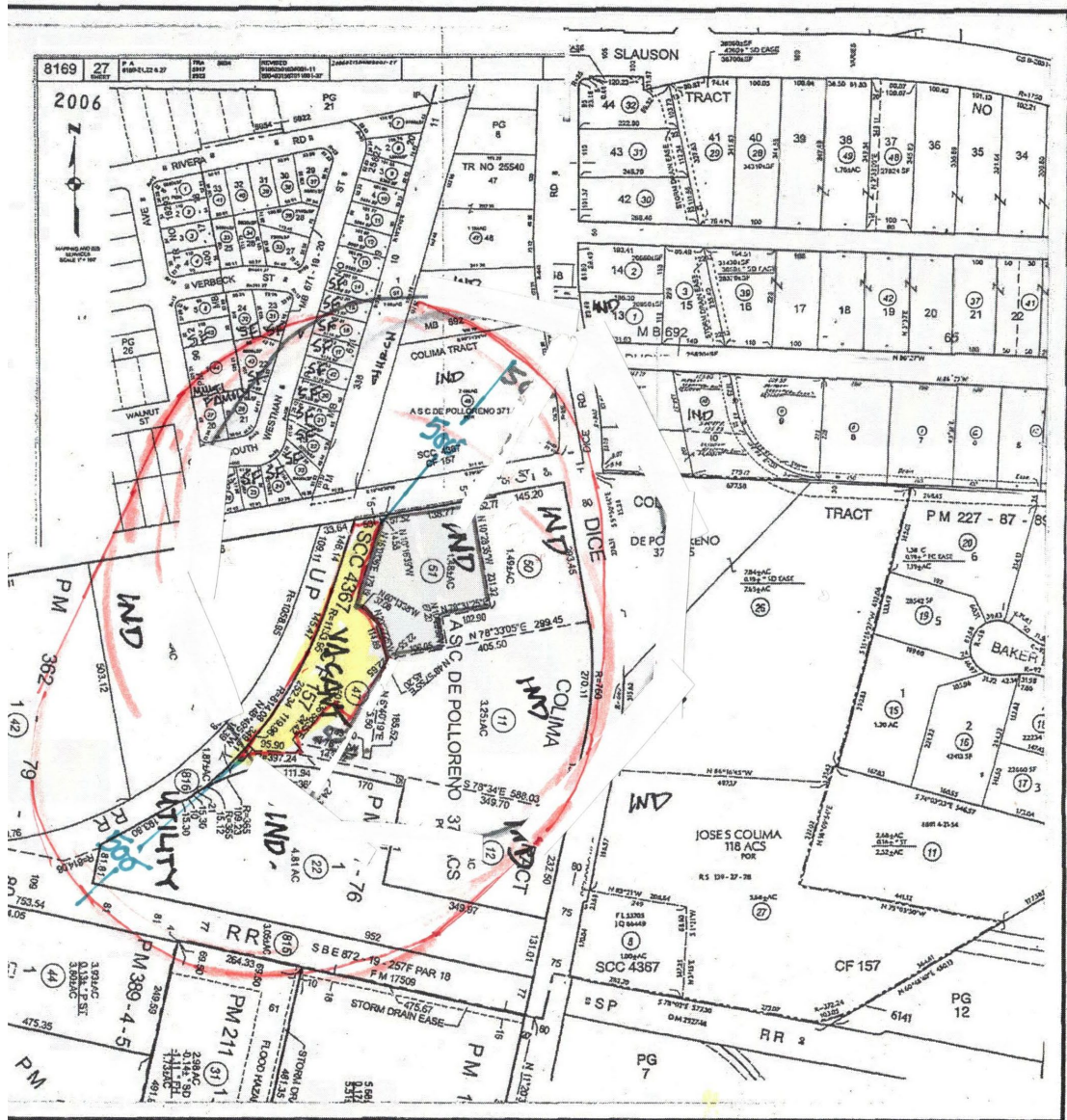
ALL INTERESTED PERSONS are invited to participate in the Public Hearing before the Planning Commission and express their opinion on the subject item listed above. Please note that if you challenge the afore-mentioned item in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the office of the Commission at, or prior to, the Public Hearing.

PUBLIC COMMENTS may be submitted in writing to the Planning Program Assistant at teresacavallo@santafesprings.org. Please submit your written comments by 12:00 p.m. on the day of the Planning Commission meeting. You may also contact the Planning Department at (562) 868-0511 ext. 7550.

FURTHER INFORMATION on this item may be obtained from Vince Velasco, Associate Planner, via e-mail at: VinceVelasco@santafesprings.org or otherwise by phone at: (562) 868-0511 ext. 7053.

Juanita Martin, Mayor • Jay Sarno, Mayor Pro Tem
City Council
Annette Rodriguez • William K. Rounds • Joe Angel Zamora
City Manager
Tom Hatch, Interim City Manager

Attachment No. 3 Radius Map for Public Hearing



**Attachment No. 4
Complete Set of Plans**

BURKE ST. TRUCK YARD

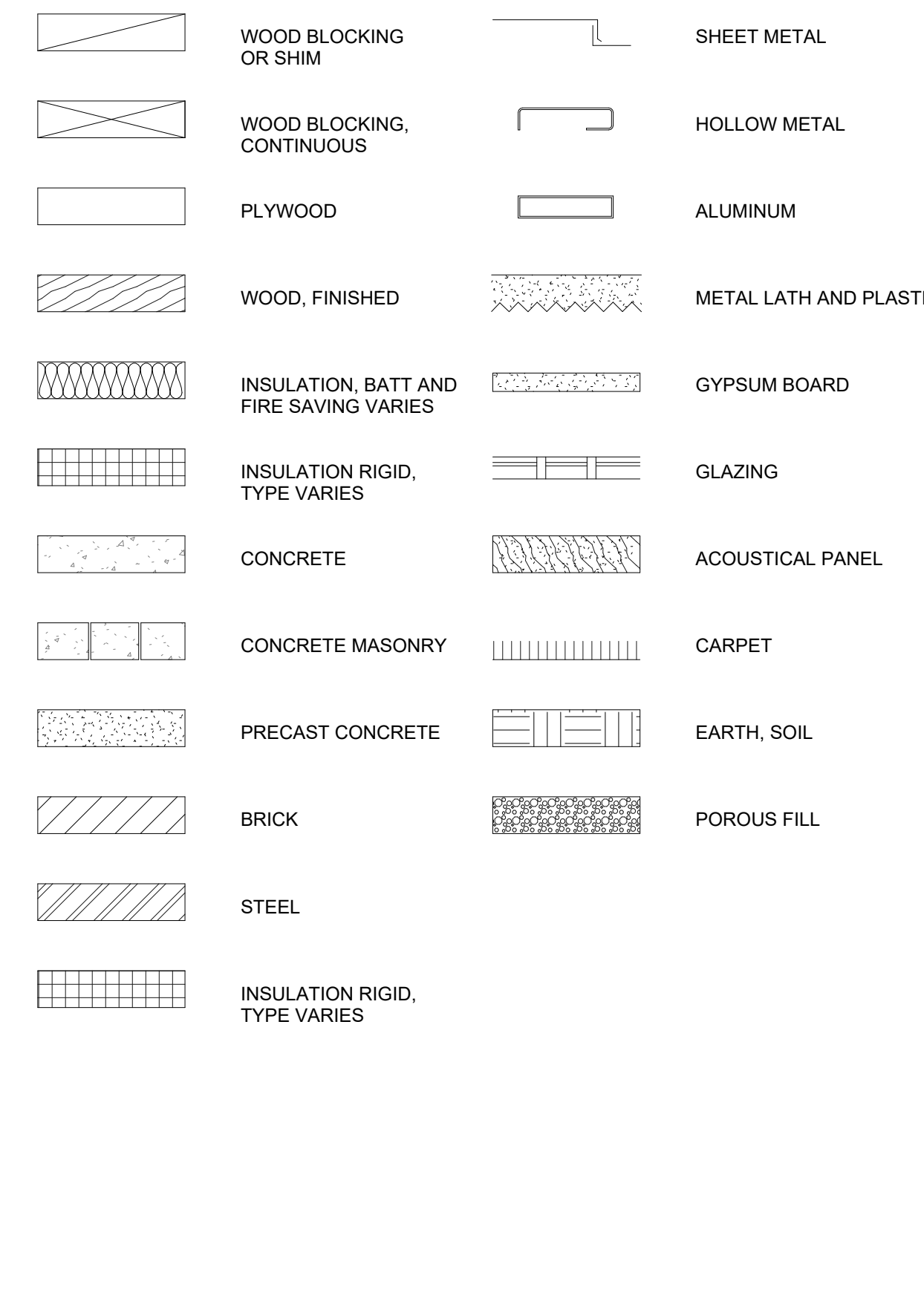
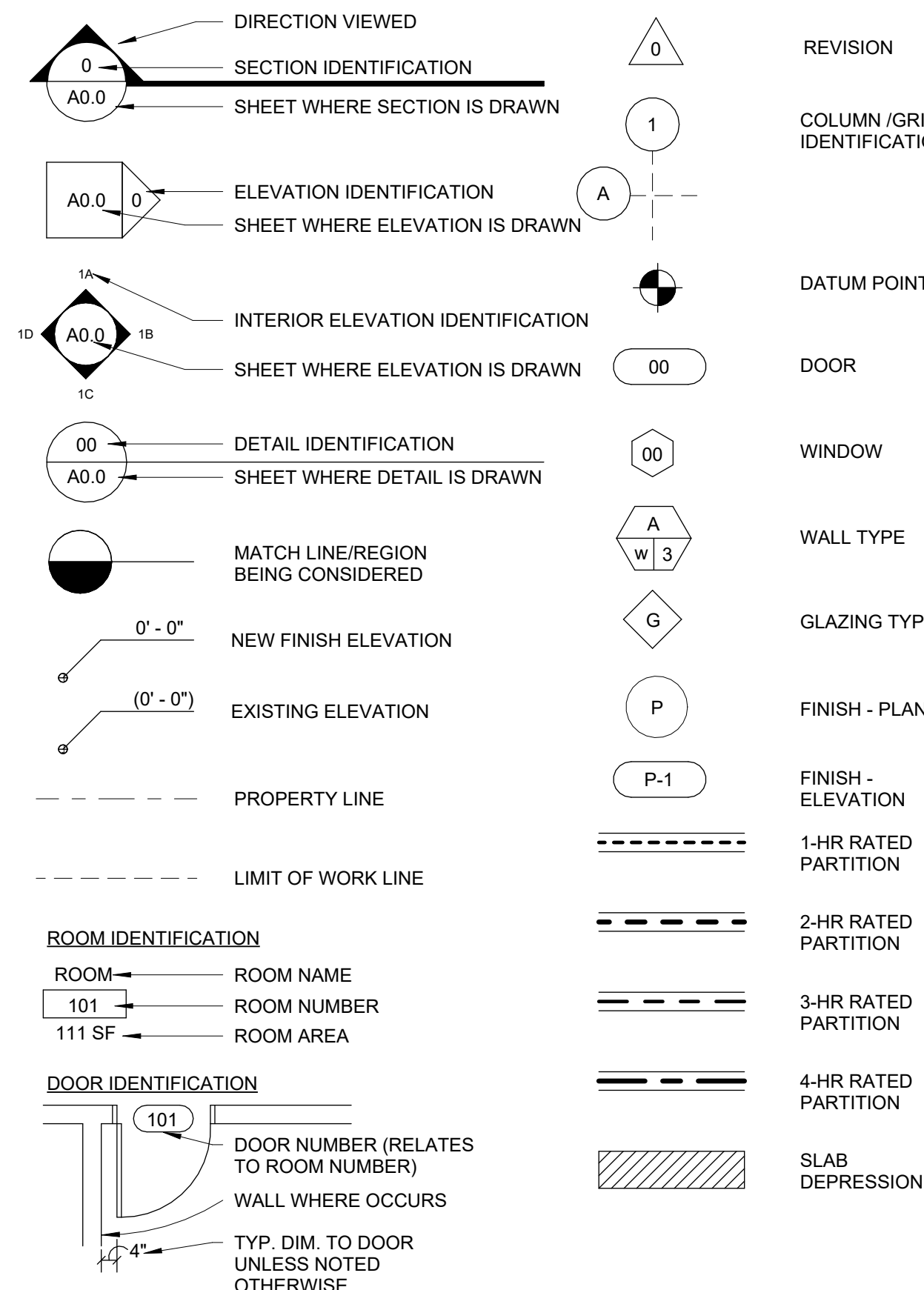


SIMONGLOVER INC.
3293 PACIFIC AVENUE
LONG BEACH, CA 90807
PH: 562.279.0050
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PROJECT TYPE: SITE IMPROVEMENT

**11756 BURKE STREET
SANTA FE SPRINGS, CA 90670**

@	AT	DWG	DRAWING	LAV	LAVATORY	SPEC	SPECIFICATIONS
AA	ADD ALTERNATE	DWR	DRAWER	LB	POUND	SQ	SQUARE
AB	ANCHOR BOLT	(E)	EXISTING	LP	LIGHTING PANEL	SOG	SLAB ON GRADE
ABV	ABOVE	EA	EACH	LTG	LIGHTING	SSF	SOLID SURFACE FINISH
AC	ACOUSTICAL CEILING PANELS	EQ	EQUAL	LVL	LEVEL	ST STL	STAINLESS STEEL
ADDL	ADDITIONAL	ELEV	ELEVATION	MAX	MAXIMUM	STD	STANDARD
AFF	ABOVE FINISH FLOOR	ELVR	ELEVATOR	MFR	MANUFACTURER	STL	STEEL
AHV	AIR HANDLING UNIT	EOS	EDGE OF SLAB	MECH	MECHANICAL	STRUCT	STRUCTURE/STRUCTURAL
ALUM	ALUMINUM	EQUIP	EQUIPMENT	MIN	MINIMUM	SUSP	SUSPENDED
ALT	ALTERNATE	ES	EXPOSED STRUCTURE	MISC	MISCELLANEOUS	SV	SHEET VINYL
ANG	ANGLE	FD	FLOOR DRAIN	MO	MASONRY OPENING	TELE	TELEPHONE
AP	ACCESS PANEL	FDN	FOUNDATION	MTD	MOUNTED	TEMP	TEMPORARY
ARCH	ARCHITECT/ARCHITECTURAL	FEC	FIRE EXTINGUISHER CABINET	MTL	METAL	TOC	TOP OF CONCRETE
BD	BOARD	FF	FINISH FLOOR	NIC	NOT IN CONTRACT	TOR	TOP OF ROOF
BLDG	BUILDING	FG	FINISH GRADE	N/A	NOT APPLICABLE	TOS	TOP OF SLAB
BLK'G	BLOCKING	FHC	FIRE HOSE CABINET	NOM	NOMINAL	TOW	TOP OF WALL
BOT	BOTTOM	FIN	FINISH	NTS	NOT TO SCALE	TRD	TREAD
BUR	BUILT UP ROOFING	FLR	FLOOR	OC	ON CENTER	TYP	TYPICAL
CAB	CABINET	FOF	FACE OF FINISH	OD	OUTSIDE DIAMETER	UL	UNDERWRITERS LABORATORY
CAR	CARPET	FOS	FACE OF STRUCTURE	OPH	OPPOSITE HAND	UNO	UNLESS NOTED OTHERWISE
CEM	CEMENT	FT	FEET	OPNG	OPENING	VCT	VINYL COMPOSITE TILE
CI	CAST IRON	FTG	FOOTING	PA	PLANTING AREA	VERT	VERTICAL
CL	CENTER LINE	FURR	FURRING	P	PROPERTY LINE	V.I.F.	VERIFY IN FIELD
CLG	CEILING	GA	GAUGE	PLT	PLATE	W	WITH
CLR	CLEAR	GALV	GALVANIZED	PLAM	PLASTIC LAMINATE	W/O	WITHOUT
CTR	COUNTER	GB	GRAB BAR	PLWD	PLYWOOD	WB	WOOD BASE
COL	COLUMN	GEN	GENERAL	PNTD	PAINTED	WD	WOOD
CONC	CONCRETE	GL	GLASS	RB	RUBBER BASE	WP	WORKING POINT
CONT	CONTINUOUS	GYP	GYPSON	RD	ROOF DRAIN	WPN	WOOD PANELING
CORR	CORRIDOR	HDR	HEADER	REF	REFERENCE		
CS	CONCRETE SEALER	HDWD	HARDWOOD	REFR	REFRIGERATOR		
CT	CERAMIC TILE	HDWR	HARDWARE	RF	RESINOUS FLOORS		
DBL	DOUBLE	HGT	HEIGHT	RM	ROOM		
DIA~	DIAMETER	INFO	INFORMATION	RUB	RUBBER		
DIM	DIMENSION	INSUL	INSULATION	SC	SOLID CORE		
DISP	DISPENSER	INT	INTERIOR	SF	SQUARE FOOT/FEET		
DN	DOWN	JC	JANITOR CLOSET	SIM	SIMILAR		
DR	DRAIN	JT	JOINT	SCHED	SCHEDULE		
DET	DETAIL	LAM	LAMINATE				



ARCHITECTURAL

A0.01 PROJECT INFORMATION
A1.01 SITE PLAN
A1.02 SITE DETAILS
A1.03.1 ELEVATIONS
A1.04 TOILET ROOMS - FLOOR PLANS AND ELEVATIONS
A1.05 INTERIOR PARTITION DETAILS
A1.06 CEILING DETAILS
A1.07 DOOR AND WINDOW SCHEDULE AND DETAILS

LANDSCAPE

L0.01 PLANTING PLAN GRAPHIC



ABBREVIATIONS

SCOPE OF WORK:
CONSTRUCTION/INSTALLATION OF NEW TRUCK YARD, 4 NEW PARKING STALLS, NEW +/- 315 SF SECURITY OFFICE WITH ACCESSIBLE RESTROOM & TRUCKER RESTROOM, NEW WROUGHT IRON FENCING ALONG PERIMETER & GATE ENTRY AND NEW CHAINLINK FENCE

SITE INFORMATION

SITE AREA:	64,534 S.F.
LOT COVERAGE:	0 S.F.
FAR:	0 S.F.
LOT:	#
BLOCK:	#
APN:	8168-001-047
TRACK:	#
ZONING:	#

BUILDING INFORMATION:

1. PROPOSED BUILDING:	OFFICE
CONSTRUCTION TYPE:	III-B, FULLY SPRINKLERED
OCCUPANCY CLASSIFICATION:	B-OFFICE
BUILDING SIZE:	+/- 315 SF
BUILDING HEIGHT:	1 STORY - 12' - 0"

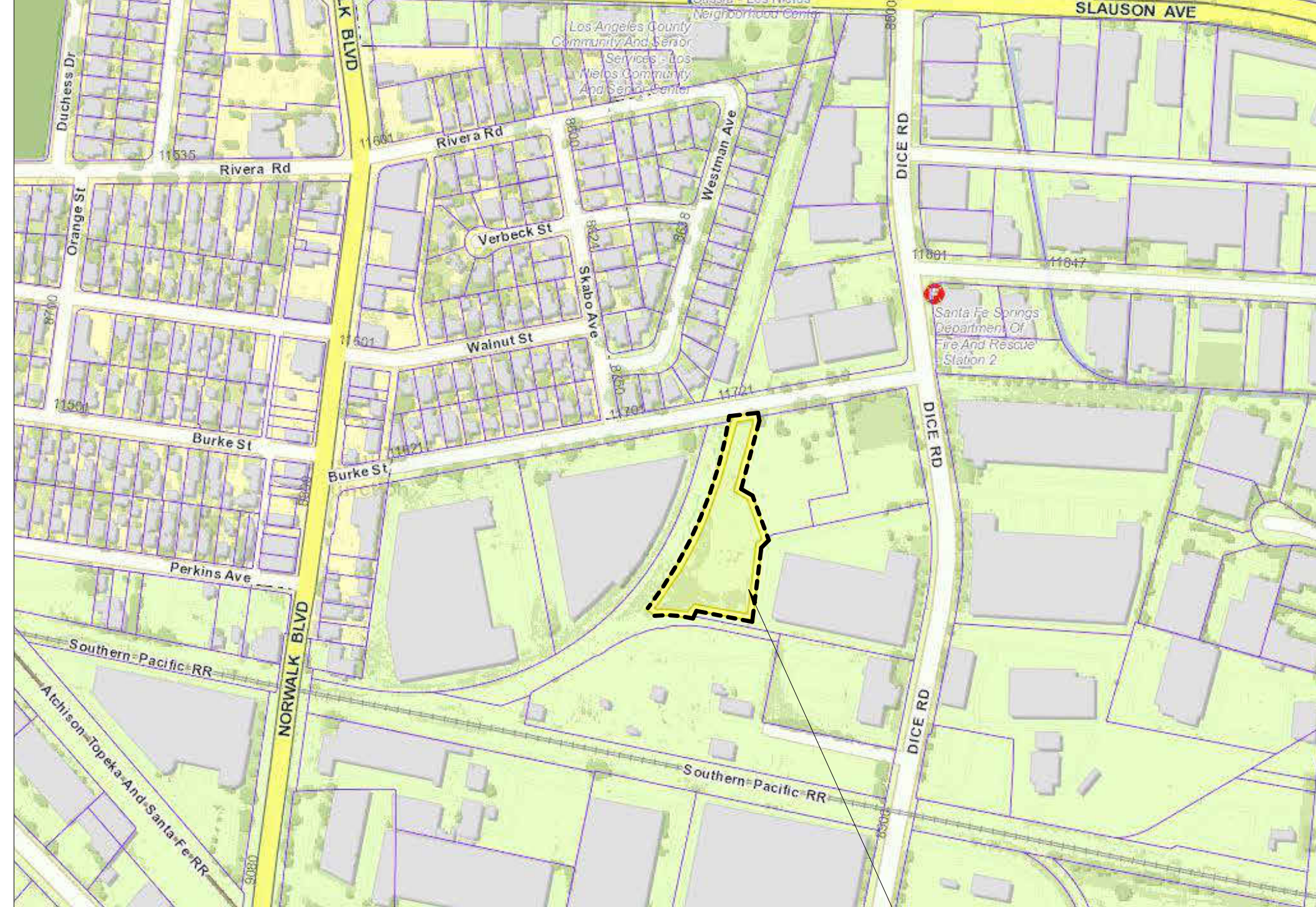
PROJECT DIRECTORY

OWNER/NAME
BURKE ST, LLC
11756 BURKE STREET
SANTA FE SPRINGS, CA 90670
CONTACT: RUSTY SMITH
E-MAIL: rusty.smith@cushwake.com
(310) 525-1911

ARCHITECT
SIMONGLOVER, INC.
3293 PACIFIC AVE
LONG BEACH, CA 90807
CONTACT: MATTHEW SIMON
E-MAIL: MSIMON@SIMONGLOVER.COM
(562) 279-0050

SYMBOL LEGEND

MATERIAL INDICATIONS



SHEET INDEX

APPLICABLE CODES:
2019 C.B.C. 2019 C.F.C.* 2019 C.P.C.
2019 C.M.C. 2019 C.E.C.

*ADEQUATE VENTILATION SHALL BE PROVIDED PER THE 2019 C.B.C.

PROJECT INFORMATION

BURKE ST. TRUCK YARD
11756 BURKE STREET
SANTA FE SPRINGS, CA 90670

ISSUED FOR:

DATE:
00.00.2020

REVISIONS:

NO.	DESCRIPTION	DATE ISSUED
2	CUP PC #2 REV.	01.31.2023

A0.01

PLAN CHECK #:	00000.
PROJECT #:	22285

C:\Users\lesoriano\Documents\013023 - 11756 Burke_Central_esoriano7.LULR.rvt

GENERAL PROJECT INFORMATION

PLAN CHECK NO _____

JOB ADDRESS _____ CITY _____ ZIP _____

REVIEWED BY _____ PHONE _____ DATE _____

INSTRUCTIONS

CORRECTIONS WITH CIRCLED ITEM NUMBERS APPLY TO THIS PLAN CHECK.

IN THE LEFT-HAND MARGIN OF THE CIRCLED CORRECTIONS, PLEASE INDICATE THE SHEET NUMBER AND DETAIL OR NOTE NUMBER ON THE PLANS WHERE THE CORRECTIONS ARE MADE. RESUBMIT MARKED ORIGINAL PLANS AND TWO CORRECTED SETS OF PLANS, CALCULATIONS AND THIS PLAN REVIEW LIST.

INCOMPLETE, UNCLER, OR FADED DRAWINGS OR CALCULATIONS WILL NOT BE ACCEPTED

INCORPORATE ALL COMMENTS AS MARKED ON CHECKED SET OF PLANS AND CALCULATIONS AND THESE CORRECTIONS SHEETS.

A. APPLICATION AND ADMINISTRATION

1. ALL AREAS OF NEWLY DESIGNED AND NEWLY CONSTRUCTED BUILDINGS AND FACILITIES AND ALTERED PORTIONS OF EXISTING BUILDINGS AND FACILITIES SHALL COMPLY WITH THESE REQUIREMENTS. **§11B-201.1**

2. WHERE A SITE, BUILDING, FACILITY, ROOM, OR SPACE CONTAINS MORE THAN ONE USE, EACH PORTION SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS FOR THAT USE. **§11B-201.2**

3. EACH ADDITION TO AN EXISTING BUILDING OR FACILITY SHALL COMPLY WITH THE REQUIREMENTS FOR NEW CONSTRUCTION AND SHALL COMPLY WITH 11B-202.4 PATH OF TRAVEL REQUIREMENTS. **§11B-202.2**

4. WHERE EXISTING ELEMENTS OR SPACES ARE ALERTED, EACH ALTERED ELEMENT OR SPACE SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF DIVISION 2, INCLUDING SECTION 11B-202.4. **§11B-202.3**

5. IN ALTERATIONS WHERE THE ENFORCING AUTHORITY DETERMINES COMPLIANCE WITH APPLICABLE REQUIREMENT IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE EQUIVALENT FACILITATION OR COMPLY WITH THE REQUIREMENTS TO THE MAXIMUM EXTENT FEASIBLE. THE DETAILS OF THE FINDING THAT FULL COMPLIANCE WITH THE REQUIREMENTS IS TECHNICALLY INFEASIBLE SHALL BE RECORDED AND ENTERED INTO THE FILES OF THE ENFORCING AGENCY. **§11B-202**

6. AN ALTERATION THAT DECREASES OR HAS THE EFFECT OF DECREASING THE ACCESSIBILITY OF A BUILDING OR FACILITY BELOW THE REQUIREMENTS FOR NEW CONSTRUCTION AT THE TIME OF THE ALTERATION. **§11B-202.3.1**

7. IF ALTERATIONS OF SINGLE ELEMENTS, WHEN CONSIDERED TOGETHER, AMOUNT TO AN ALTERATION OF A ROOM OR SPACE IN A BUILDING OR FACILITY, THE ENTIRE ROOM OR SPACE SHALL BE MADE ACCESSIBLE. **§11B-202.3.3**

8. WHEN ALTERATIONS OR ADDITIONS ARE MADE TO EXISTING BUILDINGS OR FACILITIES, AN ACCESSIBLE PATH OF TRAVEL TO THE SPECIFIC AREA OF ALTERATION OR ADDITION SHALL BE PROVIDED. THE PRIMARY ACCESSIBLE PATH OF TRAVEL SHALL INCLUDE: (1) A PRIMARY ENTRANCE TO THE BUILDING OR FACILITY, (2) TOILET AND BATHING FACILITIES SERVING THE AREA, (3) DRINKING FOUNTAINS SERVING THE AREA, (4) PUBLIC TELEPHONES SERVING THE AREA, AND (5) SIGNS. **§11B-202.4**

09. WHEN THE ADJUSTED CONSTRUCTION COST, AS DEFINED, IS LESS THAN OR EQUAL TO THE CURRENT VALUATION THRESHOLD, AS DEFINED, THE COST OF COMPLIANCE WITH SECTION 11B-202.4 SHALL BE LIMITED TO 20 PERCENT OF THE ADJUSTED CONSTRUCTION COST OF ALTERATIONS, STRUCTURAL REPAIRS OR ADDITIONS, WHEN THE COST OF FULL COMPLIANCE WITH SECTION 11B-202.4 WOULD EXCEED 20 PERCENT. COMPLIANCE SHALL BE PROVIDED TO THE GREATEST EXTENT POSSIBLE WITHOUT EXCEEDING 20 PERCENT. **§ 11B-202.4**

10. WHEN THE ADJUSTED CONSTRUCTION COST, AS DEFINED, EXCEEDS THE CURRENT VALUATION THRESHOLD, AS DEFINED, AND THE ENFORCING AGENCY DETERMINES THE COST OF COMPLIANCE WITH SECTION 11B-202.4 IS AN UNREASONABLE HARDSHIP, AS DEFINED, FULL COMPLIANCE WITH SECTION 11B-202.4 SHALL NOT BE REQUIRED. COMPLIANCE SHALL BE PROVIDED BY EQUIVALENT FACILITATION OR TO THE GREATEST EXTENT POSSIBLE WITHOUT CREATING AN UNREASONABLE HARDSHIP, BUT IN NO CASE SHALL THE COST OF COMPLIANCE BE LESS THAN 20 PERCENT OF THE ADJUSTED CONSTRUCTION COST OF ALTERATIONS, STRUCTURAL REPAIRS OR ADDITIONS. THE DETAILS OF THE FINDING OF UNREASONABLE HARDSHIP SHALL BE RECORDED AND ENTERED INTO THE FILES OF THE ENFORCING AGENCY AND SHALL BE SUBJECT TO CHAPTER 1, SECTION 1.9.1.5, SPECIAL CONDITIONS FOR PERSONS WITH DISABILITIES REQUIRING APPEALS ACTIONS RATIFICATION **§11B-202.4**

11. IN CHOOSING WHICH ACCESSIBLE ELEMENTS TO PROVIDE, PRIORITY SHOULD BE GIVEN TO THOSE ELEMENTS THAT WILL PROVIDE THE GREATEST ACCESS IN THE FOLLOWING ORDER: (1) AN ACCESSIBLE ENTRANCE; (2) AN ACCESSIBLE ROUTE TO THE ALTERED AREA; (3) AT LEAST ONE ACCESSIBLE RESTROOM FOR EACH SEX OR ONE ACCESSIBLE UNISEX RESTROOM; (4) ACCESSIBLE TELEPHONES; (5) ACCESSIBLE DRINKING FOUNTAINS; AND (6) WHEN POSSIBLE, ADDITIONAL ACCESSIBLE ELEMENTS SUCH AS PARKING, STORAGE AND ALARMS. **§11B-202.4**

12. IF AN AREA HAS BEEN ALTERED WITHOUT PROVIDING AN ACCESSIBLE PATH OF TRAVEL TO THAT AREA, AND SUBSEQUENT ALTERATIONS OF THAT AREA OR A DIFFERENT AREA ON THE SAME PATH OF TRAVEL WITHIN THE SAME YEAR OF THE YEAR OF THE ORIGINAL ALTERATION, THE TOTAL COST OF ALTERATIONS TO THE AREAS ON THAT PATH OF TRAVEL DURING THE PRECEDING THREE-YEAR PERIOD SHALL BE CONSIDERED IN DETERMINING WHETHER THE COST OF MAKING THAT PATH OF TRAVEL ACCESSIBLE IS DISPROPORTIONATE. **§11B-202.4**

13. ALTERATIONS TO A QUALIFIED HISTORIC BUILDING OR FACILITY SHALL COMPLY WITH THE STATE HISTORICAL BUILDING CODE, PART 8, TITLE 24, OF THE CALIFORNIA CODE OF REGULATIONS. **§11B-202.5**

14. WHERE THE REQUIRED NUMBER OF ELEMENTS OR FACILITIES TO BE PROVIDED IS DETERMINED BY CALCULATIONS OF RATIOS OR PERCENTAGES AND REMAINDERS OR FRACTIONS RESULT, THE NEXT GREATER WHOLE NUMBER OF SUCH ELEMENTS OR FACILITIES SHALL BE PROVIDED. **§11B-104.2**

15. WHERE THE DETERMINATION OF THE REQUIRED SIZE OR DIMENSION OF AN ELEMENT OR FACILITY INVOLVES RATIOS OR PERCENTAGES, ROUNDING DOWN FOR VALUES LESS THAN ONE HALF SHALL BE PERMITTED. **§11B-104.2**

B. BUILDING BLOCKS

FLOOR OR GROUND SURFACES

1. FLOOR AND GROUND SURFACES SHALL BE STABLE, FIRM, AND SLIP RESISTANT AND SHALL COMPLY WITH SECTION 11B-302. **§11B-302.1**

2. CARPET OR CARPET TILE SHALL BE SECURELY ATTACHED AND SHALL HAVE A FIRM CUSHION, PAD, OR BACKING OR NO CUSHION OR PAD. CARPET OR CARPET TILE SHALL HAVE A LEVEL LOOP, TEXTURED LOOP, LEVEL CUT PILE, OR LEVEL CUT/JUNCT PILE. TEXTURE, PILE HEIGHT SHALL BE ½ INCH MAXIMUM. **§11B-302.2, FIGURE 11B-302.2**

3. EXPOSED EDGES OF CARPET SHALL BE FASTENED TO FLOOR SURFACES AND SHALL HAVE TRIM ON THE ENTIRE LENGTH OF THE EXPOSED EDGE. CARPET EDGE TRIM SHALL COMPLY WITH 11B-303. **§11B-302.2**

4. OPENINGS IN FLOOR OR GROUND SURFACES SHALL NOT ALLOW PASSAGE OF A SPHERE MORE THAN ½ INCH IN DIAMETER EXCEPT AS ALLOWED IN SECTIONS 11B-407.4.3, 11B-409.4.3, 11B-410.4.1, 11B-810.5.3 AND 11B-810.10. ELONGATED OPENINGS SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL. **§11B-302.3, FIGURE 11B-302.3**

CHANGES IN LEVEL

5. CHANGES IN LEVEL OF ¼ INCH HIGH MAXIMUM SHALL BE PERMITTED TO BE VERTICAL AND WITHOUT EDGE TREATMENT. **CHANGES IN LEVEL GREATER THAN ¼ INCH AND NOT EXCEEDING ½ INCH IN HEIGHT SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1:2.** **§11B-303.2, FIGURES 11B-303.2 & 11B-303.3**

6. CHANGES IN LEVEL GREATER THAN ½ INCH IN HEIGHT SHALL BE RAMPED AND SHALL COMPLY WITH THE REQUIREMENTS OF 11B-405 RAMP OR 11B-406 CURB RAMP AS APPLICABLE. **§11B-303.4**

7. ABRUPT CHANGES IN LEVEL EXCEEDING 4 INCHES IN A VERTICAL DIMENSION BETWEEN WALKS, SIDEWALKS OR OTHER PEDESTRIAN WAYS AND ADJACENT SURFACES OR FEATURES SHALL BE IDENTIFIED BY WARNING CURBS AT LEAST 6 INCHES IN HEIGHT ABOVE THE WALK OR SIDEWALK SURFACE. **§11B-303.5**

TURNING SPACE

8. FLOOR OR GROUND SURFACES OF A TURNING SPACE SHALL COMPLY WITH SECTION 11B-302. CHANGES IN LEVEL ARE NOT PERMITTED. **§11B-304.2**

9. THE TURNING SPACE SHALL BE A SPACE OF 60 INCHES DIAMETER MINIMUM. THE SPACE SHALL BE PERMITTED TO INCLUDE KNEE AND TOE CLEARANCE COMPLYING WITH SECTION 11B-306. **§11B-304.3.1**

10. THE TURNING SPACE SHALL BE A T-SHAPED SPACE WITHIN A 60 INCH SQUARE MINIMUM WITH ARMS AND BASE 36 INCHES WIDE MINIMUM. EACH ARM OF THE T SHALL BE CLEAR OF OBSTRUCTIONS 12 INCHES MINIMUM IN EACH DIRECTION AND THE BASE SHALL BE CLEAR OF OBSTRUCTIONS 24 INCHES MINIMUM. THE SPACE SHALL BE PERMITTED TO INCLUDE KNEE AND TOE CLEARANCE COMPLYING WITH SECTION 11B-306 ONLY AT THE END OF EITHER THE BASE OR ONE ARM. **§11B-304.3.2, FIGURE 11B-304.3.2**

11. WHERE A HIGH FORWARD REACH IS OVER AN OBSTRUCTION, THE CLEAR FLOOR SPACE SHALL EXTEND BENEATH THE ELEMENT FOR A DISTANCE NOT LESS THAN THE REQUIRED REACH DEPTH OVER THE OBSTRUCTION. THE HIGH FORWARD REACH SHALL BE 48 INCHES MAXIMUM WHERE THE REACH DEPTH IS 20 INCHES MAXIMUM, WHERE THE REACH DEPTH EXCEEDS 20 INCHES THE HIGH FORWARD REACH SHALL BE 44 INCHES MAXIMUM AND THE REACH DEPTH SHALL BE 25 INCHES MAXIMUM. **§11B-308.2.2, FIGURE 11B-308.2.2**

12. FLOOR OR GROUND SURFACES OF A CLEAR FLOOR OR GROUND SPACE SHALL COMPLY WITH SECTION 11B-302. CHANGES IN LEVEL ARE NOT PERMITTED. EXCEPTION: SLOPES NOT STEEPER THAN 1:48 SHALL BE PERMITTED. **§11B-305.2**

13. CLEAR FLOOR OR GROUND SPACE SHALL BE 30 INCHES MINIMUM BY 48 INCHES MINIMUM. **§11B-305.3, FIGURE 11B-305.3**

14. ONE FULL UNOBSTRUCTED SIDE OF THE CLEAR FLOOR OR GROUND SPACE SHALL ADJOIN AN ACCESSIBLE ROUTE OR ADJOIN ANOTHER CLEAR FLOOR OR GROUND SPACE. CLEAR FLOOR OR GROUND SPACE MAY OVERLAP AN ACCESSIBLE ROUTE, UNLESS SPECIFICALLY PROHIBITED ELSEWHERE IN THIS CHAPTER. **§11B-305.6**

15. UNLESS OTHERWISE SPECIFIED, CLEAR FLOOR OR GROUND SPACE SHALL BE POSITIONED FOR EITHER FORWARD OR PARALLEL APPROACH TO AN ELEMENT. **§11B-305.5, FIGURE 11B-305.5**

16. UNLESS OTHERWISE SPECIFIED, CLEAR FLOOR OR GROUND SPACE SHALL BE PERMITTED TO INCLUDE KNEE AND TOE CLEARANCE COMPLYING WITH SECTION 11B-306. **§11B-305.4**

17. ALCOVES SHALL BE 36 INCHES WIDE MINIMUM IF THEIR DEPTH EXCEEDS 24 INCHES AND THEY PROVIDE CLEAR FLOOR OR GROUND SPACE FOR A FORWARD APPROACH. **§11B-305.7.1, FIGURE 11B-305.7.1**

18. ALCOVES SHALL BE 60 INCHES WIDE MINIMUM IF THEIR DEPTH EXCEEDS 15 INCHES AND THEY PROVIDE CLEAR FLOOR OR GROUND SPACE FOR A PARALLEL APPROACH. **§11B-305.7.2, FIGURE 11B-305.7.2**

19. WHERE SPACE BENEATH AN ELEMENT IS INCLUDED AS PART OF CLEAR FLOOR OR GROUND SPACE OR TURNING SPACE, THE SPACE SHALL COMPLY WITH SECTION 11B-306. ADDITIONAL SPACE SHALL NOT BE PROHIBITED BENEATH AN ELEMENT BUT SHALL NOT BE CONSIDERED AS PART OF THE CLEAR FLOOR OR GROUND SPACE OR TURNING SPACE. **§11B-306.1**

20. WHERE TOE CLEARANCE IS REQUIRED AT AN ELEMENT AS PART OF A CLEAR FLOOR SPACE, THE TOE CLEARANCE SHALL EXTEND 17 INCHES MINIMUM UNDER THE ELEMENT. **§11B-306.2.3**

21. SPACE EXTENDING GREATER THAN 6 INCHES BEYOND THE AVAILABLE KNEE CLEARANCE AT 9 INCHES ABOVE THE FINISH FLOOR OR GROUND SHALL NOT BE CONSIDERED TOE CLEARANCE. **§11B-306.2.4**

22. TOE CLEARANCE SHALL EXTEND 25 INCHES MAXIMUM UNDER AN ELEMENT. EXCEPTION: TOE CLEARANCE SHALL EXTEND 19 INCHES MAXIMUM UNDER LAVATORIES REQUIRED TO BE ACCESSIBLE BY SECTION 11B-306.2. **§11B-306.2.2**

23. WHERE KNEE CLEARANCE IS REQUIRED UNDER AN ELEMENT AS PART OF A CLEAR FLOOR SPACE, THE KNEE CLEARANCE SHALL BE 11 INCHES DEEP MINIMUM AT 9 INCHES ABOVE THE FINISH FLOOR OR GROUND, AND 8 INCHES DEEP MINIMUM AT 27 INCHES ABOVE THE FINISH FLOOR OR GROUND. **§11B-306.3.3, FIGURE 11B-306.3(C)**

24. AT DINING AND WORK SURFACES REQUIRED TO BE ACCESSIBLE BY SECTION 11B-226.1, KNEE CLEARANCE SHALL EXTEND 19 INCHES DEPTH MINIMUM AT 27 INCHES ABOVE THE FINISH FLOOR OR GROUND. **§11B-306.3**

25. AT LAVATORIES REQUIRED TO BE ACCESSIBLE BY SECTION 11B-213.3.4, SPACE BETWEEN 9 INCHES AND 29 INCHES ABOVE THE FINISH FLOOR OR GROUND, SHALL BE CONSIDERED KNEE CLEARANCE. **§11B-306.3.1, FIGURE 11B-306.3(A)**

26. BETWEEN 9 INCHES AND 27 INCHES ABOVE THE FINISH FLOOR OR GROUND, THE KNEE CLEARANCE SHALL BE PERMITTED TO REDUCE AT A RATE OF 1 INCH IN DEPTH FOR 6 INCHES IN HEIGHT. **§11B-306.3.4, FIGURE 11B-306.3**

27. KNEE CLEARANCE SHALL EXTEND 25 INCHES MAXIMUM UNDER AN ELEMENT AT 9 INCHES ABOVE THE FINISH FLOOR OR GROUND. **§11B-306.3.2 PROTRUDING OBJECTS**

28. OBJECTS WITH LEADING EDGES MORE THAN 27 INCHES AND NOT MORE THAN 80 INCHES ABOVE THE FINISH FLOOR OR GROUND SHALL PROTRUDE 4 INCHES MAXIMUM HORIZONTALLY INTO THE CIRCULATION PATH. EXCEPTION: HANDRAILS SHALL BE PERMITTED TO PROTRUDE 4 ½ INCHES MAXIMUM. **§11B-307.2, FIGURE 11B-307.2**

29. FREE-STANDING OBJECTS MOUNTED ON POSTS OR PYLONS SHALL OVERHANG CIRCULATION PATHS 12 INCHES MAXIMUM WHEN LOCATED 27 INCHES MINIMUM AND 80 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. WHERE A SIGN OR OTHER OBSTRUCTION IS MOUNTED BETWEEN POSTS OR PYLONS AND THE CLEAR DISTANCE BETWEEN THE POSTS OR PYLONS IS GREATER THAN 12 INCHES, THE LOWEST EDGE OF SUCH SIGN OR OBSTRUCTION SHALL BE 27 INCHES MAXIMUM OR 80 INCHES MINIMUM ABOVE THE FINISH FLOOR OR GROUND. **§11B-307.3, FIGURE 11B-307.3**

30. PROTRUDING OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH REQUIRED FOR ACCESSIBLE ROUTES. **§11B-307.5**

31. THE SLOPING PORTIONS OF HANDRAILS SERVING STAIRS AND RAMPS SHALL NOT BE REQUIRED TO COMPLY WITH SECTION 11B-307.3. **§11B-307.3**

32. WHERE SIGNS OR OTHER OBJECTS ARE MOUNTED ON POSTS OR PYLONS, AND THEIR BOTTOM EDGES ARE LESS THAN 80 INCHES ABOVE THE FLOOR OR GROUND SURFACE, THE EDGES OF SUCH SIGNS AND OBJECTS SHALL BE ROUNDED OR EASED AND THE CORNERS SHALL HAVE A MINIMUM RADIUS OF ¼ INCH. **§11B-307.3.1**

33. VERTICAL CLEARANCE SHALL BE AT LEAST 80 INCHES HIGH MINIMUM. GUARDRAILS OR OTHER BARRIERS SHALL BE PROVIDED WHERE THE VERTICAL CLEARANCE IS LESS THAN 80 INCHES HIGH, THE LEADING EDGE OF SUCH GUARDRAIL OR BARRIER SHALL BE LOCATED 27 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. **§11B-307.4, FIGURE 11B-307.4**

34. DOOR CLOSERS AND DOOR STOPS SHALL BE PERMITTED TO BE 78 INCHES MINIMUM ABOVE THE FINISH FLOOR OR GROUND. **§11B-307.4**

35. WHERE A GUY SUPPORT IS USED WITHIN EITHER THE WIDTH OF A CIRCULATION PATH OR 24 INCHES MAXIMUM OUTSIDE OF A CIRCULATION PATH, A VERTICAL GUY BRACE, SIDEWALK GUY OR SIMILAR DEVICE SHALL BE USED TO PREVENT A HAZARD OR AN OVERHEAD OBSTRUCTION. **§11B-307.4.1**

REACH RANGES

36. CONTROLS AND SWITCHES INTENDED TO BE USED BY THE OCCUPANT OF A ROOM OR AREA TO CONTROL LIGHTING AND RECEPTACLE OUTLETS, APPLIANCES OR COOLING, HEATING AND VENTILATING EQUIPMENT, SHALL COMPLY WITH SECTION 11B-308 EXCEPT THE LOW REACH SHALL BE MEASURED TO THE BOTTOM OF THE OUTLET BOX AND THE HIGH REACH SHALL BE MEASURED TO THE TOP OF THE OUTLET BOX. **§11B-308.1.1**

37. ELECTRICAL RECEPTACLE OUTLETS ON BRANCH CIRCUITS OF 30 AMPERES OR LESS AND COMMUNICATION SYSTEM RECEPTACLES SHALL COMPLY WITH SECTION 11B-308 EXCEPT THE LOW REACH SHALL BE MEASURED TO THE BOTTOM OF THE OUTLET BOX & THE HIGH REACH SHALL BE MEASURED TO THE TOP OF THE OUTLET BOX. **§11B-308.1.2**

38. WHERE A FORWARD REACH IS UNOBSTRUCTED, THE HIGH FORWARD REACH SHALL BE 48 INCHES MAXIMUM AND THE LOW FORWARD REACH SHALL BE 15 INCHES MINIMUM ABOVE THE FINISH FLOOR OR GROUND. **§11B-308.2.1, FIGURE 11B-308.2.1**

39. WHERE A HIGH FORWARD REACH IS OVER AN OBSTRUCTION, THE CLEAR FLOOR SPACE SHALL EXTEND BENEATH THE ELEMENT FOR A DISTANCE NOT LESS THAN THE REQUIRED REACH DEPTH OVER THE OBSTRUCTION. THE HIGH FORWARD REACH SHALL BE 48 INCHES MAXIMUM WHERE THE REACH DEPTH IS 20 INCHES MAXIMUM, WHERE THE REACH DEPTH EXCEEDS 20 INCHES THE HIGH FORWARD REACH SHALL BE 44 INCHES MAXIMUM AND THE REACH DEPTH SHALL BE 25 INCHES MAXIMUM. **§11B-308.2.2, FIGURE 11B-308.2.2**

40. WHERE A CLEAR FLOOR OR GROUND SPACE ALLOWS A PARALLEL APPROACH TO AN ELEMENT AND THE SIDE REACH IS UNOBSTRUCTED, THE HIGH SIDE REACH SHALL BE 48 INCHES MAXIMUM AND THE LOW SIDE REACH SHALL BE 15 INCHES MINIMUM ABOVE THE FINISH FLOOR OR GROUND. **§11B-308.3.1, FIGURE 11B-308.3.1**

41. WHERE A CLEAR FLOOR OR GROUND SPACE ALLOWS A PARALLEL APPROACH TO AN ELEMENT AND THE HIGH SIDE REACH IS OVER AN OBSTRUCTION, THE HEIGHT OF THE OBSTRUCTION SHALL BE 34 INCHES MAXIMUM AND THE DEPTH OF THE OBSTRUCTION SHALL BE 24 INCHES MAXIMUM. THE HIGH SIDE REACH SHALL BE 48 INCHES MAXIMUM FOR A REACH DEPTH OF 10 INCHES MAXIMUM, WHERE THE REACH DEPTH EXCEEDS 10 INCHES, THE HIGH SIDE REACH SHALL BE 46 INCHES MAXIMUM FOR A REACH DEPTH OF 24 INCHES MAXIMUM. **§11B-308.3.2, FIGURE 11B-308.3.2**

42. THE TOP OF WASHING MACHINES AND CLOTHES DRYERS SHALL BE PERMITTED TO BE 36 INCHES MAXIMUM ABOVE THE FINISH FLOOR. **§11B-308.3.2**

43. OPERABLE PARTS OF FUEL DISPENSERS SHALL BE PERMITTED TO BE 54 INCHES MAXIMUM MEASURED FROM THE SURFACE OF THE VEHICULAR WAY WHERE FUEL DISPENSERS ARE INSTALLED ON EXISTING CURBS. **§11B-308.3.2**

44. A CLEAR FLOOR OR GROUND SPACE COMPLYING WITH SECTION 11B-305 SHALL BE PROVIDED. **§11B-309.2**

45. OPERABLE PARTS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5 POUNDS MAXIMUM. **§11B-309.4**

46. CLEATS AND OTHER BOAT SECUREMENT DEVICES SHALL NOT BE REQUIRED TO COMPLY WITH ONE OR MORE OF THE REACH RANGES SPECIFIED IN SECTION 11B-309.3 REACH RANGES. **§11B-205.1**

47. OPERABLE PARTS THAT ARE INTENDED FOR USE ONLY BY SERVICE OR MAINTENANCE PERSONNEL SHALL NOT BE REQUIRED TO COMPLY WITH SECTION 11B-309. **§11B-205.1**

48. EXCEPT FOR LIGHT SWITCHES, WHERE REDUNDANT CONTROLS ARE PROVIDED FOR A SINGLE ELEMENT, ONE CONTROL IN EACH SPACE SHALL NOT BE REQUIRED TO COMPLY WITH SECTION 11B-309 OPERABLE PARTS. **§11B-205.1**

49. EXCEPT FOR LIGHT SWITCHES, WHERE REDUNDANT CONTROLS ARE PROVIDED FOR A SINGLE ELEMENT, ONE CONTROL IN EACH SPACE SHALL NOT BE REQUIRED TO COMPLY WITH SECTION 11B-309 OPERABLE PARTS. **§11B-205.1**

50. WHERE SPACE BENEATH AN ELEMENT IS INCLUDED AS PART OF CLEAR FLOOR OR GROUND SPACE OR TURNING SPACE, THE SPACE SHALL COMPLY WITH SECTION 11B-306. ADDITIONAL SPACE SHALL NOT BE PROHIBITED BENEATH AN ELEMENT BUT SHALL NOT BE CONSIDERED AS PART OF THE CLEAR FLOOR OR GROUND SPACE OR TURNING SPACE. **§11B-306.1**

51. SPACE EXTENDING GREATER THAN 6 INCHES BEYOND THE AVAILABLE KNEE CLEARANCE AT 9 INCHES ABOVE THE FINISH FLOOR OR GROUND SHALL NOT BE CONSIDERED TOE CLEARANCE. **§11B-306.2.4**

52. TOE CLEARANCE SHALL EXTEND 25 INCHES MAXIMUM UNDER AN ELEMENT. EXCEPTION: TOE CLEARANCE SHALL EXTEND 19 INCHES MAXIMUM UNDER LAVATORIES REQUIRED TO BE ACCESSIBLE BY SECTION 11B-306.2. **§11B-306.2.2**

53. WHERE KNEE CLEARANCE IS REQUIRED UNDER AN ELEMENT AS PART OF A CLEAR FLOOR SPACE, THE KNEE CLEARANCE SHALL BE 11 INCHES DEEP MINIMUM AT 9 INCHES ABOVE THE FINISH FLOOR OR GROUND, AND 8 INCHES DEEP MINIMUM AT 27 INCHES ABOVE THE FINISH FLOOR OR GROUND. **§11B-306.3.3, FIGURE 11B-306.3(C)**

54. AT DINING AND WORK SURFACES REQUIRED TO BE ACCESSIBLE BY SECTION 11B-226.1, KNEE CLEARANCE SHALL EXTEND 19 INCHES DEPTH MINIMUM AT 27 INCHES ABOVE THE FINISH FLOOR OR GROUND. **§11B-306.3**

55. AT LAVATORIES REQUIRED TO BE ACCESSIBLE BY SECTION 11B-213.3.4, SPACE BETWEEN 9 INCHES AND 29 INCHES ABOVE THE FINISH FLOOR OR GROUND, SHALL BE CONSIDERED KNEE CLEARANCE. **§11B-306.3.1, FIGURE 11B-306.3(A)**

56. BETWEEN 9 INCHES AND 27 INCHES ABOVE THE FINISH FLOOR OR GROUND, THE KNEE CLEARANCE SHALL BE PERMITTED TO REDUCE AT A RATE OF 1 INCH IN DEPTH FOR 6 INCHES IN HEIGHT. **§11B-306.3.4, FIGURE 11B-306.3**

57. KNEE CLEARANCE SHALL EXTEND 25 INCHES MAXIMUM UNDER AN ELEMENT AT 9 INCHES ABOVE THE FINISH FLOOR OR GROUND. **§11B-306.3.2 PROTRUDING OBJECTS**

58. OBJECTS WITH LEADING EDGES MORE THAN 27 INCHES AND NOT MORE THAN 80 INCHES ABOVE THE FINISH FLOOR OR GROUND SHALL PROTRUDE 4 INCHES MAXIMUM HORIZONTALLY INTO THE CIRCULATION PATH. EXCEPTION: HANDRAILS SHALL BE PERMITTED TO PROTRUDE 4 ½ INCHES MAXIMUM. **§11B-307.2, FIGURE 11B-307.2**

59. FREE-STANDING OBJECTS MOUNTED ON POSTS OR PYLONS SHALL OVERHANG CIRCULATION PATHS 12 INCHES MAXIMUM WHEN LOCATED 27 INCHES MINIMUM AND 80 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. WHERE A SIGN OR OTHER OBSTRUCTION IS MOUNTED BETWEEN POSTS OR PYLONS AND THE CLEAR DISTANCE BETWEEN THE POSTS OR PYLONS IS GREATER THAN 12 INCHES, THE LOWEST EDGE OF SUCH SIGN OR OBSTRUCTION SHALL BE 27 INCHES MAXIMUM OR 80 INCHES MINIMUM ABOVE THE FINISH FLOOR OR GROUND. **§11B-307.3, FIGURE 11B-307.3**

60. PROTRUDING OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH REQUIRED FOR ACCESSIBLE ROUTES. **§11B-307.5**

61. THE SLOPING PORTIONS OF HANDRAILS SERVING STAIRS AND RAMPS SHALL NOT BE REQUIRED TO COMPLY WITH SECTION 11B-307.3. **§11B-307.3**

62. WHERE SIGNS OR OTHER OBJECTS ARE MOUNTED ON POSTS OR PYLONS, AND THEIR BOTTOM EDGES ARE LESS THAN 80 INCHES ABOVE THE FLOOR OR GROUND SURFACE, THE EDGES OF SUCH SIGNS AND OBJECTS SHALL BE ROUNDED OR EASED AND THE CORNERS SHALL HAVE A MINIMUM RADIUS OF ¼ INCH. **§11B-307.3.1**

63. VERTICAL CLEARANCE SHALL BE AT LEAST 80 INCHES HIGH MINIMUM. GUARDRAILS OR OTHER BARRIERS SHALL BE PROVIDED WHERE THE VERTICAL CLEARANCE IS LESS THAN 80 INCHES HIGH, THE LEADING EDGE OF SUCH GUARDRAIL OR BARRIER SHALL BE LOCATED 27 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. **§11B-307.4, FIGURE 11B-307.4**

64. DOORS, DOORWAYS, AND GATES PROVIDING USER PASSAGE SHALL BE PROVIDED IN ACCORDANCE WITH 11B-206.5 DOORS, DOORWAYS, AND GATES. **§11B-206.5**

65. EACH ENTRANCE TO A BUILDING OR FACILITY REQUIRED TO COMPLY WITH 11B-206.5.1 ENTRANCES SHALL COMPLY WITH 11B-404 DOORS, DOORWAYS, AND GATES. **§11B-206.5.1**

66. WITHIN A BUILDING OR FACILITY, EVERY DOOR, DOORWAY OR GATE SERVING ROOMS AND SPACES COMPLYING WITH THIS CHAPTER SHALL COMPLY WITH 11B-404 DOORS, DOORWAYS, AND GATES. **§11B-206.5.2**

67. DOORS, DOORWAYS AND GATES THAT ARE PART OF AN ACCESSIBLE ROUTE SHALL COMPLY WITH 11B-404 DOORS, DOORWAYS, AND GATES. **§11B-404.1**

68. MANUAL DOORS AND DOORWAYS AND MANUAL GATES INTENDED FOR USER PASSAGE SHALL COMPLY WITH 11B-404.2 MANUAL DOORS, DOORWAYS, & MANUAL GATES. **§11B-404.2**

69. REVOLVING DOORS, REVOLVING GATES, AND TURNSTILES SHALL NOT BE PART OF AN ACCESSIBLE ROUTE. **§11B-402.2.1**

70. AT LEAST ONE OF THE ACTIVE LEAVES OF DOORWAYS WITH TWO LEAVES SHALL COMPLY WITH 11B-404.2.3 CLEAR WIDTH AND 11B-404.2.4 MANEUVERING CLEARANCES. **§11B-404.2.2**

71. DOOR OPENINGS SHALL PROVIDE A CLEAR WIDTH OF 32 INCHES MINIMUM. CLEAR OPENINGS OF DOORWAYS WITH SWINGING DOORS SHALL BE MEASURED BETWEEN THE FACE OF THE DOOR AND THE STOP, WITH THE DOOR OPEN 90 DEGREES. OPENINGS MORE THAN 24 INCHES DEEP SHALL PROVIDE A CLEAR OPENING OF 36 INCHES MINIMUM. THERE SHALL BE NO PROJECTIONS INTO THE REQUIRED CLEAR OPENING WIDTH LOWER THAN 34 INCHES ABOVE THE FINISH FLOOR OR GROUND. PROJECTIONS INTO THE CLEAR OPENING WIDTH BETWEEN 34 INCHES AND 80 INCHES ABOVE THE FINISH FLOOR OR GROUND SHALL NOT EXCEED 4 INCHES. **§11B-404.2.3**

72. MINIMUM MANEUVERING CLEARANCES AT DOORS AND GATES SHALL COMPLY WITH 11B-404.2.4 MANEUVERING CLEARANCES SHALL EXTEND TO THE FULL WIDTH OF THE DOORWAY AND THE REQUIRED LATCH SIDE OR HINGE SIDE CLEARANCE. **§11B-404.2.4**

73. WHERE DIRECT ACCESS IS PROVIDED FOR PEDESTRIANS FROM A PARKING STRUCTURE TO A BUILDING OR FACILITY ENTRANCE, EACH DIRECT ACCESS TO THE BUILDING OR FACILITY ENTRANCE SHALL COMPLY WITH 11B-404 DOORS, DOORWAYS, AND GATES. **§11B-206.4.2**

74. WHERE DIRECT ACCESS IS PROVIDED FOR PEDESTRIANS FROM A PEDESTRIAN TUNNEL OR ELEVATED WALKWAY TO A BUILDING OR FACILITY, ALL ENTRANCES TO THE BUILDING OR FACILITY FROM EACH TUNNEL OR WALKWAY SHALL COMPLY WITH SECTION 11B-404. **§ 11B-206.4.3**

75. DIRECT CONNECTIONS TO OTHER FACILITIES SHALL PROVIDE AN ACCESSIBLE ROUTE COMPLYING WITH SECTION 11B-404 DOORS, DOORWAYS, AND GATES FROM THE POINT OF CONNECTION TO BOARDING PLATFORMS AND ALL TRANSPORTATION SYSTEM ELEMENTS REQUIRED TO BE ACCESSIBLE. ANY ELEMENTS PROVIDED TO FACILITATE FUTURE DIRECT CONNECTIONS SHALL BE ON AN ACCESSIBLE ROUTE CONNECTING BOARDING PLATFORMS AND ALL TRANSPORTATION SYSTEM ELEMENTS REQUIRED TO BE ACCESSIBLE. **§11B-206.4.4 (SEE EXCEPTION)**

76. ALL ENTRANCES TO EACH TUNNEL IN A FACILITY SHALL COMPLY WITH SECTION 11B-404. **§11B-206.4.5**

77. WHERE RESTRICTED ENTRANCES ARE PROVIDED TO A BUILDING OR FACILITY, ALL RESTRICTED ENTRANCES TO THE BUILDING OR FACILITY SHALL COMPLY WITH 11B-404 DOORS, DOORWAYS, AND GATES. **§11B-206.4.7**

78. IF A SERVICE ENTRANCE IS THE ONLY ENTRANCE TO A BUILDING OR TO A TENANCY IN A FACILITY, THAT ENTRANCE SHALL COMPLY WITH 11B-404 DOORS, DOORWAYS, AND GATES. IN EXISTING BUILDINGS AND FACILITIES, A SERVICE ENTRANCE SHALL NOT BE THE SOLE ACCESSIBLE ENTRANCE UNLESS IT IS THE ONLY ENTRANCE TO A BUILDING OR FACILITY. **§11B-206.4.8**

79.

<p>CURB RAMPS, BLENDED TRANSITIONS AND ISLANDS</p> <p>69. PROVIDE CURB RAMP DETAILS INCLUDING DIMENSIONS, SLOPES, AND DETECTABLE WARNINGS.</p> <p>70. RAMP RUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 1:12(8.33%). §11B-406.2.1</p> <p>71. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT BE STEEPER THAN 1:10. §11B-406.2, FIGURE 11B-406.2.2</p> <p>72. THE RUNNING SLOPE OF THE CURB RAMP SEGMENTS SHALL BE IN-LINE WITH THE DIRECTION OF SIDEWALK TRAVEL. RAMP RUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 1:12 (8.33%). §11B-406.3.1, FIGURE 11B-406.3.2</p> <p>73. A TURNING SPACE 48 INCHES MINIMUM BY 48 INCHES MINIMUM SHALL BE PROVIDED AT THE BOTTOM OF THE CURB RAMP. THE SLOPE OF THE TURNING SPACE IN ALL DIRECTIONS SHALL BE 1:48 MAXIMUM (2.083%). §11B-406.3.2</p> <p>74. BLENDED TRANSITION RAMPS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 1:20 (5%). §11B-406.4.1</p> <p>75. CURB RAMPS AND THE FLARED SIDES OF CURB RAMPS SHALL BE LOCATED SO THAT THEY DO NOT PROJECT INTO VEHICULAR TRAFFIC LANES, PARKING SPACES, OR PARKING ACCESS AISLES. CURB RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES. §11B-406.5.1</p> <p>76. THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 48 INCHES MINIMUM. §11B-406.5.2</p> <p>77. LANDINGS SHALL BE PROVIDED AT THE TOPS OF CURB RAMPS AND BLENDED TRANSITIONS. THE LANDING CLEAR LENGTH SHALL BE 48 INCHES MINIMUM. THE LANDING CLEAR WIDTH SHALL BE AT LEAST AS WIDE AS THE CURB RAMP, EXCLUDING ANY FLARED SIDES, OR THE BLENDED TRANSITION LEADING TO THE LANDING. THE SLOPE OF THE LANDING IN ALL DIRECTIONS SHALL BE 1:48 (2.083%) MAXIMUM. §11B-406.5.3</p> <p>78. FLOOR OR GROUND SURFACES OF CURB RAMPS AND BLENDED TRANSITIONS SHALL COMPLY WITH 11B-405.4 FLOOR OR GROUND SURFACES. §11B-406.5.4</p> <p>79. WET CONDITIONS - CURB RAMPS AND BLENDED TRANSITIONS SHALL COMPLY WITH 11B-405.10. §11B-406.5.5</p> <p>80. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH. §11B-406.5.6</p> <p>81. THE CROSS SLOPE OF CURB RAMPS AND BLENDED TRANSITIONS SHALL BE 1:48 (2.083%) MAXIMUM. §11B-406.5.7</p> <p>82. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO AND WITHIN 24 INCHES OF THE CURB RAMP SHALL NOT BE STEEPER THAN 1:20 (5%). THE ADJACENT SURFACES AT TRANSITIONS AT CURB RAMPS TO WALKS, GUTTERS, AND STREETS SHALL BE AT THE SAME LEVEL. §11B-406.5.8</p> <p>83. THE BOTTOM OF DIAGONAL CURB RAMPS SHALL HAVE A CLEAR SPACE 48 INCHES MINIMUM OUTSIDE ACTIVE TRAFFIC LANES OF THE ROADWAY. DIAGONAL CURB RAMPS PROVIDED AT MARKED CROSSINGS SHALL PROVIDE THE 48 INCHES MINIMUM CLEAR SPACE WITHIN THE MARKINGS. §11B-406.5.9</p> <p>84. DIAGONAL OR CORNER TYPE CURB RAMPS WITH RETURNED CURBS OR OTHER WELL-DEFINED EDGES SHALL HAVE THE EDGES PARALLEL TO THE DIRECTION OF PEDESTRIAN FLOW. DIAGONAL CURB RAMPS WITH FLARED SIDES SHALL HAVE A SEGMENT OF CURB 24 INCHES LONG MINIMUM LOCATED ON EACH SIDE OF THE CURB RAMP AND WITHIN THE MARKED CROSSING. §11B-406.5.10, FIGURE 11B-406.5.10</p> <p>85. CURB RAMPS AND BLENDED TRANSITIONS SHALL HAVE DETECTABLE WARNINGS COMPLYING WITH 11B-705 DETECTABLE WARNINGS. §11B-406.5.12</p> <p>86. RAISED ISLANDS IN CROSSINGS SHALL BE CUT THROUGH LEVEL WITH THE STREET OR HAVE CURB RAMPS AT BOTH SIDES. THE CLEAR WIDTH OF THE ACCESSIBLE ROUTE AT ISLANDS SHALL BE 60 INCHES WIDE MINIMUM. WHERE CURB RAMPS ARE PROVIDED, THEY SHALL COMPLY WITH 11B-406 CURB RAMPS, BLENDED TRANSITIONS AND ISLANDS. LANDINGS COMPLYING WITH 11B-406.5.3 LANDINGS AND THE ACCESSIBLE ROUTE SHALL BE PERMITTED TO OVERLAP. ISLANDS SHALL HAVE DETECTABLE WARNINGS COMPLYING WITH 11B-705 DETECTABLE WARNINGS AND DETECTABLE DIRECTIONAL TEXTURE. §11B-406.6, FIGURE 11B-406.6</p> <p>ELEVATORS</p> <p>87. ELEVATORS PROVIDED FOR PASSENGERS SHALL COMPLY WITH 11B-407 ELEVATORS. WHERE MULTIPLE ELEVATORS ARE PROVIDED, EACH ELEVATOR SHALL COMPLY WITH 11B-407 ELEVATORS; (SEE EXCEPTIONS) §11B-206.6</p> <p>88. WHERE ELEMENTS OF EXISTING ELEVATORS ARE ALTERED, THE SAME ELEMENT SHALL ALSO BE ALTERED IN ALL ELEVATORS THAT ARE PROGRAMMED TO RESPOND TO THE SAME HALL CALL CONTROL AS THE ALTERED ELEVATOR AND SHALL COMPLY WITH THE REQUIREMENTS OF 11B-407 ELEVATORS FOR THE ALTERED ELEMENT. §11B-206.6.1</p> <p>89. ELEVATORS SHALL COMPLY WITH 11B-407 ELEVATORS AND WITH ASME A17.1. THEY SHALL BE PASSENGER ELEVATORS AS CLASSIFIED BY ASME A17.1. ELEVATOR OPERATION SHALL BE AUTOMATIC. WHEN THE ONLY ELEVATORS PROVIDED FOR USE BY THE PUBLIC AND EMPLOYEES ARE COMBINATION PASSENGER AND FREIGHT ELEVATORS, THEY SHALL COMPLY WITH 11B-407 ELEVATORS AND WITH ASME A17.1. §11B-407.1, §11B-407.1.1</p> <p>90. WHERE ELEVATOR CALL BUTTONS OR KEYPADS ARE PROVIDED, THEY SHALL COMPLY WITH 11B-407.2.1 CALL CONTROLS AND 11B-309.4 OPERATION. §11B-407.2.1</p> <p>91. CALL BUTTONS AND KEYPADS SHALL BE LOCATED WITHIN ONE OF THE REACH RANGES SPECIFIED IN 11B-308 REACH RANGES, MEASURED TO THE CENTERLINE OF THE HIGHEST OPERABLE PART. §11B-407.2.1.1</p> <p>92. CALL BUTTONS SHALL HAVE SQUARE SHOULDERS, BE ¼ INCH MINIMUM IN THE SMALLEST DIMENSION AND SHALL BE RAISED ¼ INCH PLUS OR MINUS 1/32 INCH ABOVE THE SURROUNDING SURFACE. THE BUTTONS SHALL BE ACTIVATED BY A MECHANICAL MOTION THAT IS DETECTABLE. §11B-407.2.1.2</p> <p>93. A CLEAR FLOOR OR GROUND SPACE COMPLYING WITH 11B-305 CLEAR FLOOR OR GROUND SURFACE SHALL BE PROVIDED AT CALL CONTROLS. §11B-407.2.1.3</p> <p>94. THE CALL BUTTON THAT DESIGNATES THE UP DIRECTION SHALL BE LOCATED ABOVE THE CALL BUTTON THAT DESIGNATES THE DOWN DIRECTION. §11B-407.2.1.4</p> <p>95. VISIBLE SIGNAL FIXTURES SHALL BE CENTERED AT 72 INCHES MINIMUM ABOVE THE FINISH FLOOR OR GROUND. THE VISIBLE SIGNAL ELEMENTS SHALL BE A MINIMUM 2½ INCHES HIGH BY 2½ INCHES WIDE. SIGNALS SHALL BE VISIBLE FROM THE FLOOR AREA ADJACENT TO THE HALL CALL BUTTON. §11B-407.2.2.2, FIGURE 11B-407.2.2.2</p> <p>96. FLOOR DESIGNATIONS COMPLYING WITH SECTIONS 11B-703.2 AND 11B-703.4.1 SHALL BE PROVIDED ON BOTH JAMBS OF ELEVATOR HOISTWAY ENTRANCES. FLOOR DESIGNATIONS SHALL BE PROVIDED IN BOTH RAISED CHARACTERS AND BRAILLE. RAISED CHARACTERS SHALL BE 2 INCHES HIGH. A RAISED STAR, PLACED TO THE LEFT OF THE FLOOR DESIGNATION, SHALL BE PROVIDED ON BOTH JAMBS AT THE MAIN ENTRY LEVEL. THE OUTSIDE DIAMETER OF THE STAR SHALL BE 2 INCHES AND ALL POINTS SHALL BE OF EQUAL LENGTH. RAISED CHARACTERS, INCLUDING THE STAR, SHALL BE WHITE ON A BLACK BACKGROUND. BRAILLE COMPLYING WITH SECTION 11B-703.3 BRAILLE SHALL BE PLACED BELOW THE CORRESPONDING RAISED CHARACTERS AND THE STAR. THE BRAILLE TRANSLATION FOR THE STAR SHALL BE "MAIN". APPLIED PLATES ARE ACCEPTABLE IF THEY ARE PERMANENTLY FIXED TO THE JAMB. §11B-407.2.3.1, FIGURE 11B-407.2.3.1</p> <p>97. ELEVATOR DOORS SHALL BE THE HORIZONTAL SLIDING TYPE. CAR GATES SHALL BE PROHIBITED. §11B-407.3.1</p> <p>98. ELEVATOR HOISTWAY AND CAR DOORS SHALL OPEN AND CLOSE AUTOMATICALLY. §11B-407.3.2 (SEE EXCEPTION)</p> <p>99. THE WIDTH OF ELEVATOR DOORS SHALL COMPLY WITH TABLE 11B-407.4.1. §11B-407.3.6 (SEE EXCEPTION)</p>	<p>100. INSIDE DIMENSIONS OF ELEVATOR CARS AND CLEAR WIDTH OF ELEVATOR DOORS SHALL COMPLY WITH TABLE 11B-407.4.1. §11B-407.4.1 (SEE EXCEPTION)</p> <p>101. FLOOR SURFACES IN ELEVATOR CARS SHALL COMPLY WITH 11B-302 FLOOR OR GROUND SURFACES AND 11B-303 CHANGES IN LEVEL. §11B-407.4.2</p> <p>102. THE CLEARANCE BETWEEN THE CAR PLATFORM SILL AND THE EDGE OF ANY HOISTWAY/LANDING SHALL BE 1½ INCH MAXIMUM. §11B-407.4.3</p> <p>103. WHERE PROVIDED, ELEVATOR CAR CONTROLS SHALL COMPLY WITH SECTIONS 11B-407.4.6 AND 11B-309.4. §11B-407.4.6, SEE EXCEPTIONS AS APPLICABLE.</p> <p>104. CAR CONTROL BUTTONS WITH FLOOR DESIGNATIONS SHALL COMPLY WITH THE FOLLOWING: §11B-407.4.6.2</p> <p>a. BUTTONS SHALL HAVE SQUARE SHOULDERS, BE 3/4 INCH MINIMUM IN THEIR SMALLEST DIMENSION AND BE RAISED 1/8 INCH PLUS OR MINUS 1/32 INCH ABOVE THE SURROUNDING SURFACE. §11B-407.4.6.2.1</p> <p>b. BUTTONS SHALL BE ARRANGED WITH NUMBERS IN ASCENDING ORDER. WHEN TWO OR MORE COLUMNS OF BUTTONS ARE PROVIDED THEY SHALL READ FROM LEFT TO RIGHT. §11B-407.4.6.2.2</p> <p>c. CAR CONTROL BUTTONS SHALL BE ILLUMINATED. §11B-407.4.6.2.3</p> <p>d. CAR CONTROL BUTTONS SHALL BE ACTIVATED BY A MECHANICAL MOTION THAT IS DETECTABLE. §11B-407.4.6.2.4</p> <p>105. EMERGENCY CONTROL BUTTONS SHALL HAVE THEIR CENTERLINES 35 INCHES MINIMUM ABOVE THE FINISH FLOOR. §11B-407.4.6.4.1</p> <p>106. EMERGENCY CONTROLS, INCLUDING THE EMERGENCY ALARM, SHALL BE GROUPED AT THE BOTTOM OF THE PANEL. §11B-407.4.6.4.2</p> <p>107. CAR CONTROL BUTTONS SHALL COMPLY WITH THE FOLLOWING:</p> <p>a. CONTROL BUTTONS SHALL BE IDENTIFIED BY RAISED CHARACTERS OR SYMBOLS, WHITE ON A BLACK BACKGROUND, COMPLYING WITH 11B-703.3 RAISED CHARACTERS AND BRAILLE COMPLYING WITH 11B-703.3. §11B-407.4.7.1.1</p> <p>b. RAISED CHARACTERS OR SYMBOLS AND BRAILLE DESIGNATIONS SHALL BE PLACED IMMEDIATELY TO THE LEFT OF THE CONTROL BUTTON TO WHICH THE DESIGNATIONS APPLY. §11B-407.4.7.1.2</p> <p>c. THE CONTROL BUTTON FOR THE EMERGENCY STOP, ALARM, DOOR OPEN, DOOR CLOSE, MAIN ENTRY FLOOR, AND PHONE, SHALL BE IDENTIFIED WITH RAISED SYMBOLS AND BRAILLE AS SHOWN IN TABLE 11B-407.4.7.1.3. §11B-407.4.7.1.3, TABLE 11B-407.4.7.1.3</p> <p>d. BUTTONS WITH FLOOR DESIGNATIONS SHALL BE PROVIDED WITH VISIBLE INDICATORS TO SHOW THAT A CALL HAS BEEN REGISTERED, THE VISIBLE INDICATION SHALL EXTINGUISH WHEN THE CAR ARRIVES AT THE DESIGNATED FLOOR. §11B-407.4.7.1.4</p> <p>e. A MINIMUM CLEAR SPACE OF 38 INCH OR OTHER SUITABLE MEANS OF SEPARATION SHALL BE PROVIDED BETWEEN ROWS OF CONTROL BUTTONS. §11B-407.4.7.1.5</p> <p>108. KEYPADS SHALL BE IDENTIFIED BY CHARACTERS COMPLYING WITH 11B-703.5 AND SHALL BE CENTERED ON THE CORRESPONDING KEYPAD BUTTON. THE NUMBER FIVE KEY SHALL HAVE A SINGLE RAISED DOT. THE DOT SHALL BE 0.118 INCH TO 0.120 INCH BASE DIAMETER AND IN OTHER ASPECTS COMPLY WITH TABLE 11B-703.3.1. §11B-407.4.7.2</p> <p>109. AUDIBLE AND VISIBLE CAR POSITION INDICATORS SHALL BE PROVIDED IN ELEVATOR CARS. CHARACTERS SHALL BE ½ INCH HIGH MINIMUM. INDICATORS SHALL BE LOCATED ABOVE THE CAR CONTROL PANEL OR ABOVE THE DOOR. §11B-407.4.8.1</p> <p>110. EMERGENCY TWO-WAY COMMUNICATION SYSTEMS SHALL COMPLY WITH 11B-308. RAISED SYMBOLS OR CHARACTERS, WHITE ON A BLACK BACKGROUND, AND BRAILLE SHALL BE PROVIDED ADJACENT TO THE DEVICE AND SHALL COMPLY WITH 11B-703.2 RAISED CHARACTERS AND 11B-703.3 BRAILLE. EMERGENCY TWO-WAY COMMUNICATION SYSTEMS BETWEEN THE ELEVATOR AND A POINT OUTSIDE THE HOISTWAY SHALL COMPLY WITH ASME-A17.1. §11B-407.4.9</p> <p>111. SUPPORT RAILS SHALL BE PROVIDED ON AT LEAST ONE WALL OF THE CAR AND SHALL COMPLY WITH THE FOLLOWINGS: §11B-407.4.10</p> <p>a. CLEARANCE BETWEEN SUPPORT RAILS AND ADJACENT SURFACES SHALL BE 1½ INCHES MINIMUM. TOP OF SUPPORT RAILS SHALL BE 31 INCHES MINIMUM TO 33 INCHES MAXIMUM ABOVE THE FLOOR OF THE CAR. THE ENDS OF THE SUPPORT RAIL SHALL BE 6 INCHES MAXIMUM FROM ADJACENT WALLS. §11B-407.4.10.1</p> <p>b. SUPPORT RAILS SHALL BE SMOOTH AND ANY SURFACE ADJACENT TO THEM SHALL BE FREE OF SHARP OR ABRASIVE ELEMENTS. §11B-407.4.10.2</p> <p>c. ALLOWABLE STRESSES SHALL NOT BE EXCEEDED FOR MATERIALS USED WHEN A VERTICAL OR HORIZONTAL FORCE OF 250 POUNDS IS APPLIED AT ANY POINT ON THE SUPPORT RAIL, FASTENER, MOUNTING DEVICE, OR SUPPORTING STRUCTURE. §11B-407.4.10.3</p> <p>PLATFORM LIFTS</p> <p>112. PLATFORM LIFTS SHALL COMPLY WITH 11B-410 PLATFORM LIFTS. PLATFORM LIFTS SHALL BE PERMITTED AS A COMPONENT OF AN ACCESSIBLE ROUTE IN AN EXISTING BUILDING OR FACILITY OR IN NEW CONSTRUCTION IN ACCORDANCE WITH SECTION 11B-206.7. PLATFORM LIFTS SHALL BE PERMITTED AS A COMPONENT OF AN ACCESSIBLE ROUTE IN AN EXISTING BUILDING OR FACILITY. §11B-206.7</p> <p>a. PLATFORM LIFTS SHALL BE PERMITTED TO PROVIDE ACCESSIBLE ROUTES TO PERFORMANCE AREAS AND SPEAKERS' PLATFORMS. §11B-206.7.1</p> <p>b. PLATFORM LIFTS SHALL BE PERMITTED TO PROVIDE AN ACCESSIBLE ROUTE TO COMPLY WITH THE WHEELCHAIR SPACE DISPERSION AND LINE-OF-SIGHT REQUIREMENTS OF 11B-221 ASSEMBLY AREAS AND 11B-802 WHEELCHAIR SPACES, COMPANION SEATS, DESIGNATED AISLE SEATS AND SEMI-AMBULANT SEATS. §11B-206.7.2</p> <p>c. PLATFORM LIFTS SHALL BE PERMITTED TO PROVIDE AN ACCESSIBLE ROUTE TO INCIDENTAL SPACES WHICH ARE NOT PUBLIC USE SPACES AND WHICH ARE OCCUPIED BY FIVE PERSONS MAXIMUM. §11B-206.7.3</p> <p>d. PLATFORM LIFTS SHALL BE PERMITTED TO PROVIDE AN ACCESSIBLE ROUTE TO: JURY BOXES AND WITNESS STANDS; RAISED COURTROOM STATIONS INCLUDING, JUDGES' BENCHES, CLERKS' STATIONS, BALIFFS' STATIONS, DEPUTY CLERKS' STATIONS, AND COURT REPORTERS' STATIONS; AND TO DEPRESSED AREAS SUCH AS THE WELL OF A COURT. §11B-206.7.4</p> <p>e. PLATFORM LIFTS SHALL BE PERMITTED WHERE EXISTING EXTERIOR SITE CONSTRAINTS MAKE SE OF A RAMP OR ELEVATOR INFEASIBLE §11B-206.7.5</p> <p>f. PLATFORM LIFTS SHALL BE PERMITTED TO CONNECT LEVELS WITHIN TRANSIENT LODGING GUEST ROOMS REQUIRED TO PROVIDE MOBILITY FEATURES COMPLYING WITH 11B-806.2 GUEST ROOMS WITH MOBILITY FEATURES OR RESIDENTIAL DWELLING UNITS REQUIRED TO PROVIDE MOBILITY FEATURES COMPLYING WITH 11B-809.2 THROUGH 11B-809.4 AND ADAPTABLE FEATURES COMPLYING WITH CHAPTER 11A, DIVISION IV. §11B-206.7.6</p> <p>g. PLATFORM LIFTS SHALL BE PERMITTED TO PROVIDE ACCESSIBLE ROUTES TO LOAD AND UNLOAD AREAS SERVING AMUSEMENT RIDES. §11B-206.7.7</p> <p>h. PLATFORM LIFTS SHALL BE PERMITTED TO PROVIDE ACCESSIBLE ROUTES TO PLAY COMPONENTS OR SOFT CONTAINED PLAY STRUCTURES. §11B-206.7.8</p> <p>i. PLATFORM LIFTS SHALL BE PERMITTED TO PROVIDE ACCESSIBLE ROUTES TO TEAM OR PLAYER SEATING AREAS SERVING AREAS OF SPORT ACTIVITY. §11B-206.7.9</p> <p>113. PLATFORM LIFTS SHALL COMPLY WITH ASME A18.1 (1999 EDITION OR 2003 EDITION), PLATFORM LIFTS SHALL NOT BE ATTENDANT-OPERATED AND SHALL PROVIDE UNASSISTED ENTRY AND EXIT FROM THE LIFT. §11B-410.1</p> <p>114. FLOOR SURFACES IN PLATFORM LIFTS SHALL COMPLY WITH 11B-302 FLOOR OR GROUND SURFACES AND 11B-303 CHANGES IN LEVEL. §11B-410.2</p>	<p>115. CLEAR FLOOR SPACE IN PLATFORM LIFTS SHALL COMPLY WITH 11B-305 CLEAR FLOOR OR GROUND SPACE. §11B-410.3</p> <p>116. THE CLEARANCE BETWEEN THE PLATFORM SILL AND THE EDGE OF ANY RUNWAY LANDING SHALL BE 1½ INCH MAXIMUM. §11B-410.4</p> <p>117. CONTROLS FOR PLATFORM LIFTS SHALL COMPLY WITH 11B-309 OPERABLE PARTS. §11B-410.5</p> <p>118. PLATFORM LIFTS SHALL HAVE LOW-ENERGY POWER-OPERATED DOORS OR GATES COMPLYING WITH 11B-404.3 AUTOMATIC AND POWER-ASSISTED DOORS AND GATES. DOORS SHALL REMAIN OPEN FOR 20 SECONDS MINIMUM. END DOORS AND GATES SHALL PROVIDE A CLEAR WIDTH 32 INCHES MINIMUM. SIDE DOORS AND GATES SHALL PROVIDE A CLEAR WIDTH 42 INCHES MINIMUM. §11B-410.6, FIGURE 11B-410.6 (SEE EXCEPTION)</p> <p>119. THE MINIMUM SIZE OF LANDINGS AT PLATFORM LIFTS SHALL BE 60 INCHES BY 60 INCHES. §11B-410.7</p> <p>120. A SIGN COMPLYING WITH 11B-703.5 VISUAL CHARACTERS SHALL BE POSTED IN A CONSPICUOUS PLACE AT EACH LANDING AND WITHIN THE PLATFORM ENCLOSURE STATING "NO FREIGHT" AND INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH 11B-703.7.2.1. §11B-410.8</p> <p>DETECTABLE WARNINGS AND DETECTABLE DIRECTIONAL TEXTURE</p> <p>121. CURB RAMPS SHALL HAVE DETECTABLE WARNINGS COMPLYING WITH SECTIONS 11B-705.1.1 and 11B-705.1.2.1. §11B-247.1.2.2,</p> <p>122. DETECTABLE WARNINGS AT CURB RAMPS SHALL EXTEND 36 INCHES IN THE DIRECTION OF TRAVEL. DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN LESS 2 INCHES MAXIMUM ON EACH SIDE, EXCLUDING ANY FLARED SIDES. DETECTABLE WARNINGS SHALL BE LOCATED SO THE EDGE NEAREST THE CURB IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE LINE AT THE FACE OF THE CURB MARKING THE TRANSITION BETWEEN THE CURB AND THE GUTTER, STREET OR HIGHWAY. §11B-705.1.2.2</p> <p>123. ON PARALLEL CURB RAMPS, DETECTABLE WARNINGS SHALL BE PLACED ON THE TURNING SPACE AT THE FLUSH TRANSITION BETWEEN THE STREET AND SIDEWALK. DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF THE TURNINGS SPACE AT THE FLUSH TRANSITION BETWEEN THE STREET AND THE SIDEWALK LESS 2 INCHES MAXIMUM ON EACH SIDE. §11B-705.1.2.2</p> <p>124. ISLANDS OR CUT-THROUGH MEDIANS. DETECTABLE WARNINGS AT PEDESTRIAN ISLANDS OR CUT-THROUGH MEDIANS SHALL BE 36 INCHES MINIMUM IN DEPTH EXTENDING THE FULL WIDTH OF THE PEDESTRIAN PATH OR CUT-THROUGH LESS THAN 2 INCHES MINIMUM ON EACH SIDE. PLACED AT THE EDGES OF THE PEDESTRIAN ISLAND OR CUT-THROUGH MEDIAN, AND SHALL BE SEPARATED BY 24 INCHES MINIMUM OF WALKING SURFACE WITHOUT DETECTABLE WARNINGS. §11B-705.1.2.3</p> <p>125. DETECTABLE WARNINGS SHALL BE 24 INCHES MINIMUM IN DEPTH AT PEDESTRIAN ISLANDS OR CUT-THROUGH MEDIANS THAT ARE LESS THAN 96 INCHES IN LENGTH IN THE DIRECTION OF PEDESTRIAN TRAVEL. §11B-705.1.2.3</p> <p>126. IF A WALK CROSSES OR ADJOINS A VEHICULAR WAY, THE WALKWAY SURFACES ARE NOT SEPARATED BY CURBS, RAILINGS, OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND VEHICULAR AREAS, THE BOUNDARY BETWEEN THE AREA SHALL BE DEFINED BY A CONTINUOUS DETECTABLE WARNING COMPLYING WITH SECTIONS 11B-705.1.1 AND 11B-705.1.2.5. §11B-247.1.2.5</p> <p>127. DETECTABLE WARNINGS AT HAZARDOUS VEHICULAR AREAS SHALL BE 36 INCHES IN WIDTH. §11B-705.1.2.5</p> <p>128. PROVIDE DETECTABLE WARNING DETAILS SHOWING COMPLIANCE WITH THE FOLLOWING:</p> <p>a. TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A BASE DIAMETER OF 0.9 TO 0.92 INCHES MAXIMUM, A TOP DIAMETER OF 0.45 TO 0.47 INCHES MAXIMUM, AND A HEIGHT OF 0.2 INCHES. §11B-705.1.1.1, FIGURE 11B-705.1</p> <p>b. TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A CENTER-TO-CENTER SPACING OF 2.3 MINIMUM TO 2.4 INCHES MAXIMUM, AND A MINIMUM BASE-TO-BASE SPACING OF 0.85 INCHES MINIMUM, MEASURED BETWEEN THE MOST ADJACENT DOMES ON A SQUARE GRID. §11B-705.1.1.2, FIGURE 11B-705.1</p> <p>c. WHERE INSTALLED IN A RADIAL PATTERN, SHALL HAVE A CENTER-TO-CENTER SPACING OF 1.6 MINIMUM TO 2.4 INCHES MAXIMUM. §11B-705.1.1.2, FIGURE 11B-705.1</p> <p>d. DETECTABLE WARNINGS SURFACES AT TRANSIT BOARDING PLATFORM EDGES, BUS STOPS, HAZARDOUS VEHICULAR AREAS, REFLECTION POOLS, AND TRACK CROSSINGS SHALL COMPLY WITH SECTION 11B-705.1.1.3.1. DETECTABLE WARNINGS AT OTHER LOCATIONS SHALL COMPLY WITH EITHER SECTIONS 11B-705.1.1.3.1 OR SECTION 11B-705.1.1.3.2. THE MATERIAL USED TO PROVIDE VISUAL CONTRAST SHALL BE AN INTEGRAL PART OF THE SURFACE. §11B-705.1.1.3</p> <p>e. DETECTABLE WARNING SURFACES SHALL DIFFER FROM ADJOINING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT. §11B-705.1.1.4</p> <p>f. DETECTABLE WARNINGS SHALL BE YELLOW AND APPROXIMATE FS 35358 OF FEDERAL STANDARD 595c. §11B-705.1.1.3.1</p> <p>g. ONLY APPROVED DSA-C DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES SHALL BE INSTALLED AS PROVIDED IN THE CALIFORNIA CODE OF REGULATIONS (CCR), TITLE 24, PART 1, CHAPTER 5, ARTICLES 2, 3, AND 4. REFER TO CCR TITLE 24, PART 12, CHAPTER 11B, SECTION 12-AA8.205 FOR BUILDING AND FACILITY ACCESS SPECIFICATIONS OR PRODUCT APPROVAL FOR DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES. §11B-705.3</p> <p>h. DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES INSTALLED AFTER JANUARY 1, 2001, SHALL BE EVALUATED BY AN INDEPENDENT ENTITY, SELECTED BY THE DIVISION OF THE STATE ARCHITECT, TO CONFIRM COMPLIANCE WITH THE PRESCRIPTIVE AND PERFORMANCE STANDARDS OF TITLE 24. §12-CHAPTERS 12-A AND 12-11B</p> <p>i. INDEPENDENT ENTITIES FOR TESTING OF DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES SHALL BE A NOT-FOR-PROFIT PRODUCT SAFETY TESTING AND CERTIFICATION ORGANIZATION, DEDICATED TO TESTING FOR PUBLIC SAFETY THAT OPERATES FOR THE TESTING, CERTIFICATION AND QUALITY ASSESSMENT OF PRODUCTS, SYSTEMS AND SERVICES. §12-11B.205, §12-11B.211</p> <p>j. INDEPENDENT ENTITIES FOR TESTING OF DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES SHALL BE RECOGNIZED AS HAVING APPROPRIATE EXPERTISE IN DETERMINING WHETHER PRODUCTS COMPLY WITH THE CALIFORNIA CODE OF REGULATIONS, TITLE 24. §12-11B.205, §12-11B.211</p> <p>k. DETECTABLE WARNING PRODUCTS AND DIRECTIONAL SURFACES MUST ENSURE CONSISTENCY AND UNIFORMITY FOR SHAPE, COLOR FASTNESS, CONFORMATION, SOUND-ON-CANE ACOUSTIC QUALITY, RESILIENCE, AND THAT ATTACHMENT WILL NOT DEGRADE SIGNIFICANTLY (<10%) FOR AT LEAST FIVE YEARS. §12-11B.209, §12-11B-210</p> <p>D. GENERAL SITE AND BUILDING ELEMENTS</p> <p>PARKING SPACES</p> <p>1. WHERE PARKING SPACES ARE PROVIDED, ACCESSIBLE PARKING SPACES SHALL BE PROVIDED IN NUMBER AND KIND REQUIRED PER SECTION 11B-208 PARKING SPACES. FOR THE PURPOSES OF THIS SECTION, ELECTRIC CAR VEHICLE CHARGING STATIONS ARE NOT PARKING SPACES; SEE SECTION 11B-228. §11B-208.1</p> <p>2. PARKING SPACES COMPLYING WITH SECTION 11B-502 SHALL BE PROVIDED IN ACCORDANCE WITH TABLE 11B-208 EXCEPT AS REQUIRED BY SECTIONS 11B-208.2.1, 11B-208.2.2 AND 11B-208.2.3. WHERE MORE THAN ONE PARKING FACILITY IS PROVIDED ON A SITE, THE NUMBER OF ACCESSIBLE SPACES PROVIDED ON THE SITE SHALL BE CALCULATED ACCORDING TO THE NUMBER OF SPACES REQUIRED FOR EACH PARKING FACILITY. §11B-208.2</p> <p>3. PROVIDE ACCESSIBLE SPACES FOR EACH PARKING FACILITY (PARKING LOTS AND PARKING STRUCTURES). THE NUMBER OF PARKING SPACES REQUIRED TO BE ACCESSIBLE IS TO BE CALCULATED SEPARATELY FOR EACH PARKING FACILITY; THE REQUIRED NUMBER IS NOT BASED ON THE TOTAL NUMBER OF PARKING SPACES PROVIDED IN ALL OF THE PARKING FACILITIES PROVIDED ON SITE. §11B-208</p>	<table border="1"> <thead> <tr> <th>TOTAL # OF PARKING SPACES PROVIDED</th> <th>MINIMUM # OF ACCESSIBLE SPACES REQUIRED</th> </tr> </thead> <tbody> <tr> <td>1-25</td> <td>1</td> </tr> <tr> <td>26-50</td> <td>2</td> </tr> <tr> <td>51-75</td> <td>3</td> </tr> <tr> <td>76-100</td> <td>4</td> </tr> <tr> <td>101-150</td> <td>5</td> </tr> <tr> <td>151-200</td> <td>6</td> </tr> <tr> <td>201-300</td> <td>7</td> </tr> <tr> <td>301-400</td> <td>8</td> </tr> <tr> <td>401-500</td> <td>9</td> </tr> <tr> <td>501-1000</td> <td>2% OF TOTAL</td> </tr> <tr> <td>1001 & OVER</td> <td>20 PLUS ONE FOR EACH 100 OR FRACTION THEREOF OVER 1,000</td> </tr> </tbody> </table> <p>4. CAR AND VAN PARKING SPACES SHALL COMPLY WITH SECTION 11B-502. WHERE PARKING SPACES ARE MARKED WITH LINES, WIDTH MEASUREMENTS OF PARKING SPACES AND ACCESS AISLES SHALL BE MADE FROM THE CENTERLINE OF THE MARKINGS. §11B-502.1 (SEE EXCEPTIONS)</p> <p>5. CAR AND VAN PARKING SPACES SHALL BE 216 INCHES LONG MINIMUM. CAR PARKING SPACES SHALL BE 108 INCHES WIDE MINIMUM AND VAN MARKINGS SPACES SHALL BE 144 INCHES WIDE MINIMUM. SHALL BE MARKED TO DEFINE THE WIDTH, AND SHALL HAVE AN ADJACENT ACCESS AISLE COMPLYING WITH SECTION 11B-502.3. §11B-502.2, FIGURES 11B-502.2 AND 11B-502.3</p> <p>6. VAN PARKING SPACES SHALL BE PERMITTED TO BE 108 INCHES WIDE MINIMUM WHERE THE ACCESS AISLE IS 96 INCHES WIDE MINIMUM. §11B-502.2</p> <p>7. ACCESS AISLES SERVING PARKING SPACES SHALL COMPLY WITH SECTION 11B-502-3. ACCESS AISLES SHALL ADJOIN AN ACCESS ROUTE. TWO PARKING SPACES SHALL BE PERMITTED TO SHARE A COMMON ACCESS AISLE. §11B-502.3, FIGURES 11B-502.2 AND 11B-502.3</p> <p>8. ACCESS AISLES SHALL EXTEND THE FULL REQUIRED LENGTH OF THE PARKING SPACES THEY SERVE. §11B-502.3.2 & FIG. 11B-502.3</p> <p>9. ACCESS AISLES SHALL BE MARKED WITH A BLUE PAINTED BORDERLINE AROUND THEIR PERIMETER. THE AREA WITHIN THE BLUE BORDERLINES SHALL BE MARKED WITH HATCHED LINES A MAXIMUM OF 36 INCHES ON CENTER IN A COLOR CONTRASTING WITH THAT OF THE AISLE SURFACE, PREFERABLY BLUE OR WHITE. THE WORDS "NO PARKING" SHALL BE PAINTED ON THE SURFACE WITHIN EACH ACCESS AISLE IN WHITE LETTERS A MINIMUM OF 12 INCHES IN HEIGHT AND LOCATED TO BE VISIBLE FROM THE ADJACENT VEHICULAR WAY. ACCESS AISLES SHALL EXTEND BEYOND THE MINIMUM REQUIRED LENGTH. §11B-502.3.3, FIGURE 11B-502.3.3</p> <p>10. ACCESS AISLES SHALL NOT OVERLAP THE VEHICULAR WAY. ACCESS AISLES SHALL BE PERMITTED TO BE PLACED ON EITHER SIDE OF THE PARKING SPACE EXCEPT FOR VAN PARKING SPACES WHICH SHALL HAVE ACCESS AISLES LOCATED ON THE PASSENGER SIDE OF THE PARKING SPACES. §11B-502.3.4</p> <p>11. PARKING SPACES AND ACCESS AISLES SERVING THEM SHALL COMPLY WITH SECTION 11B-302 FLOOR OR GROUND SURFACES. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE. CHANGES IN LEVEL ARE NOT PERMITTED. §11B-502.4</p> <p>12. PARKING SPACES, ACCESS AISLES AND VEHICULAR ROUTES SERVING THEM SHALL PROVIDE A VERTICAL CLEARANCE OF 98 INCHES MINIMUM. §11B-502.5</p> <p>SIGNAGE</p> <p>13. PARKING SPACE IDENTIFICATION SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) COMPLYING WITH SECTION 11B-703.7.2.1 IN WHITE ON A BLUE BACKGROUND. SIGNS IDENTIFYING VAN PARKING SPACES SHALL CONTAIN ADDITIONAL LANGUAGE OR AN ADDITIONAL SIGN WITH THE DESIGNATION "VAN ACCESSIBLE". SIGNS SHALL BE 60 INCHES MINIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE MEASURED TO THE BOTTOM OF THE SIGN. §11B-502.6, FIGURE 11B-703.7.2.1</p> <p>14. PARKING IDENTIFICATION SIGNS SHALL BE REPLICATED WITH A MINIMUM AREA OF 70 SQUARE INCHES. §11B-502.6.1</p> <p>15. ADDITIONAL LANGUAGE OR AN ADDITIONAL SIGN BELOW THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL STATE "MINIMUM FINE \$250." §11B-502.6.2</p> <p>16. A PARKING SPACE IDENTIFICATION SIGN SHALL BE VISIBLE FROM EACH PARKING SPACE. SIGNS SHALL BE PERMANENTLY POSTED EITHER IMMEDIATELY ADJACENT TO THE PARKING SPACE OR WITHIN THE PROJECTED PARKING SPACE WIDTH AT THE HEAD END OF THE PARKING SPACE. SIGNS MAY ALSO BE PERMANENTLY POSTED ON A WALL AT THE INTERIOR END OF THE PARKING SPACE. §11B-502.6.3</p> <p>17. EACH ACCESSIBLE CAR AND VAN SPACE SHALL HAVE SURFACE IDENTIFICATION COMPLYING WITH EITHER SECTION 11B-502.6.4.1 OR 11B-502.6.4.2 §11B-502.6.4</p> <p>a. THE PARKING SPACE SHALL BE MARKED WITH AN INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) COMPLYING WITH SECTION 11B-703.7.2.1 IN WHITE ON A BLUE BACKGROUND A MINIMUM 36 INCHES WIDE BY 36 INCHES HIGH. THE CENTERLINE OF THE ISA SHALL BE A MAXIMUM OF 6 INCHES FROM THE CENTERLINE OF THE PARKING SPACE. ITS SIDES PARALLEL TO THE LENGTH OF THE ISA SHALL BE A MAXIMUM OF 6 INCHES FROM THE CENTERLINE OF THE PARKING SPACE, ITS SIDES PARALLEL TO THE LENGTH OF THE PARKING SPACE AND ITS LOWER CORNER AT, OR LOWER SIDE ALIGNED WITH, THE END OF THE PARKING SPACE LENGTH. §11B-502.6.4.1</p> <p>b. THE PARKING SPACE SHALL BE OUTLINED OR PAINTED BLUE AND SHALL BE MARKED WITH AN INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) COMPLYING WITH SECTION 11B-703.7.2.1 ISA A MINIMUM 36 INCHES WIDE BY 36 INCHES HIGH IN WHITE OR A SUITABLE CONTRASTING COLOR. THE CENTERLINE OF THE ISA SHALL BE A MAXIMUM OF 6 INCHES FROM THE CENTERLINE OF THE PARKING SPACE, ITS SIDES PARALLEL TO THE LENGTH OF THE PARKING SPACE AND ITS LOWER CORNER AT, OR LOWER SIDE ALIGNED WITH, THE END OF THE PARKING SPACE. §11B-502.6.4.2</p> <p>18. AN ADDITIONAL SIGN SHALL BE POSTED EITHER, 1) IN A CONSPICUOUS PLACE AT EACH ENTRANCE TO AN OFF-STREET PARKING FACILITY OR 2) IMMEDIATELY ADJACENT TO ON-SITE ACCESSIBLE PARKING AND VISIBLE FROM EACH PARKING SPACE. §11B-502.8</p> <p>a. THE ADDITIONAL SIGN SHALL NOT BE LESS THAN 17 INCHES WIDE BY 22 INCHES HIGH. §11B-502.8.1</p> <p>b. THE ADDITIONAL SIGN SHALL CLEARLY STATE IN LETTERS WITH A MINIMUM HEIGHT OF 1 INCH THE FOLLOWING: §11B-502.8.2</p> <p>"UNAUTHORIZED" VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DESIGNATED BY PLACARDS OR SPECIAL LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT: _____ OR BY TELEPHONING _____ BLANK SPACES SHALL BE FILLED IN WITH APPROPRIATE INFORMATION AS A PERMANENT PART OF THE SIGN.</p> <p>RELATIONSHIP TO ACCESSIBLE ROUTES</p> <p>19. PARKING SPACES AND ACCESS AISLES SHALL BE DESIGNED SO THAT CARS AND VANS, WHEN PARKED, CANNOT OBSTRUCT THE REQUIRED CLEAR WIDTH OF ADJACENT ACCESSIBLE ROUTES. §11B-502.7</p> <p>20. A CURB OR WHEEL STOP SHALL BE PROVIDED IF REQUIRED TO PREVENT ENCRoACHMENT OF VEHICLES OVER THE REQUIRED CLEAR WIDTH OF ADJACENT ACCESSIBLE ROUTES. §11B-502.7.2</p>	TOTAL # OF PARKING SPACES PROVIDED	MINIMUM # OF ACCESSIBLE SPACES REQUIRED	1-25	1	26-50	2	51-75	3	76-100	4	101-150	5	151-200	6	201-300	7	301-400	8	401-500	9	501-1000	2% OF TOTAL	1001 & OVER	20 PLUS ONE FOR EACH 100 OR FRACTION THEREOF OVER 1,000	<p>STAIRWAYS</p> <p>21. A STAIR IS DEFINED AS A CHANGE IN ELEVATION, CONSISTING OF ONE OR MORE RISERS. §11B-202</p> <p>22. INTERIOR AND EXTERIOR STAIRS SHALL COMPLY WITH SECTION 11B-504 STAIRWAYS. §11B-210.1 (SEE EXCEPTIONS)</p> <p>23. ALL STEPS ON A FLIGHT OF STAIRS SHALL HAVE UNIFORM RISER HEIGHTS AND UNIFORM TREAD DEPTHS. RISERS SHALL BE 4 INCHES HIGH MINIMUM AND 7 INCHES HIGH MAXIMUM. TREADS SHALL BE 11 INCHES DEEP MINIMUM. §11B-504.2</p> <p>24. OPEN RISERS ARE NOT PERMITTED. §11B-504.3 (SEE EXCEPTIONS)</p> <p>25. STAIR TREADS SHALL COMPLY WITH SECTION 11B-302 FLOOR AND GROUND SURFACES. CHANGES IN LEVEL ARE NOT PERMITTED. §11B-504.4</p> <p>26. INTERIOR STAIRS SHALL HAVE THE UPPER APPROACH AND LOWER TREAD MARKED BY A STRIPE PROVIDING CLEAR VISUAL CONTRAST. EXTERIOR STAIRS SHALL HAVE THE UPPER APPROACH AND ALL TREADS MARKED BY A STRIPE PROVIDING CLEAR VISUAL CONTRAST. THE STRIPE SHALL BE A MINIMUM OF 2 INCHES WIDE TO A MAXIMUM OF 4 INCHES WIDE PLACED PARALLEL TO, AND NOT MORE THAN 1 INCH FROM, THE NOSE OF THE STEP OR UPPER APPROACH. THE STRIPE SHALL EXTEND THE FULL WIDTH OF THE STEP OR UPPER APPROACH AND SHALL BE OF MATERIAL THAT IS AT LEAST AS SLIP RESISTANT AS THE OTHER TREADS OF THE STAIR. A PAINTED STRIPE SHALL BE ACCEPTABLE. GROOVES SHALL NOT BE USED TO SATISFY THIS REQUIREMENT. §11B-504.4.1</p> <p>27. THE RADIUS OF CURVATURE AT THE LEADING EDGE OF THE TREAD SHALL BE ½ INCH MAXIMUM. NOSINGS THAT PROJECT BEYOND RISERS SHALL HAVE THE UNDERSIDE OF THE LEADING EDGE CURVED OR BEVELLED. RISERS SHALL BE PERMITTED TO SLOPE UNDER THE TREAD AT AN ANGLE OF 30 DEGREES MAXIMUM FROM VERTICAL. THE PERMITTED PROJECTION OF THE NOSING SHALL EXTEND 1½ INCHES MAXIMUM OVER THE TREAD BELOW. §11B-504.5 (SEE EXCEPTION FOR EXISTING BUILDINGS)</p> <p>28. STAIRS SHALL HAVE HANDRAILS COMPLYING WITH SECTION 11B-505 HANDRAILS. §11B-504.6</p> <p>29. STAIR TREADS AND LANDINGS SUBJECT TO WET CONDITIONS SHALL BE DESIGNED TO PREVENT THE ACCUMULATION OF WATER. §11B-504.7</p> <p>30. FLOOR IDENTIFICATION SIGNS REQUIRED BY CHAPTER 10, SECTION 1023.9 COMPLYING WITH SECTIONS 11B-703.1 SIGNS GENERAL, 11B-703.2 RAISED CHARACTERS, 11B-703.3 BRAILLE AND 11B-703.5 VISUAL CHARACTERS SHALL BE LOCATED AT THE LANDING OF EACH FLOOR LEVEL, PLACED ADJACENT TO THE DOOR ON THE LATCH SIDE, IN ALL ENCLOSED STAIRWAYS IN BUILDINGS TWO OR MORE STORIES IN HEIGHT TO IDENTIFY THE FLOOR LEVEL AT THE EXIT/DISCHARGE LEVEL. THE SIGN SHALL INCLUDE A RAISED FIVE POINTED STAR LOCATED TO THE LEFT OF THE IDENTIFYING FLOOR LEVEL. THE OUTSIDE DIAMETER OF THE STAR SHALL BE THE SAME AS THE HEIGHT OF THE RAISED CHARACTERS. §11B-504.8</p> <p>HANDRAILS</p> <p>31. HANDRAILS PROVIDED ALONG WALKING SURFACES COMPLYING WITH SECTION 11B-403, REQUIRED AT RAMPS COMPLYING WITH SECTION 11B-405, AND REQUIRED AT STAIRS COMPLYING WITH SECTION 11B-504 SHALL COMPLY WITH SECTION 11B-505 HANDRAILS §11B-505.1</p> <p>32. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMPS. §11B-505.2</p> <p>33. HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH STAIR FLIGHT OR RAMP RUN.</p>
TOTAL # OF PARKING SPACES PROVIDED	MINIMUM # OF ACCESSIBLE SPACES REQUIRED																											
1-25	1																											
26-50	2																											
51-75	3																											
76-100	4																											
101-150	5																											
151-200	6																											
201-300	7																											
301-400	8																											
401-500	9																											
501-1000	2% OF TOTAL																											
1001 & OVER	20 PLUS ONE FOR EACH 100 OR FRACTION THEREOF OVER 1,000																											

<p>5. UNITS SHALL HAVE A CLEAR FLOOR OR GROUND SPACE COMPLYING WITH SECTION 11B-305 POSITIONED FOR A FORWARD APPROACH AND CENTERED ON THE UNIT. KNEE AND TOE CLEARANCE COMPLYING WITH SECTION 11B-306 SHALL BE PROVIDED. §11B-602.2</p> <p>6. A PARALLEL APPROACH COMPLYING WITH SECTION 11B-305 SHALL BE PERMITTED AT UNITS FOR CHILDREN'S USE WHERE THE SPOUT IS 30 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND AND IS 3% MAXIMUM FROM THE FRONT EDGE OF THE UNIT, INCLUDING BUMPERS. §11B-602.2 EXCEPTION</p> <p>7. SPOUT OUTLETS SHALL BE 36 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. §11B-602.4</p> <p>8. THE SPOUT SHALL BE LOCATED 15 INCHES MINIMUM FROM THE VERTICAL SUPPORT AND 5 INCHES MAXIMUM FROM THE FRONT EDGE OF THE UNIT, INCLUDING BUMPERS. §11B-602.5</p> <p>9. THE SPOUT SHALL PROVIDE A FLOW OF WATER 4 INCHES HIGH MINIMUM AND SHALL BE LOCATED 5 INCHES MAXIMUM FROM THE FRONT OF THE UNIT. THE ANGLE OF THE WATER STREAM SHALL BE MEASURED HORIZONTALLY RELATIVE TO THE FRONT FACE OF THE UNIT, WHERE SPOUTS ARE LOCATED LESS THAN 3 INCHES FROM THE FRONT OF THE UNIT, THE ANGLE OF THE WATER STREAM SHALL BE 30 DEGREES MAXIMUM, WHERE SPOUTS ARE LOCATED BETWEEN 3 INCHES AND 5 INCHES MAXIMUM FROM THE FRONT OF THE UNIT, THE ANGLE OF THE WATER STREAM SHALL BE 15 DEGREES MAXIMUM. §11B-602.6</p> <p>10. SPOUT OUTLETS OF DRINKING FOUNTAINS FOR STANDING PERSONS SHALL BE 38 INCHES MINIMUM AND 43 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. §11B-602.7</p> <p>11. WALL- AND POST-MOUNTED CANTILEVERED DRINKING FOUNTAINS SHALL BE 18 INCHES MINIMUM AND 19 INCHES MAXIMUM IN DEPTH. §11B-602.8</p> <p>12. ALL DRINKING FOUNTAINS SHALL EITHER BE LOCATED COMPLETELY WITHIN ALCOVES, POSITIONED COMPLETELY BETWEEN WING WALLS, OR OTHERWISE POSITIONED SO AS NOT TO ENCRoACH INTO PEDESTRIAN WAYS, THE PROTECTED AREA WITHIN SUCH A DRINKING FOUNTAIN IS LOCATED SHALL BE 32 INCHES WIDE MINIMUM AND 18 INCHES DEEP MINIMUM, AND SHALL COMPLY WITH SECTION 11B-305.7 MANEUVERING CLEARANCE, WHEN USED, WING WALLS OR BARRIERS SHALL PROTECT HORIZONTALLY AT LEAST AS FAR AS THE DRINKING FOUNTAIN AND TO WITHIN 6 INCHES VERTICALLY FROM THE FLOOR OR GROUND SURFACE. §11B-602.9</p>	<p>31. THE REAR GRAB BAR SHALL BE 38 INCHES LONG MINIMUM AND EXTEND FROM THE CENTERLINE OF THE WATER CLOSET 12 INCHES MINIMUM ON ONE SIDE AND 24 INCHES MINIMUM ON THE OTHER SIDE. §11B-604.5.2 (SEE EXCEPTIONS)</p> <p>32. FLUSH CONTROLS SHALL BE HAND OPERATED OR AUTOMATIC, HAND OPERATED FLUSH CONTROLS SHALL COMPLY WITH SECTION 11B-309 EXCEPT THAT IF THE LOCATED 44 INCHES MAXIMUM ABOVE THE FLOOR, FLUSH CONTROLS SHALL BE LOCATED ON THE OPEN SIDE OF THE WATER CLOSET EXCEPT IN AMBULATORY ACCESSIBLE COMPARTMENTS COMPLYING WITH SECTION 11B-604.8.2 AMBULATORY ACCESSIBLE COMPARTMENTS. §11B-604.6</p> <p>33. TOILET PAPER DISPENSERS SHALL COMPLY WITH SECTION 11B-309.4 OPERATION AND SHALL BE 7 INCHES MINIMUM AND 9 INCHES MAXIMUM IN FRONT OF THE WATER CLOSET MEASURED TO THE CENTERLINE OF THE DISPENSER, THE OUTLET OF THE DISPENSER SHALL BE BELOW THE GRAB BAR, 19 INCHES MINIMUM ABOVE THE FINISH FLOOR AND SHALL NOT BE LOCATED BEHIND THE GRAB BARS, DISPENSERS SHALL NOT BE OF A TYPE THAT CONTROL DELIVERY OR THAT DOES NOT ALLOW CONTINUOUS PAPER FLOW. §11B-604.7</p> <p>34. WHEELCHAIR ACCESSIBLE TOILET COMPARTMENTS SHALL MEET THE REQUIREMENTS OF SECTIONS 11B-604.8.1 WHEELCHAIR ACCESSIBLE COMPARTMENTS AND 11B-604.8.3 COAT HOOKS AND SHELVES, COMPARTMENTS CONTAINING MORE THAN ONE PLUMBING FIXTURE SHALL COMPLY WITH SECTION 11B-603 TOILET & BATHING ROOMS, AMBULATORY ACCESSIBLE COMPARTMENTS SHALL COMPLY WITH SECTIONS 11B-604.8.2 AMBULATORY ACCESSIBLE COMPARTMENTS AND 11B-604.8.3 COAT HOOKS AND SHELVES. §11B-604.8</p> <p>35. WHEELCHAIR ACCESSIBLE COMPARTMENTS SHALL BE 60 INCHES WIDE MINIMUM MEASURED PERPENDICULAR TO THE SIDE WALL, AND 56 INCHES DEEP MINIMUM FOR WALL HUNG WATER CLOSETS AND 59 INCHES DEEP MINIMUM FOR FLOOR MOUNTED WATER CLOSETS MEASURED PERPENDICULAR TO THE REAR WALL, WHEELCHAIR ACCESSIBLE COMPARTMENTS SHALL ADDITIONALLY PROVIDE MANEUVERING SPACE COMPLYING WITH SECTION 11B-614B.1.1.1, 11B-604.8.1.1.2, OR 11B-604.8.1.1.3 AS APPLICABLE, WHEELCHAIR ACCESSIBLE COMPARTMENTS FOR CHILDREN'S USE SHALL BE 60 INCHES WIDE MINIMUM MEASURED PERPENDICULAR TO THE SIDE WALL, AND 59 INCHES DEEP MINIMUM FOR WALL HUNG AND FLOOR MOUNTED WATER CLOSETS MEASURED PERPENDICULAR TO THE REAR WALL §11B-604.8.1.1</p> <p>36. IN A WHEELCHAIR ACCESSIBLE COMPARTMENT WITH AN IN-SWING DOOR, A MINIMUM 60 INCHES WIDE BY 36 INCHES DEEP MANEUVERING SPACE SHALL BE PROVIDED IN FRONT OF THE CLEARANCE REQUIRED IN SECTION 11B-604.8.1.1 WHEELCHAIR ACCESSIBLE COMPARTMENT SIZE. §11B-604.8.1.1.1, FIGURES 11B-604.8.1.1.2(B) AND 11B-604.8.1.1.3(B)</p> <p>37. IN A WHEELCHAIR ACCESSIBLE COMPARTMENT WITH A DOOR LOCATED IN THE SIDE WALL OR PARTITION, EITHER IN-SWINGING OR OUT-SWINGING, A MINIMUM 60 INCHES WIDE AND 60 INCHES DEEP MANEUVERING SPACE SHALL BE PROVIDED IN FRONT OF THE WATER CLOSET. §11B-604.8.1.1.2, FIGURE 11B-604.8.1.1.2</p> <p>38. IN A WHEEL CHAIR ACCESSIBLE COMPARTMENT WITH END-OPENING DOOR (FACING WATER CLOSET), EITHER IN-SWINGING OR OUT-SWINGING, A MINIMUM 60 INCHES WIDE AND 48 INCHES DEEP MANEUVERING SPACE SHALL BE PROVIDED IN FRONT OF THE WATER CLOSET. §11B-604.8.1.1.3, FIGURE 11B-604.8.1.1.3</p> <p>39. TOILET COMPARTMENT DOORS, INCLUDING DOOR HARDWARE, SHALL COMPLY WITH SECTION 11B-404 DOOR AND GATES EXCEPT THAT IF THE DOOR IS LOCATED 15 INCHES FROM THE PUSH SIDE OF THE COMPARTMENT DOOR, CLEARANCE BETWEEN THE DOOR SIDE OF THE COMPARTMENT AND ANY OBSTRUCTION SHALL BE 48 INCHES MINIMUM MEASURED PERPENDICULAR TO THE COMPARTMENT DOOR IN ITS CLOSED POSITION, DOOR SHALL BE LOCATED IN FRONT PARTITION OR IN THE SIDE WALL OR PARTITION, FARTHEST FROM THE WATER CLOSET, WHERE LOCATED IN THE FRONT PARTITION, THE DOOR OPENING SHALL BE 4 INCHES MAXIMUM FROM THE SIDE WALL OR PARTITION, FARTHEST FROM THE WATER CLOSET, WHERE LOCATED IN THE SIDE WALL OR PARTITION, THE DOOR OPENING SHALL BE 4 INCHES MAXIMUM FROM THE FRONT PARTITION, THE DOOR SHALL BE SELF CLOSING, A DOOR PULL COMPLYING WITH SECTION 11B-404.2.7 SHALL BE PLACED ON BOTH SIDES OF THE DOOR NEAR THE LATCH, DOORS SHALL NOT SWING INTO THE CLEAR FLOOR SPACE OR CLEARANCE REQUIRED FOR ANY FIXTURES, DOORS MAY SWING INTO THAT PORTION OF MANEUVERING SPACE WHICH DOES NOT OVERLAP THE CLEARANCE REQUIRED AT A WATER CLOSET. §11B-604.8.1.2</p> <p>40. WHEN LOCATED AT THE SIDE OF A TOILET COMPARTMENT, THE TOILET COMPARTMENT DOOR OPENING SHALL PROVIDE A CLEAR WIDTH OF 34 INCHES MINIMUM. §11B-604.8.1.2 (SEE EXCEPTION)</p> <p>41. AT LEAST ONE SIDE PARTITION SHALL PROVIDE A TOE CLEARANCE OF 9 INCHES MINIMUM ABOVE THE FINISH FLOOR AND 6 INCHES DEEP MINIMUM BEYOND THE COMPARTMENT SIDE OF THE PARTITION, EXCLUSIVE OF PARTITION SUPPORT MEMBERS, PARTITION COMPONENTS AT TOE CLEARANCES SHALL BE SMOOTH WITHOUT SHARP EDGES OR ABRASIVE SURFACES, COMPARTMENTS FOR CHILDREN'S USE SHALL PROVIDE A TOE CLEARANCE OF 12 INCHES MINIMUM ABOVE THE FINISH FLOOR. §11B-604.8.1.4</p> <p>42. GRAB BARS SHALL COMPLY WITH SECTION 11B-609 GRAB BARS, A SIDE-WALL GRAB BAR COMPLYING WITH SECTION 11B-604.5.1 SIDE WALL SHALL BE PROVIDED AND SHALL BE LOCATED ON THE WALL CLOSEST TO THE WATER CLOSET, IN ADDITION, A REAR-WALL GRAB BAR COMPLYING WITH SECTION 11B-604.5.2 REAR WALL SHALL BE PROVIDED, WHERE SEPARATE GRAB BARS ARE REQUIRED ON ADJACENT WALLS AT A COMMON MOUNTING HEIGHT, AN L-SHAPED GRAB BAR MEETING THE DIMENSIONAL REQUIREMENTS OF SECTIONS 11B-604.5.1 SIDE WALL AND 11B-604.5.2 REAR WALL SHALL BE PERMITTED. §11B-604.8.1.5</p> <p>43. AMBULATORY ACCESSIBLE COMPARTMENTS SHALL HAVE A DEPTH OF 60 INCHES MINIMUM AND A WIDTH OF 35 INCHES MINIMUM AND 37 INCHES MAXIMUM. §11B-604.8.2.1</p> <p>44. WATER CLOSETS AND TOILET COMPARTMENTS FOR CHILDREN'S USE SHALL COMPLY WITH SECTION 11B-604.9 WATER CLOSETS AND TOILET COMPARTMENTS FOR CHILDREN'S USE, WHEN THE EXCEPTION IN SECTION 11B-604.1 IS USED, THE SUGGESTED DIMENSIONS OF TABLE 11B-604.9 WATER CLOSET AND TOILET COMPARTMENTS SHALL APPLY TO THE INSTALLATION OF A WATER CLOSET AND ALL ASSOCIATED COMPONENTS. §11B-604.9</p> <p>45. URINALS SHALL BE THE STALL-TYPE OR THE WALL-HUNG TYPE WITH THE RIM 17 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND, URINALS SHALL BE 13% INCHES DEEP MINIMUM MEASURED FROM THE OUTER FACE OF THE URINAL RIM TO THE BACK OF THE FIXTURE. §11B-605.2</p> <p>46. A CLEAR FLOOR SPACE OR GROUND SPACE COMPLYING WITH SECTION 11B-305 CLEAR FLOOR OR GROUND SPACE POSITIONED FOR FORWARD APPROACH SHALL BE PROVIDED. §11B-605.3</p> <p>47. FLUSH CONTROLS SHALL BE HAND OPERATED OR AUTOMATIC, HAND OPERATED FLUSH CONTROLS SHALL COMPLY WITH SECTION 11B-309 OPERABLE PARTS EXCEPT THAT THE FLUSH CONTROL SHALL BE MOUNTED AT A MAXIMUM HEIGHT OF 44 INCHES ABOVE THE FINISH FLOOR. §11B-605.4</p> <p>48. LAVATORIES AND SINKS SHALL COMPLY WITH SECTION 11B-606 LAVATORIES AND SINKS. §11B-606.1</p> <p>49. FOR LAVATORIES AND SINKS, A CLEAR FLOOR SPACE COMPLYING WITH SECTION 11B-305 CLEAR FLOOR OR GROUND SURFACES, POSITIONED FOR A FORWARD APPROACH, AND KNEE AND TOE CLEARANCE COMPLYING WITH SECTION 11B-306 KNEE AND TOE CLEARANCE SHALL BE PROVIDED. §11B-606.2</p> <p>50. LAVATORIES AND SINKS SHALL BE INSTALLED WITH THE FRONT OF THE HIGHER OF THE RIM OR COUNTER SURFACE 34 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. §11B-606.3</p> <p>SHOWER COMPARTMENTS</p> <p>51. SHOWERS COMPARTMENT SHALL BE EITHER:</p> <p>a. STANDARD ROLL-IN TYPE SHOWER COMPARTMENT: 30 INCHES WIDE MINIMUM BY 60 INCHES DEEP MINIMUM WITH CLEAR INSIDE DIMENSIONS MEASURED AT CENTER POINTS OF OPPOSING SIDES WITH A FULL OPENING WIDTH ON THE LONG SIDE.</p> <p>b. ALTERNATE ROLL-IN TYPE SHOWER COMPARTMENT SHALL BE 36 INCHES WIDE AND 60 INCHES DEEP MINIMUM CLEAR INSIDE DIMENSIONS MEASURED AT CENTER POINTS OF OPPOSING SIDES, A 36 INCH WIDE MINIMUM ENTRY SHALL BE PROVIDED AT ONE END OF THE LONG SIDE OF THE COMPARTMENT. §11B-608.2.3</p>	<p>52. GRAB BARS SHALL COMPLY WITH SECTION 11B-609 AND SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 11B-608.3, WHERE MULTIPLE GRAB BARS ARE USED, REQUIRED HORIZONTAL GRAB BARS SHALL BE INSTALLED AT THE SAME HEIGHT ABOVE THE FINISH FLOOR, WHERE SEPARATE GRAB BARS ARE REQUIRED ON ADJACENT WALLS AT A COMMON MOUNTING HEIGHT, AN L-SHAPED OR U-SHAPED GRAB BAR MEETING THE DIMENSIONAL REQUIREMENTS OF SECTION 11B-608.3.2 AND 11B-608.3.3 SHALL BE PERMITTED. §11B-608.3</p> <p>53. A FOLDING SEAT SHALL BE PROVIDED IN ROLL-IN TYPE SHOWERS, SEATS SHALL COMPLY WITH SECTION 11B-610 §11B-608.4</p> <p>54. CONTROLS, FAUCETS, AND SHOWER SPRAY UNITS SHALL COMPLY WITH SECTION 11B-309.4, CONTROLS AND FAUCETS SHALL ALLOW THE USER TO CLOSE AND OPEN THE WATER SUPPLY. §11B-608.5</p> <p>55. IN STANDARD ROLL-IN TYPE SHOWER COMPARTMENTS, OPERABLE PARTS OF CONTROLS AND FAUCETS SHALL BE INSTALLED IN ON BACK WALL OF THE COMPARTMENT ADJACENT TO THE SEAT WALL, 19 INCHES MINIMUM AND 27 INCHES MAXIMUM FROM THE SEAT WALL, AND SHALL BE LOCATED ABOVE THE GRAB BAR, BUT NO HIGHER THAN 48 INCHES ABOVE THE SHOWER FLOOR, WITH THEIR CENTER LINE AT 39 INCHES TO 41 INCHES ABOVE THE SHOWER FLOOR. §11B-608.5.2</p> <p>56. IN ALTERNATE ROLL-IN TYPE SHOWER COMPARTMENTS, OPERABLE PARTS OF CONTROLS AND FAUCETS SHALL BE INSTALLED ON THE SIDE WALL OF THE COMPARTMENT ADJACENT TO THE SEAT WALL, 19 INCHES MINIMUM AND 27 INCHES MAXIMUM FROM THE SEAT WALL, AND SHALL BE LOCATED ABOVE THE GRAB BAR, BUT NO HIGHER THAN 48 INCHES ABOVE THE SHOWER FLOOR, WITH THEIR CENTERLINE AT 39 INCHES TO 41 INCHES ABOVE THE SHOWER FLOOR. §11B-608.5.3</p> <p>57. A SHOWER SPRAY UNIT WITH A HOSE 59 INCHES LONG MINIMUM THAT CAN BE USED BOTH AS A FIXED-POSITION SHOWER HEAD AND AS A HAND-HELD SHOWER SHALL BE PROVIDED, THE SHOWER SPRAY UNIT SHALL HAVE AN ON/OFF CONTROL WITH A NON POSITIVE SHUT-OFF, IF AN ADJUSTABLE-HEIGHT SHOWER HEAD ON A VERTICAL BAR IS USED, THE BAR SHALL BE INSTALLED SO AS NOT TO OBSTRUCT THE SE OF GRAB BARS, SHOWER SPRAY UNITS SHALL DELIVER WATER THAT IS 120° F MAXIMUM. §11B-608.6</p> <p>58. THRESHOLDS IN ROLL-IN SHOWER COMPARTMENTS SHALL BE ½ INCH HIGH MAXIMUM IN ACCORDANCE WITH SECTION 11B-303 IN TRANSFER TYPE SHOWER COMPARTMENTS, THRESHOLDS 1/2 INCH HIGH MAXIMUM SHALL BE BEVELED, ROUNDED, OR VERTICAL. §11B-608.7</p> <p>59. ENCLOSURES FOR SHOWER COMPARTMENTS SHALL NOT OBSTRUCT CONTROLS, FAUCETS, AND SHOWER SPRAY UNITS OR OBSTRUCT TRANSFER FROM WHEELCHAIRS ONTO SHOWER SEATS. §11B-608.8</p> <p>60. FLOOR OR GROUND SURFACES OF SHOWERS SHALL COMPLY WITH SECTION 11B-302.1 FLOOR OR GROUND SURFACES GENERAL AND SHALL BE SLOPED 1/48 (2.083%) MAXIMUM IN ANY DIRECTION, WHERE DRAINS ARE PROVIDED GRATE OPENINGS SHALL BE ½ INCH MAXIMUM AND FLUSH WITH THE FLOOR SURFACE. §11B-608.9</p> <p>61. WHEN A SOAP DISH IS PROVIDED, IT SHALL BE LOCATED ON THE CONTROL WALL AT A MAXIMUM HEIGHT OF 40 INCHES ABOVE THE SHOWER FLOOR, AND WITHIN REACH LIMITS FROM THE SEAT. §11B-608.10</p> <p>GRAB BARS</p> <p>62. GRAB BARS WITH CIRCULAR CROSS SECTION SHALL HAVE AN OUTSIDE DIAMETER OF 1 1/2 INCHES MINIMUM AND 2 INCHES MAXIMUM. §11B-609.2.1</p> <p>63. GRAB BARS WITH NON-CIRCULAR CROSS SECTIONS SHALL HAVE A CROSS-SECTION DIMENSION OF 2 INCHES MAXIMUM AND A PERIMETER DIMENSION OF 4 INCHES MINIMUM AND 4.8 INCHES MAXIMUM. §11B-609.2.2</p> <p>64. SPACE BETWEEN THE WALL AND THE GRAB BAR SHALL BE 1 1/2 INCHES, THE SPACE BETWEEN THE GRAB BAR AND PROJECTING OBJECTS BELOW AND AT THE END OF THE GRAB BAR SHALL BE 1 1/2 INCHES MINIMUM, THE SPACE BETWEEN THE GRAB BAR AND PROJECTING OBJECTS ABOVE SHALL BE 12 INCHES MINIMUM. §11B-609.3</p> <p>65. GRAB BARS SHALL BE INSTALLED IN A HORIZONTAL POSITION, 33 INCHES MINIMUM AND 39 INCHES MAXIMUM ABOVE THE FINISH FLOOR MEASURED TO THE TOP OF THE GRIPPING SURFACE, EXCEPT THAT AT WATER CLOSETS FOR CHILDREN'S USE COMPLYING WITH SECTION 11B-604.9 WATER CLOSETS AND TOILET COMPARTMENTS FOR CHILDREN'S USE, GRAB BARS SHALL BE INSTALLED IN A HORIZONTAL POSITION 18 INCHES MINIMUM AND 27 INCHES MAXIMUM ABOVE THE FINISH FLOOR MEASURED TO THE TOP OF THE GRIPPING SURFACE, THE HEIGHT OF THE LOWER GRAB BAR ON THE BACK WALL OF A BATHTUB SHALL COMPLY WITH SECTION 11B-607.4.1.1 OR 11B-607.4.2.1 §11B-609.4</p> <p>66. THE TOP OF BATHTUB SEATS SHALL BE 17 INCHES MINIMUM AND 19 INCHES MAXIMUM ABOVE THE BATHROOM FINISH FLOOR, THE DEPTH OF A REMOVABLE IN-TUB SEAT SHALL BE 15 INCHES MINIMUM AND 18 INCHES MAXIMUM, THE SEAT SHALL BE CAPABLE OF SECURE PLACEMENT, PERMANENT SEATS AT THE HEAD END OF THE BATHTUB SHALL BE 15 INCHES DEEP MINIMUM AND SHALL EXTEND FROM THE BACK WALL TO OR BEYOND THE OUTER EDGE OF THE BATHTUB. §11B-610.2</p> <p>67. A SEAT IN A STANDARD ROLL-IN SHOWER COMPARTMENT SHALL BE A FOLDING TYPE, PROVIDED AT ALL BANKS OF PUBLIC PAY TELEPHONES NOT CONTAINING A PUBLIC TTY, IN ADDITION, WHERE SIGNS PROVIDE DIRECTION TO PUBLIC PAY TELEPHONES, THEY SHALL ALSO PROVIDE DIRECTION TO PUBLIC TTYS, IF A FACILITY HAS NO BANKS OF TELEPHONES, THE DIRECTIONAL SIGNAGE SHALL BE PROVIDED AT THE ENTRANCE OR IN A BUILDING DIRECTORY, DIRECTIONAL SIGNS SHALL COMPLY WITH 11B-703.5 AND SHALL INCLUDE THE INTERNATIONAL SYMBOL OF TTY COMPLYING WITH 11B-703.2.2. §11B-216.9.2</p>	<p>08. INTERIOR AND EXTERIOR SIGNS IDENTIFYING PERMANENT ROOMS AND SPACES SHALL COMPLY WITH 11B-703.1 GENERAL, 11B-703.2 RAISED CHARACTERS, 11B-703.3 BRAILLE AND 11B-703.5 VISUAL CHARACTERS, WHERE PICTOGRAMS ARE PROVIDED AS DESIGNATIONS OF PERMANENT ROOMS AND SPACES, THE PICTOGRAMS SHALL COMPLY WITH 11B-703.6 PICTOGRAMS AND SHALL HAVE TEXT DESCRIPTORS COMPLYING WITH 11B-703.2 AND 11B-703.5. §11B-216.2 (SEE EXCEPTION)</p> <p>09. SIGNS THAT PROVIDE DIRECTION TO OR INFORMATION ABOUT INTERIOR AND EXTERIOR SPACES AND FACILITIES OF THE SITE SHALL COMPLY WITH SECTION 11B-703.5 VISUAL CHARACTERS. §11B-216.3</p> <p>10. SIGNS FOR MEANS OF EGRESS SHALL COMPLY WITH 11B-216.4 MEANS OF EGRESS:</p> <p>a. SIGNS REQUIRED BY CHAPTER 10, SECTION 1013.4 AT DOORS TO EXIT PASSAGeways, EXIT DISCHARGE, AND EXIT STAIRWAYS SHALL COMPLY WITH 11B-703.1 GENERAL, 11B-703.2 RAISED CHARACTERS, 11B-703.3 BRAILLE AND 11B-703.5 VISUAL CHARACTERS. §11B-216.4.1</p> <p>b. SIGNS REQUIRED BY SECTION 1009.11 TO PROVIDE INSTRUCTIONS IN AREAS OF REFUGE SHALL COMPLY WITH SECTION 11B-703.5, SIGNS REQUIRED BY CHAPTER 10, SECTION 1009.9 AT DOORS TO AREAS OF REFUGE AND EXTERIOR ARAS FOR ASSISTED RESCUE SHALL COMPLY WITH SECTIONS 11B-703.1, 11B-703.2, 11B-703.3, AND 11B-703.5 AND INCLUDE AN INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH SECTION 11B-703.2.1. §11B-216.4.2</p> <p>c. SIGNS REQUIRED BY CHAPTER 10, SECTION 1009.10 TO PROVIDE DIRECTIONS TO ACCESSIBLE MEANS OF EGRESS SHALL COMPLY WITH SECTION 11B-703.5 VISUAL CHARACTERS. §11B-216.4.3</p> <p>d. SIGNS REQUIRED BY CHAPTER 10, SECTION 1010.1.9.7, ITEM 6.4 AT DOORS WITH DELAYED EGRESS LOCKS SHALL COMPLY WITH 11B-703.1 GENERAL, 11B-703.2 RAISED CHARACTERS, 11B-703.3 BRAILLE AND 11B-703.5 VISUAL CHARACTERS. §11B-216.4.4</p> <p>11. SIGNS IDENTIFYING PARKING SPACES AND SIGNS WITHIN PARKING FACILITIES SHALL COMPLY WITH SECTION 11B-216.5. (SEE EXCEPTION) §11B-216.5</p> <p>a. IN RESIDENTIAL FACILITIES, WHERE PARKING SPACES ARE ASSIGNED TO SPECIFIC RESIDENTIAL DWELLING UNITS, IDENTIFICATION OF ACCESSIBLE PARKING SPACES SHALL NOT BE REQUIRED. §11B-216.5.1</p> <p>12. IN EXISTING BUILDINGS AND FACILITIES WHERE NOT ALL ENTRANCES COMPLY WITH SECTION 11B-404 ENTRANCES COMPLYING WITH SECTION 11B-404 SHALL BE IDENTIFIED BY THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH SECTION 11B-703.2.1, DIRECTIONAL SIGNS COMPLYING WITH SECTION 11B-703.5 THAT INDICATE THE LOCATION OF THE NEAREST ENTRANCE COMPLYING WITH SECTION 11B-404 SHALL BE PROVIDED AT ENTRANCES THAT DO NOT COMPLY WITH SECTION 11B-404, DIRECTIONAL SIGNS COMPLYING WITH SECTION 11B-703.5, INCLUDING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH SECTION 11B-703.2.1, INDICATING THE ACCESSIBLE ROUTE TO THE NEAREST ENTRANCE SHALL BE PROVIDED AT JUNCTIONS WHEN THE ACCESSIBLE ROUTE DIVERGES FROM THE REGULAR CIRCULATION PATH. §11B-216.6</p> <p>13. WHERE EXISTING ELEVATORS DO NOT COMPLY WITH 11B-407 ELEVATORS, ELEVATORS COMPLYING WITH SECTION 11B-407 SHALL BE CLEARLY IDENTIFIED WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) COMPLYING WITH 11B-703.2.1, EXISTING BUILDINGS THAT HAVE BEEN REMODELED TO PROVIDE SPECIFIC ELEVATORS FOR PUBLIC USE THAT COMPLY WITH THESE BUILDING STANDARDS SHALL HAVE THE LOCATION OF AND THE DIRECTIONS TO THESE ELEVATORS POSTED IN THE BUILDING LOBBY ON A SIGN COMPLYING WITH 11B-703.5 VISUAL CHARACTERS, INCLUDING THE ISA COMPLYING WITH 11B-703.2.1. §11B-216.7</p> <p>14. WHERE EXISTING TOILET ROOMS OR BATHING ROOMS DO NOT COMPLY WITH SECTION 11B-603, DIRECTIONAL SIGNS INDICATING THE LOCATION OF THE NEAREST TOILET ROOM OR BATHING ROOM COMPLYING WITH SECTION 11B-603 WITHIN THE FACILITY SHALL BE PROVIDED, SIGNS SHALL COMPLY WITH SECTION 11B-703.5 AND SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH 11B-703.2.1, WHERE EXISTING TOILET ROOMS OR BATHING ROOMS COMPLYING WITH SECTION 11B-603 SHALL BE IDENTIFIED WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH SECTION 11B-703.2.1, WHERE CLUSTERED SINGLE USER TOILET ROOMS OR BATHING FACILITIES ARE PERMITTED TO USE EXCEPTIONS TO SECTION 11B-213.2, TOILET ROOMS AND BATHING FACILITIES COMPLY WITH SECTION 11B-603 SHALL BE IDENTIFIED WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH SECTION 11B-603, EXISTING BUILDINGS THAT HAVE BEEN REMODELED TO PROVIDE SPECIFIC TOILET ROOMS OR BATHING ROOMS FOR PUBLIC USE THAT COMPLY WITH THESE BUILDING STANDARDS SHALL HAVE THE LOCATION OF AND THE DIRECTIONS TO THESE ROOMS POSTED IN OR NEAR THE BUILDING LOBBY ON A SIGN COMPLYING WITH SECTION 11B-703.5 AND SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH SECTION 11B-703.2.1. §11B-216.8</p> <p>15. IDENTIFICATION AND DIRECTIONAL SIGNS FOR PUBLIC TTYS SHALL BE PROVIDED IN ACCORDANCE WITH 11B-216.9 TTYS. §11B-216.9</p> <p>a. PUBLIC TTYS SHALL BE IDENTIFIED BY THE INTERNATIONAL SYMBOL OF TTY COMPLYING WITH 11B-703.2.2 INTERNATIONAL SYMBOL OF TTY. §11B-216.9.1</p> <p>b. DIRECTIONAL SIGNS INDICATING THE LOCATION OF THE NEAREST PUBLIC TTY SHALL BE PROVIDED AT ALL BANKS OF PUBLIC PAY TELEPHONES NOT CONTAINING A PUBLIC TTY, IN ADDITION, WHERE SIGNS PROVIDE DIRECTION TO PUBLIC PAY TELEPHONES, THEY SHALL ALSO PROVIDE DIRECTION TO PUBLIC TTYS, IF A FACILITY HAS NO BANKS OF TELEPHONES, THE DIRECTIONAL SIGNAGE SHALL BE PROVIDED AT THE ENTRANCE OR IN A BUILDING DIRECTORY, DIRECTIONAL SIGNS SHALL COMPLY WITH 11B-703.5 AND SHALL INCLUDE THE INTERNATIONAL SYMBOL OF TTY COMPLYING WITH 11B-703.2.2. §11B-216.9.2</p> <p>16. EACH ASSEMBLY AREA REQUIRED BY 11B-219 ASSISTIVE LISTENING SYSTEMS TO PROVIDE ASSISTIVE LISTENING SYSTEMS SHALL PROVIDE SIGNS INFORMING PATRONS OF THE AVAILABILITY OF THE ASSISTIVE LISTENING SYSTEM, THE SIGN SHALL INCLUDE WORDING THAT STATES "ASSISTIVE LISTENING SYSTEM AVAILABLE" AND SHALL BE POSTED IN A PROMINENT PLACE AT OR NEAR THE ASSEMBLY AREA, THE ASSISTIVE LISTENING SIGNS SHALL COMPLY WITH 11B-703.5 VISUAL CHARACTERS AND SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESS FOR HEARING LOSS COMPLYING WITH 11B-703.2.4 ASSISTIVE LISTENING SYSTEMS. §11B-216.10 (SEE EXCEPTION)</p> <p>17. WHERE MORE THAN ONE CHECK-OUT AISLE IS PROVIDED, CHECK-OUT AISLES COMPLYING WITH 11B-904.3 CHECK-OUT AISLES SHALL BE IDENTIFIED BY A SIGN COMPLYING WITH 11B-904.3 IDENTIFICATION SIGN, WHERE CHECK-OUT AISLES ARE IDENTIFIED BY NUMBERS, LETTERS, OR FUNCTIONS, SIGNS IDENTIFYING CHECK-OUT AISLES COMPLYING WITH 11B-904.3 CHECK-OUT AISLES SHALL BE LOCATED IN THE SAME LOCATION AS THE CHECK-OUT AISLE IDENTIFICATION. §11B-216.11 (SEE EXCEPTION)</p> <p>18. SIGNS IDENTIFYING THE TYPE OF ACCESS PROVIDED ON AMUSEMENT RIDES SHALL BE PROVIDED AT ENTRIES TO QUEUES AND WAITING LINES, IN ADDITION, WHERE ACCESSIBLE UNLOAD AREAS ALSO SERVE AS ACCESSIBLE LOAD AREAS, SIGNS INDICATING THE LOCATION OF THE ACCESSIBLE LOAD AND UNLOAD AREAS SHALL BE PROVIDED AT ENTRIES TO THESE AREAS AND WAITING LINES, SIGNS SHALL COMPLY WITH 11B-703.5 VISUAL CHARACTERS AND SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH 11B-703.2.1 ISA. §11B-216.12</p> <p>19. SIGNS SHALL COMPLY WITH 11B-703.5 SIGNS, WHERE BOTH VISUAL AND TACTILE CHARACTERS ARE REQUIRED, EITHER DOORS OR FACILITIES, OR WHEN VISUAL AND TACTILE CHARACTERS, OR TWO SEPARATE SIGNS, ONE WITH VISUAL, AND ONE WITH TACTILE CHARACTERS, SHALL BE PROVIDED. §11B-703.1</p> <p>a. SIGNS AS SPECIFIED IN SECTION 11B-703.5 SIGNS, WHERE BOTH VISUAL AND TACTILE CHARACTERS ARE REQUIRED, EITHER DOORS OR FACILITIES, OR WHEN VISUAL AND TACTILE CHARACTERS, OR TWO SEPARATE SIGNS, ONE WITH VISUAL, AND ONE WITH TACTILE CHARACTERS, SHALL BE PROVIDED. §11B-703.1.1</p> <p>b. PLANS, SPECIFICATIONS OR OTHER INFORMATION INDICATING COMPLIANCE WITH THESE REGULATIONS SHALL BE SUBMITTED TO THE ENFORCING AGENCY FOR REVIEW AND APPROVAL. §11B-703.1.1.1</p> <p>c. SIGNS AND IDENTIFICATION DEVICES SHALL BE FIELD INSPECTED AFTER INSTALLATION AND APPROVED BY THE ENFORCING AGENCY PRIOR TO THE ISSUANCE OF A FINAL CERTIFICATE OF OCCUPANCY PER CHAPTER 1, DIVISION II, SECTION 111, OR FINAL APPROVAL WHERE NO CERTIFICATE OF OCCUPANCY IS REQUIRED, THE APPROVAL SHALL INCLUDE, BUT NOT BE LIMITED TO, VERIFICATION THAT BRAILLE DOTS AND CELLS ARE PROPERLY SPACED AND THE SIZE, PROPORTION AND TYPE OF RAISED CHARACTERS ARE IN COMPLIANCE WITH THESE REGULATIONS. §11B-703.1.1.2</p>	<p>20. RAISED CHARACTERS SHALL COMPLY WITH 11B-703.2 RAISED CHARACTERS AND SHALL BE DUPLICATED IN BRAILLE COMPLYING WITH 11B-703.3 BRAILLE, RAISED CHARACTERS SHALL BE INSTALLED IN ACCORDANCE WITH 11B-703.4 INSTALLATION HEIGHT AND LOCATION. §11B-703.2</p> <p>a. RAISED CHARACTERS SHALL BE 1/32 INCH MINIMUM ABOVE THEIR BACKGROUND. §11B-703.2.1</p> <p>b. CHARACTERS SHALL BE UPPERCASE. §11B-703.2.2</p> <p>c. CHARACTERS SHALL BE SANS SERIF, CHARACTERS SHALL NOT BE ITALIC, OBLIQUE, SCRIPT, HIGHLY DECORATIVE, OR OF OTHER UNUSUAL FORMS. §11B-703.2.3</p> <p>d. CHARACTERS SHALL BE SELECTED FROM FONTS WHERE THE WIDTH OF THE UPPERCASE LETTER "O" IS 60 PERCENT MINIMUM AND 110 PERCENT MAXIMUM OF THE HEIGHT OF THE UPPERCASE LETTER "T". §11B-703.2.4</p> <p>e. CHARACTER HEIGHT MEASURED VERTICALLY FROM THE BASELINE OF THE CHARACTER SHALL BE 5/8 INCH MINIMUM AND 2 INCHES MAXIMUM BASED ON THE HEIGHT OF THE UPPERCASE LETTER "T". §11B-703.2.5</p> <p>f. STROKE THICKNESS OF THE UPPERCASE LETTER "T" SHALL BE 15 PERCENT MAXIMUM OF THE HEIGHT OF THE CHARACTER. §11B-703.2.6</p> <p>g. CHARACTER SPACING SHALL BE MEASURED BETWEEN THE TWO CLOSEST POINTS OF ADJACENT RAISED CHARACTERS WITHIN A MESSAGE, EXCLUDING WORD SPACES, WHERE CHARACTERS HAVE RECTANGULAR CROSS SECTIONS, SPACING BETWEEN INDIVIDUAL RAISED CHARACTERS SHALL BE 1/8 INCH MINIMUM AND 4 TIMES THE RAISED CHARACTER STROKE WIDTH MAXIMUM, WHERE CHARACTERS HAVE OTHER CROSS SECTIONS, SPACING BETWEEN INDIVIDUAL RAISED CHARACTERS SHALL BE 1/16 INCH MINIMUM AND 4 TIMES THE RAISED CHARACTER STROKE WIDTH MAXIMUM AT THE BASE OF THE CROSS SECTIONS, AND 1/8 INCH MINIMUM AND 4 TIMES THE RAISED CHARACTER STROKE WIDTH MAXIMUM AT THE TOP OF THE CROSS SECTIONS, CHARACTERS SHALL BE SEPARATED FROM RAISED BORDERS AND DECORATIVE ELEMENTS 3/8 INCH MINIMUM. §11B-703.2.7</p> <p>h. SPACING BETWEEN THE BASELINES OF SEPARATE LINES OF RAISED CHARACTERS WITHIN A MESSAGE SHALL BE 135 PERCENT MINIMUM AND 170 PERCENT MAXIMUM OF THE RAISED CHARACTER HEIGHT. §11B-703.2.8</p> <p>i. TEXT SHALL BE IN A HORIZONTAL FORMAT. §11B-703.2.9</p> <p>21. BRAILLE SHALL BE CONTRACTED (GRADE 2) AND SHALL COMPLY WITH 11B-703.3 BRAILLE AND 11B-703.4 INSTALLATION HEIGHT AND LOCATION. §11B-703.3</p> <p>a. BRAILLE DOTS SHALL HAVE A DOMED OR ROUNDED SHAPE AND SHALL COMPLY WITH TABLE 11B-703.3.1, THE LOCATION OF AN UPPERCASE LETTER OR LETTER SHALL ONLY BE USED BEFORE THE FIRST WORD OF THE SENTENCES, PROPER NOUNS AND NAMES, INDIVIDUAL LETTERS OF THE ALPHABET, INITIALS, AND ACRONYMS. §11B-703.3.1</p> <p>b. BRAILLE SHALL BE POSITIONED BELOW THE CORRESPONDING TEXT IN A HORIZONTAL FORMAT, FLUSH LEFT OR CENTERED, IF TEXT IS MULTI-LINED, BRAILLE SHALL BE PLACED BETWEEN TWO LINES OF TEXT, BRAILLE SHALL BE SEPARATED 3/8 INCH MINIMUM AND 1/2 INCH MAXIMUM FROM ANY OTHER TACTILE CHARACTERS AND 3/8 INCH MINIMUM FROM RAISED BORDERS AND DECORATIVE ELEMENTS. §11B-703.3.2 (SEE EXCEPTION)</p> <p>22. SIGNS WITH TACTILE CHARACTERS SHALL COMPLY WITH 11B-703.4 INSTALLATION HEIGHT AND LOCATION. §11B-703.4</p> <p>a. TACTILE CHARACTERS ON SIGNS SHALL BE LOCATED 48 INCHES MINIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE, MEASURED FROM THE BASELINE OF THE LOWEST TACTILE CHARACTER BRAILLE CELLS AND 60 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE, MEASURED FROM THE BASELINE OF THE HIGHEST TACTILE CHARACTER LINE OF RAISED CHARACTERS. §11B-703.4.1 (SEE EXCEPTION)</p> <p>b. WHERE A TACTILE SIGN IS PROVIDED AT A DOOR, THE SIGN SHALL BE LOCATED ALONGSIDE THE DOOR AT THE LATCH SIDE, WHERE A TACTILE SIGN IS PROVIDED AT DOUBLE DOORS WITH ONE ACTIVE LEAF, THE SIGN SHALL BE LOCATED ON THE INACTIVE LEAF, WHERE A TACTILE SIGN IS PROVIDED AT DOUBLE DOORS WITH TWO ACTIVE LEAFS, THE SIGN SHALL BE LOCATED TO THE RIGHT OF THE RIGHT HAND DOOR, WHERE THERE IS NO WALL SPACE AT THE LATCH SIDE OF A SINGLE DOOR OR AT THE RIGHT SIDE OF DOUBLE DOORS, SIGNS SHALL BE LOCATED ON THE NEAREST ADJACENT WALL, SIGNS CONTAINING TACTILE CHARACTERS SHALL BE LOCATED SO THAT A CLEAR FLOOR SPACE OF 18 INCHES MINIMUM BY 18 INCHES MINIMUM, CENTERED ON THE TACTILE CHARACTERS, IS PROVIDED BEYOND THE ARC OF ANY DOOR SWING BETWEEN THE CLOSED POSITION AND 45 DEGREE OPEN POSITION, WHERE PROVIDED, SIGNS IDENTIFYING PERMANENT ROOMS AND SPACES SHALL BE LOCATED AT THE ENTRANCE TO, AND OUTSIDE OF THE ROOM OR SPACE, WHERE PROVIDED, SIGNS IDENTIFYING EXITS SHALL BE LOCATED AT THE EXIT DOOR WHEN APPROACHED IN THE DIRECTION OF EGRESS TRAVEL. 11B-703.4.2 (SEE EXCEPTION)</p> <p>23. VISUAL CHARACTERS SHALL COMPLY WITH SECTION 11B-703.5 §11B-703.5</p> <p>a. CHARACTERS AND THEIR BACKGROUND SHALL HAVE A NON-GLARE FINISH, CHARACTERS SHALL CONTRAST WITH THEIR BACKGROUND WITH EITHER LIGHT CHARACTERS ON A DARK BACKGROUND OR DARK CHARACTERS ON A LIGHT BACKGROUND. §11B-703.5.1</p> <p>b. CHARACTERS SHALL BE UPPERCASE OR LOWERCASE OR A COMBINATION OF BOTH. §11B-703.5.2</p> <p>c. CHARACTERS SHALL BE CONVENTIONAL IN FORM, CHARACTERS SHALL NOT BE ITALIC, OBLIQUE, SCRIPT, HIGHLY DECORATIVE, OR OF OTHER UNUSUAL FORMS. §11B-703.5.3</p> <p>d. CHARACTERS SHALL BE SELECTED FROM FONTS WHERE THE WIDTH OF THE UPPERCASE LETTER "O" IS 60 PERCENT MINIMUM AND 110 PERCENT MAXIMUM OF THE HEIGHT OF THE UPPERCASE LETTER "T". §11B-703.5.4</p> <p>e. MINIMUM CHARACTER HEIGHT SHALL COMPLY WITH TABLE 11B-703.5.5, VIEWING DISTANCE SHALL BE MEASURED AS THE HORIZONTAL DISTANCE BETWEEN THE CHARACTER AND AN OBSTRUCTION PREVENTING FURTHER APPROACH TOWARDS THE SIGN, CHARACTER HEIGHT SHALL BE BASED ON THE UPPERCASE LETTER "T". §11B-703.5.5 (SEE EXCEPTION)</p> <p>f. VISUAL CHARACTERS SHALL BE 40 INCHES MINIMUM ABOVE THE FINISH FLOOR OR GROUND. §11B-703.5.6 (SEE EXCEPTIONS)</p> <p>g. STROKE THICKNESS OF THE UPPERCASE LETTER "T" SHALL BE 10 PERCENT MINIMUM AND 20 PERCENT MAXIMUM OF THE HEIGHT OF THE CHARACTER. §11B-703.5.7</p> <p>h. CHARACTER SPACING SHALL BE MEASURED BETWEEN THE TWO CLOSEST POINTS OF ADJACENT CHARACTERS, EXCLUDING WORD SPACES, SPACING BETWEEN INDIVIDUAL CHARACTERS SHALL BE 10 PERCENT MINIMUM AND 35 PERCENT MAXIMUM OF CHARACTER HEIGHT. §11B-703.5.8</p> <p>i. SPACING BETWEEN THE BASELINES OF SEPARATE LINES OF CHARACTERS WITHIN A MESSAGE SHALL BE 135 PERCENT MINIMUM AND 170 PERCENT MAXIMUM OF THE CHARACTER HEIGHT. §11B-703.5.9</p> <p>j. TEXT SHALL BE IN A HORIZONTAL FORMAT. §11B-703.5.10</p> <p>24. PICTOGRAMS SHALL COMPLY WITH SECTION 11B-703.6. §11B-703.6</p> <p>a. PICTOGRAMS SHALL HAVE A FIELD HEIGHT OF 6 INCHES MINIMUM, CHARACTERS AND BRAILLE SHALL NOT BE LOCATED IN THE PICTOGRAM FIELD. §11B-703.6.1</p> <p>b. PICTOGRAMS AND THEIR FIELD SHALL HAVE A NON-GLARE FINISH, PICTOGRAMS SHALL CONTRAST WITH THEIR FIELD WITH EITHER A LIGHT PICTOGRAM ON A DARK FIELD OR A DARK PICTOGRAM ON A LIGHT FIELD. §11B-703.6.2</p> <p>c. PICTOGRAMS SHALL HAVE TEXT DESCRIPTORS LOCATED DIRECTLY BELOW THE PICTOGRAM, TEXT DESCRIPTORS SHALL COMPLY WITH 11B-703.5 VISUAL CHARACTERS, 11B-703.3 BRAILLE AND 11B-703.4 INSTALLATION HEIGHT AND LOCATION. §11B-703.6.3</p>	 <p>SIMONGLOVER INC. 3293 PACIFIC AVENUE LONG BEACH, CA 90807 PH: 562.279.0050 © 2005 SIMONGLOVER INC. 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<p>ACCESSIBILITY NOTES</p> <p>ISSUED FOR: _____ DATE: 00.00.2020</p> <p>REVISIONS:</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE ISSUED</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> <p>J. TEXT SHALL BE IN A HORIZONTAL FORMAT. §11B-703.5.10</p> <p>24. PICTOGRAMS SHALL COMPLY WITH SECTION 11B-703.6. §11B-703.6</p> <p>a. PICTOGRAMS SHALL HAVE A FIELD HEIGHT OF 6 INCHES MINIMUM, CHARACTERS AND BRAILLE SHALL NOT BE LOCATED IN THE PICTOGRAM FIELD. §11B-703.6.1</p> <p>b. PICTOGRAMS AND THEIR FIELD SHALL HAVE A NON-GLARE FINISH, PICTOGRAMS SHALL CONTRAST WITH THEIR FIELD WITH EITHER A LIGHT PICTOGRAM ON A DARK FIELD OR A DARK PICTOGRAM ON A LIGHT FIELD. §11B-703.6.2</p> <p>c. PICTOGRAMS SHALL HAVE TEXT DESCRIPTORS LOCATED DIRECTLY BELOW THE PICTOGRAM, TEXT DESCRIPTORS SHALL COMPLY WITH 11B-703.5 VISUAL CHARACTERS, 11B-703.3 BRAILLE AND 11B-703.4 INSTALLATION HEIGHT AND LOCATION. §11B-703.6.3</p>		NO.	DESCRIPTION	DATE ISSUED										<p>ACCESSIBILITY NOTES</p> <p>BURKE ST. TRUCK YARD 11766 BURKE STREET SANTA FE SPRINGS, CA 90670</p> <p>PLAN CHECK #: 00000. PROJECT #: 22285</p> <p>PRINTED: 1/31/2023 3:41:55 PM</p>
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25. SYMBOLS OF ACCESSIBILITY AND THEIR BACKGROUND SHALL HAVE A NON-GLARE FINISH. SYMBOLS OF ACCESSIBILITY SHALL CONTRAST WITH THEIR BACKGROUND WITH EITHER A LIGHT SYMBOL ON A DARK BACKGROUND OR A DARK SYMBOL ON A LIGHT BACKGROUND. **§11B-703.7.1**

26. SYMBOLS SHALL COMPLY WITH THE FOLLOWING:

a. THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL COMPLY WITH FIGURE 11B-703.7.2.1 USA. THE SYMBOL SHALL CONSIST OF A WHITE FIGURE ON A BLUE BACKGROUND. THE BLUE SHALL BE COLOR NO. 15090 IN FEDERAL STANDARD 595C. A BORDER MAY BE PROVIDED INSIDE OR OUTSIDE OF THE MINIMUM REQUIRED INTERNATIONAL SYMBOL OF ACCESSIBILITY DIMENSION. **§11B-703.7.2.1 (SEE EXCEPTION)**

b. THE INTERNATIONAL SYMBOL OF TTY SHALL COMPLY WITH FIGURE 11B-703.7.2.2. **§11B-703.7.2.2**

c. TELEPHONES WITH A VOLUME CONTROL SHALL BE IDENTIFIED BY A PICTOGRAM OF A TELEPHONE HANDSET WITH RADIATING SOUND WAVES ON A SQUARE FIELD SUCH AS SHOWN IN FIGURE 11B-703.7.2.3. **§11B-703.7.2.3**

d. ASSISTIVE LISTENING SYSTEMS SHALL BE IDENTIFIED BY THE INTERNATIONAL SYMBOL OF ACCESS FOR HEARING LOSS COMPLYING WITH FIGURE 11B-703.7.2.4. **§11B-703.7.2.4**

f. GEOMETRIC SYMBOLS AT ENTRANCES TO TOILET AND BATHING ROOMS SHALL BE MOUNTED AT 58 INCHES MINIMUM AND 80 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE MEASURED FROM THE CENTERLINE OF THE SYMBOL. WHERE A DOOR IS PROVIDED THE SYMBOL SHALL BE MOUNTED WITHIN 1 INCH OF THE VERTICAL CENTERLINE OF THE DOOR. **§11B-703.7.2.6 (SEE EXCEPTION)**

g. A TRIANGLE SYMBOL SHALL BE LOCATED AT ENTRANCES TO MEN'S TOILET AND BATHING FACILITIES. THE TRIANGLE SYMBOL SHALL BE EQUILATERAL TRIANGLE 1/4 INCH THICK WITH EDGES 12 INCHES LONG AND A VERTEX POINTING UPWARD. THE COLOR OF THE TRIANGLE SYMBOL SHALL CONTRAST WITH THE COLOR OF THE DOOR OR SURFACE ON WHICH THE TRIANGLE SYMBOL IS MOUNTED, EITHER LIGHT ON A DARK BACKGROUND OR DARK ON A LIGHT BACKGROUND. **§11B-703.7.2.6.1**

h. A CIRCLE SYMBOL SHALL BE LOCATED AT ENTRANCES TO WOMAN'S TOILET AND BATHING FACILITIES. THE CIRCLE SYMBOL SHALL BE 1/4 INCH THICK AND 12 INCHES IN DIAMETER. THE COLOR OF THE CIRCLE SYMBOL SHALL CONTRAST OF THE DOOR OR SURFACE ON WHICH THE CIRCLE SYMBOL IS MOUNTED, EITHER LIGHT ON A DARK BACKGROUND OR DARK ON A LIGHT BACKGROUND. **§11B-703.7.2.6.2**

i. A COMBINED CIRCLE AND TRIANGLE SYMBOL SHALL BE LOCATED AT ENTRANCES TO UNISEX TOILET AND BATHING FACILITIES. THE COMBINED CIRCLE AND TRIANGLE SHALL CONSIST OF A CIRCLE SYMBOL 1/4 INCH THICK AND 12 INCHES IN DIAMETER WITH A 1/4 INCH THICK EQUILATERAL TRIANGLE SYMBOL SUPERIMPOSED ON AND GEOMETRICALLY INSCRIBED WITHIN THE CIRCLE AND WITHIN THE 12 INCH DIAMETER OF THE CIRCLE SYMBOL. THE VERTICES OF THE TRIANGLE SHALL BE LOCATED 1/4 INCH MAXIMUM FROM THE EDGE OF THE CIRCLE SYMBOL WITH A VERTEX POINTING UPWARD. THE COLOR OF THE TRIANGLE SYMBOL SHALL CONTRAST WITH THE CIRCLE SYMBOL, EITHER LIGHT ON A DARK BACKGROUND OR DARK ON A LIGHT BACKGROUND. THE CIRCLE SYMBOL SHALL CONTRAST WITH THE COLOR OF THE DOOR OR SURFACE ON WHICH THE COMBINED CIRCLE AND TRIANGLE SYMBOL IS MOUNTED, EITHER LIGHT ON A DARK BACKGROUND OR DARK ON A LIGHT BACKGROUND. **§11B-703.7.2.6.3**

J. EDGES OF SIGNS SHALL BE EASED OR ROUNDED AT 1/16 INCH MINIMUM OR CHAMFERED AT 1/8 INCH MAXIMUM. VERTICES SHALL BE RADIUSSED BETWEEN 1/8 INCH MINIMUM AND 1/4 INCH MAXIMUM. **§11B-703.7.2.6.4**

TELEPHONES

27. WHERE COIN-OPERATED PUBLIC PAY TELEPHONES, COINLESS PUBLIC PAY TELEPHONES, PUBLIC CLOSER-CIRCUIT TELEPHONES, PUBLIC COURTESY PHONES, OR OTHER TYPES OF PUBLIC TELEPHONES ARE PROVIDED, PUBLIC TELEPHONES SHALL BE PROVIDED IN ACCORDANCE WITH 11B-217 TELEPHONES FOR EACH TYPE OF PUBLIC TELEPHONE PROVIDED. FOR PURPOSES OF THIS SECTION, A BANK OF TELEPHONES SHALL BE CONSIDERED TO BE TWO OR MORE ADJACENT TELEPHONES. **§11B-217.1**

28. WHERE PUBLIC TELEPHONES ARE PROVIDED, WHEELCHAIR ACCESSIBLE TELEPHONES COMPLYING WITH SECTION 11B-704.2 SHALL BE PROVIDED IN ACCORDANCE WITH TABLE 11B-217.2 **§11B-217.2**

29. ALL PUBLIC TELEPHONES SHALL HAVE VOLUME CONTROLS COMPLYING WITH 11B-704.3. **§11B-217.3**

30. TTYS COMPLYING WITH 11B-704.4 SHALL BE PROVIDED IN ACCORDANCE WITH 11B-217.4. **§11B-217.4**

31. WHERE A BANK OF TELEPHONES IN THE INTERIOR OF A BUILDING CONSISTS OF THREE OR MORE PUBLIC PAY TELEPHONES, AT LEAST ONE PUBLIC PAY TELEPHONE AT THE BANK SHALL BE PROVIDED WITH A SHELF AND AN ELECTRICAL OUTLET IN ACCORDANCE WITH 11B-704.5. **§11B-217.5 (SEE EXCEPTIONS)**

TWO-WAY COMMUNICATION SYSTEMS

32. WHERE A TWO-WAY COMMUNICATION SYSTEM IS PROVIDED TO GAIN ADMITTANCE TO A BUILDING OR FACILITY OR RESTRICTED AREAS WITHIN A BUILDING OR FACILITY, THE SYSTEM SHALL COMPLY WITH SECTION 11B-708. **§11B-230.1, §11B-708**

G. SPECIAL ROOMS, SPACES, AND ELEMENTS

DRESSING, FITTING, AND LOCKER ROOMS

1. WHERE DRESSING ROOMS, FITTING ROOMS, OR LOCKER ROOMS ARE PROVIDED, AT LEAST 5 PERCENT, BUT NO FEWER THAN ONE, OF EACH TYPE OF USE IN EACH CLUSTER PROVIDED SHALL COMPLY WITH SECTION 11B-903. **§11B-222.1**

a. TURNING SPACE COMPLYING WITH SECTION 11B-304 SHALL BE PROVIDED WITHIN THE ROOM **§11B-803.2**

b. DOORS SHALL NOT SWING INTO THE ROOM UNLESS A TURNING SPACE COMPLYING WITH SECTION 11B-304.3 IS PROVIDED BEYOND THE ARC OF THE DOOR SWING. **§11B-803.3**

c. A BENCH COMPLYING WITH SECTION 11B-903 SHALL BE PROVIDED WITHIN THE ROOM. **§11B-803.4**

d. COAT HOOKS PROVIDED WITHIN THE ROOM SHALL BE LOCATED WITHIN ONE OF THE REACH RANGES SPECIFIED IN SECTION 11B-308. SHELVES SHALL BE 40 INCHES MINIMUM AND 48 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. COAT HOOKS SHALL NOT BE LOCATED ABOVE THE BENCH OR OTHER SEATING IN THE ROOM. **§11B-803.5**

f. MIRRORS SHALL BE INSTALLED WITH THE BOTTOM EDGE OF THE REFLECTING SURFACE 20 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. MIRRORS SHALL BE FULL LENGTH WITH A REFLECTIVE SURFACE 18 INCHES WIDE MINIMUM BY 54 INCHES HIGH MINIMUM AD SHALL BE MOUNTED IN A POSITION AFFORDING A VIEW TO A PERSON ON THE BENCH AS WELL AS TO A PERSON IN A STANDING POSITION. **§11B-803.6**

KITCHENS, KITCHENETTES AND WET BARS

2. IN PASS THROUGH KITCHENS WHERE COUNTERS, APPLIANCES, OR CABINETS ARE ON TWO OPPOSING SIDES, OR WHERE COUNTERS, APPLIANCES, OR CABINETS ARE OPPOSITE A PARALLEL WALL, CLEARANCE BETWEEN ALL OPPOSING BASE CABINETS, COUNTER TOPS, APPLIANCES, OR WALLS WITHIN KITCHEN WORK AREAS SHALL BE 40 INCHES MINIMUM. PASS THROUGH KITCHENS SHALL HAVE TWO ENTRIES. **§11B-804.2.1**

3. SINKS SHALL COMPLY WITH 11B-606 LAVATORIES AND SINKS. **§11B-804.4**

4. AT LEAST 50 PERCENT OF SHELF SPACE IN STORAGE FACILITIES SHALL COMPLY WITH 11B-811 STORAGE. **§11B-804.5**

5. WHERE PROVIDED, KITCHEN APPLIANCES SHALL COMPLY WITH SECTION 11B-804.6 **§11B-804.6**

a. A CLEAR FLOOR OR GROUND SPACE COMPLYING WITH 11B-305 SHALL BE PROVIDED AT EACH KITCHEN APPLIANCE. CLEAR FLOOR OR GROUND SPACE SHALL BE PERMITTED TO OVERLAP. **§11B-804.6.1**

b. ALL APPLIANCE CONTROLS SHALL COMPLY WITH 11B-309 OPERABLE PARTS. (SEE EXCEPTIONS) **§11B-804.6.2**

c. CLEAR FLOOR OR GROUND SPACE SHALL BE POSITIONED ADJACENT TO THE DISHWASHER DOOR. THE DISHWASHER DOOR, IN THE OPEN POSITION, SHALL NOT OBSTRUCT THE CLEAR FLOOR OR GROUND SPACE FOR THE DISHWASHER OR THE SINK. **§11B-804.6.3**

d. WHERE A FORWARD APPROACH IS PROVIDED, THE CLEAR FLOOR OR GROUND SPACE SHALL PROVIDE KNEE AND TOE CLEARANCE COMPLYING WITH SECTION 11B-306. WHERE KNEE AND TOE SPACE IS PROVIDED, THE UNDERSIDE OF THE RANGE OR COOKTOP SHALL BE INSULATED OR OTHERWISE CONFIGURED TO PREVENT BURNS, ABRASIONS, OR ELECTRICAL SHOCK. THE LOCATION OF CONTROLS SHALL NOT REQUIRE REACHING ACROSS BURNERS. **§11B-804.6.4**

e. OVENS SHALL COMPLY WITH SECTION 11B-804.6.5 **§11B-804.6.5**

i. SIDE-HINGED DOOR OVENS SHALL HAVE THE WORK SURFACE REQUIRED BY 11B-804.3 KITCHEN AND WORK SURFACES POSITIONED ADJACENT TO THE LATCH SIDE OF THE DOOR. **§11B-804.6.5.1**

ii. BOTTOM-HINGED DOOR OVENS SHALL HAVE THE WORK SURFACE REQUIRED BY 11B-804.3 KITCHEN AND WORK SURFACES POSITIONED ADJACENT TO ONE SIDE OF THE DOOR. **§11B-804.6.5.2**

iii. OVENS SHALL HAVE CONTROLS ON FRONT PANELS. **§11B-804.6.5.3**

f. COMBINATION REFRIGERATORS AND FREEZERS SHALL HAVE AT LEAST 50 PERCENT OF THE FREEZER SPACE 54 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. THE CLEAR FLOOR OR GROUND SPACE SHALL BE POSITIONED FOR A PARALLEL APPROACH TO THE SPACE DEDICATED TO A REFRIGERATOR/FREEZER WITH THE CENTERLINE OF THE CLEAR FLOOR OR GROUND SPACE OFFSET 24 INCHES MAXIMUM FROM THE CENTERLINE OF THE DEDICATED SPACE. **§11B-804.6.6**

WINDOWS

6. WHERE GLAZED OPENINGS ARE PROVIDED IN ACCESSIBLE ROOMS OR SPACES FOR OPERATION BY OCCUPANTS, AT LEAST ONE OPENING SHALL COMPLY WITH 11B-309. EACH GLAZED OPENING REQUIRED BY AN ADMINISTRATIVE AUTHORITY TO BE OPERABLE SHALL COMPLY WITH 11B-309. **§11B-229.1 (SEE EXCEPTIONS)**

GENERAL EXCEPTIONS

7. EMPLOYEE WORKSTATIONS SHALL BE ON AN ACCESSIBLE ROUTE COMPLYING WITH DIVISION 4. SPACES AND ELEMENTS WITHIN EMPLOYEE WORKSTATIONS SHALL ONLY BE REQUIRED TO COMPLY WITH SECTIONS 11B-207.1, 11B-215.3, 11B-302, 11B-303, 11B-308.1.1 11B-308.1.2 AND 11B-404.2.3. COMMON USE CIRCULATION PATHS WITHIN EMPLOYEE WORKSTATIONS SHALL COMPLY WITH SECTION 11B-206.2.8 **§11B-203.9**

8. WHERE EMPLOYEE WORK AREAS HAVE AUDIBLE ALARM COVERAGE, THE WIRING SYSTEM SHALL BE DESIGNED SO THAT VISIBLE ALARMS COMPLYING WITH CHAPTER 9, SECTION 907.5.2.3.1. EXCEPTION CAN BE INTEGRATED INTO THE ALARM SYSTEM **§11B-215.3**

H. BUILT-IN ELEMENTS

DINING SURFACES AND WORK SURFACES

1. DINING SURFACES AND WORK SURFACES SHALL COMPLY WITH 11B-902.2 AND 11B-902.3. **(SEE EXCEPTION) §11B-902.1**

2. A CLEAR FLOOR SPACE COMPLYING WITH 11B-305 POSITIONED FOR A FORWARD APPROACH SHALL BE PROVIDED. KNEE AND TOE CLEARANCE COMPLYING WITH 11B-306 SHALL BE PROVIDED. **§11B-902.2**

3. THE TOPS OF DINING SURFACES AND WORK SURFACES SHALL BE 28 INCHES MINIMUM AND 34 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. **§11B-902.3**

4. ACCESSIBLE DINING SURFACES AND WORK SURFACES FOR CHILDREN'S USE SHALL COMPLY WITH 11B-902.4. **§11B-902.4 (SEE EXCEPTION)**

5. WHERE DINING SURFACES ARE PROVIDED FOR THE CONSUMPTION OF FOOD OR DRINK, AT LEAST 5 PERCENT OF THE SEATING SPACES AND STANDING SPACES AT THE DINING SURFACES SHALL COMPLY WITH 11B-902. IN ADDITION, WHERE WORK SURFACES ARE PROVIDED FOR USE BY OTHER THAN EMPLOYEES, AT LEAST 5 PERCENT SHALL COMPLY WITH 11B-902. **§11B-226.1 (SEE EXCEPTIONS)**

6. DINING SURFACES AND WORK SURFACES REQUIRED TO COMPLY WITH 11B-902 SHALL BE DISPERSED THROUGHOUT THE SPACE OR FACILITY CONTAINING DINING SURFACES AND WORK SURFACES FOR EACH TYPE OF SEATING IN A FUNCTIONAL AREA. WORK SURFACES REQUIRED TO COMPLY WITH 11B-902 SHALL BE DISPERSED THROUGHOUT THE SPACE OR FACILITY CONTAINING WORK SURFACES. **§11B-226.2**

7. WHERE FOOD OR DRINK IS SERVED FOR CONSUMPTION AT A COUNTER EXCEEDING 34 INCHES IN HEIGHT, A PORTION OF THE MAIN COUNTER 60 INCHES MINIMUM IN LENGTH SHALL BE PROVIDED IN COMPLIANCE WITH 11B-902.3. **§11B-226.3**

8. FOOD SERVICE LINES SHALL COMPLY WITH 11B-904.5. WHERE SELF-SERVICE SHELVES ARE PROVIDED, AT LEAST 50 PERCENT, BUT NO FEWER THAN ONE, OF EACH TYPE PROVIDED SHALL COMPLY WITH 11B-308. **§11B-227.4**

9. QUEUES AND WAITING LINES SERVICING COUNTERS OR CHECK-OUT AISLES REQUIRED TO COMPLY WITH 11B-904.3 OR 11B-904.4 SHALL COMPLY WITH 11B-403. **§11B-227.5**

10. COUNTERS IN FOOD SERVICE LINES SHALL COMPLY WITH 11B-904.5. **§11B-904.5**

a. SELF-SERVICE SHELVES AND DISPENSING DEVICES FOR TABLEWARE, DISHWARE, CONDIMENTS, FOOD AND BEVERAGES SHALL COMPLY WITH 11B-308. **§11B-904.5.1**

b. THE TOPS OF TRAY SLIDES SHALL BE 28 INCHES MINIMUM AND 34 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. **§11B-904.5.2**

BENCHES

11. CLEAR FLOOR OR GROUND SPACE COMPLYING WITH 11B-305 SHALL BE PROVIDED AND SHALL BE POSITIONED AT THE END OF THE BENCH SEAT AND PARALLEL TO THE SHORT AXIS OF THE BENCH. **§11B-903.2**

12. BENCHES SHALL HAVE SEATS THAT ARE 48 INCHES LONG MINIMUM AND 20 INCHES DEEP MINIMUM AND 24 INCHES DEEP MAXIMUM. **§11B-903.3**

13. THE BENCH SHALL PROVIDE FOR BACK SUPPORT OR SHALL BE AFFIXED TO A WALL ALONG ITS LONG DIMENSION. BACK SUPPORT SHALL BE 48 INCHES LONG MINIMUM AND SHALL EXTEND FROM A POINT 2 INCHES MAXIMUM ABOVE THE SEAT SURFACE TO A POINT 18 INCHES MINIMUM ABOVE THE SEAT SURFACE. BACK SUPPORT SHALL BE 2½ INCHES MAXIMUM FROM THE REAR EDGE OF THE SEAT MEASURED HORIZONTALLY. **§11B-903.4**

14. THE TOP OF THE BENCH SEAT SURFACE SHALL BE 17 INCHES MINIMUM AND 19 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. **§11B-903.5**

15. BENCHES SHALL BE AFFIXED TO THE WALL OR FLOOR. ALLOWABLE STRESSES SHALL NOT BE EXCEEDED FOR MATERIALS USED WHEN A VERTICAL OR HORIZONTAL FORCE OF 250 POUNDS IS APPLIED AT ANY POINT ON THE SEAT, FASTENER, MOUNTING DEVICE, OR SUPPORTING STRUCTURE. **§11B-903.6**

16. WHERE INSTALLED IN WET LOCATIONS, THE SURFACE OF THE SEAT SHALL BE SLIP RESISTANT AND SHALL NOT ACCUMULATE WATER. **§11B-903.7**

CHECK-OUT AISLES AND SALES AND SERVICE COUNTERS

17. WHERE PROVIDED, CHECK-OUT AISLES, SALES COUNTERS, SERVICE COUNTERS, FOOD SERVICE LINES, QUEUES, AND WAITING LINES SHALL COMPLY WITH 11B-227 AND 11B-904. **§11B-227.1**

18. WHERE CHECK-OUT AISLES ARE PROVIDED, CHECK-OUT AISLES COMPLYING WITH 11B-904.3 SHALL BE PROVIDED IN ACCORDANCE WITH TABLE 11B-227.2. WHERE CHECK-OUT AISLES SERVE DIFFERENT FUNCTIONS, CHECK-OUT AISLES COMPLYING WITH 11B-904.3 SHALL BE PROVIDED IN ACCORDANCE WITH TABLE 11B-227.2 FOR EACH FUNCTION. WHERE CHECK-OUT AISLES ARE DISPERSED THROUGHOUT THE BUILDING OR FACILITY, CHECK-OUT AISLES COMPLYING WITH 11B-904.3 SHALL BE DISPERSED. WHEN NOT ALL CHECK-OUT AISLES ARE ACCESSIBLE, ACCESSIBLE CHECK-OUT AISLES SHALL BE IDENTIFIED BY A SIGN COMPLYING WITH SECTION 11B-904.3.4 **§11B-227.2 (SEE EXCEPTION)**

19. WHERE CHECK-OUT AISLES ARE ALTERED, AT LEAST ONE OF EACH CHECK-OUT AISLE SERVICING EACH FUNCTION SHALL COMPLY WITH 11B-904.3 UNTIL THE NUMBER OF CHECK-OUT AISLES COMPLIES WITH 11B-227.2. **§11B-227.2.1**

20. ALL PORTIONS OF COUNTERS REQUIRED TO COMPLY WITH 11B-904 SHALL BE LOCATED ADJACENT TO A WALKING SURFACE COMPLYING WITH 11B-403. **§11B-904.2**

21. CHECK-OUT AISLES SHALL COMPLY WITH THE FOLLOWING:

a. AISLES SHALL COMPLY WITH 11B-403. **§11B-904.3.1**

b. THE COUNTER SURFACE HEIGHT SHALL BE 38 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND. THE TOP OF THE COUNTER EDGE PROTECTION SHALL BE 2 INCHES MAXIMUM ABOVE THE TOP OF THE COUNTER SURFACE ON THE AISLE SIDE OF THE CHECK-OUT COUNTER. **§11B-904.3.2**

c. WHERE PROVIDED, CHECK WRITING SURFACES SHALL COMPLY WITH 11B-902.3. **§11B-904.3.3**

d. WHEN NOT ALL CHECK-OUT AISLES ARE ACCESSIBLE, ACCESSIBLE CHECK-OUT AISLES SHALL BE IDENTIFIED BY A SIGN CLEARLY VISIBLE TO A PERSON IN A WHEELCHAIR DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY COMPLYING WITH 11B-703.7.2.1. THE SIGN SHALL BE A MINIMUM OF 4 INCHES BY 4 INCHES. **§11B-904.3.4**

22. SALES COUNTERS AND SERVICE COUNTERS SHALL COMPLY WITH SECTION 11B-904.4.1 OR 11B-904.4.2. THE ACCESSIBLE PORTION OF THE COUNTER TOP SHALL EXTEND THE SAME DEPTH AS THE SALES OR SERVICE COUNTER TOP. **§11B-904.4 (SEE EXCEPTION)**

a. A PORTION OF THE COUNTER SURFACE THAT IS 36 INCHES LONG MINIMUM AND 34 INCHES HIGH MAXIMUM ABOVE THE FINISH FLOOR SHALL BE PROVIDED. A CLEAR FLOOR OR GROUND SPACE COMPLYING WITH 11B-305 SHALL BE POSITIONED FOR A PARALLEL APPROACH ADJACENT TO THE 36 INCH MINIMUM LENGTH OF COUNTER. **§11B-904.4.1 (SEE EXCEPTION)** OR

b. A PORTION OF THE COUNTER SURFACE THAT IS 36 INCHES LONG MINIMUM AND 34 INCHES HIGH MAXIMUM SHALL BE PROVIDED. KNEE AND TOE SPACE COMPLYING WITH 11B-306 SHALL BE PROVIDED UNDER THE COUNTER. A CLEAR FLOOR OR GROUND SPACE COMPLYING WITH 11B-305 SHALL BE POSITIONED FOR A FORWARD APPROACH TO THE COUNTER. **§11B-904.4.2**

23. WHERE PROVIDED, AT LEAST ONE OF EACH TYPE OF SALES COUNTER AND SERVICE COUNTER SHALL COMPLY WITH 11B-904.4. WHERE COUNTERS ARE DISPERSED THROUGHOUT THE BUILDING OR FACILITY, COUNTERS COMPLYING WITH 11B-904.4 ALSO SHALL BE DISPERSED. **§11B-227.3**

24. QUEUES AND WAITING LINES SERVICING COUNTERS OR CHECK-OUT AISLES REQUIRED TO COMPLY WITH 11B-904.3 OR 11B-904.4 SHALL COMPLY WITH 11B-403. **§11B-227.5**

25. WHERE COUNTERS OR TELLER WINDOWS HAVE SECURITY GLAZING TO SEPARATE PERSONNEL FROM THE PUBLIC, A METHOD TO FACILITATE VOICE COMMUNICATION SHALL BE PROVIDED. TELEPHONE HANDSET DEVICES, IF PROVIDED, SHALL COMPLY WITH 11B-704.3. **§11B-904.6**



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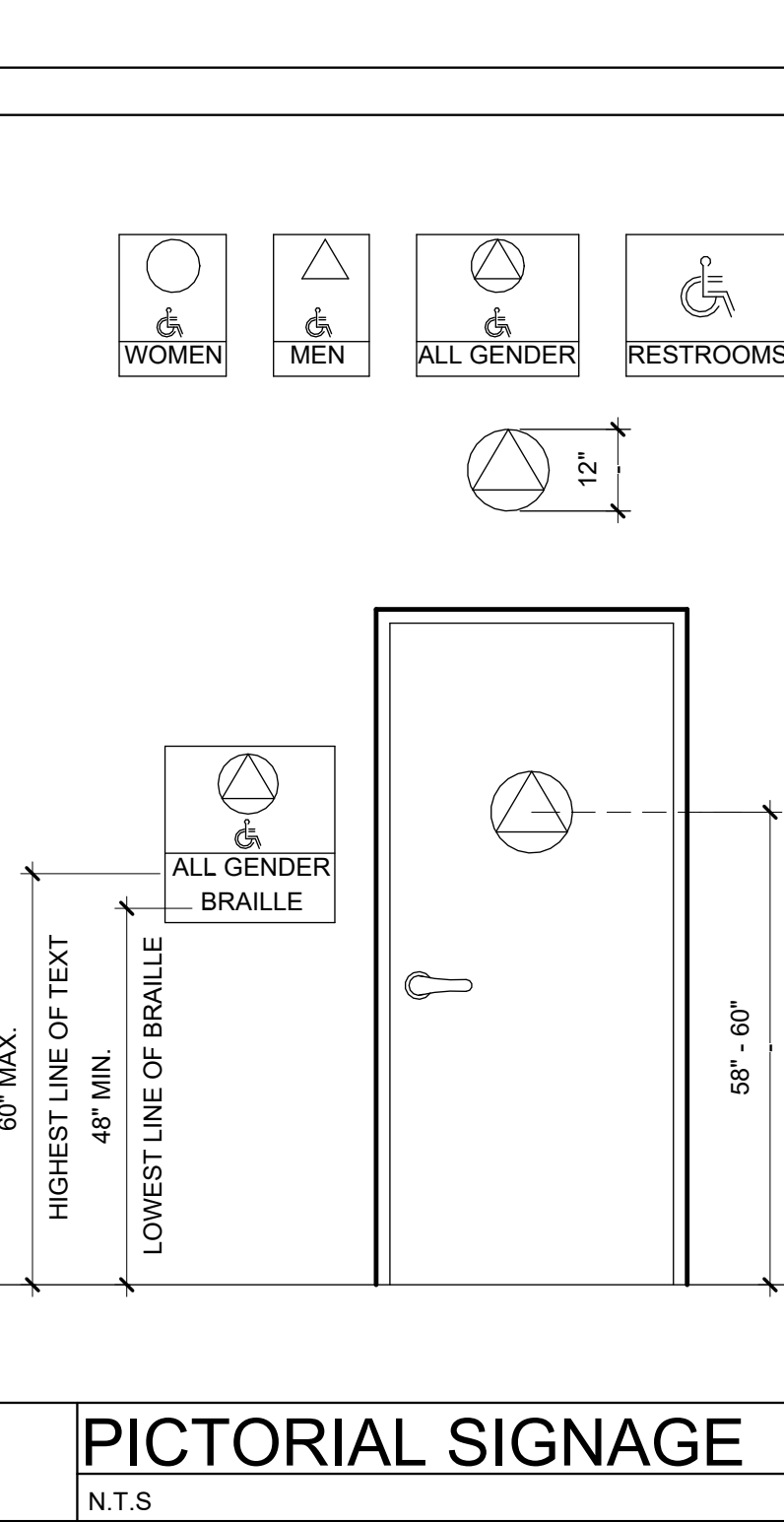
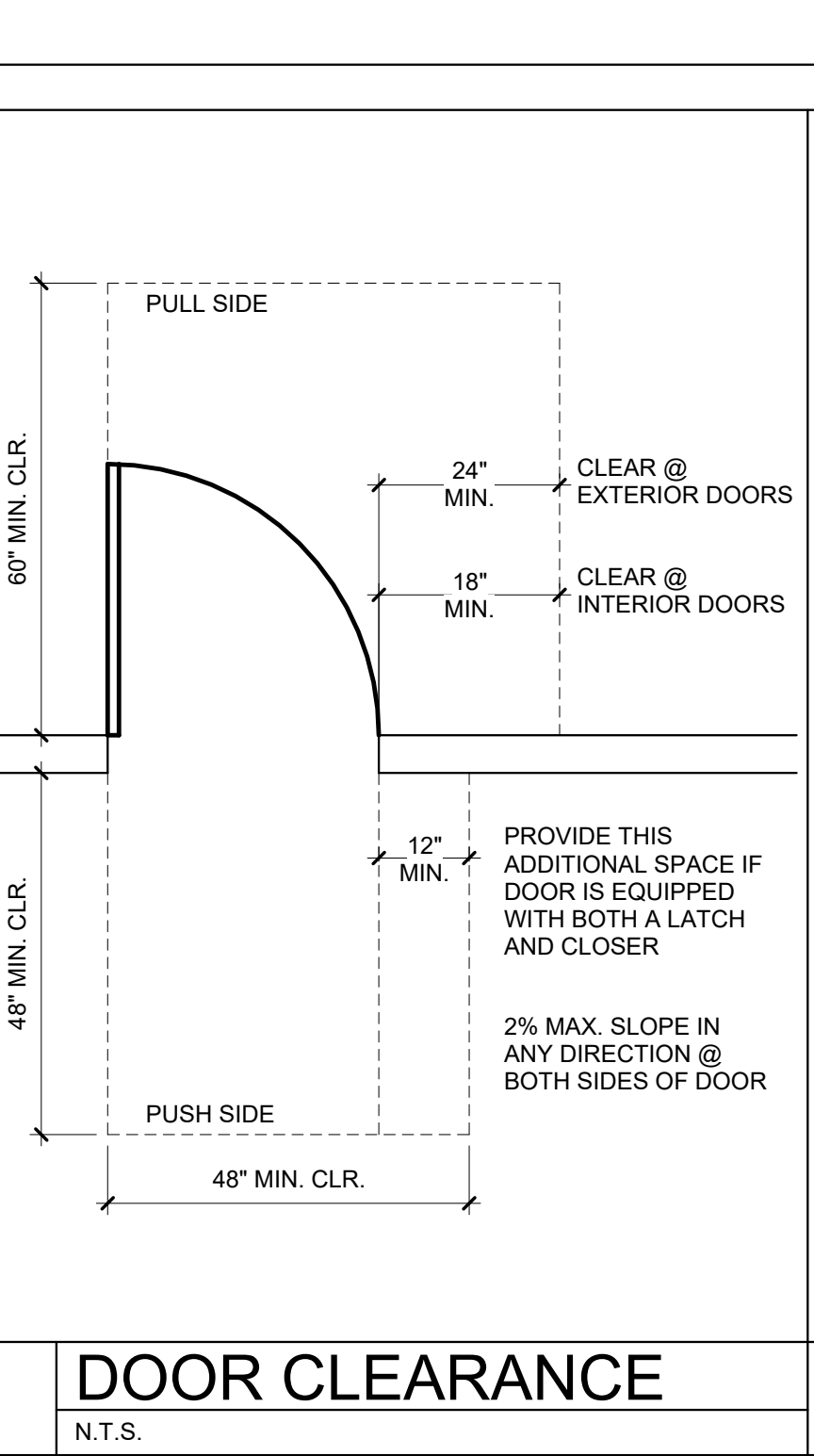
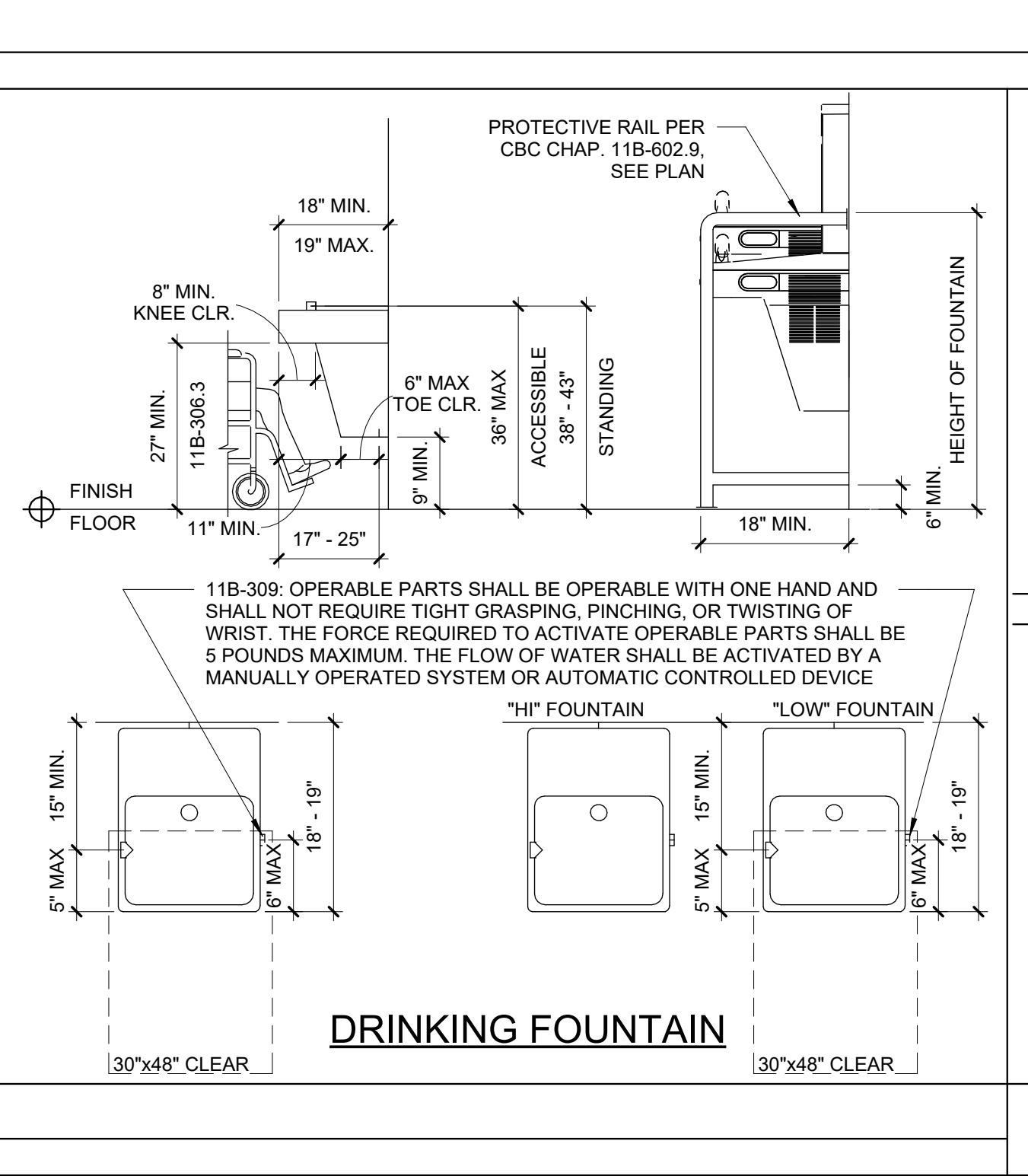
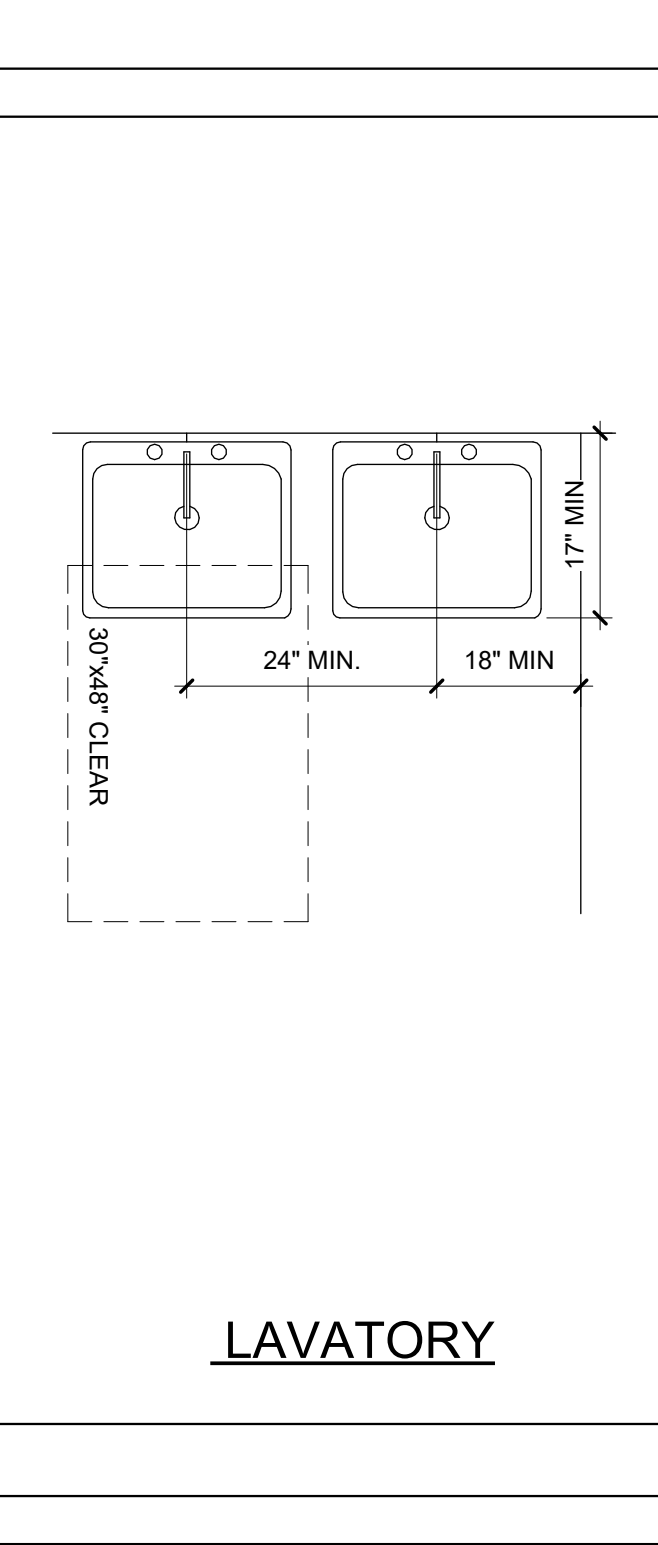
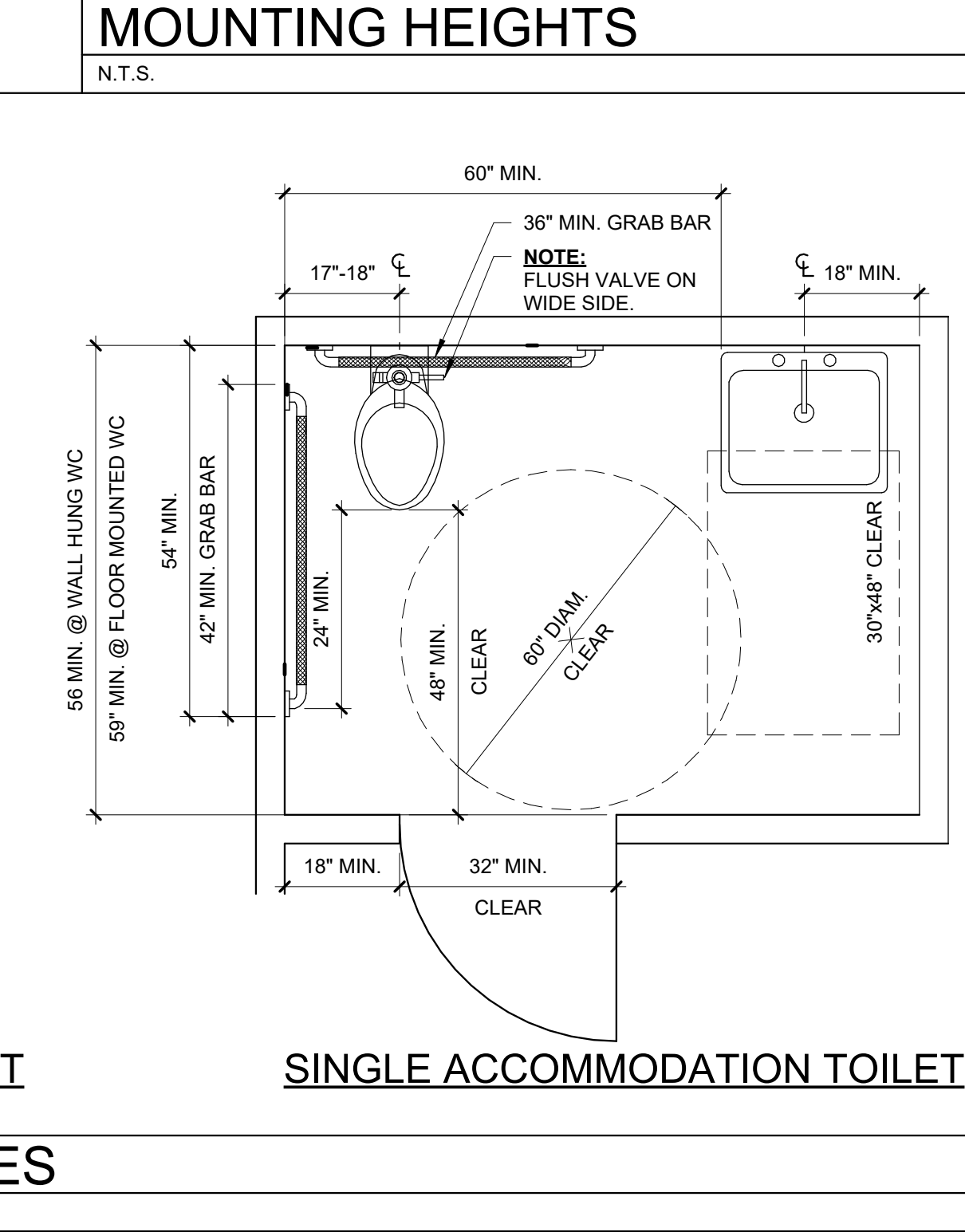
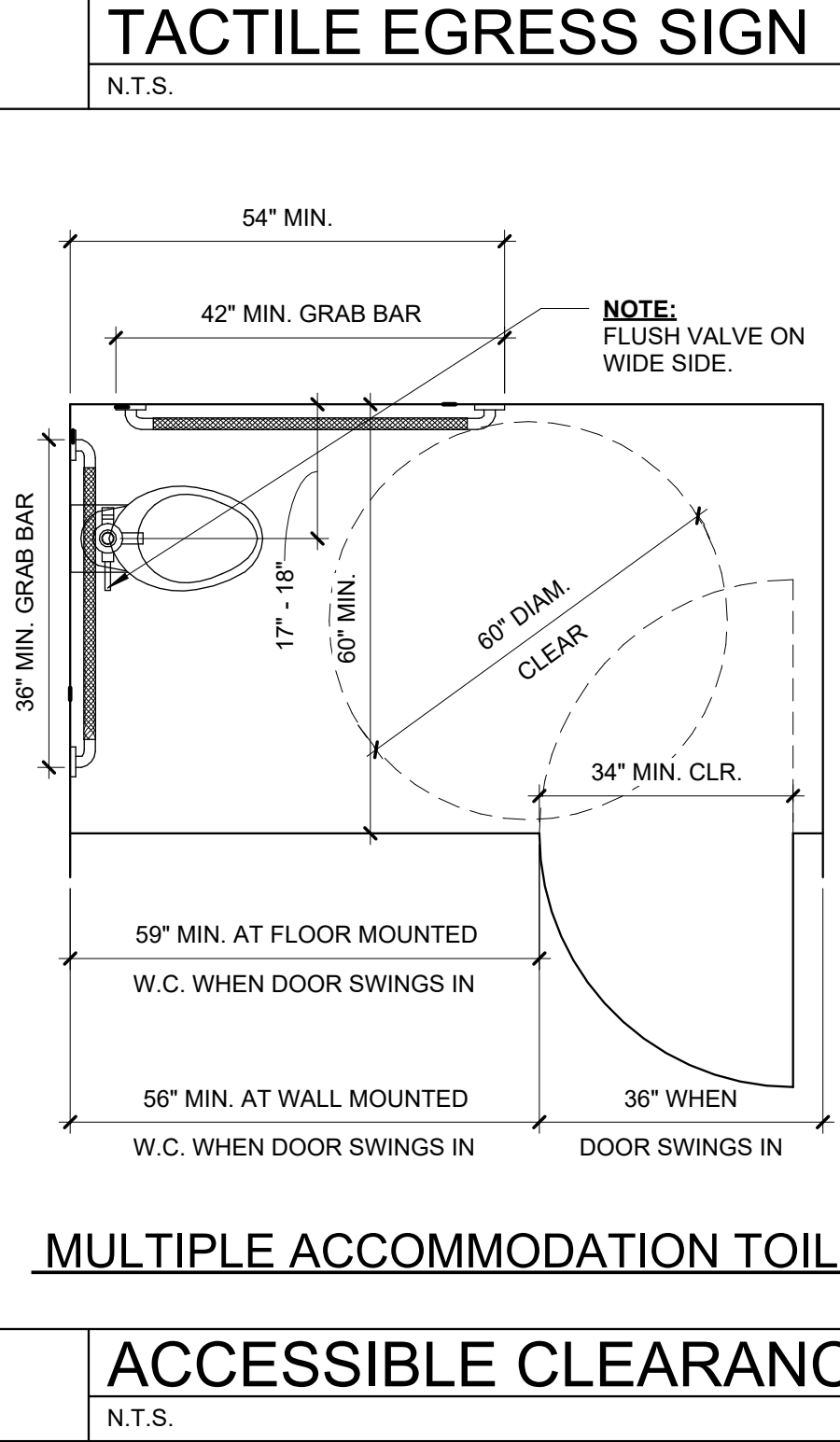
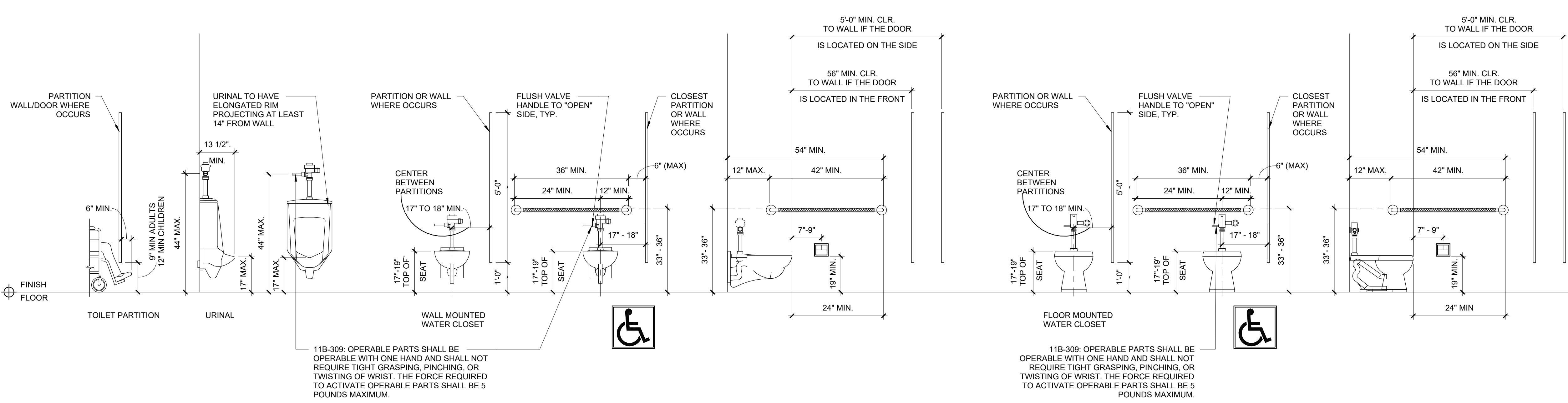
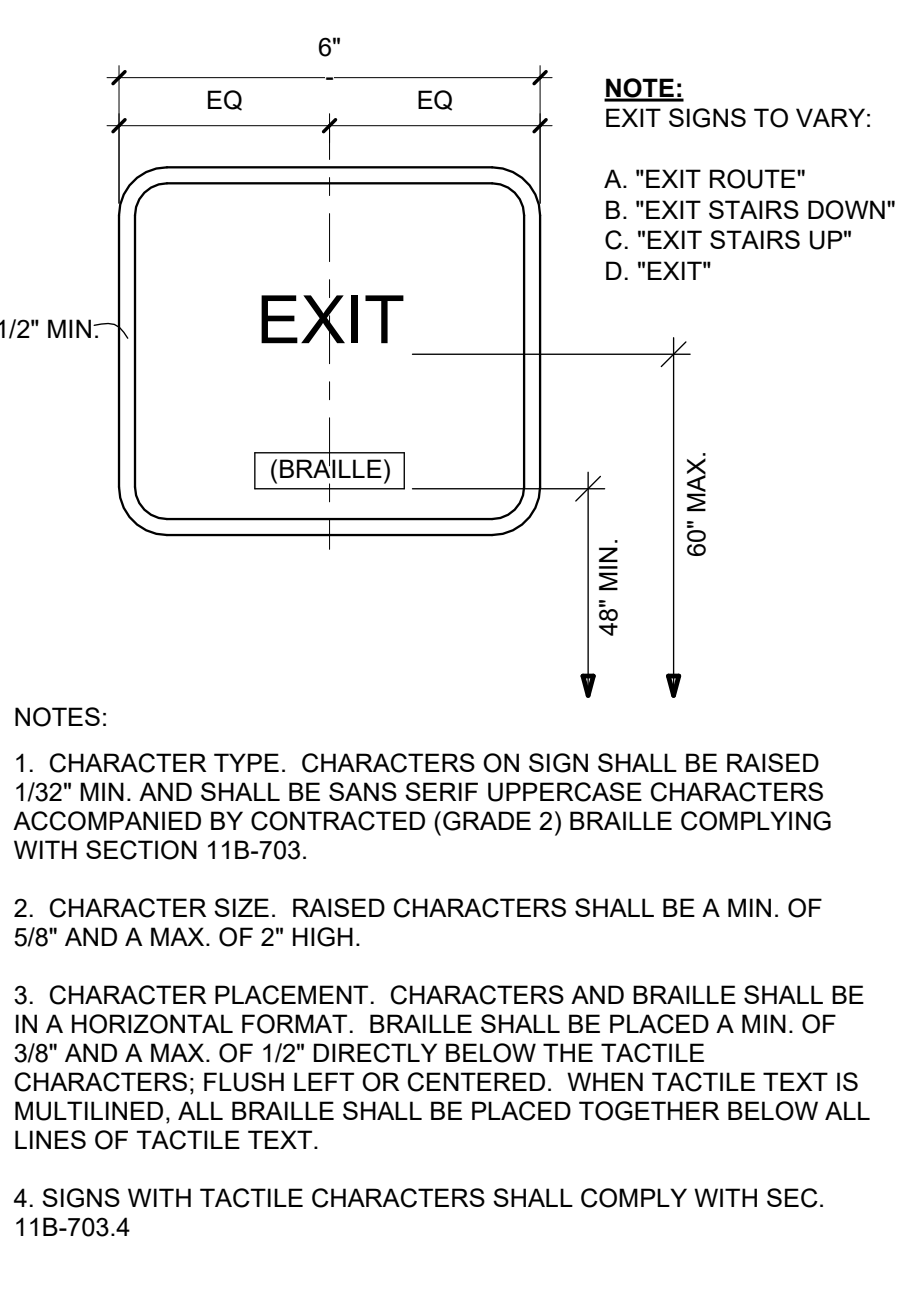
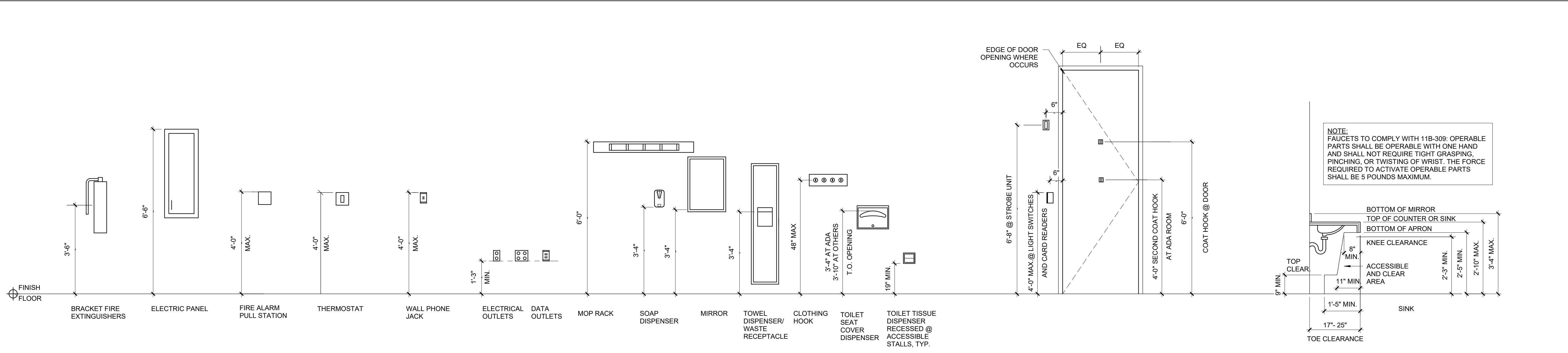
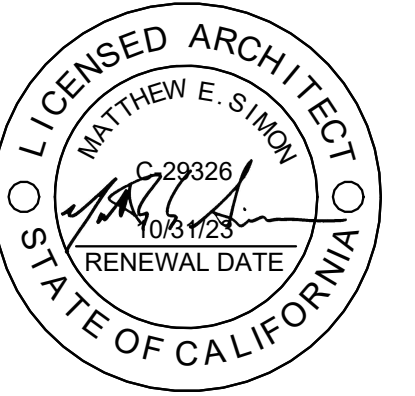
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ACCESSIBLE STANDARD MOUNTING HEIGHTS

BURKE ST. TRUCK YARD
 11756 BURKE STREET
 SANTA FE SPRINGS, CA 90670

ISSUED FOR:	DATE:
REVISIONS:	DATE ISSUED
NO. DESCRIPTION	
PLAN CHECK #:	00000.
PROJECT #:	22285

A0.06

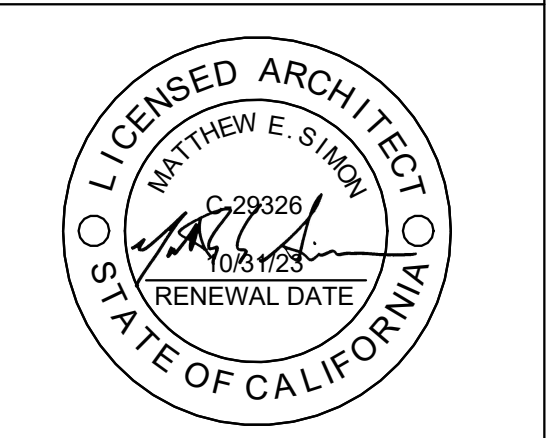
PARKING REQUIREMENTS	
GROSS FLOOR AREA:	315 SF - 315 / 300 = 2 STALLS
PER SANTA FE SPRINGS MUNICIPAL CODE § 155.481-(C.10)	
TOTAL PARKING REQUIRED	= 2 STALLS
TOTAL PARKING PROVIDED	= 4 STALLS
ACCESSIBLE STALLS REQUIRED	ACCESSIBLE STALLS PROVIDED
*PER CBC TABLE 11B-208.2	*PER CBC TABLE 11B-208.2
STANDARD:	3 STANDARD: 3
VAN:	1 VAN: 1
TRUCK PARKING:	
10' - 0" x 40' - 0" TRUCK TRAILER PARKING:	53 TOTAL
STANDARD PARKING:	
8' - 6" x 19' - 0" 90° PARKING:	3 TOTAL
ACCESSIBLE PARKING:	
9' - 0" x 19' - 0" 90° PARKING:	1 TOTAL
PER SANTA FE SPRINGS MUNICIPAL CODE § 155.487	

LANDSCAPE REQUIREMENTS	
25 SQUARE FEET FOR EACH LINEAL FOOT OF FRONTAGE ON SAID STREET SHALL BE SUITABLY LANDSCAPED AND MAINTAINED. IN ADDITION, ALL PARKING AREAS SHALL HAVE LANDSCAPING INSTALLED EQUIVALENT TO 6% OF THE TOTAL PARKING AREA.	
SITE AREA:	64,534 SF
SITE PARKING AREA:	21,870 SF
FRONTAGE WIDTH:	54' - 0"
REQ'D FRONTAGE LANDSCAPE: 25 SF x FRONTAGE =	1,350 SF
REQUIRED LANDSCAPE: PARKING AREA x 6% =	1,313 SF
REQUIRED LANDSCAPE:	2,663 SF
PROVIDED LANDSCAPE:	4,468 SF

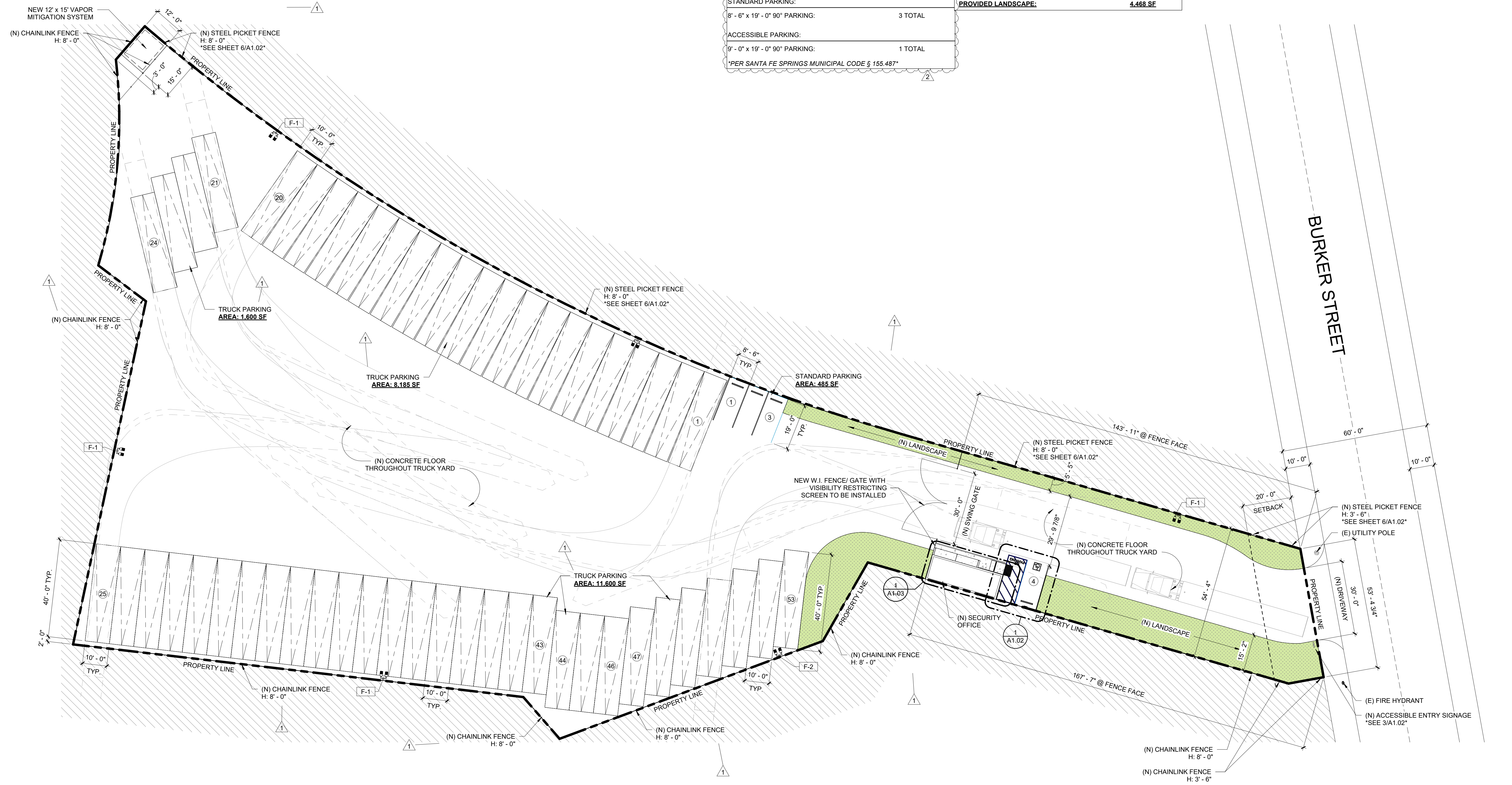
LIGHTING LEGEND				
MARK	PICTORIAL PLAN VIEW	TYPE	MANUFACTURER	QTY
F-1		DSX1 LED P9 40K T4M MVOLT HS W/ HOUSESIDE SHIELD, BULLHORN CONFIGURATION @ 38'	LED LITHONIA LIGHTING	5
F-2		DSX1 LED P9 40K T3M MVOLT HS W/ HOUSESIDE SHIELD, BULLHORN CONFIGURATION @ 38'	LED LITHONIA LIGHTING	1



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LICENSED ARCHITECT
 MATTHEW E. SIMON
 C-299326
 1025 1/23
 RENEWAL DATE
 STATE OF CALIFORNIA



SITE PLAN

BURKE ST. TRUCK YARD
 11756 BURKE STREET
 SANTA FE SPRINGS, CA 90670

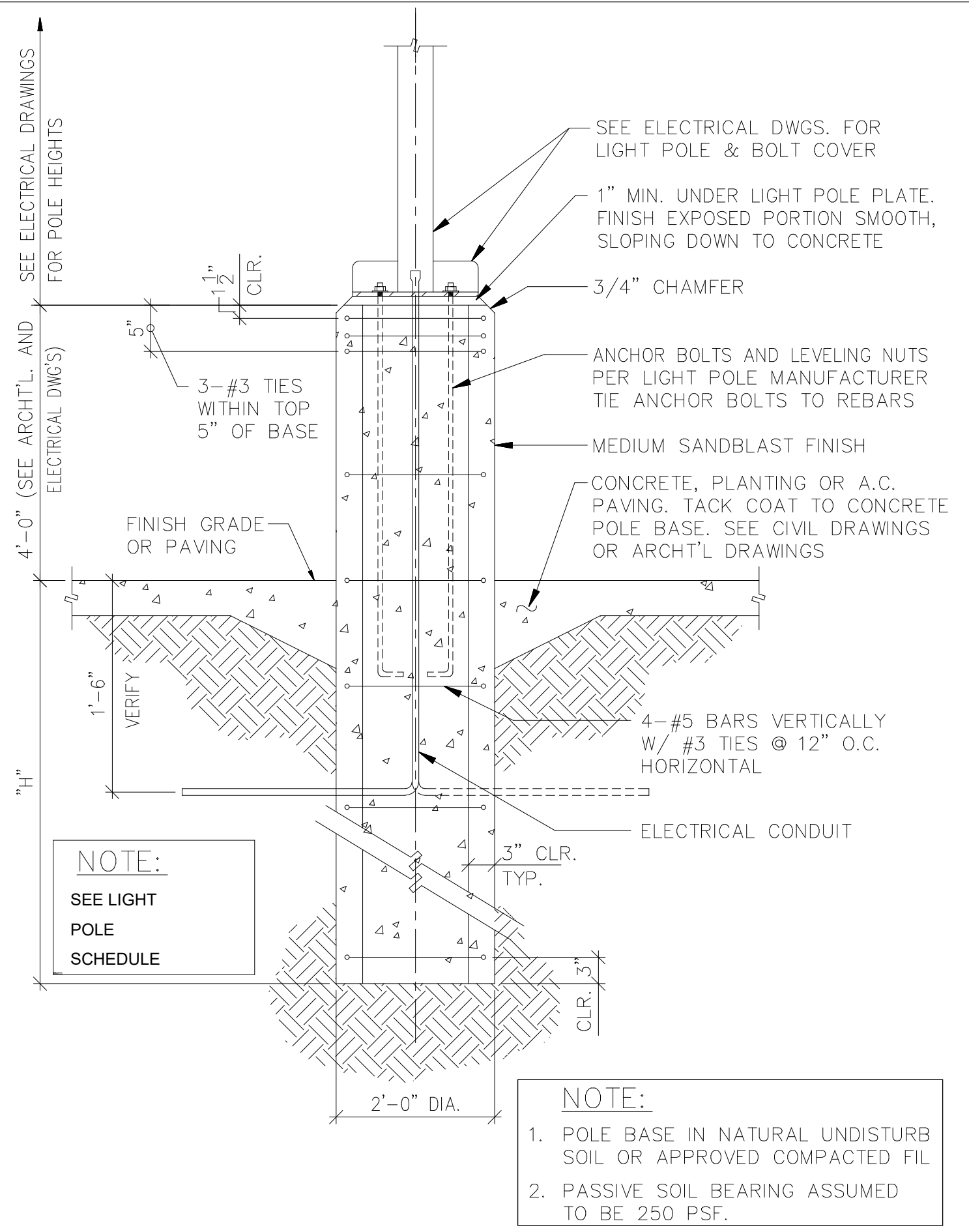
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	00.00.2020
REVISIONS:	
NO. DESCRIPTION	DATE ISSUED
1 CUP PC #1 REV.	11.30.22
2 CUP PC #2 REV.	01.31.2023

A1.01

PLAN CHECK #: 00000.
 PROJECT #: 22285

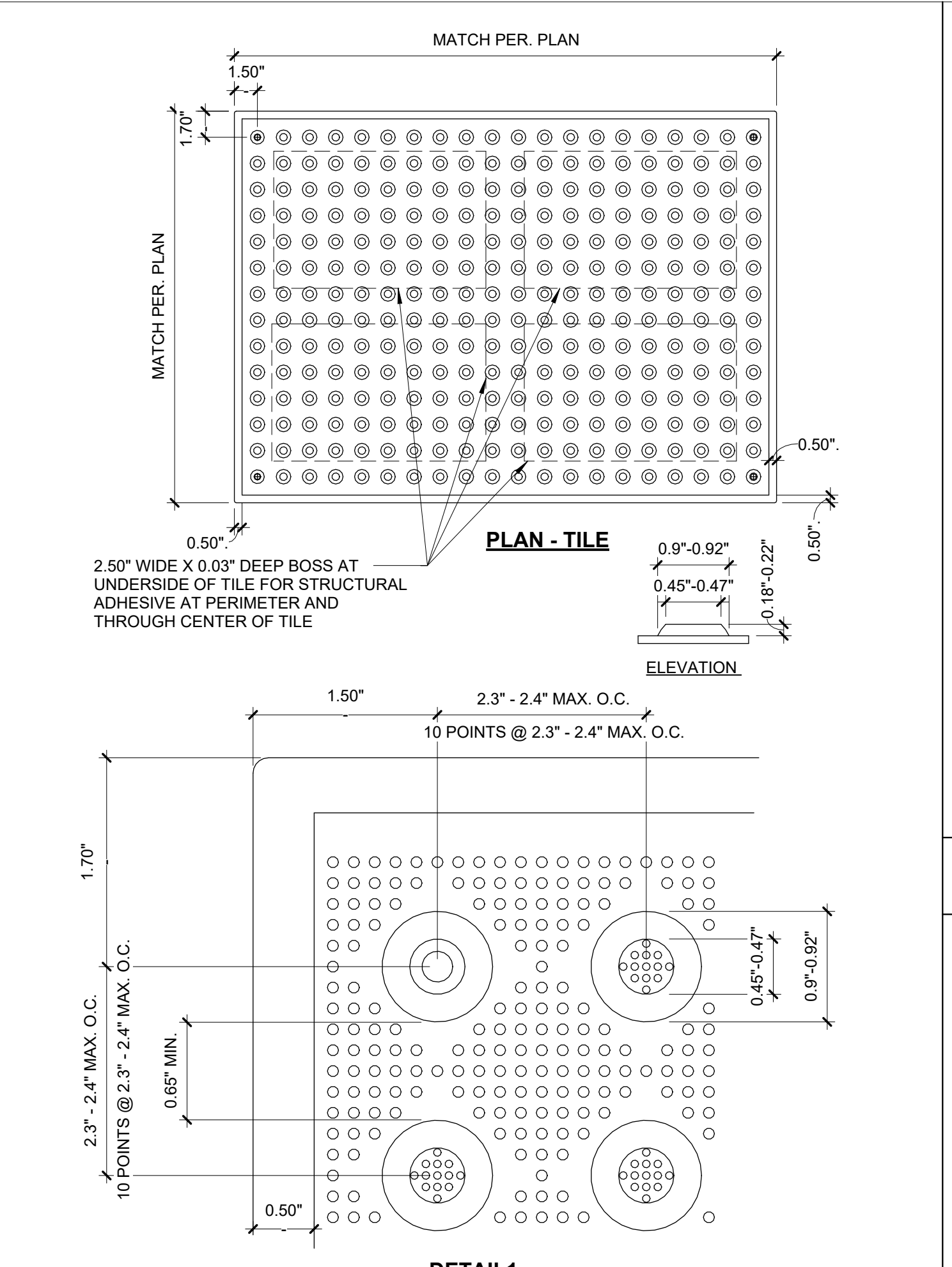
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1 SITE PLAN
 SCALE: 1" = 20'-0"

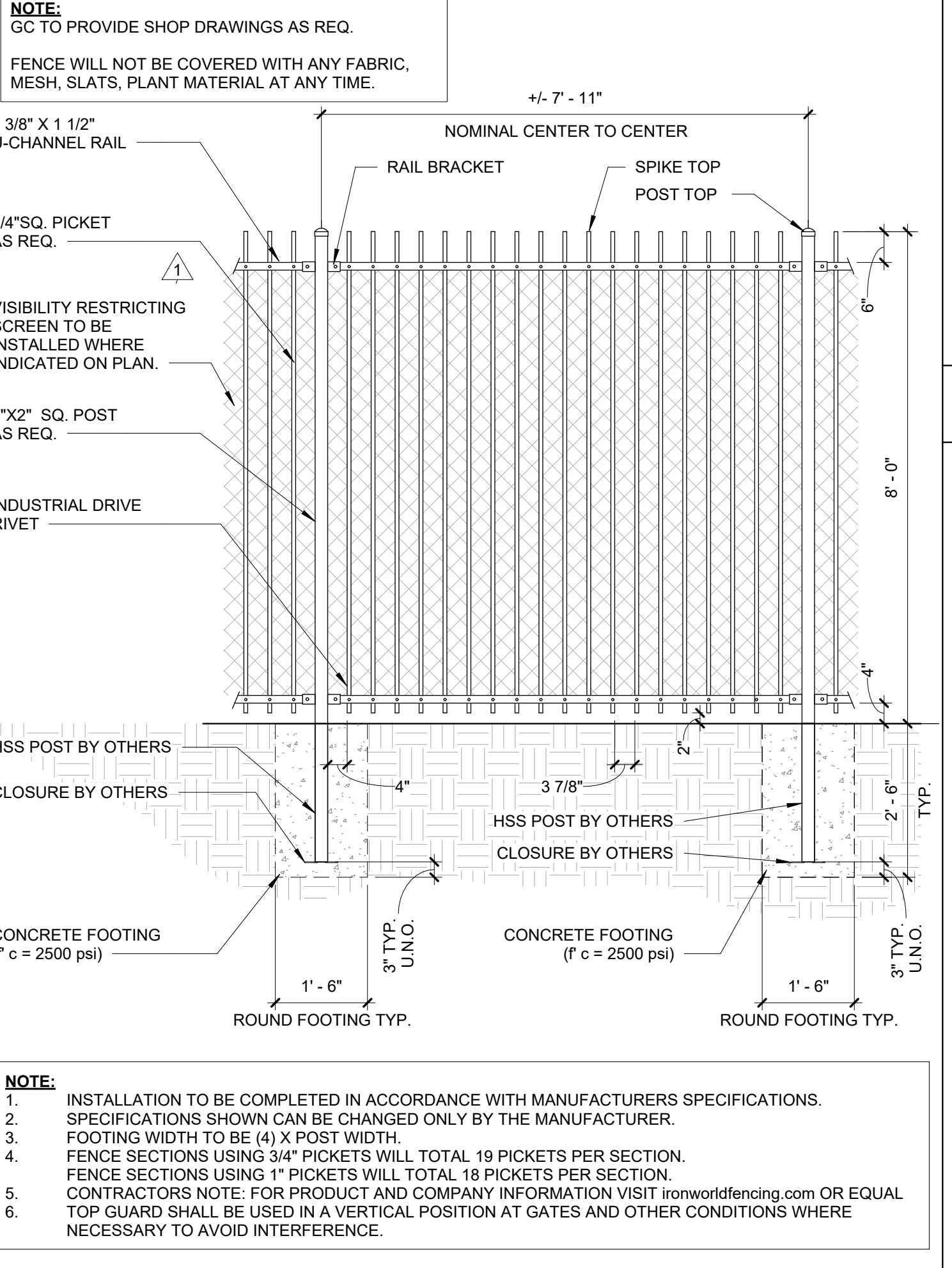


HEIGHT OF POLE ABOVE BASE	"H" WHERE A.C PAVING OR PLANTING OCCURS AT BASE	"H" WHERE CONCRETE PAVING OCCURS AT BASE
25' < L < 30'	5' - 6"	5' - 0"
20' < L < 25'	5' - 0"	4' - 6"
15' < L < 20'	4' - 6"	4' - 0"
10' < L < 15'	4' - 0"	3' - 6"
L < 10'	3' - 6"	3' - 0"

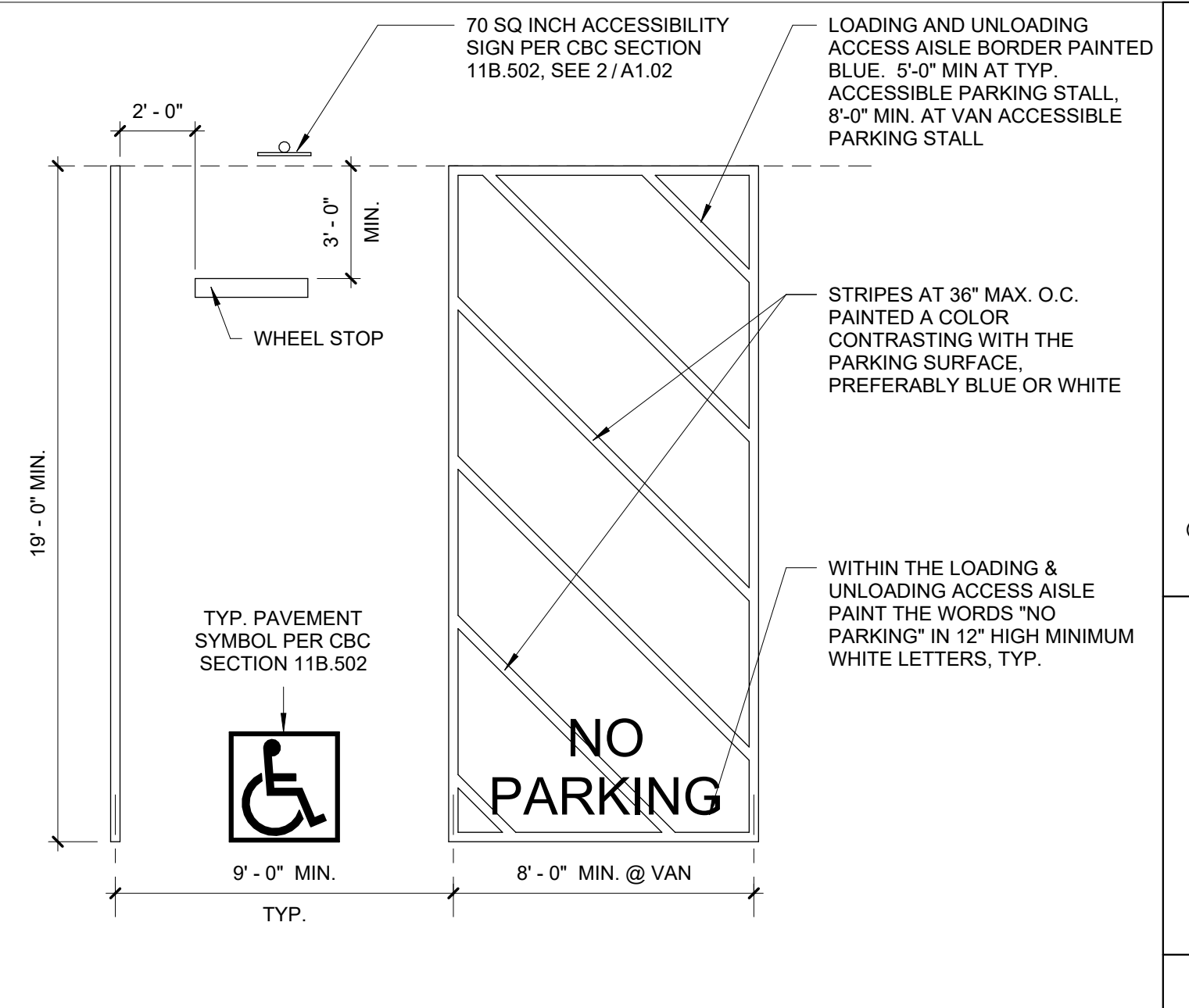
6 LIGHT POLE DETAIL/ SCHED
SCALE: 3/16" = 1'-0"



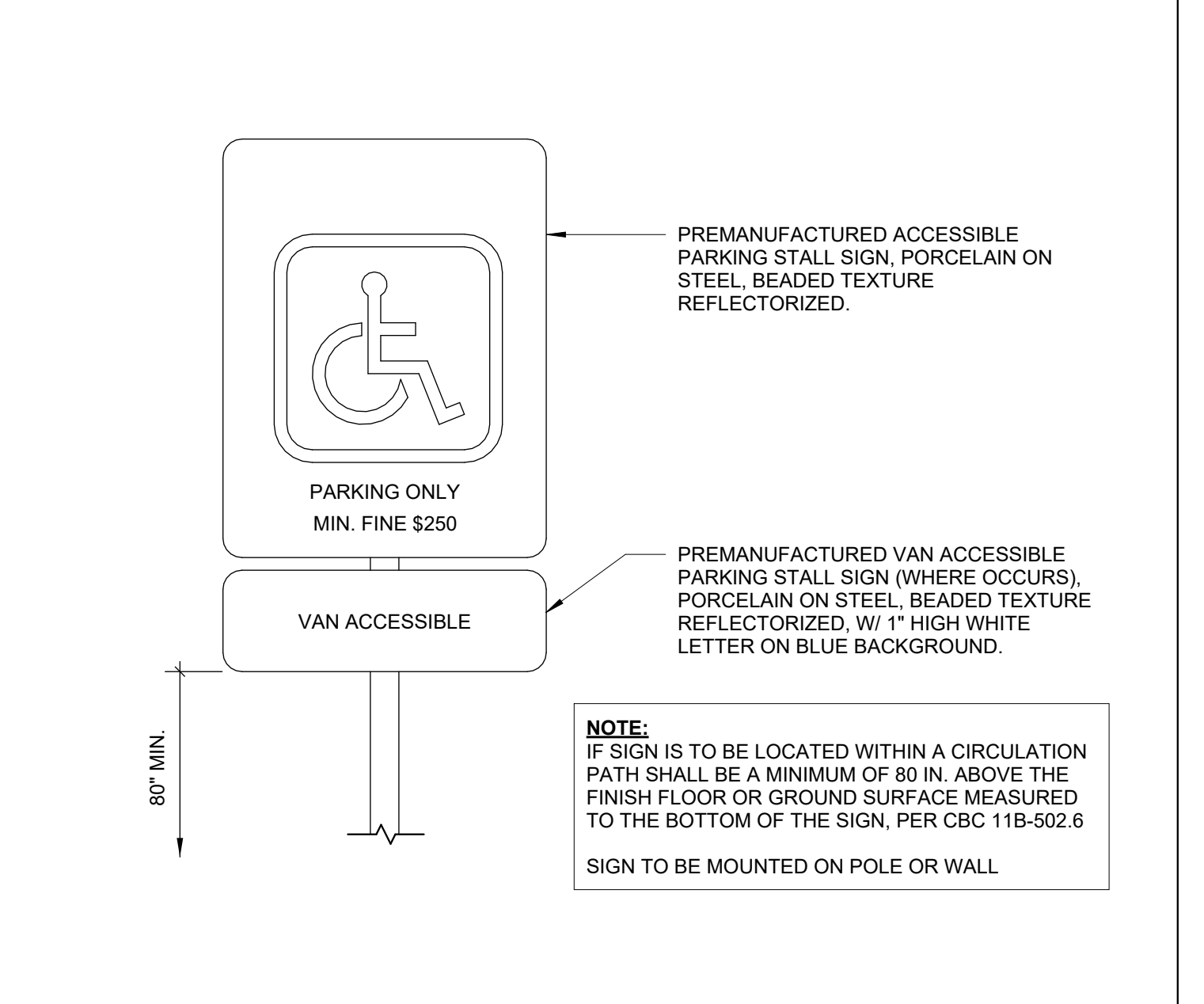
4 TRUNCATED DOMES
SCALE: 1 1/2" = 1'-0"



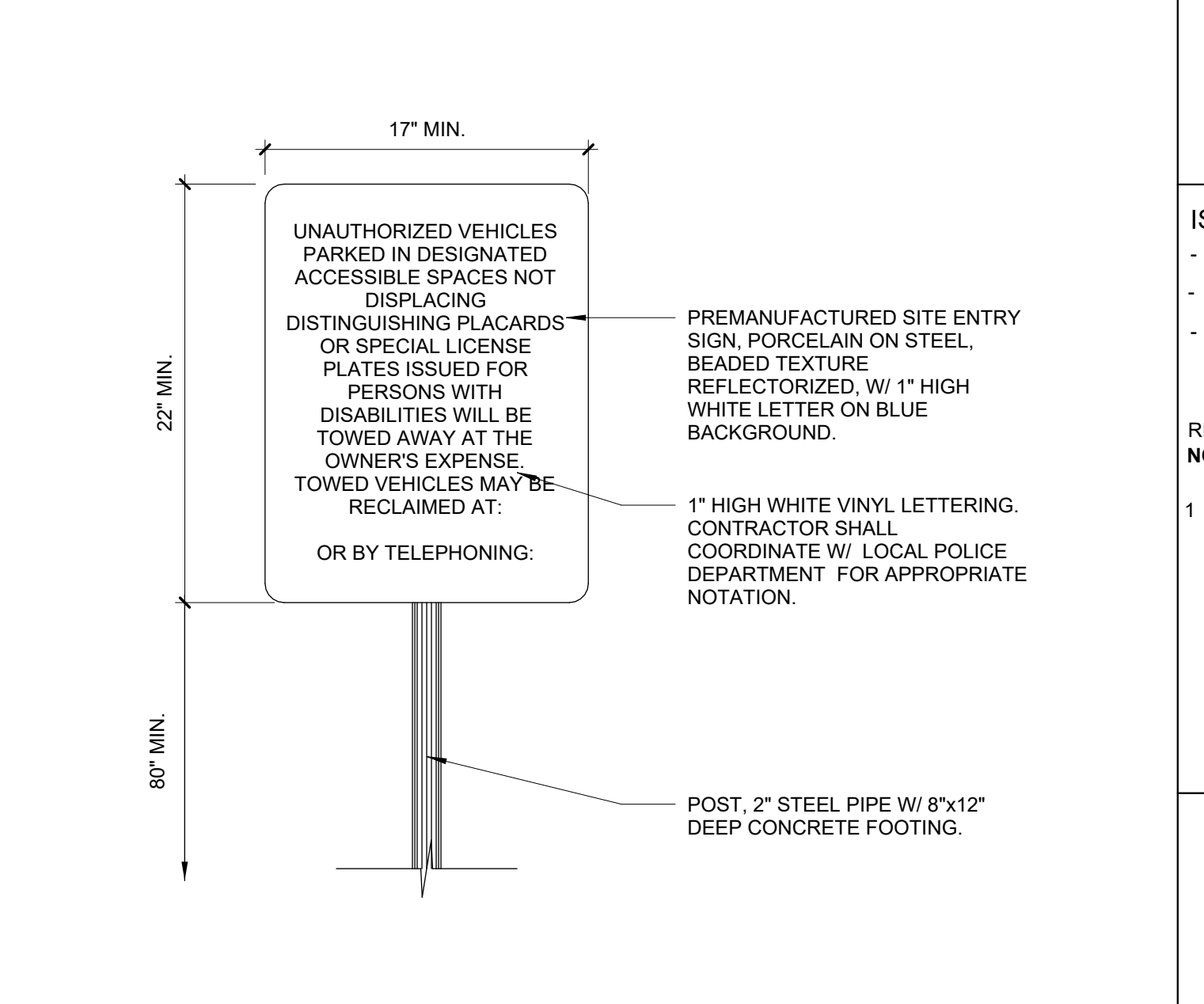
5 STEEL PICKET FENCE
SCALE: 1/2" = 1'-0"



1 VAN ACCESSIBLE STALL
SCALE: 1/4" = 1'-0"



2 SITE - ADA PARKING STALL SIGN
SCALE: 1 1/2" = 1'-0"



3 SITE - ADA ENTRY SIGNAGE
SCALE: 1 1/2" = 1'-0"

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C-29326
102472
RENEWAL DATE
STATE OF CALIFORNIA

SITE DETAILS

BURKE ST. TRUCK YARD
11756 BURKE STREET
SANTA FE SPRINGS, CA 90670

ISSUED FOR:	DATE:
	00.00.2020
REVISIONS:	
NO. DESCRIPTION	DATE ISSUED
1 CUP PC #1 REV.	11.30.22

A1.02

PLAN CHECK #: 00000.
PROJECT #: 22285

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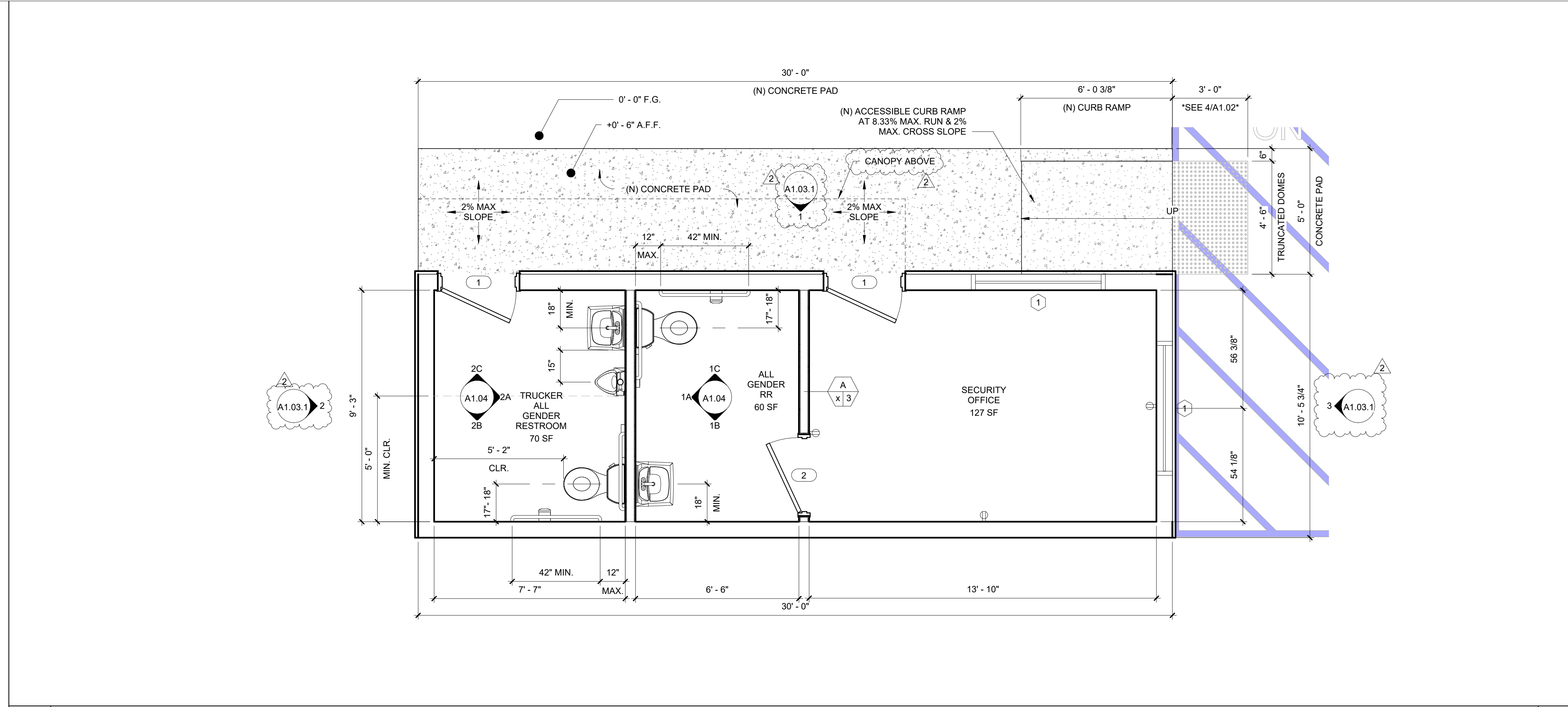
LEGEND:

- Room name**
 101 → ROOM NUMBER
- DOORS & WINDOWS:**
 101 DOOR, SEE DOOR SCHEDULE
 11 WINDOW, SEE WINDOW SCHEDULE
- ELECTRICAL/ DATA**
 ⚡ DUPLEX
- WALL TYPES:**
 ALL NEW PARTITIONS ARE U.N.O. SEE PARTITION DETAILS ON SHEET 1/A1.05
 (E) WALLS

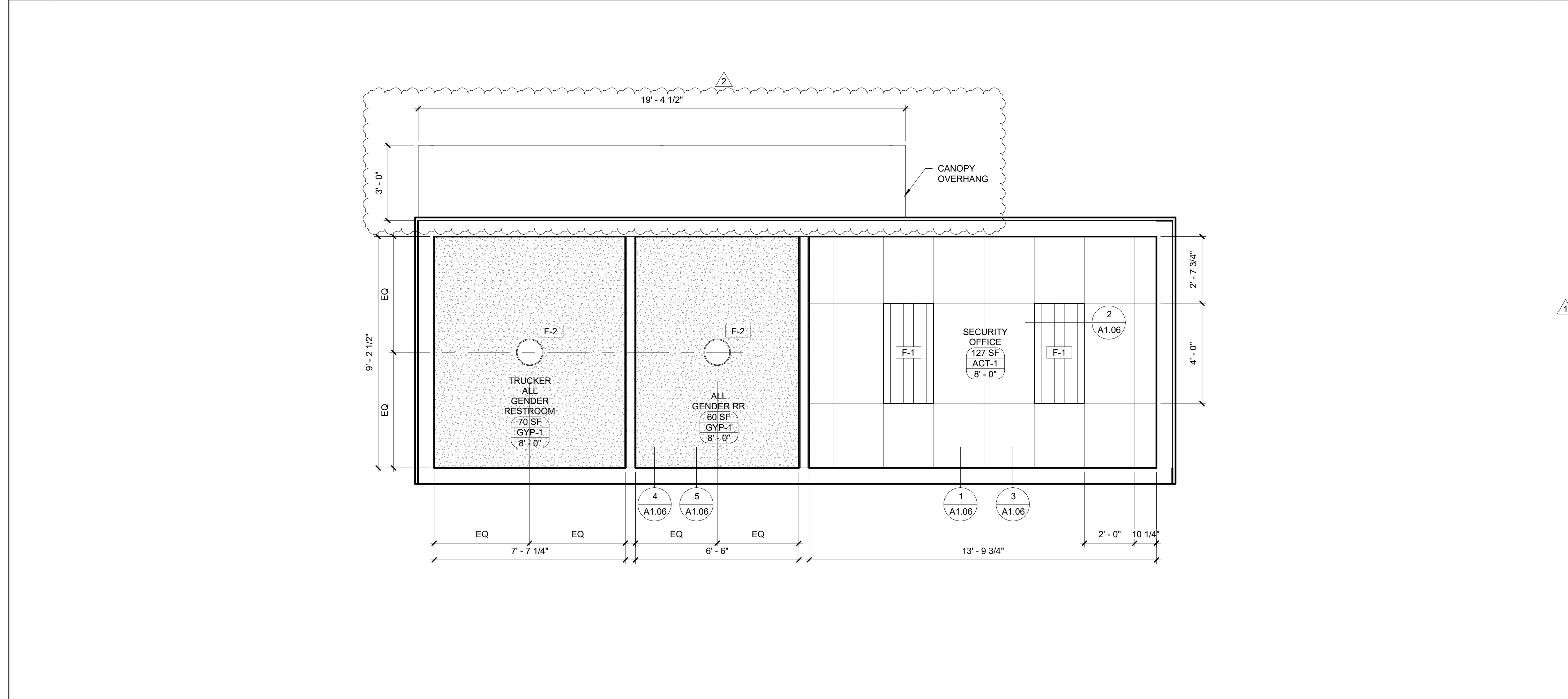
FLOOR PLAN NOTES:

- IF ANY OUTLETS CANNOT BE INSTALLED AS NOTED OR AS SHOWN ON PLANS DUE TO CONFLICTS WITH STRUCTURAL, MECHANICAL AND ELECTRICAL CONDITIONS, CLARIFY WITH OWNER AND ARCHITECT BEFORE PROCEEDING WITH WORK.
- FOR CIRCUITING INFORMATION, PULL BOX LOCATIONS AND CONDUIT SIZES, REFER TO ELECTRICAL ENGINEER DRAWINGS. ARCHITECTURAL DRAWINGS GOVERN OUTLET LOCATIONS, TYP. VERIFY ANY DISCREPANCIES WITH THE ARCHITECT.
- WHEN OUTLETS ARE GROUPED TOGETHER, THEY SHALL BE NO MORE THAN 2'-0" APART. GANG WITH COMMON FACE PLATE WHENEVER POSSIBLE.
- NON-DIMENSIONED OUTLETS SHALL BE LOCATED AT NEAREST STUD. ALL OUTLET DIMENSIONS ARE TO BE TO THE CENTERLINE OF OUTLET U.N.O.
- ALL WALL OUTLETS TO BE MOUNTED AT +18" A.F.F. TO CENTERLINE OF RECEPTACLE, TYP., U.N.O. (SEE TYPICAL POWER AND SIGNAL LOCATIONS DIAGRAM FOR MORE INFO.)
- ALL NEW CIRCUITS SHALL BE LABELED ON THE PROPER BUILDING ELECTRICAL PANEL DIRECTORIES.
- PROVIDE 1-HR PROTECTION AT ALL OUTLETS AND SWITCHES LOCATED IN 1-HR RATED PARTITIONS. (PROVIDE APPROPRIATE PROTECTION IN PARTITIONS RATED HIGHER THAN 1-HR)
- ALL TELEPHONE AND DATA COVER PLATES TO BE SUPPLIED AND INSTALLED BY TENANT. THEY SHALL BE SIMILAR IN COLOR AND APPEARANCE TO DUPLEX/SWITCH COVER PLATES.
- TELEPHONE AND DATA CABLE TO BE PLENUM RATED AND SUPPORTED INDEPENDENT FROM SUSPENDED CEILING. ALL TELEPHONE AND DATA CABLES TO BE PROVIDED AND INSTALLED BY TENANT.
- TENANTS TELEPHONE/DATA CONTRACTORS SHALL COORDINATE ALL WORK WITH GENERAL CONTRACTOR.
- CONDUIT ABOVE CEILING TO BE SELF-SUPPORTED AND HELD TIGHT TO STRUCTURE A MINIMUM OF 6" ABOVE GROUND.
- ALL CONDUIT RUNS ABOVE CEILING SHALL BE STEEL PER CODE.
- SCHEDULE THE CORING OF ANY FLOOR OUTLETS WITH BUILDING OWNER TO PREVENT DISTURBANCE OR DAMAGE TO OTHER TENANT SPACES.
- PROVIDE ELECTRICAL REQUIREMENTS AS NEEDED FOR MECHANICAL AND PLUMBING EQUIPMENT SEE ELECTRICAL ENGINEER DRAWINGS FOR MORE INFO.

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1 SITE - SECURITY OFFICE
 SCALE: 3/8" = 1'-0"



2 LEVEL 1 - SECURITY OFFICE RCP
 SCALE: 3/8" = 1'-0"

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FLOOR PLAN

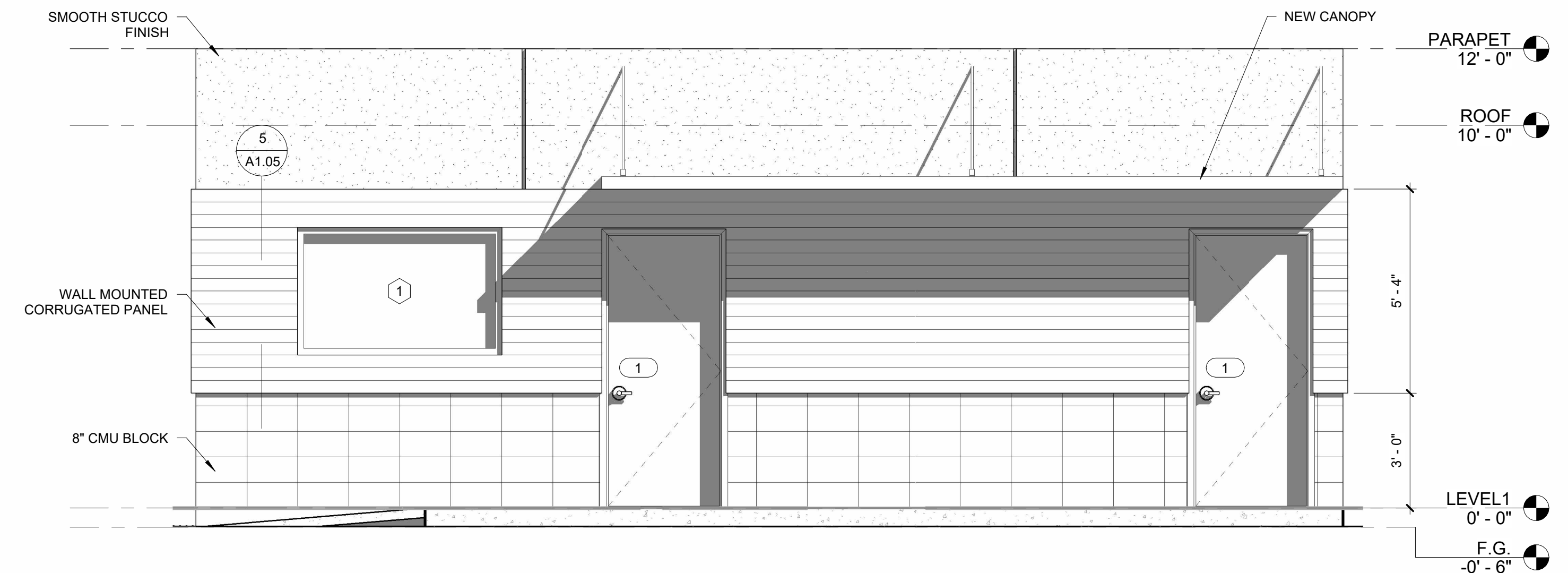
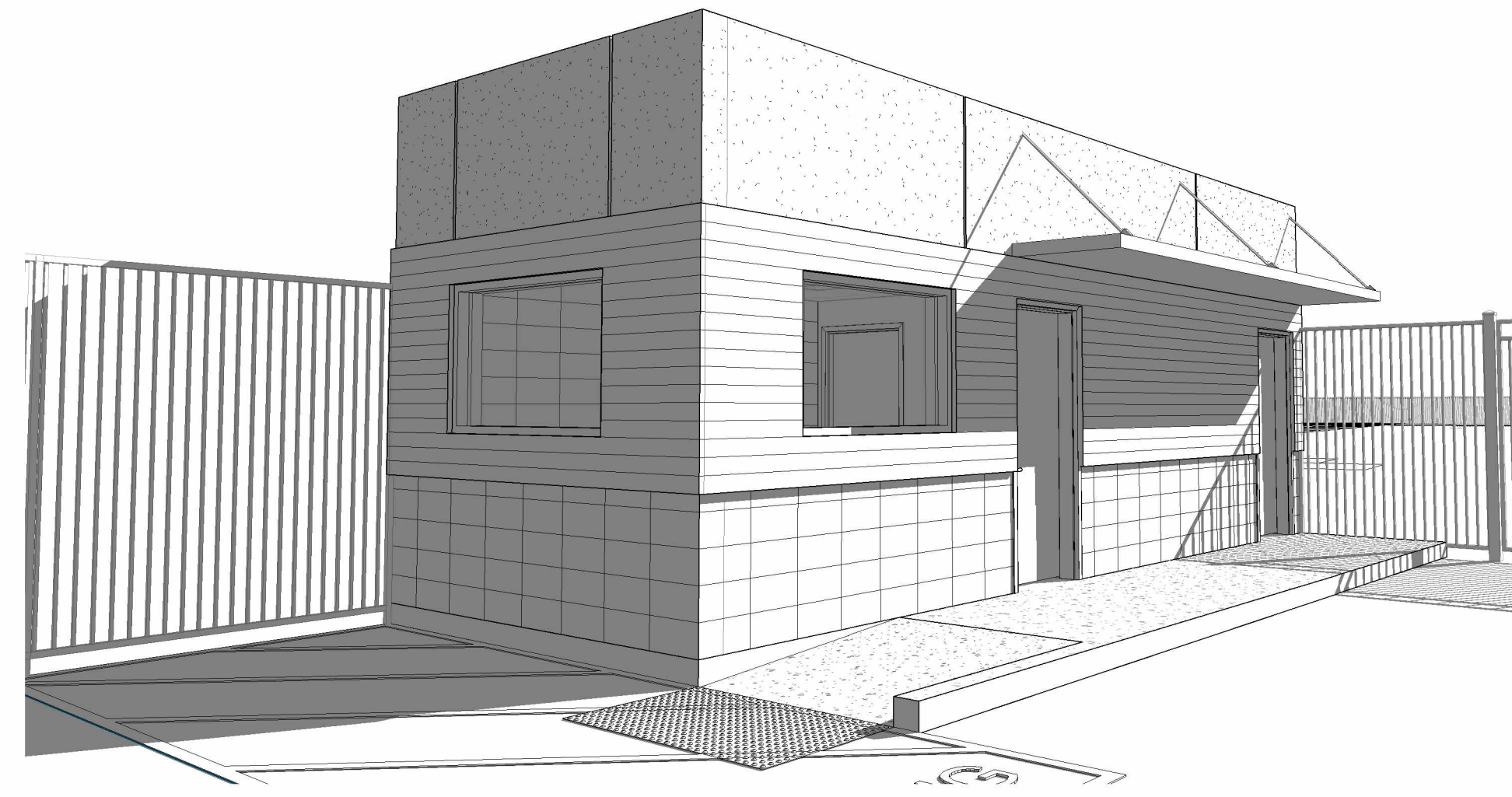
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 11756 BURKE STREET
 SANTA FE SPRINGS, CA 90670

ISSUED FOR: DATE: 00.00.2020

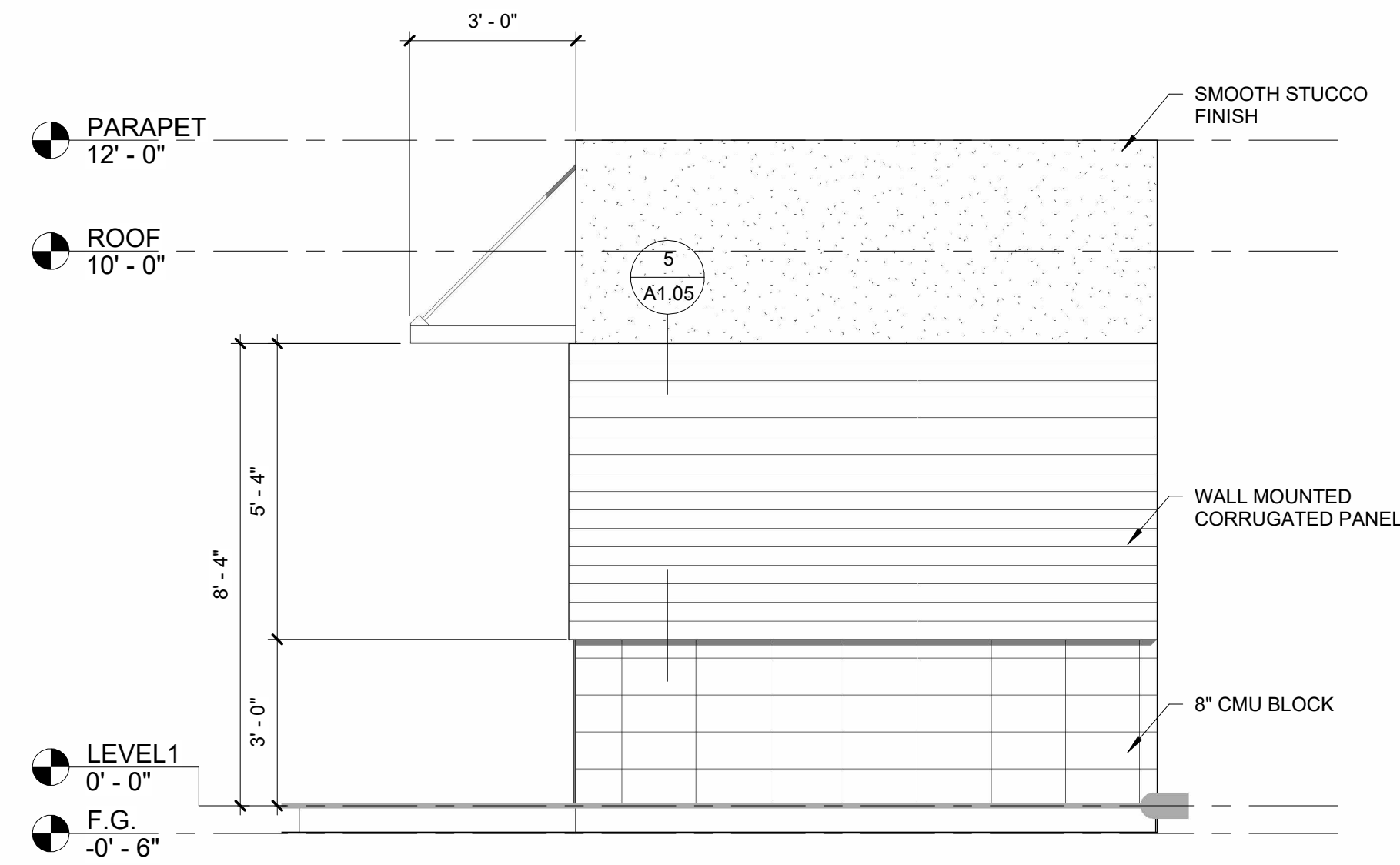
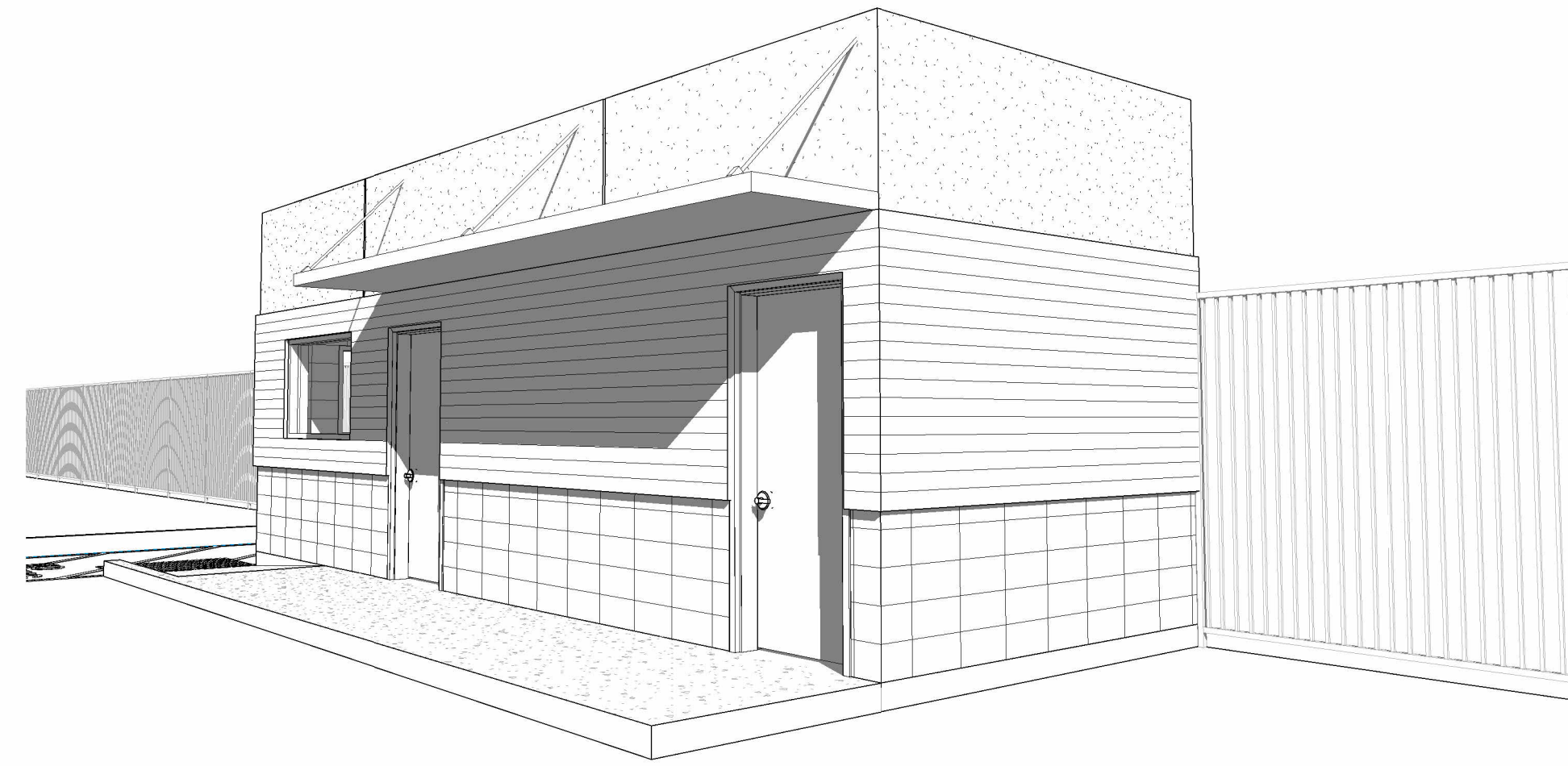
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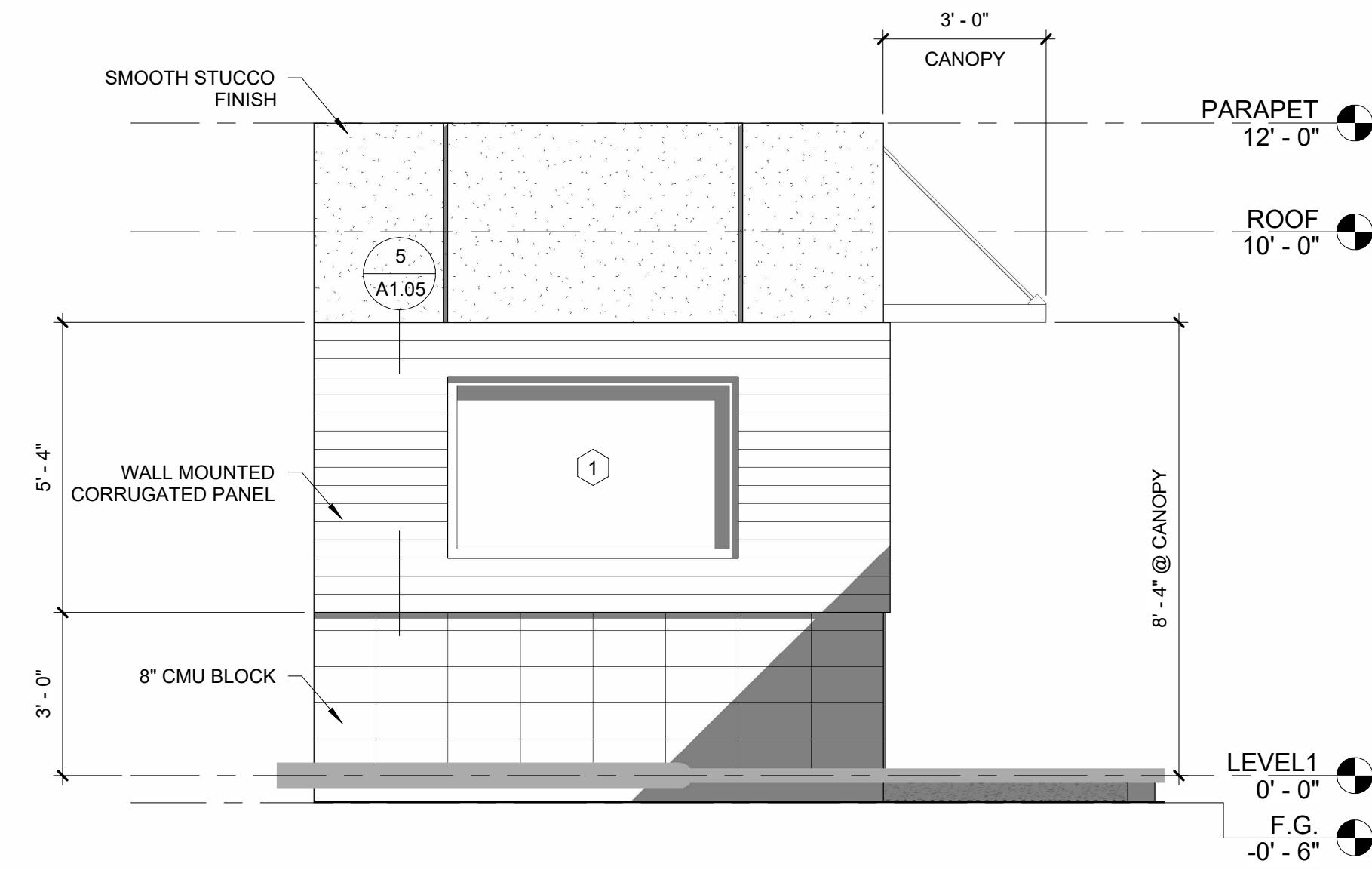
PLAN CHECK #: 00000.
 PROJECT #: 22285



1 WEST ELEV.
SCALE: 3/8" = 1'-0"



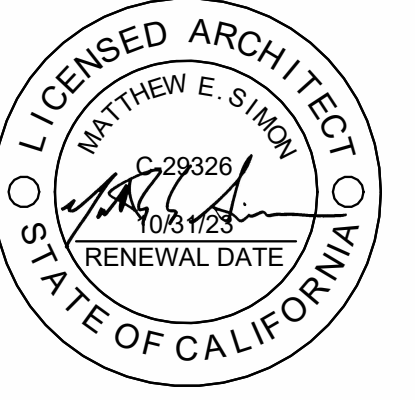
2 SOUTH ELEV.
SCALE: 3/8" = 1'-0"



3 NORTH ELEV.
SCALE: 3/8" = 1'-0"



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ELEVATIONS

BURKE ST. TRUCK YARD
11756 BURKE STREET
SANTA FE SPRINGS, CA 90670

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2 CUP PC #2 REV.	01.31.2023

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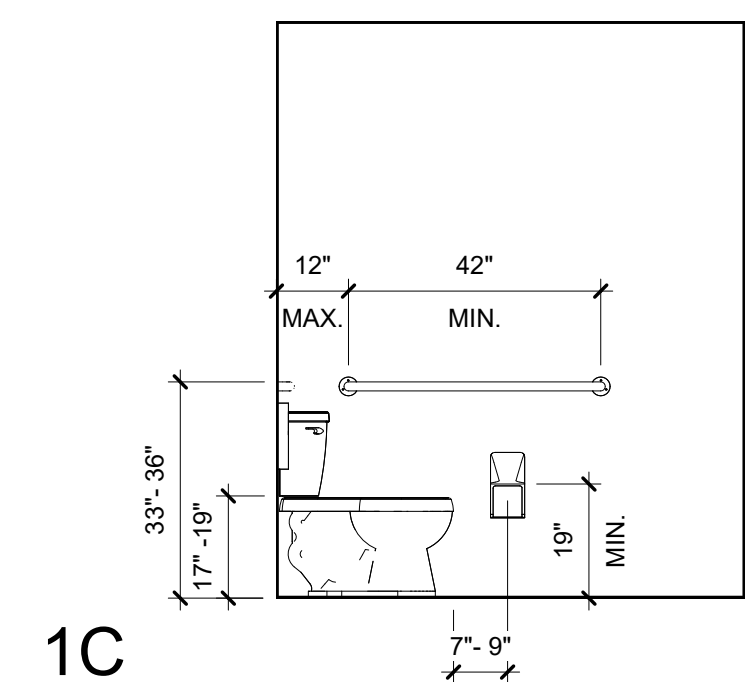
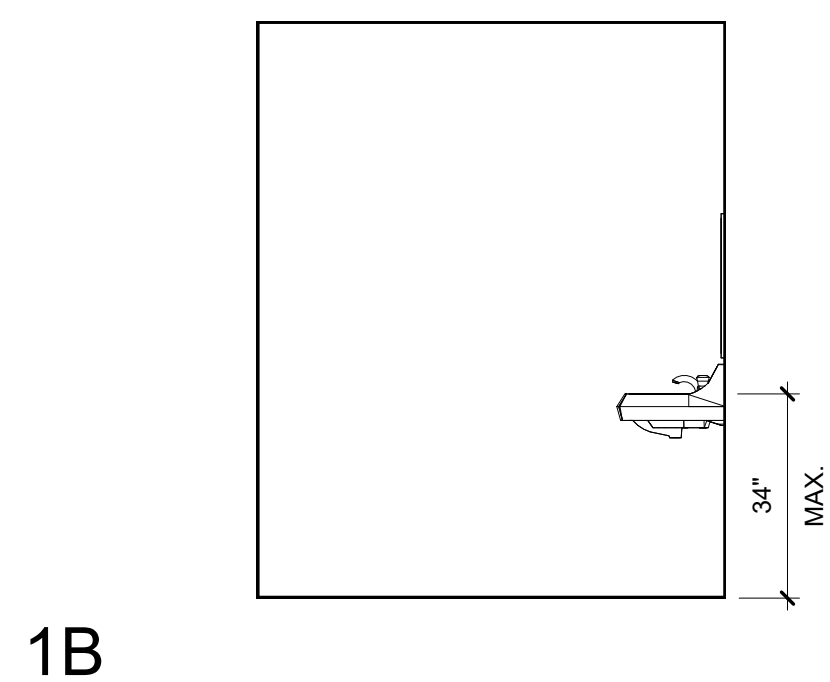
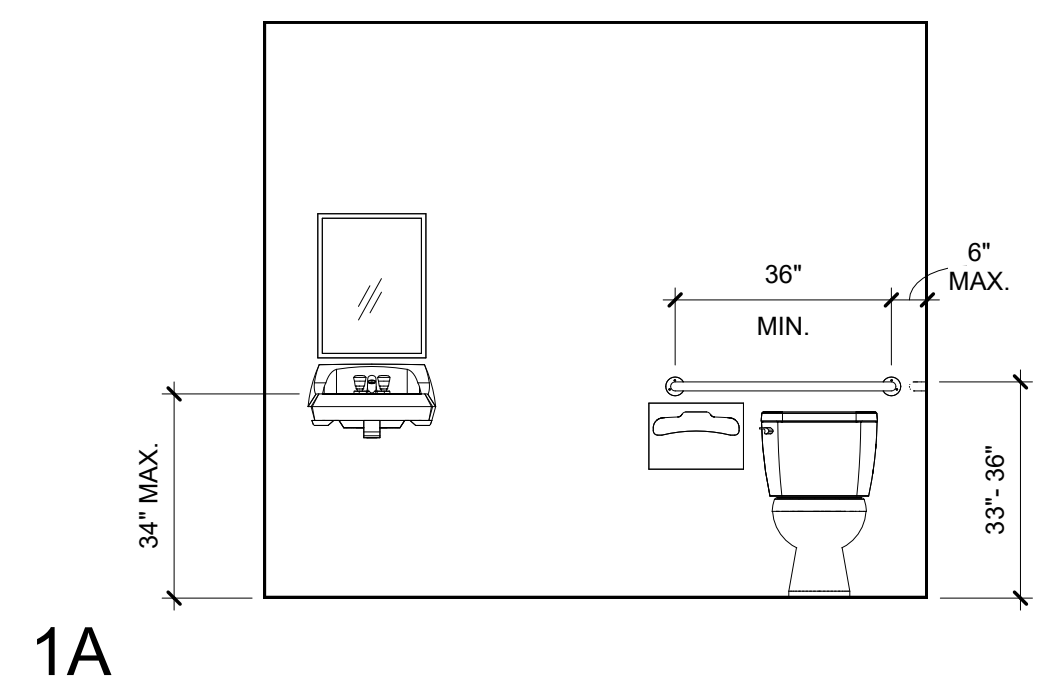
PLAN CHECK #: 00000.
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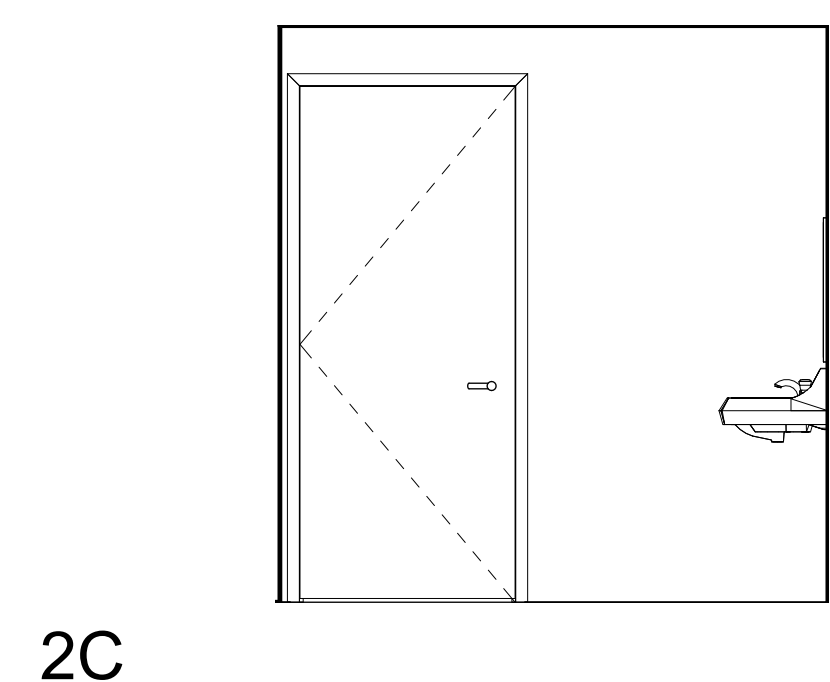
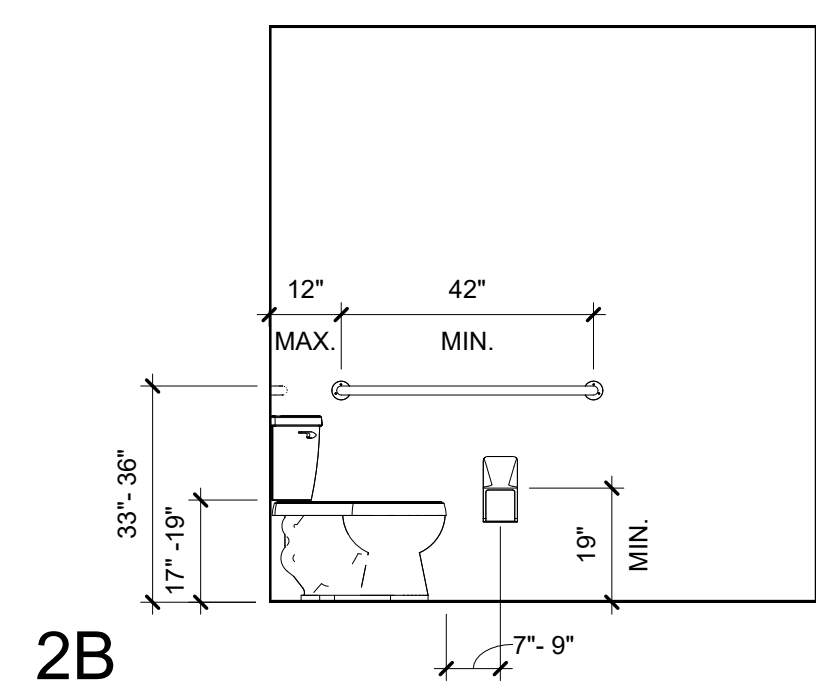
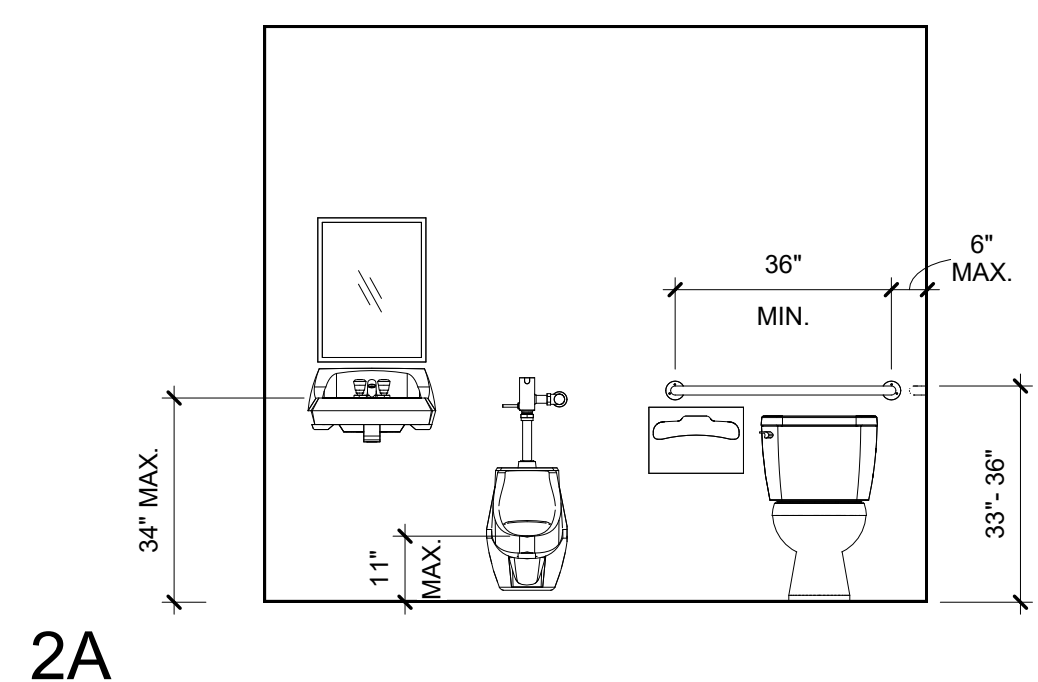
RESTROOM FIXTURE LEGEND		
FIXTURE TYPE	MANUFACTURER	PICTORIAL
		PLAN ELEVATION
FLOOR MOUNTED TOILET	KOHLER - HIGHLINE, K-3658 TWO-PIECE ELONGATED	
SINK	KOHLER - KINGSTON, K-2005	
FAUCET	AMERICAN STANDARD, 1340	

RESTROOM ACCESSORIES LEGEND		
FIXTURE TYPE	MANUFACTURER	PICTORIAL
		PLAN ELEVATION
GRAB BARS	REAR WALL: BRADLEY, 817-001-36 SIDE WALL: BRADLEY, 817-001-42	
TOILET PAPER DISPENSER	BRADLEY, 5A10-11	
SEAT COVER DISPENSER	BRADLEY, 5831	
VANITY MIRROR	BRADLEY, 781-2436	

NOTES:
 1. SEE MOUNTING HEIGHTS ON SHEET A0.06
 2. G.C. TO ADD BACKING PER 1/XA5.07 FOR ALL WALL MOUNTED FIXTURES & ACCESSORIES AS REQUIRED.
 3. TOILET ROOM SIGNAGE TO COMPLY WITH CBC CHAP. 11B. SEE PICTORIAL SIGNAGE ON A0.06



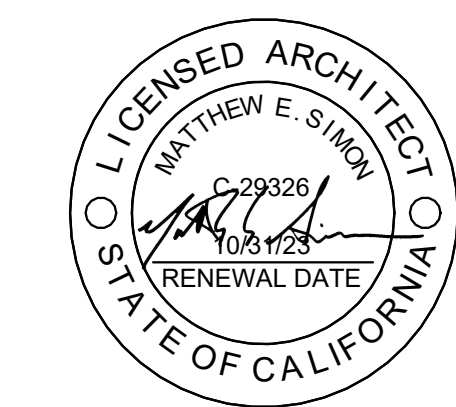
1 ALL GENDER RESTROOM ELEVATIONS
 SCALE: 3/8" = 1'-0"



1 TRUCKER - ALL GENDER RESTROOM ELEVATIONS
 SCALE: 3/8" = 1'-0"



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TOILET ROOMS - FLOOR PLANS AND ELEVATIONS

BURKE ST. TRUCK YARD
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 PROJECT #: 22285



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INTERIOR PARTITION DETAILS

BURKE ST. TRUCK YARD
 11756 BURKE STREET
 SANTA FE SPRINGS, CA 90670

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	00.00.2020
REVISIONS:	
NO. DESCRIPTION	DATE ISSUED
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A1.05

PLAN CHECK #: 00000.
 PROJECT #: 22285

GENERAL NOTES FOR PARTITIONS

- PLAN CHECK NOTES**
- INSULATION SHALL BE PROVIDED IN WALLS AND CEILINGS/ROOF PER TITLE 24 STATE ENERGY CALCULATIONS.
 - OPENINGS IN FIRE WALLS SHALL COMPLY WITH SECTION 705.8 OF THE CBC.
- INTERIOR PARTITIONS (NON-LOAD BEARING)**
- REFER TO FLOOR PLAN FOR WALL TYPES.
 - ALL METAL STUDS SHALL BE "S125" & "S137" TYPE OR APPROVED EQUAL.
 - THE BRIDGING, BLOCKING OR END BEARING STIFFENERS SHALL BE AS REQUIRED BY THE MANUFACTURER UNLESS NOTED OTHERWISE ON THE DRAWINGS.
 - ALL THE STUDS SHALL CONFORM TO 2007 AISI.
 - TOP TRACK SIZE WILL BE MIN. 33 MIL. FOR PARTITION U.N.O.
 - REFER TO THE ROOM FINISH SCHEDULE AND RELATED DETAILS FOR FINISHES REQUIRED AND TO THE MANUFACTURER FOR SURFACE PREP. REQUIREMENTS.
 - REFER TO THE FLOOR PLAN, INTERIOR ELEVATIONS, DETAILS, MECH, PLUMB AND ELECTRICAL PLANS FOR WALL BACKING REQUIREMENTS AND IN-WALL UTILITIES.
 - ALL DOOR OPENINGS UP TO 48" WIDE SHALL HAVE 20 GA. TRACK HEADER AND JAMB STUDS EXTENDED TO STRUCTURE ABOVE.
 - PROVIDE 8" STEEL STUDS AT ALL PLUMBING WALLS AND/OR WALLS WHERE RECESSED ELECTRICAL PANELS ARE LOCATED. COORDINATE WITH RELATED SUB-CONTRACTORS.
 - PROVIDE 3-5/8" X 20 GA. STEEL TRACK BACKING AT ALL WALL MOUNTED DOOR STOPS.
 - ALL STUDS SUPPORTING WALL HUNG CABINETS SHALL BE MIN 20 GA. STUDS SPACED AT 16" O.C. MAXIMUM. REFER TO DETAILS FOR REQUIRED BACKING MATERIAL AND CONNECTION.
 - ALL RATED WALLS (FIRE & SMOKE) SHALL BE CONSTRUCTED SO THAT SECONDARY WALLS DO NOT PENETRATE SYSTEM. ALL PENETRATIONS SHALL BE SEALED W/UL LISTED FIRE STOP SEALANT, UL LISTED ASSEMBLIES OR APPROVED EQUAL.
 - SUBMITTAL FOR WALL MATERIALS SHALL BE PROVIDED TO SUBSTANTIATE THAT THE PROPOSED MATERIALS HAVE BEEN TESTED BY A RECOGNIZED TESTING AGENCY TO MEET THE REQUIRED RATINGS AND PERFORMANCE LEVELS OF THE SPECIFIED MATERIALS.
 - COMPLY WITH THE FOLLOWING ICC-ES REPORTS:
 "ITW RAMSET/REDHEAD"- ICC-ES #1799 (POWDER DRIVEN PINS) PART NUMBER 1500-0.145" SHANK DIAMETER.
 ALSO IN COMPLIANCE WITH
 LOS ANGELES RESEARCH REPORT # 23889.

REFER TO THE FOLLOWING TABLE FOR ALLOWABLE WALL HEIGHTS. HEIGHTS ARE FOR NON-LOAD BEARING STEEL STUDS USED FOR INTERIOR PARTITIONS WITH 5/8" GYPSUM WALLBOARD ON EACH SIDE. REDUCE ALLOWABLE HEIGHTS TO THOSE LISTED WITHIN THE ICC-ES REPORT FOR STUDS WITHOUT GYP. BD. BRACE ALL STUDS AS REQUIRED SO AS NOT TO EXCEED THOSE ALLOWABLE HEIGHTS SET BY THE MFR. AND THE ICC-ES REPORT. SUBMIT FOR APPROVAL. CURRENT ICC-ES REPORT. (NUMBERS REFER TO SSMA STUDS)

SIZE	MAX. PARTITION HEIGHT SPACING	HEIGHT
362S125-18	16"	15' - 2"
362S125-33	16"	17' - 5"
600S125-33	16"	25' - 6"
600S137-33	16"	28' - 7"
600S137-43	16"	34' - 3"
600S137-54 (50 KSI)	16"	36' - 9"
600S137-68 (50 KSI)	16"	39' - 4"
800S137-43 (33 KSI)	16"	39' - 9"

- ALL GYPSUM WALLBOARD SHALL BE MOISTURE RESISTANT AT THE FOLLOWING LOCATIONS: (M.R. GYP. BD. SHALL NOT BE USED FOR CEILINGS.) TOILET ROOMS, JANITOR CLOSETS (WHEN SUPPLIED W/ MOP SINK) OUTSIDE AIR SHAFTS, PLUMBING SHAFTS, OPEN AIR MECH. ROOMS.
- REFER TO REFLECTED CEILING PLAN FOR SPECIFIC DRAFT STOP CONDITIONS.
- CONFIRM LAYOUT OF ALL WALLS WITH ARCHITECT PRIOR TO INSTALLING TRACK.

MEMBER DEPTH:
 (EXAMPLE: 6" = 600 x 1/100 INCHES)
 ALL MEMBER DEPTHS ARE TAKEN IN 1/100 INCHES. FOR ALL "T" SECTIONS MEMBER DEPTH IS THE INSIDE TO INSIDE DIMENSION.

FLANGE WIDTH
 (EXAMPLE: 1 5/8" = 1.625" = 162 x 600 x 1/100 INCHES)
 ALL FLANGE WIDTHS ARE TAKEN IN 1/100 INCHES

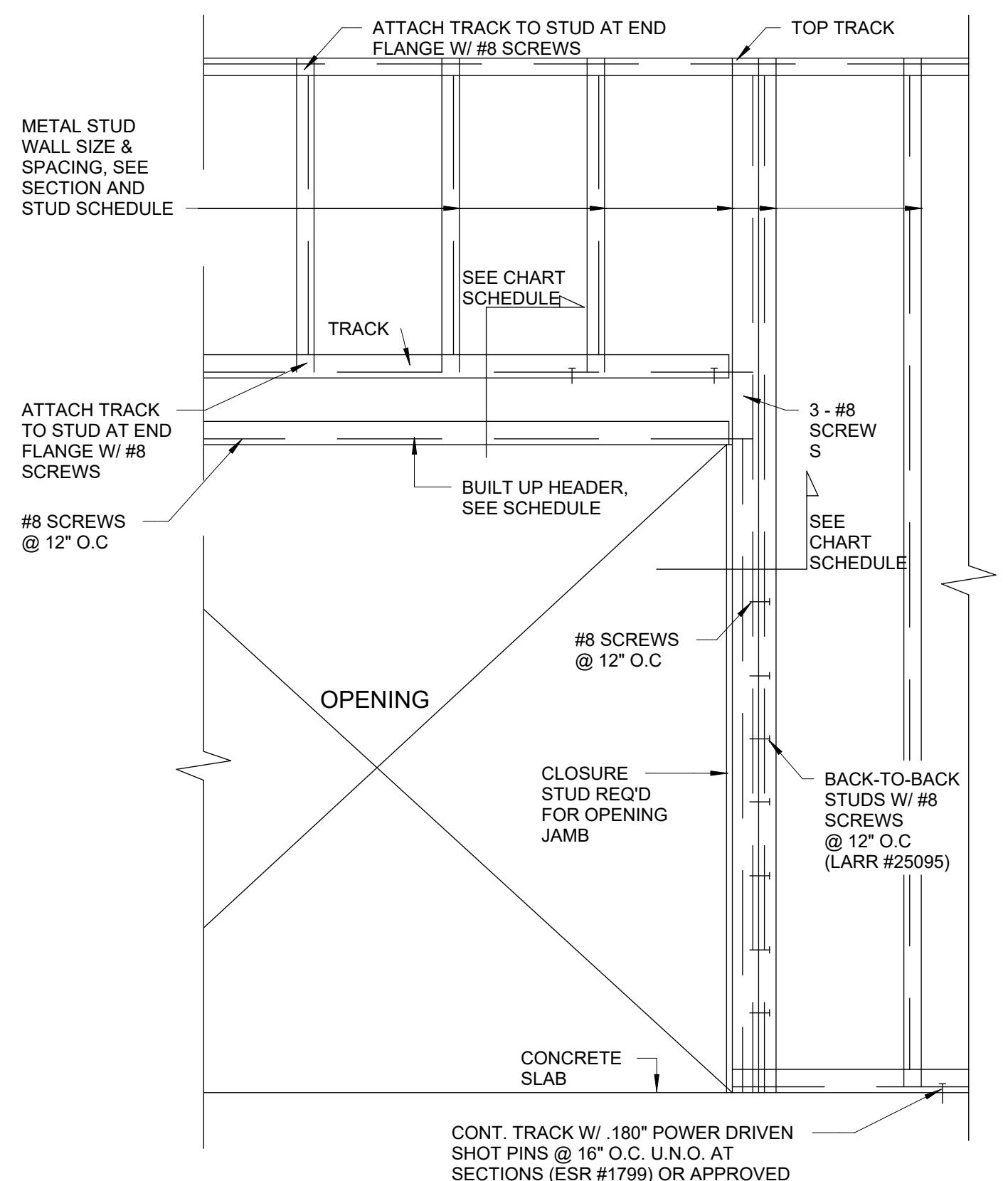
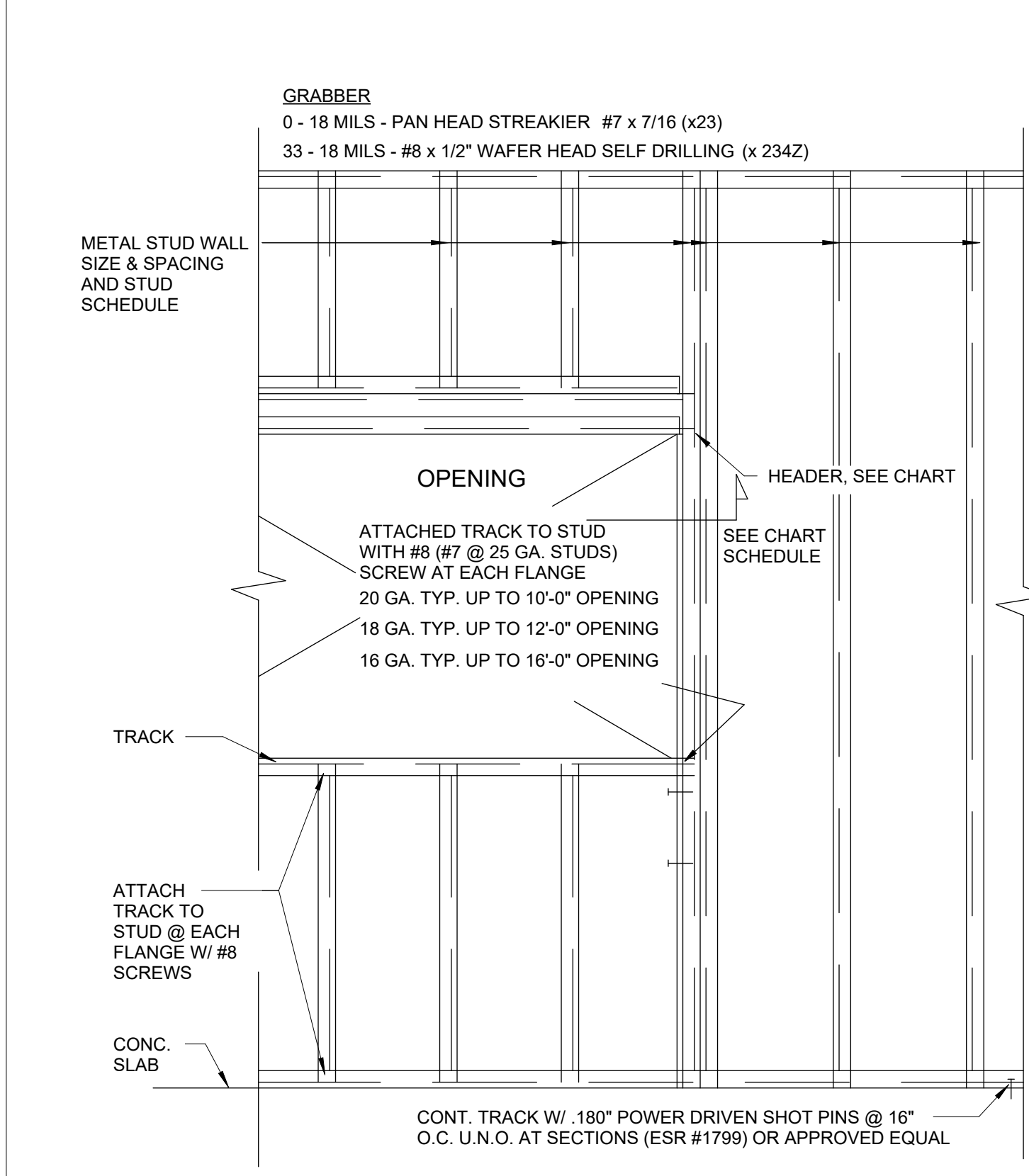
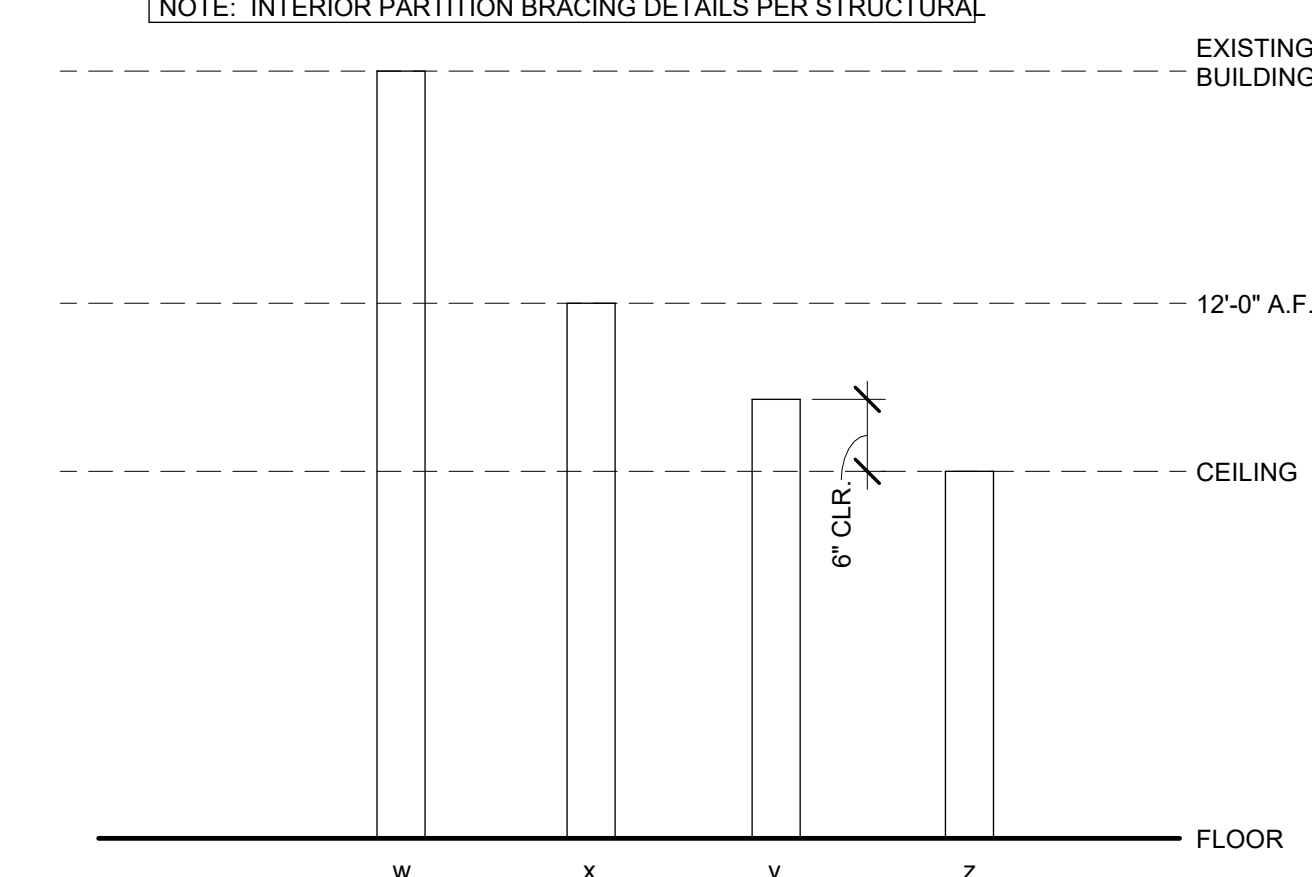


STYLE:
 (EXAMPLE: STUD OR JOIST SECTIONS THE FOUR ALPHA CHARACTERS UTILIZED BY THE DESIGNATOR SYSTEM ARE:
 S = STUD OR JOIST SECTIONS
 T = TRACK SECTIONS
 F = FURRING CHANNEL SECTIONS
 U = CHANNEL SECTIONS

MATERIAL THICKNESS:
 (EXAMPLE: 0.04 IN. = 54 MILS; 1MIL = 1/1000 IN.)
 MATERIAL THICKNESS IS THE MINIMUM BASE METAL THICKNESS IN MILS. MINIMUM BASE METAL THICKNESS REPRESENTS 95% OF THE DESIGN THICKNESS.

PARTITION TYPE PLAN SYMBOL	FRAMING SIZE DESIGNATION
PARTITION TYPE	1 = 1 5/8"
	2 = 2 1/2"
	3 = 3 5/8"
	4 = 4"
	6 = 6"
	8 = 8"
	p = PLAN DIM.

NOTE: INTERIOR PARTITION BRACING DETAILS PER STRUCTURAL.

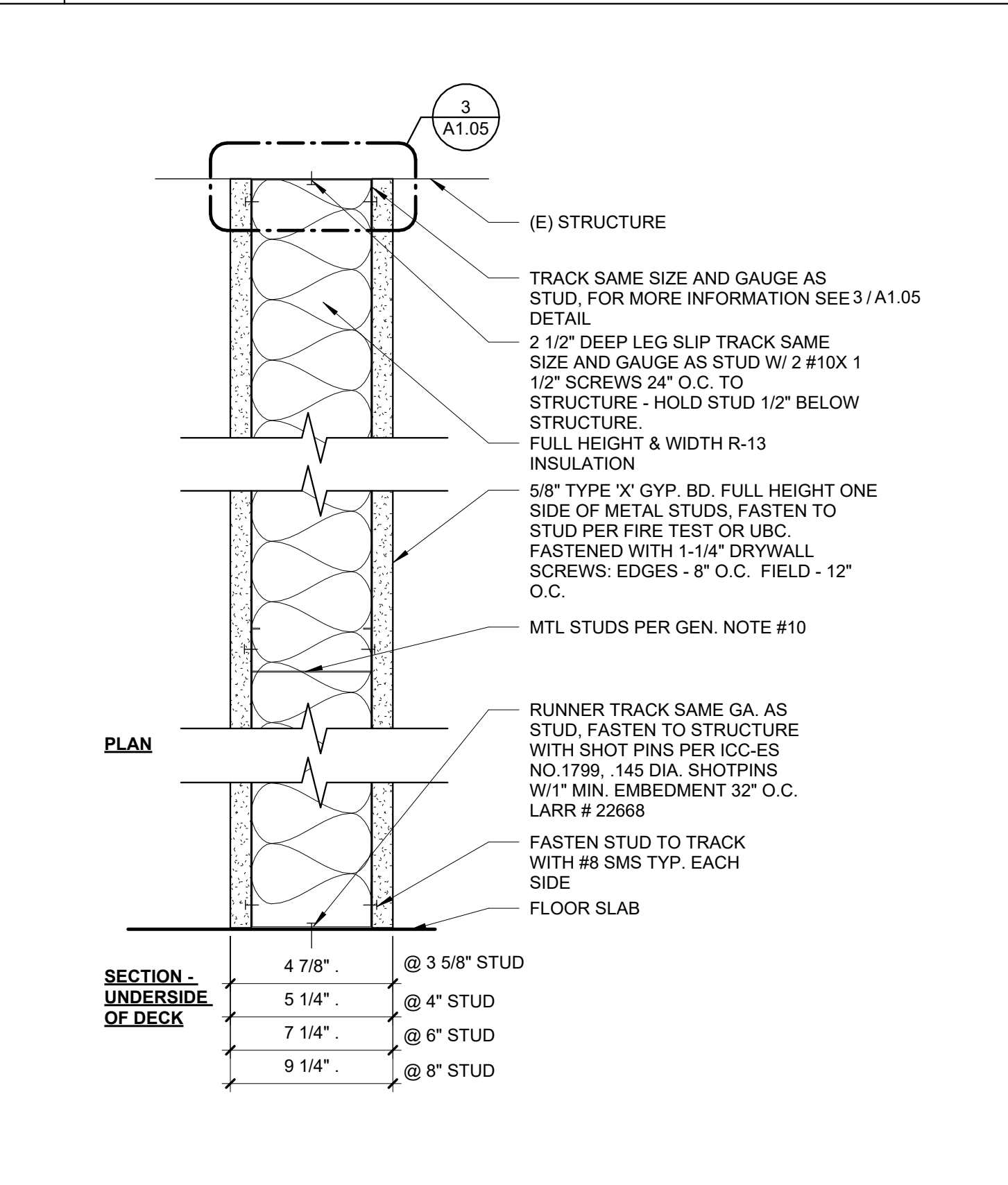
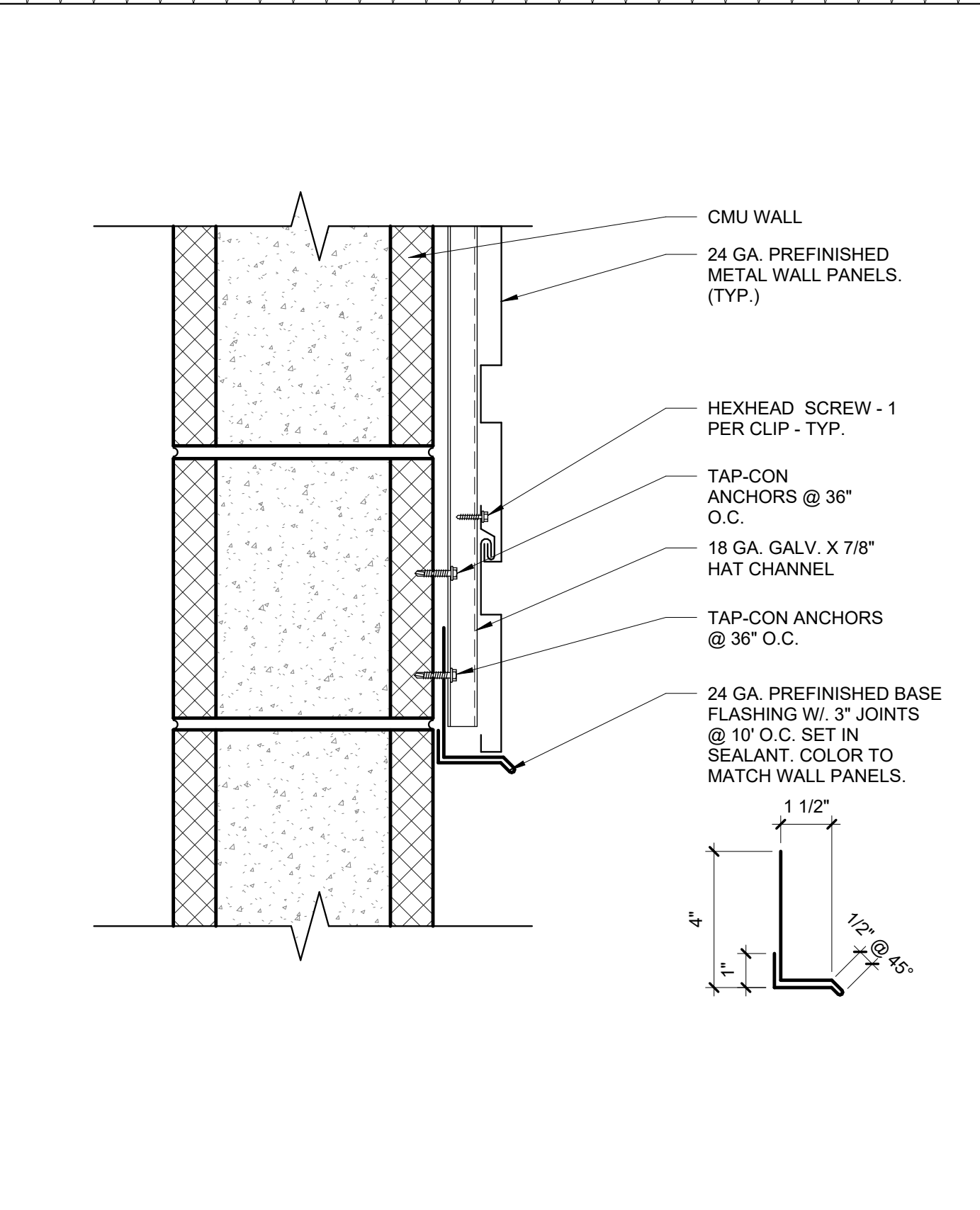
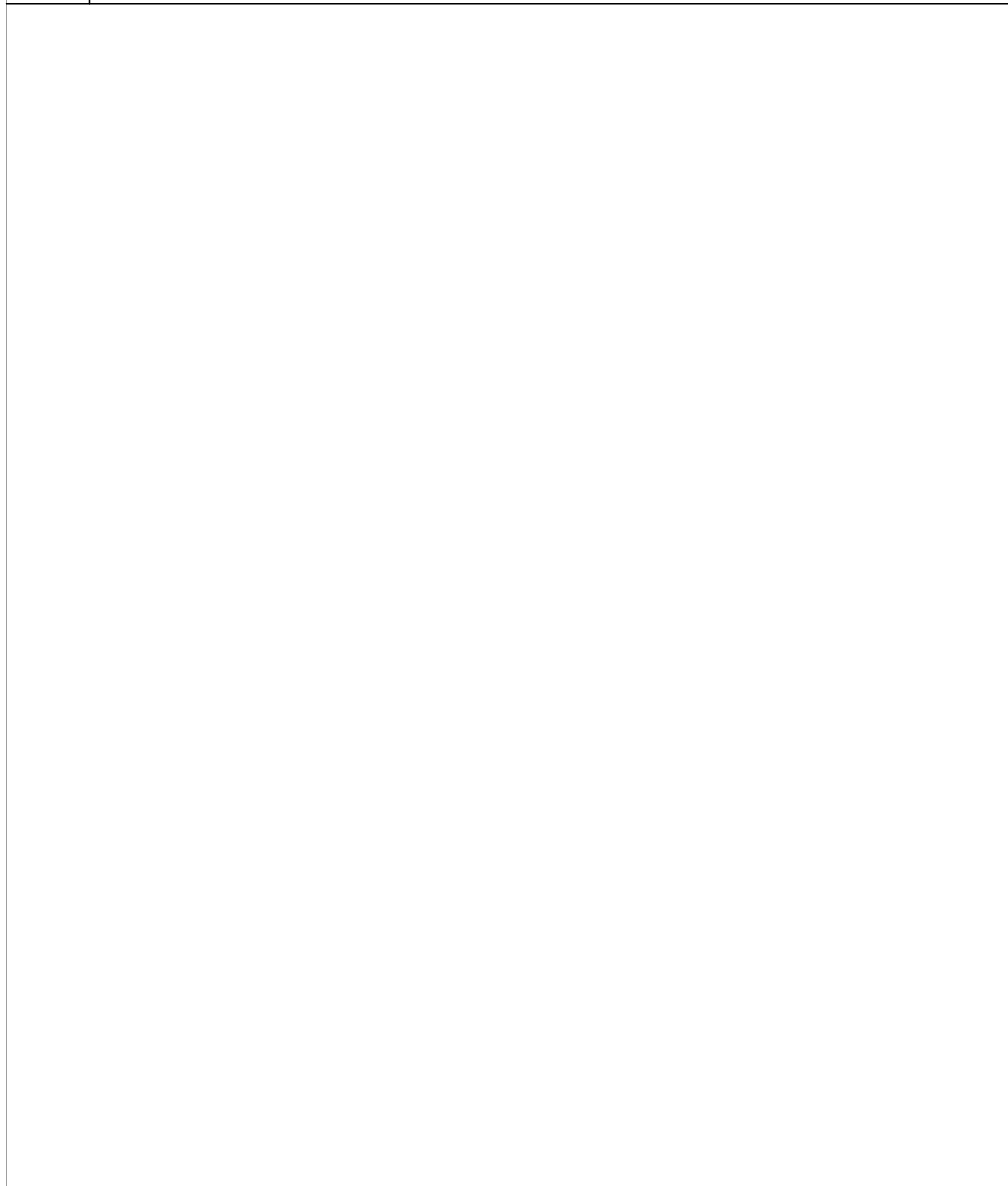


KING STUDS	SPAN	HEADER SIZE
1 / TO MATCH WALL	4' - 0"	362S 162-33 INT. 362S 162-43 DEMISING
1 / INT. PARTITION	6' - 0"	362S 162-33 INT.
2 / DEMISING WALL	6' - 0"	600S 162-43 DEMISING
2 / DEMISING WALL	8' - 0"	600S 162-33 INT. 600S 162-43 DEMISING

KING STUDS	SPAN	HEADER SIZE
3	12' - 0"	800S 162-33 INT. 800S 162-54 (50 KSI) DEMISING
3	16' - 0"	800S 162-54 INT. 800S 162-68 (50 KSI) DEMISING

2 HEADER SCHEDULE

1 WALL - GENERAL NOTES



5 CMU BASE FLASHING @ MID WALL
 SCALE: 3" = 1'-0"

4 PARTITION TYPE A
 SCALE: 3" = 1'-0"

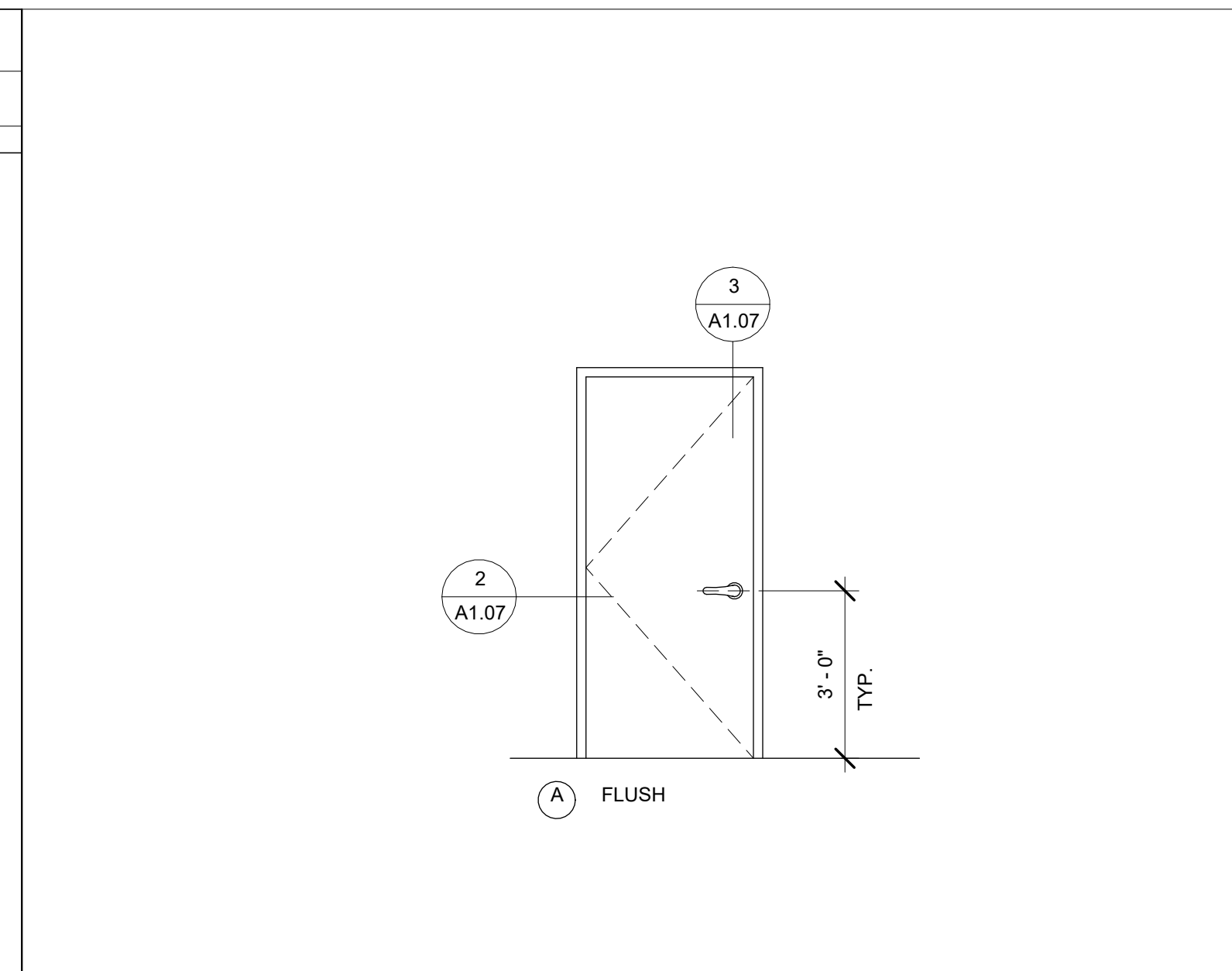
3 TRACK HEAD
 SCALE: 3" = 1'-0"

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DOOR SCHEDULE										
MARK	DOOR							FRAME		REMARKS
	TYPE	WIDTH	HEIGHT	OPER.	MAT'L	FINISH	CORE	MAT'L	FINISH	
1	A	3'-0"	7'-2"	SW	HM	PNTD	HC	MTL	FF	
2	A	3'-0"	7'-0"	SW	WD	PNTD	SC	MTL	FF	

HARDWARE LEGEND										
NOTES:										
1. THE LISTED HARDWARE CREATES A BASE STANDARD. EQUAL PRODUCTS MAY BE SUBMITTED FOR REVIEW.										
2. ALL HARDWARE IS PROVIDED BY CONTRACTOR.										
SIGNAGE: "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED"										
NOTES:										
1. LATCHING AND LOCKING DOORS THAT ARE HAND-ACTIVATED AND WHICH ARE IN A PATH OF TRAVEL SHALL BE OPERABLE WITH A SINGLE EFFORT BY LEVER TYPE HARDWARE, PANIC BARS, PUSH-PULL ACTIVATING BARS, OR OTHER HARDWARE DESIGNED TO PROVIDE PASSAGE WITHOUT REQUIRING THE ABILITY TO GRASP THE OPENING HARDWARE. LOCKED EXIT DOORS SHALL OPERATE AS ABOVE IN EGRESS DIRECTION.										
2. HAND-ACTIVATED DOOR OPENING HARDWARE SHALL BE CENTERED BETWEEN 34" AND 44" ABOVE THE FLOOR.										
3. ALL EXIT DOORS, SHALL BE OPERABLE FROM WITHIN WITHOUT THE USE OF ANY SPECIAL KNOWLEDGE OR EFFORT WHEN THE SPACE IS OCCUPIED.										
4. LEVER TYPE - REQUIRED FORCE TO OPERATE NOT GREATER THAN 5 POUNDS										
DOOR & HARDWARE SCHEDULE ABBREVIATIONS:										
S SINGLE	AL ALUMINUM	PNTD PAINTED, COLOR PER ARCHITECT	CSC CONCEALED SELF-CLOSING	BE BEST						
D DOUBLE	GL GLASS	ST STEEL	ES ELECTRIFIED STRIKE	PE PEMCO						
AP ACCESS PANEL	HM HOLLOW METAL	20 20 MINUTE RATED	EXO EXIT ONLY - NO EXTERIOR HARDWARE	PR PRECISION						
FL FOLDING	WD WOOD	'B' 'B' LABEL, 90 MINUTE RATED	EXS EXISTING DOOR, DOOR FRAME AND HARDWARE SET	SD STANLEY DOOR CLOSERS						
PV PIVOT	WG WOOD / GLAZED	'C' 'C' LABEL, 45 MINUTE RATED	HDH HEAVY DUTY HINGES	DJ DON JO						
PK POCKET	SG STEEL / GLAZED	NR NON-RATED	KA KEYLESS ACCESS DEVICE / CARD KEY	AL ALARM LOCK						
OH OVER HEAD	ST STEEL	HC HOLLOW CORE	MP MOP PLANE	RS REESE						
RH ROOF HATCH	SL SLIDE	TG TEMPERED GLASS	PH PANIC HARDWARE/DEVICE	ST STANLEY HINGES						
RU ROLL UP	SW SWING	WIS WEATHER STRIPPING	SC SELF CLOSING / SURFACE CLOSING	AR ADAMS RITE						
SC SOLID CORE	CC CLEAR COAT	CH COORDINATE HARDWARE REQ/ WITH OWNER SECURITY MANAGER AND VENDOR	SSKP STAINLESS STEEL KICK PLATE	CL CR LAURENCE						
AG ALUMINUM / GLAZED	FF FACTORY FINISH		BL BALDWIN	SC SCHLAGE						

WINDOW SCHEDULE						
#	TYPE	R.O.		SILL HEIGHT	OPERATION	COMMENTS
		WIDTH	HEIGHT			
1	A	5'-4"	3'-4"	4'-0"	FIXED	TEMPERED GLASS

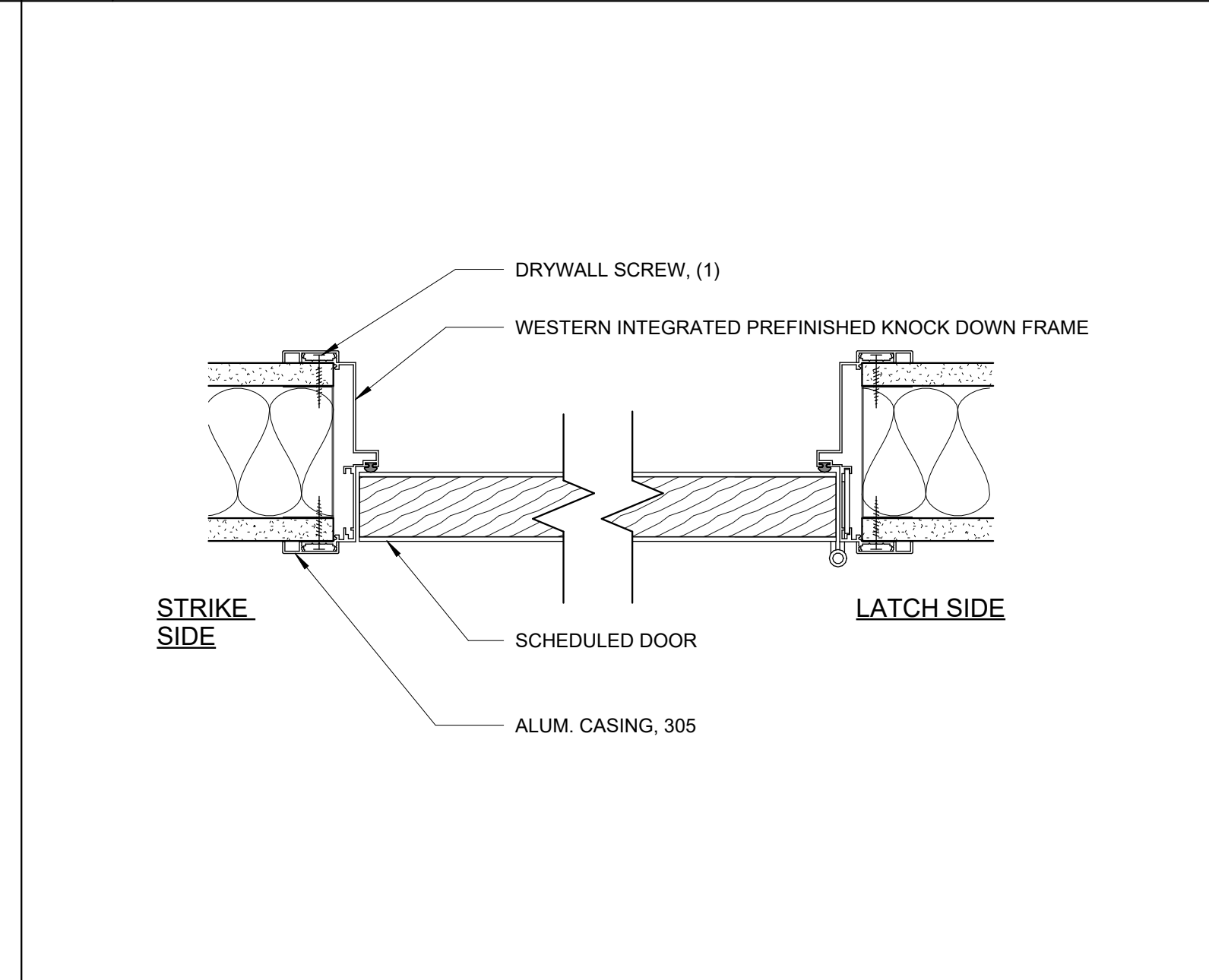
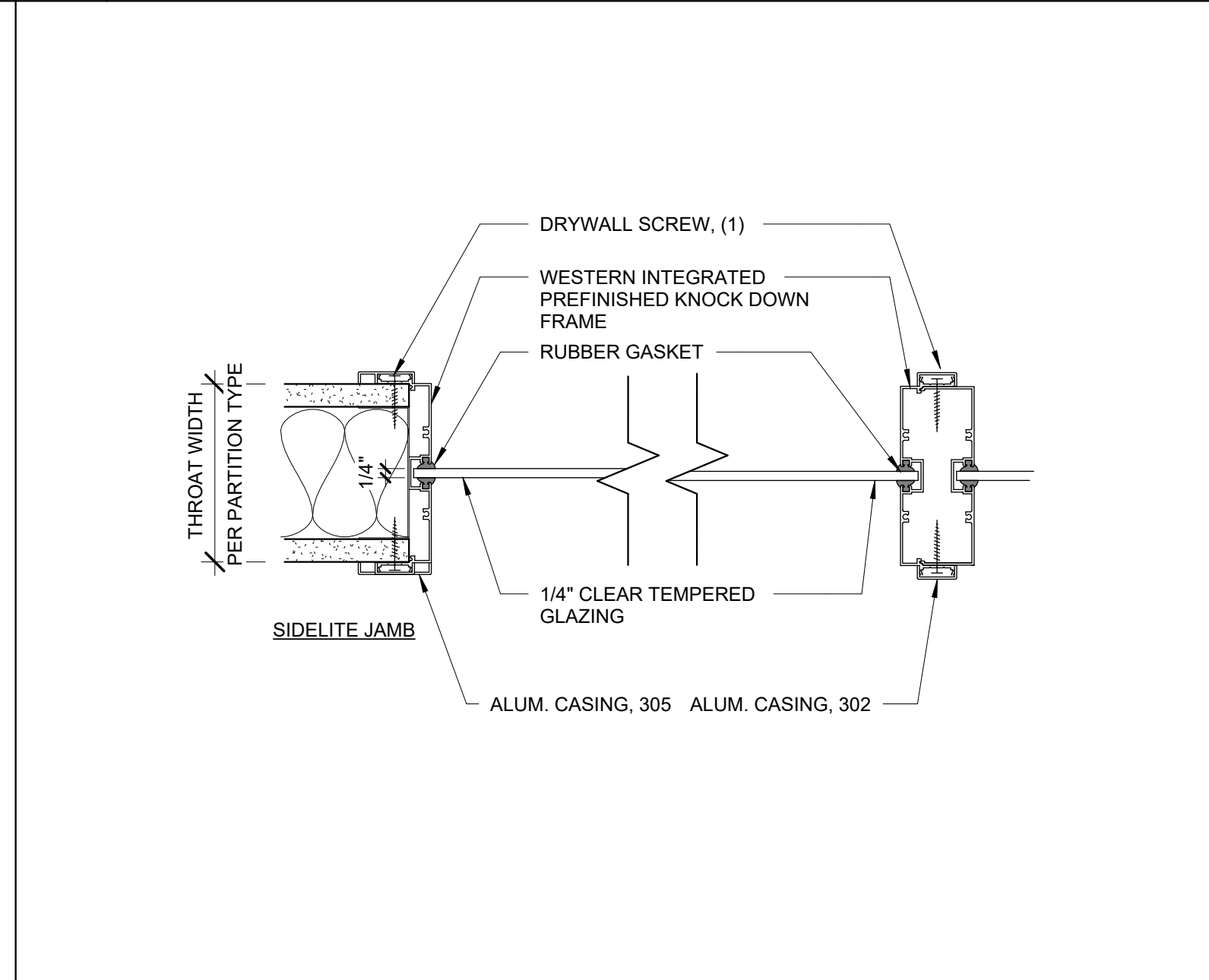


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DOOR SCHEDULE & HARDWARE LEGEND

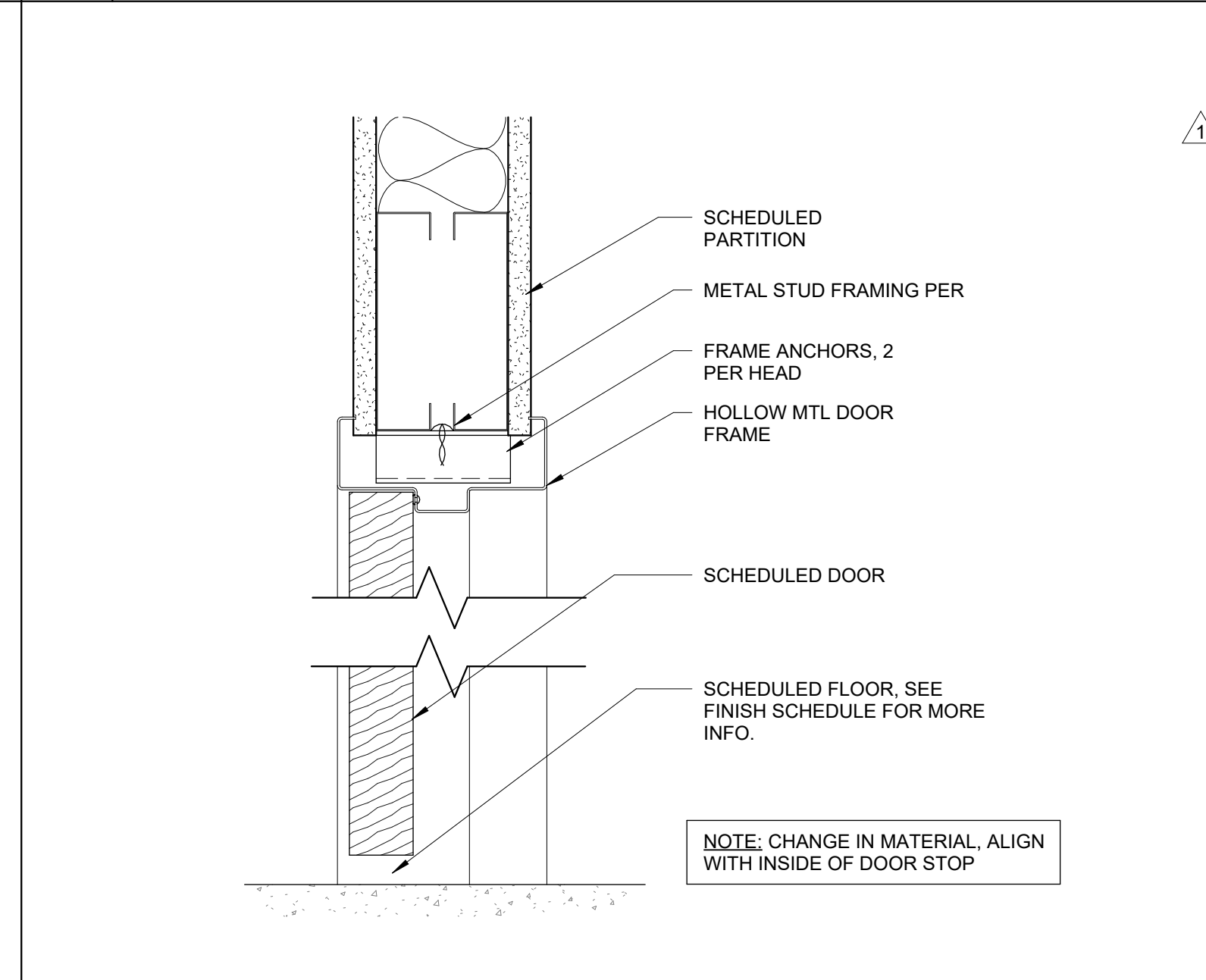
4 WINDOW SCHEDULE/ TYPES
 SCALE: 1/4" = 1'-0"

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



5 WINDOW JAMB/ HEAD SIM.
 SCALE: 3" = 1'-0"

2 INTERIOR DOOR JAMB(HEAD SIM.)
 SCALE: 3" = 1'-0"



DOOR AND WINDOW SCHEDULE AND DETAILS

BURKE ST. TRUCK YARD
 11756 BURKE STREET
 SANTA FE SPRINGS, CA 90670

ISSUED FOR:	DATE:
-	00.00.2020
REVISIONS:	DATE ISSUED
NO. DESCRIPTION	
1 CUP PC #1 REV.	11.30.22

A1.07

PLAN CHECK #: 00000.
 PROJECT #: 22285



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SW
 LANDSCAPE
 ARCHITECTURE

RLA00244 LONG BEACH, CA 90807
 310.587.6729



PLANTING PLAN GRAPHIC

BURKE ST. TRUCK YARD
 11756 BURKE STREET
 SANTA FE SPRINGS, CA 90670

ISSUED FOR: DATE:
 12.20.2020

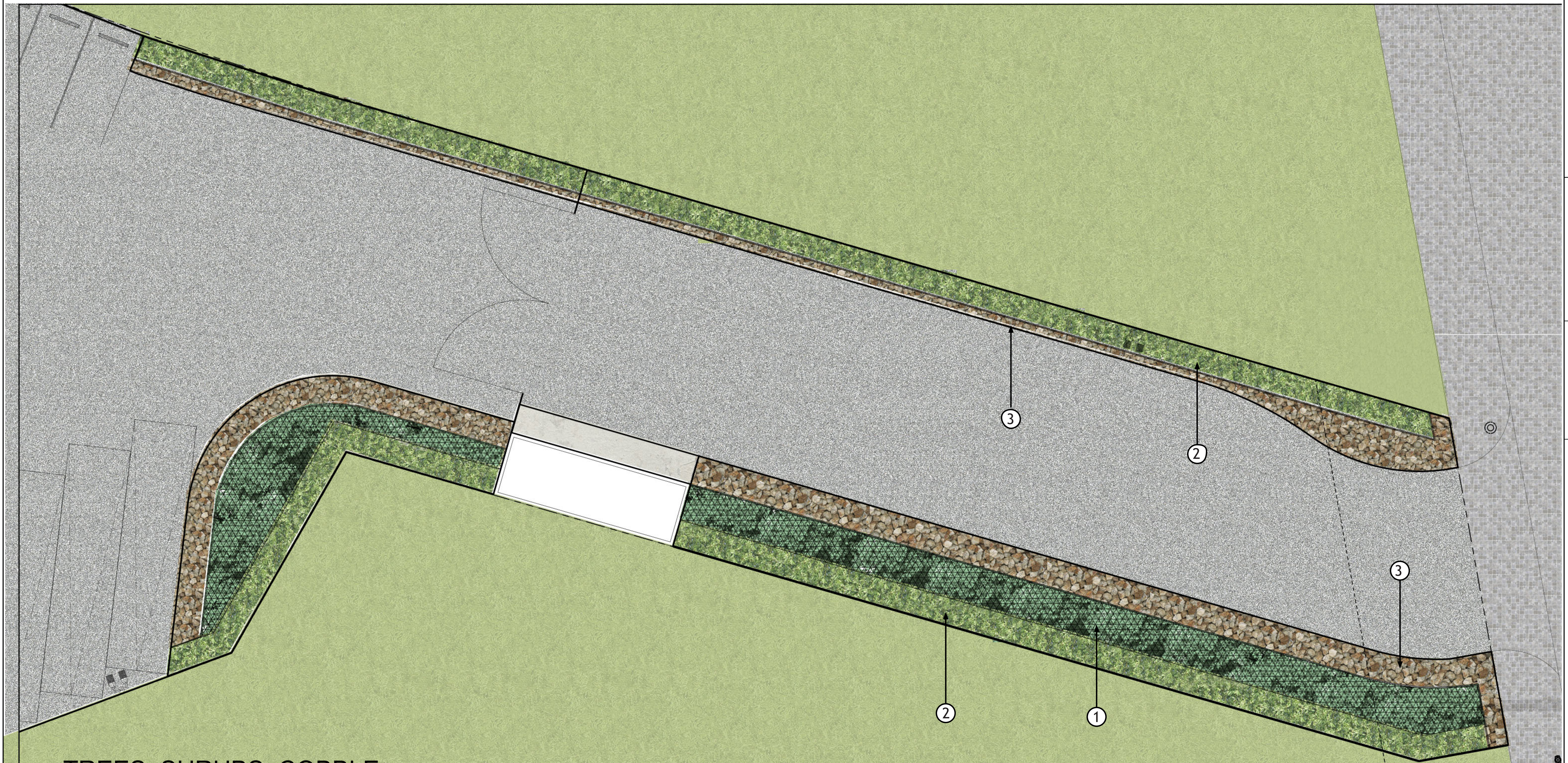
REVISIONS:
 NO. DESCRIPTION DATE ISSUED

1

L0.01

PLAN CHECK #:
 PROJECT #:

PRINTED:



TREES, SHRUBS, COBBLE



MOREA BICOLOR
 African Iris



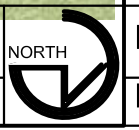
ACACIA REDOLENS 'LOW BOY'
 Prostrate Acacia



BAJA CRESTA RUBBLE
 4" - 8" Screened

LEGEND

- ① PROPOSED PLANTING AREA - ACACIA REDOLENS 'LOW BOY'
- ② PROPOSED PLANTING AREA - MOREA BICOLOR
- ③ PROPOSED ROCK COBBLE - HICKORY CREEK, 3"-6"



Attachment No. 5
Resolution No. 235-2023
Exhibit A – Conditions of Approval
Exhibit B – Class 32 Categorical Exemption Report
Exhibit C – Traffic Screening Analysis

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 235-2023

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SANTA FE SPRINGS REGARDING
CONDITIONAL USE PERMIT CASE NO. 835**

WHEREAS, an application was filed for a Conditional Use Permit (CUP Case No. 835) to establish, operate and maintain a truck trailer storage parking lot, measuring approximately 64,534 sq. ft. (1.48 acres), located at 11720 Burke Street, within the M-2, Heavy Manufacturing, Zone; and

WHEREAS, the subject property is located on the south side of Burke Street, with Accessor's Parcel Number of 8168-001-047, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the applicant for the proposed Conditional Use Permit (CUP Case No. 824) is Burke St., LLC, Attention: Marty Hayes and Rusty Smith, 8737 Dice Road, Santa Fe Springs, CA 90670; and

WHEREAS, the property owner is Pilot Chemical Company, 9075 Centre Pointe Drive, Suite 400, West Chester, Ohio, 45069; and

WHEREAS, the proposed use, which includes the discretionary review of Conditional Use Permit Case No. 835, is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, based on the information received from the applicant and the provided written and oral staff report, the Planning Commission has found and determined that the proposed project meets the criteria for a Categorical Exemption, pursuant to the California Environmental Quality Act (CEQA), Section 15332 Class 32; and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on June 1, 2023, published a legal notice in the *Whitter Daily News*, a local paper of general circulation, indicating the date and time of the public hearing, and also mailed said public hearing notice on June 2, 2023 to each property owner within a 500 foot radius of the project site in accordance with state law; and

WHEREAS, the City of Santa Fe Springs Planning Commission has considered the application, the written and oral staff report, the General Plan and zoning of the subject property, the testimony, written comments, or other materials presented at the Planning Commission Meeting on June 12, 2023 concerning Conditional Use Permit Case No. 835.

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

The proposed project is considered a project under the California Environmental Quality Act (CEQA); and as a result, the project is subject to the City's environmental review process. The project, however, is categorically exempt pursuant to Section 15332 Class 32: In-fill development projects.

Environmental Audit, Inc. has prepared a detailed Class 32 Categorical Exemption report (Exhibit B). The report provides written justification that the proposed project meets the following criteria:

- a. The project is consistent with the applicable General Plan designation and all applicable policies as well as with applicable zoning designation and regulations;
- b. The proposed project occurs within the city limits on a site of no more than 5-acres substantially surrounded by urban use;
- c. The project site has no value as a habitat for endangered, rare, or threatened species;
- d. Approval of the project will not result in any significant effects relating to traffic, noise, air quality, or water quality impacts; and
- e. The site can be adequately served by all required utilities and public services.

In addition to the Class 32 Categorical Exemption report, EPD Solutions, Inc. prepared a traffic screening analysis (Exhibit C) which has been accepted by the City's Traffic Engineer. Lastly, the project site is not included on a Cortese list and is not identified on the EPA's database (Environfacts).

SECTION II. CONDITIONAL USE PERMIT FINDINGS

Pursuant to Section 155.716 of the City's Zoning Ordinance, the Commission has made the following findings:

- A) *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 proposed project would provide a truck trailer parking area and upgrade an existing vacant lot. Per section 155.243(1)(7) of the City's Zoning Ordinance, truck, truck trailer, or truck tractor storage are allowable uses within the M-2 zone, with the approval of a Conditional Use Permit.

The subject property was previously used to manufacture detergent for industrial purposes from the mid-1950s to March 2008 utilizing underground storage tanks (USTs) and aboveground storage tanks (ASTs) located within facility buildings and

an outside process area on the western side of the facility. The USTs were used to store toluene, xylenes, and caustic materials, and were removed from the property in the late 1980s. The ASTs were used to store detergents. Investigations performed by the Los Angeles Regional Water Quality Control Board (LARWQCB) identified these chemicals as the primary soil and groundwater contaminants at the property. From 2009 to 2017, the property owner (Pilot Chemical Company) worked diligently with the LARWQCB to dismantle existing infrastructure and remediate the soil and groundwater issues. Recent recordings from the Soils Vapor Extraction (SVE) equipment demonstrate that cleanup operations are successful and contamination levels have dropped below dangerous levels. The SVE equipment will remain on the subject property until the LARWQCB has determined the remediation process is complete.

The proposed project involves the redevelopment of the remaining westerly portion of a former chemical manufacturing site with a storage yard for 53 truck trailers and four (4) standard size and accessible parking stalls for employees. Site improvements will include not only the stripping of said parking stalls, but also a 315 square foot security office, landscaping, fencing, and security lighting. According to the Level of Service (LOS) and Vehicle Miles Traveled (VMT) Screening Analysis that was prepared by EPD Solutions, the project is projected to generate 83 trips per day. However, of the 83 total trips, only 27 passenger vehicle trips will occur each day. Per the state of California’s OPR’s (Office of Planning & Research) Technical Advisory, a project can be assumed to generate a less than significant impact if it is found to produce less than 110 project vehicular trips per day. Since the proposed project will generate 27 passenger vehicle trips per day, it is therefore, considered as being screened out of further VMT analysis. As a result, the impacts are less than significant.

The proposed truck trailer storage yard will help fulfill the needs of the nearby industrial businesses and provide them with a safe place to store their excess trailer fleet. This will reduce the number of trucks that currently park on the public street, drive through local streets looking for a parking location, or idle in the center medians. For the reasons mentioned, the proposed use will not be detrimental to persons or property in the immediate vicinity and thus will not adversely affect the city in general.

Approval of the proposed Conditional Use Permit would promote a number of specific General Plan Goal and Policies as described in “Table 1” on the following page:

Table 1
General Plan Consistency Analysis

General Plan Element	Policy	Project Consistency
Land Use	Policy LU-1.5: Land Use Transitions. Apply appropriate screening, buffers, transitional uses and other controls to transition	While the subject property is not immediately adjacent to residential uses, the nearest residential property is approximately 100 feet to

	<p>industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.</p>	<p>the northwest. As such, the project will consider the sensitivity to such uses and strategically implement the appropriate screening and buffers. As proposed, the truck parking will be setback approximately 200 feet from the front property line and will be screened by a minimum 8-foot high wrought iron gate and fencing. The entire driveway length of approximately 200 feet will be bordered with drought tolerant landscaping to enhance the property's curb appeal and will provide additional screening.</p>
<p>Land Use</p>	<p>Policy LU-3.7: Contaminated Land Remediation. Encourage the proper cleanup and remediation of lands that are contaminated, prioritizing cleanup near and within disadvantaged communities.</p>	<p>From 1952 to 2008, a detergents manufacturer, Pilot Chemical, occupied the subject property. Around 1990, a soil and groundwater study was started because of the property's severe chemical effects, and the Los Angeles Regional Water Quality Control Board (LARWQCB) was in charge of providing regulatory control. While cleanup efforts have been carefully monitored, the LARWQCB has permitted redevelopment of the property with continuous mitigation monitoring and reporting from Pilot Chemical Company.</p>
<p>Circulation</p>	<p>Policy C-5.4: Minimize Truck Maneuvering on Streets: Implement site design solutions or restrictions on new uses and development to minimize truck maneuvering on streets with substantial traffic during period of high traffic volumes.</p>	<p>As proposed, the check-in area will be strategically placed to allow up to two (2) full-size trucks with trailers to queue on the property at any given time. This will reduce the potential for trucks to queue on Burke Street. In addition, the truck yard will serve industrial developments in the surrounding area as an optional satellite location to store their trailers. With neighboring properties having a new location to store trailers, the surrounding area should see fewer trucks parked in center medians or parked on public streets.</p>

<p>Circulation</p>	<p>Policy C-9.2: Traffic Impact Analysis. Require new developments to include a traffic impact analysis.</p>	<p>In March of 2023, the City's Traffic Engineer accepted the Level of Service (LOS) and Vehicle Miles Traveled (VMT) screening analysis. In summary, the project would generate 27 daily passenger vehicle trips, which is less than the 110 daily vehicle trips threshold as stated in the City's recently adopted Transportation Study Guidelines. Therefore, no further analysis is required.</p>
<p>Environmental Justice</p>	<p>Policy EJ-1.2: Truck Idling Restrictions. Designate acceptable and unacceptable areas for freight trucking and diesel truck idling to limit impacts on disadvantaged communities already overburdened by air pollution.</p>	<p>Industrial uses surround the subject property on all four (4) sides. The various industrial uses in the surrounding area use freight trucking to receive or distribute products and/or materials. In addition, Burke Street is designated as a "Non-Weight Restricted Street" within the City's Circulation Element. As a result, trucks associated with such industrial uses are permitted along Burke Street and the surrounding arterials such as Norwalk Boulevard, Dice Road, and Slauson Avenue. The proposed truck yard will allow other surrounding businesses to offset their truck parking demand into a designated area, which will reduce the parking and idling impacts to the nearby residential area.</p>

B) 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 neighborhood's aesthetics have been negatively impacted by the site's current state. The abandoned and unmanaged lot has occasionally become a home to the homeless community. As a result, the transients wander into adjacent properties, which is a significant concern for the owners and companies of such buildings. The proposed project will improve the existing site conditions thereby eliminating such external impacts. As proposed, the trailers will be setback approximately 190 feet from the front property line and will be adequately screened by an 8-foot high wrought

iron gate with metal mesh. Along with the truck trailer improvements, the project includes a new 315 square foot security office with two (2) restrooms for employees. The office building will have a modern and appealing design that takes into account the appearance and aesthetics of the property and consists of a variety of colors and materials. Although the office building will be attractive, it will also be setback approximately 100 feet from the front property line. Lastly, the applicant proposes to install drought tolerant landscaping and new light fixtures throughout the site. The applicant has therefore given due consideration to the appearance of new structures, including the trailers that will be stored onsite, and thus, the general appearance and welfare of the community will be preserved

SECTION III. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 235-2023 to find and determine that the proposed Conditional Use Permit is Categorically Exempt pursuant to the California Environmental Quality Act (CEQA) Section 15332, Class 32 (Infill Development Project), and to approve Conditional Use Permit Case No. 835, to establish, operate and maintain a truck trailer storage parking lot on property located at 11720 Burke Street (APN: 8168-001-047), within the M-2, Heavy Manufacturing, Zone, subject to the conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 12th day of June 2023 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

Francis Carbajal, Chairperson

ATTEST:

Teresa Cavallo, Planning Secretary

Exhibit A – Conditions of Approval

Burke Street Truck Yard **Conditional Use Permit Case No. 835** **11720 Burke Street (APN: 8168-001-047)**

ENGINEERING / PUBLIC WORKS DEPARTMENT: **(Contact: Alex Flores 562-868-0511 x7507)**

STREETS

1. That the applicant shall construct a new driveway approach and curb & gutter per city standard plan R-6.4A. The new driveway approach “4 inch PCC walk”, as shown on City Standard plan R-6.4A, shall join the existing neighboring sidewalk on the easterly side of the property frontage with a sidewalk section per city standard plan R-2.1.
2. 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 \$400.00 to install (2) new signs.
3. 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.

CITY UTILITIES

4. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Burke Street. Storm drain plans shall be approved by the City Engineer.
5. 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 and LA County Sanitation District.
6. All buildings shall be connected to the sanitary sewers.
7. That the applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system. The City considers overflow runoff onto existing street curb & gutter, and then into street catch basin, as a Storm Drain Connections.
8. Applicant will be required to install USC FCCHR approved backflow prevention devices for all new Fire and Irrigation water services. New Irrigation water to be

separate connection with separate meter. Existing water services to the property with underground backflows or without backflow prevention at all, will be required to be abandoned, or retro fitted with new City Approved Backflow Prevention Devices.

TRAFFIC

9. That all points of access to the proposed development shall be reviewed and approved by the City Engineer prior to final permits. Left turns may be prohibited as designated by the City Engineer, should proposed access points change during permit submittal, or due to field conditions during construction.

FEES

10. That the applicant shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.

MISCELLANEOUS

11. 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.
12. That a hydrology study shall be submitted to the City reviewed by the City Engineer for approval. The study shall be prepared by a Professional Civil Engineer.
13. That upon completion of public improvements constructed by developers, the developer's civil engineer shall submit mylar record drawings and an electronic file (AutoCAD Version 2019 or higher) to the office of the City Engineer.
14. 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 the 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: ENVIRONMENTAL PREVENTION: **(Contact: Eric Scott 562.868.0511 x 3812)**

15. The subject trucking use shall comply with Section 155.420 of the City's Zoning Ordinance regarding the generation of objectionable odors. If there is a violation of this aforementioned Section, the applicant shall take whatever measures

necessary to eliminate the objectionable odors from the operation in a timely manner.

16. 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, an 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.
17. 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.
18. 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.
19. That the applicant shall comply with all Federal, State and local requirements and regulations included, but not limited to, the Santa Fe Springs City Municipal Code, California Fire Code, Certified Unified Program Agency (CUPA) programs, the Air Quality Management District's Rules and Regulations and all other applicable codes and regulations.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION):
(Contact: Kevin Yang 562.868.0511 x 3818)

20. That interior gates or fences are not permitted across required Department of Fire-Rescue access roadways unless otherwise granted prior approval by the City Department of Fire-Rescue.
21. 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 California 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.
22. That Knox boxes prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox Box shall be installed in an accessible location approved by the Fire Code Official. Electric powered gates shall be provided with Knox key switches for access by

emergency personnel. Where manual operated gates are permitted, they shall be provided with a Knox box or Knox padlock.

POLICE SERVICES DEPARTMENT:
(Contact: Lou Collazo at 562.409.1850 x 3335)

23. The applicant shall submit and obtain approval of a proposed lighting (photometric) 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 plans shall be submitted to the designated contact person from the Department of Police Services no later than sixty (60) day from the date of approval by the Planning Commission. PDF formatted plans are acceptable and shall be emailed to luiscollazo@santafesprings.org.
24. The applicant shall provide an emergency phone number and a contact person of the person or persons involved in the supervision of the construction to the Department of Police Services. The name, telephone number, fax number, and e-mail address of that person shall be provided to the Department of Police Services (Attn: Lou Collazo) 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 at any time, 24 hours a day. Information will be submitted to the emergency dispatch operators serving Police and Fire agencies.
25. It shall be the responsibility of the job supervisor to maintain the job site in a clean and orderly manner. Dirt, dust, and debris that has migrated to the street or neighboring properties shall be immediately cleaned. Porte-potties, or equal, shall not be visible from the public street and maintained on a regular basis.
26. The Applicant and/or his tenant be aware that SFSMC §72.16 prohibits the parking of semi-trailers or trailers on any street or alley unless such vehicle is, at all times while parked, attached to a truck or vehicle capable of moving such semi-trailer or trailer upon public streets and highways.
27. The on-site parking lot paving shall be maintained free of pot-holes or other similar damage and the Applicant shall make repairs within 72-hours of identifying any pavement deficiencies, wear, or deterioration.
28. All parking markings (parking striping, directional arrows, etc.) shall be maintained legible at all times and re-painted when they become faded.

29. With the exception of emergency repairs, all other truck repairs and/or trailer repairs shall not be done on the site.
30. Trailers and/or their carriers shall not be stacked higher than the fence height whereas they can be visible from the public street.

WASTE MANAGEMENT:

(Contact: Maribel Garcia 562.868.0511 x7509)

31. 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.
32. All projects are subject to the requirements of Chapter 50 to reuse or recycle 75% of the project waste. Contact the Environmental Consultant, MuniEnvironmental at (562) 432-3700.
33. 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: Vince Velasco 562.868.0511 x7053)

34. This approval shall allow the applicant to establish, operate, and maintain a truck trailer storage parking lot on the subject property located at 11720 Burke Street (APN: 8168-001-047).
35. That the trailers shall be empty at all times. Any future storage of products, in the trailers or otherwise on the subject site, shall be subject to prior approval from the Planning, Building, and Fire departments.
36. That the applicant understands the proposed truck and trailer storage activities shall be completely screened from the public street. The approved screening materials (i.e. fencing and landscaping) shall be continuously maintained at all times. Prior to occupancy, the applicant shall provide plans to the Planning Department to demonstrate how all storage activities will be screened.
37. The applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.
38. Prior to the issuance of Building Permits, the applicant shall obtain an Office Trailer Permit for any use of mobile office trailers during the construction process.
39. 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.)
40. The applicant 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 Public Works Director and Building Inspector with the name, telephone number and e-mail address of the person directly responsible for dust control and operation of the vehicle.
 41. Secure fencing around the entire construction site with locking gates and appropriate lighting shall be installed during construction to prevent trespassing and theft.
 42. It shall be unlawful for any person to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, other than emergency work, between 7:00 p.m. on one day and 7:00 a.m. of the following day, if such maintenance activity produces noise above the ambient levels as identified in the City's Zoning Ordinance.
 43. That the proposed truck and trailer storage use shall comply with Section 155.424 of the City's Zoning Ordinance regarding the permitted noise levels. If there is a violation of this aforementioned Section, the property owner/applicant shall take whatever measures necessary to reduce or otherwise eliminate said noise source from the operation immediately.
 44. Outdoor speakers, loudspeaker intercom systems, bells, horns, or other audible notification systems, other than those audible systems required for emergency or safety warnings, shall not be used.
 45. 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.
 46. The applicant agrees and understands that any existing overhead utilities within the development shall be placed underground.
 47. All fences, walls, gates and similar improvements for the proposed development shall be subject to the prior approval of the Fire Department and the Department of Planning and Development.

48. Sufficient number of approved outdoor trash enclosures shall be provided for the development subject to the approval of the Director of Planning or designee (*Calculations are subject to change*). All outdoor trash enclosures shall provide a solid roof cover. (Please see L.A. County Department Public Works handout).
49. The applicant shall ensure that the site is continually maintained free of trash, junk, debris, etc., and in an otherwise neat and orderly manner.
50. Approved address numbers shall be placed on the proposed office building in such a position as to be plainly visible and legible from Burke Street. Said numbers shall contrast with the background. The size recommendation shall be 12" minimum.
51. All street-facing roof drains shall be provided along the interior walls and not along the exterior of the office building.
52. The proposed project shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored, or rusted.
53. The Department of Planning and Development requires that any required double-check detector assembly be placed as far back from the property line as practical, screened by shrubs or other materials, and painted forest green. 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. The bottom of the valve shut-off wheel shall be located a maximum of two (2) feet above the ground.
54. That all Reduced Pressure Backflow preventers shall be installed in a backflow prevention cage on a concrete pad. The backflow preventer shall be painted "forest 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.
55. 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, shrubs designed to fully screen the interior yard and parking areas from public view, and minimum 24" box trees along the street frontage. *Said*

plans 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, bio-swales, areas of infiltration trenches, etc.)

56. 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).*
57. Upon completion of the landscaping improvements, 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, and removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.
58. 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 approval planting and irrigation plan.
59. 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 should also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design.
60. 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 consistent with Southern California Edison's Guidelines which require three-foot clearance on the sides and back of the equipment, and eight-foot clearance in front of the equipment. Additionally, the 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.)
61. The applicant or future owner shall be responsible for continually ensuring that tenants do not allow commercial vehicles, trucks, and/or truck tractors to queue on Burke Street, use Burke Street as a staging area, or back up onto the street from the subject property.

62. 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 Fire Marshall.
63. That all parking areas shall be striped in accordance with the proposed site plan, as submitted by the applicant and on file with this case.
64. The Department of Planning and Development 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. All signs shall be installed in accordance with the sign standards of the City's Zoning Ordinance and the Sign Guidelines of the City.
65. 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. The applicant shall provide a written covenant to the Planning Department that, 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. The applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of the 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. The 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. The 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. The 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.
66. 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 business license application may be completed online at <https://santafesprings.hdlgov.com>. A late fee and penalty will be assessed 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. For answers to questions or inquiries surrounding the business license process, please call (562) 264-5219 to speak to a customer service representative.
 67. Prior to occupancy of the property/building, the applicant, and/or their 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 on the City's website (<https://santafesprings.hdlgov.com/>).
 68. The project shall be built substantially in accordance with the plot plan, floor plan, and elevations submitted by the applicant and on file with the case. Any modification shall be subject to the review and approval of the Director of Planning or his/her designee.
 69. The final site 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 or their designee.
 70. The applicant understands and agrees that if any term or condition of this approval is determined in whole or in part to be invalid or unenforceable, such determination shall not affect the validity or enforceability of any other term or condition contained herein.

71. The applicant understands and agrees that this approval is subject to modification or revocation as set forth in the Santa Fe Springs Municipal Code. Grounds for modification or revocation include, but are not limited to, Applicant's failure to comply with any condition of approval contained herein.
72. 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 shall 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.
73. 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.
74. Conditional Use Permit Case No. 835 shall be subject to a compliance review in one year, on or before April 10, 2024, to ensure that the subject truck trailer storage yard is still operating in strict compliance with these conditions of approval. Approximately three (3) months before April 10, 2024, 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.
75. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. In addition, the applicant shall reimburse the City, its officials, officers, employees, agents, departments, agencies, for any Court costs and attorney's fees which the City, its agents, officers, or employees may be required by a court to pay as a result of such action. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's

defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any such claim, action or proceeding, and shall cooperate fully in the defense thereof.

76. That if there is evidence that any of the conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning and Development may refer the use permit to the Planning Commission for review. Upon such review, if the Commission finds that any of the results above have occurred, the Commission may modify or revoke the subject use permit.
77. That it is hereby declared 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.

NOTICE OF EXEMPTION

To: County Clerk, Dean Logan
County of Los Angeles
12400 Imperial Hwy
Norwalk, CA 90650

From: City of Santa Fe Springs
11710 E. Telegraph Road
Santa Fe Springs, CA 90670

Office of Planning and Research
P.O. Box 3044, Room 212
Sacramento, CA 95812-3044

Project Title:
Burke St Truck Yard

Project Location - Specific:
11720 Burke St, Santa Fe Springs 90670
APN 8168-001-047, Santa Fe Springs, California

Project Location – City: Santa Fe Springs

Project Location – County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:
The Proposed Project consists of the development of a truck trailer parking lot on a 1.49 acre vacant lot adjacent to an existing warehouse located at 11756 Burke Street in Santa Fe Springs, California.

Name of Public Agency Approving Project:
City of Santa Fe Springs

Name of Person or Agency Carrying Out Project:
Marty Hayes and Rusty Smith

- Exempt Status:**
- Ministerial (Sec. 21080(b)(1); 15268)
 - Declared Emergency (Sec. 21080(b)(3); 15269(a))
 - Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
 - Categorical Exemption: State type and section number: CEQA Guidelines Class 32, Section 15332
 - Statutory Exemption: (PRC §21080.23, CEQA Guidelines Section 15284)

Reasons why project is exempt:
See the Attachment for a discussion on why the project is exempt from CEQA.

Lead Agency Contact Person: Vince Velasco
Telephone: 562-868-0511 ext. 7353

- If filed by applicant:**
1. Attached certified document of exemption findings
 2. Has NOE been filed by the public agency approving the project? Yes No

Agency Representative Signature: _____ Date: _____ Title: _____

- Signed by Lead Agency
- Signed by Applicant

Date Received for Filing at OPR _____

CATEGORICAL EXEMPTION

CONTAINER PARKING LOT – APN: 8168-001-047

This document assesses the use of categorical exemptions in the California Environmental Quality Act (CEQA) for a proposed truck trailer parking lot located at APN 8168-001-047 under California Public Resources Code Section 21084 and CEQA Guidelines Sections 15200 and 15332 (California Code of Regulations Title 14 Sections 15000 et seq.)

1.0 PROJECT BACKGROUND INFORMATION

The proposed truck trailer parking lot (Proposed Project) is located at 11720 Burke Street, Santa Fe Springs, CA 90670 (Parcel No. 8168-001-047) (Project Site) and consists of an irregular shape parcel. The current use of the land is vacant, and neighbors two parcels and two buildings. Building 1 located at 11718 Burke St is approximately 31,539 sq ft. Building 2 located at 8739 Dice Rd is approx. 30,902 sq ft.

The Project Site is 1.49 acres and will provide 53 truck trailer parking spaces for use by existing businesses located in the Santa Fe Springs area. An additional four vehicle parking spaces will also be provided. Access to the site will be provided by Burke Street. The Proposed Project includes the construction of a 315 square foot security office near the entrance to the site that will include an office, and two bathrooms. A canopy will be constructed adjacent to the office. The Project Site will be fenced and access to the site will be controlled by the security gate. In addition, the area adjacent to Burke Street and along the entrance to the Project Site will be landscaped.

Construction activities associated with the Proposed Project including leveling the site, paving and stripping of the site, construction of the security office and fencing, and landscaping. The Proposed Project will not result in the construction of a new warehouse or other businesses that generate additional truck traffic other than the proposed parking use which will allow parking of trucks generated from other nearby uses.

1.1 PROJECT LOCATION AND ZONING

The Project Site is located at APN 8168-001-047, Santa Fe Springs, California, and consists of 1.49 acres in size. The Project Site is zoned as M-2, Heavy Manufacturing by the City of Santa Fe Springs.¹ The General Plan designation for the Project Site is Light Industrial.² Regional access to the Project Site is provided by Interstate 605, approximately one mile west of the Project Site, and Slauson Avenue, about one-quarter mile north of the Project Site.

1.2 EXISTING FACILITIES

¹ City of Santa Fe Springs, Zone Map. Accessed 1/31/2023. Available at: <https://www.santafesprings.org/civicax/filebank/blobdload.aspx?BlobID=12443>

² City of Santa Fe Springs, General Plan Land Use Map. Accessed 1/31/2023. Available at: <https://www.santafesprings.org/civicax/filebank/blobdload.aspx?BlobID=16358>

The site currently contains a vacant lot.

The Project Site is located in a suburban are of Santa Fe Springs that has been almost entirely developed. Surrounding land uses are dominated by heavy and light industrial zoning designations. The Project Site is surrounded by heavy and light industrial facilities, including warehouses and manufacturing facilities. The Project Site is located adjacent to railroad tracks which no longer appear to be used. A residential area is located northwest of the Project Site, north of Burke Street.

2.0 PROJECT DESCRIPTION

The proposed truck trailer parking lot (Project) is located at 11720 Burke Street, Santa Fe Springs, CA 90670 (Parcel No. 8168-001-047) and consists of an irregular shape parcel. The Project Site was previously used for chemical manufacturing but the Site is currently vacant, and it is adjacent to multiple warehouses referenced above in section 1.0.

The Project Site is 1.5 acres and will provide 53 truck trailer parking spaces for use by existing businesses located in the Santa Fe Springs area. An additional four vehicle parking spaces will also be provided. Access to the site will be provided by Burke Street. The Project includes the construction of a 315 square foot security office near the entrance to the site that will include an office, and two bathrooms. A canopy will be constructed adjacent to the office. The Project Site will be fenced and access to the site will be controlled by the security gate. In addition, the area adjacent to Burke Street and along the entrance to the Site will be landscaped.

Construction activities associated with the Project including leveling the site, paving and stripping of the site, construction of the security office and fencing, and landscaping. The Project will not result in the construction of a new warehouse or other businesses that generate additional truck traffic above the proposed parking use.

3.0 CEQA EVALUATION

3.1 CLASS 32 EXEMPTION

CEQA guidelines include exemptions for certain types of projects, including in-fill development projects. A Class 32 Exemption (CEQA Section 15332 – In-Fill Development Projects) applies to “in-fill development projects that meet the following conditions:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

- c) The project site has no value as habitat for endangered, rare, or threatened species.
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality.
- e) The site can be adequately served by all required utilities and public services.

3.1.1 General Plan and Zoning Designation

The Project Site is located at APN 8168-001-047, Santa Fe Springs, California. The site consists of 1.49 acres in size. The site is zoned as M-2, Heavy Manufacturing by the City of Santa Fe Springs.³ The General Plan designation for the site is Light Industrial.⁴

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.⁵

The Proposed Project would provide a truck trailer parking area and upgrade an existing vacant lot. Per section 155.243(I)(7) of the Municipal Code, truck, truck trailer or truck tractor storage are allowable uses in the M-2 zone, with the approval of a conditional use permit (CUP). The proposed Project has applied for a CUP and a truck trailer storage area is an allowable use in the M-2 zone. Therefore, the Proposed Project is in compliance with the applicable zoning designation.

General Plan goals applicable to industrial development include the following:

Goal LU-1.2: Economic Diversity. Support a diversified economy with a balance of small and large businesses across a broad range of industries that provide employment, commercial, and experiential opportunities.

Policy LU-1.5: Land Use Transitions. Apply appropriate screening, buffers, transitional uses and other controls to transition industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.

³ City of Santa Fe Springs, Zone Map. Accessed 1/31/2023. Available at: <https://www.santafesprings.org/civicax/filebank/blobdload.aspx?BlobID=12443>

⁴ City of Santa Fe Springs, General Plan Land Use Map. Accessed 1/31/2023. Available at: <https://www.santafesprings.org/civicax/filebank/blobdload.aspx?BlobID=16358>

⁵ City of Santa Fe Springs, Zoning Ordinance, Chapter 155. Accessed 2/2/2023. Available at: https://codelibrary.amlegal.com/codes/santafesprings/latest/santafesprings_ca/0-0-0--1073652386

Policy LU-3.2: Appropriate Siting. Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses.

Policy LU-3.7: Contaminated Land Remediation. Encourage the proper cleanup and remediation of lands that are contaminated, prioritizing cleanup near and within disadvantaged communities.

Policy LU-4.1: Diverse Range of Goods and Services. Accommodate a diverse range of commercial businesses in commercial and industrial zoning districts.

Policy LU-11.6: Industrial Design. Insist upon distinctive architecture, landscaping, and shade trees along street frontages and on private property that defines the character of industrial and commercial districts.

Policy C-10.3: Parking Consolidation. Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Policy C-10.3: Sufficient Parking. Periodically review City parking requirements to make certain that all development provides sufficient on-site parking and that parking standards reflect industry best practices.

Policy C-10.5: Parking Landscaping and Maintenance. Require parking areas to be well landscaped and maintained and well lighted.

Policy C-5.4: Minimize Truck Maneuvering on Streets. Implement site design solutions or restrictions on new uses and development to minimize truck maneuvering on streets with substantial traffic during period of high traffic volumes.

Policy C-9.2: Traffic Impact Analysis. Require new developments to include a traffic impact analysis.

Policy EJ-1.2: Truck Idling Restrictions. Designate acceptable and unacceptable areas for freight trucking and diesel truck idling to limit impacts on disadvantaged communities already overburdened by air pollution.

Policy EJ-1.4: Industrial Pollution. Reduce pollution exposure in residential neighborhoods by limiting industrial operations that generate potentially hazardous air pollutants.

The Proposed Project would provide a truck trailer parking area and upgrade an existing vacant lot within an industrial area. Remediation of the site will continue. The site will be landscaped along Burke Street. Truck parking areas are allowed within the light industrial land use areas, with the approval of a CUP. The site would provide truck trailer parking in a specified industrial area of the city and provide a place to store them off the street, away

from residential areas. A level of service screening analysis was completed and the project would generate fewer than 500 passenger car equivalent trips, so no further traffic analysis was required per the Los Angeles County Traffic Impact Analysis Report Guidelines. Therefore, the Proposed Project is in compliance with the applicable General Plan requirements.

3.1.2 Project Site within City and No More than 5 acres

The Project Site occurs within the City of Santa Fe Springs on a 1.49 acre site. In addition, the Project Site is surrounded by heavy and light industrial facilities, including warehouses and manufacturing facilities. Therefore, the Proposed Project will occur within city limits on a project site of no more than five acres substantially surrounded by urban uses.

3.1.3 Project Site – No Value as Habitat

The existing Project Site consists of an undeveloped, vacant lot adjacent to railroad tracks in a heavy industrial portion of the City of Santa Fe Springs. Vegetation at the site is sparse and limited to ruderal and landscape species (e.g., palm trees). Therefore, the Project Site contains no native habitat or habitat for endangered, rare, or threatened species.

3.1.4 No Significant Traffic, Noise, Air Quality or Water Quality Impacts

3.1.4.1 Traffic

A traffic screening analysis was completed for the Proposed Project by Environment, Planning, Development Solutions, Inc., dated January 13, 2023 and the results are summarized herein. Based on the traffic screening analysis, the Proposed Project would generate 27 daily passenger vehicle trips, 34 2-axles trucks and 23 3- or 4- axle trucks for a total of 83 trips per day,

Senate Bill (SB) 743 required the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating Transportation impacts, in order to promote the reduction of greenhouse gas emissions. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

The LA County Transportation Impact Guidelines (July 23, 2020) include screening thresholds to identify if a project would be considered to have a less-than significant impact on VMT and therefore could be screened out from further VMT analysis.

Per the LA County Transportation Impact Analysis Guidelines (July 23, 2020) page 3 footnote, ‘The term vehicle refers to on-road passenger vehicles, specifically cars and light trucks.’ Thus, only passenger vehicle trips are included in the VMT screening assessment.

This is consistent with the CEQA Guidelines Section 15064.3(a) which states vehicle miles traveled is an assessment of the “amount and distance of automobile travel attributable to a project”. Based on this guidance, truck trips are not included in the VMT screening analysis.

Based on the traffic screening analysis, the Proposed Project would generate 27 daily passenger vehicle trips, which is less than the 110 day vehicle trips threshold in the LA County Transportation Impact Guidelines. Therefore, the Proposed Project would result in no substantial increase in VMT and no significant transportation impacts.

3.1.4.2 Noise

Construction activities associated with the Proposed Project would generate noise from construction equipment and construction-related traffic. The types of construction equipment to be used include, but are not limited to, trucks, cranes, forklifts, air compressors, generators, scrapers, backhoes, and front end loaders.

The City of Santa Fe Springs regulates construction noise sources by prohibiting construction activities within a residential zone or within 500 feet from a residential zone between the hours of 7:00 pm of one day and 7:00 am of the next day⁶. Limiting construction activities to daytime hours is expected to reduce construction noise to minimal levels.

Noise is measured on a logarithmic scale, therefore, a doubling of traffic volumes (i.e., 100 percent increase) would be needed to cause a traffic noise-related increase of 3 dBA. Thus, if the Proposed Project does not double traffic on the local roads or freeways then it follows that the project will not result in a perceptible increase in noise (FTA, 2018). The traffic screening analysis indicated that the project would result in an increase of 83 trips (27 passenger vehicles, 34 2-axles trucks and 23 3- or 4- axle trucks). Therefore, the Proposed Project would not double traffic, and would result in a minor increase in noise as the increase in traffic would be minor (i.e., less than 110 vehicle trips per day).

⁶Santa Fe Municipal Code Section 155.424 Permitted Noise Levels. Accessed 2/3/23. Available at: https://codelibrary.amlegal.com/codes/santafesprings/latest/santafesprings_ca/0-0-0--1073651344

3.1.4.3 Air Quality

Construction Emissions: Construction activities associated with the Proposed Project would result in emissions of carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM10), particulate matter less than 2.5 microns in diameter (PM2.5), volatile organic compounds (VOCs), nitrogen oxides (NOx) and sulfur oxides (SOx). Construction activities include grading for the construction of new foundations, installation of the security office and paving to develop parking lots. No soils are expected to be removed from the site. Construction-related activities will generate emissions from worker vehicles, trucks, and construction equipment.

Daily construction emissions were calculated for the peak daily construction activities. Construction emissions are the sum of the highest daily emissions from employee vehicles, fugitive dust sources, construction equipment, and transport activities for the construction period. The peak day is based on the day in which the highest emissions occur for each pollutant. The construction emission calculations were determined using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 for a 1.5 acre trailer parking lot and a 315 square foot building.

Criteria pollutant emissions during construction activities were then compared to the respective significance thresholds developed by the South Coast Air Quality Management District (SCAQMD). Peak construction emissions for the Proposed Project are summarized in Table 1. The CalEEMod output for the construction emissions is provided in Appendix A.

TABLE 1

Peak Construction Emissions

Year of Activity	Peak Daily Emissions (lbs/day)					
	CO	VOC	NOx	SOx	PM10	PM2.5
2023 Emissions	17.6	3.45	17.6	0.0	3.73	2.13
SCAQMD Threshold	550	75	100	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

See Appendix A for CalEEMod results.

Notes: SCAQMD Threshold = threshold criteria for determining environmental significance of construction activities, as provided in the South Coast Air Quality Management District’s 1993 Handbook for Air Quality Analysis.

The Proposed Project emissions during the construction phase are compared to the SCAQMD CEQA thresholds in Table 1. The peak construction emissions are expected to be well below the SCAQMD CEQA significance thresholds so that no significant impacts on air quality are expected during the construction phase.

Operational Emissions

The emissions related to the operation of the Proposed Project include emissions from mobile sources, including trucks and worker vehicles, and area sources (emissions associated with natural gas use, landscaping activities, etc.). The operational emissions from the Proposed Project were determined using CalEEMod Version 2016.3.2 (see Appendix A) and are summarized in Table 2. Table 2 reports the peak operational emissions regardless of whether the emissions occur during winter or summer months. The peak Project emissions during the operational phase are also compared to the SCAQMD CEQA thresholds in Table 2. The estimated operational emissions are expected to be well below the SCAQMD CEQA thresholds so that no significant impacts on air quality are expected during the operation of the Proposed Project.

TABLE 2

Operational Emissions Increases

Activity	Emissions (lbs/day, 24 hr/day)					
	CO	VOC	NOx	SOx	PM10	PM2.5
Mobile Source Emissions	2.02	0.12	3.23	0.0	0.39	0.08
Area Source Emissions	0.01	0.02	<0.005	0.0	<0.005	0
Energy	<0.005	<0.005	<0.005	0.0	<0.005	0
Total Project Emissions	2.04	0.14	3.23	0.0	0.39	0.08
SCAQMD Threshold	550	55	55	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

See Appendix A for CalEEMod results.

3.1.4.4 Water Quality

Short-term water quality impacts can occur during construction activities including earthwork when there would be the potential for erosion and siltation and the transport of pollutants off-site. The Proposed Project would disturb more than one acre of land surface and would, therefore, be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) storm water program. To minimize water quality impacts during construction, the site would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The project applicant is required to submit a Notice of Intent (NOI) prior to construction activities and develop and implement an SWPPP and monitoring plan. The SWPPP sets forth 1) the Best Management Practices (BMPs) the discharger will use to protect

stormwater runoff, and 2) monitoring programs to verify effectiveness of the BMPs. Recent changes to the General Permit include the following:

- Allows small, low risk construction sites (>1 and < 5 acres) to self-certify.
- Establishes numeric action and effluent levels for pH and turbidity.
- Establishes three levels of risk possible for a construction site.
- Imposes more minimum BMPs and requirements.
- Provides options for dischargers to monitor and report the soil characteristics at their project location to provide better risk determination results.
- Requires effluent monitoring and reporting for pH and turbidity in stormwater discharges.
- Requires some high risk dischargers to monitor receiving waters.
- Requires post-construction monitoring under certain conditions.
- Requires certain sites to develop and implement a rain event action plan to protect all exposed portions of the site within 48 hours prior to a likely rain event.
- Requires projects longer than 3 months to submit information and annually certify compliance.
- Requires certification and training requirements for key personnel.

A SWPPP will be required to outline the BMPs that apply to the project and minimize pollutants in storm water runoff during construction activities. BMPs range from source control, such as use of permeable pavement, to treatment of polluted runoff, such as use of detention or retention basins, sediment traps/basins, and constructed wetlands. Maintenance practices (e.g., street sweeping) and public outreach campaigns also fall under the category of BMPs. The preparation of a SWPPP and implementation of BMPs, as required by existing regulations and permit requirements, would minimize the impacts associated with storm water runoff to less than significant. The existing site has already been graded so substantial soil movement is not expected.

Regarding Project operations, the SIC Code for truck trailer parking is 7521 and not subject to the Industrial SWPPP requirements for operations. Further, the Proposed Project includes drought tolerant landscaping and rock cobble that will help trap stormwater and allow it to percolate into the soil, minimizing runoff. Thus, the Proposed Project is not expected to contribute significantly to runoff or otherwise degrade water quality.

3.2 EXCEPTIONS TO CATEGORICAL EXEMPTIONS

CEQA Guidelines Section 15300.2, Exceptions, identifies conditions under which categorical exemptions would not be applicable. The Proposed Project has been reviewed under Section 15300.2 for characteristics or circumstances that might invalidate findings that the Proposed Project is exempt.

A. Location

CEQA Guidelines Section 15300.2(a) states that Class 3, 4, 5, 6, and 11 exemptions are qualified by consideration of whether the project is located in a uniquely sensitive environment, such that it impacts an environmental resource of hazardous or critical concern that has been designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. This exception does not apply to the Proposed Project as it is a Class 32 exemption and would be within an existing industrial area and adjacent to other industrial land uses in an urban community.

B. Cumulative Impact

Exemptions are not applicable when there is a significant cumulative impact of successive projects of the same type in the same place over time.” Beyond the Proposed Project, there are no other planned facilities that would provide truck trailer parking only.

The City has approved a number of other commercial and industrial uses throughout the City, including warehouses and office buildings. While these projects may generate additional workers and traffic, the Proposed Project would not add new office, commercial or industrial facilities. The Proposed Project would provide parking for other existing commercial and industrial uses within the City and increase traffic on the local streets (e.g., Burke Street). However, as discussed above, the Proposed Project would generate 27 daily passenger vehicle trips, which is less than the 110 day vehicle trips threshold in the LA County Transportation Impact Guidelines. Therefore, the Proposed Project would result in no substantial increase in VMT. Further, the Proposed Project impacts are not considered to be cumulatively considerable (CEQA Guidelines §15064 (h)(1)), and are not expected to generate significant adverse cumulative transportation impacts. Therefore, this exception does not apply to the Proposed Project.

C. Significant Effects

A categorical exemption cannot be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances (CEQA Guidelines Section 15300.2(c)). The determination whether this exception applies involves two distinct questions: (1) whether the project presents unusual circumstances, and (2) whether there is a reasonable possibility that a significant environmental impact will result from those unusual circumstances. The lead agency considers the second prong of this test only if it first finds that some circumstance of the project is unusual. *Berkeley Hillside Preservation v. City of Berkeley (2015) 60 C4th 1086, 1104.*

The Proposed Project improvements to construct a parking lot are not unusual. The Proposed Project would be confined to the boundaries of an existing industrial area. New structures would be limited to a one-story, 315 square foot security building. The Proposed Project would improve the aesthetics of an existing vacant and somewhat blighted site. Facility improvements and the anticipated construction methods would be common for

industrial facilities. The Proposed Project would result in normal construction activities within the confines of an existing industrial area. The Proposed Project would allow for truck trailers, generated by other companies, to park off of public streets, but is not expected to result in significant operational impacts as the Project would not add any additional commercial or industrial facilities.

There are no known unusual circumstances related to the Project Site or the Proposed Project, and there is also no evidence that the Project would cause significant direct or indirect environmental effects. The applicant will comply with all applicable local, state, and federal laws, regulations, and best management practices that would minimize potential environmental impacts caused by construction activities. Therefore, this exception does not apply to the Proposed Project.

D. Scenic Highways

A categorical exemption cannot be used for a project which may result in damage to scenic resources, including but not limited to trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a state scenic highway (CEQA Guidelines Section 15300.2(d)).

No scenic resources or natural scenic features exist within the Project Site boundaries or its surroundings. The topography of the Project Site is flat because the entire site has been previously graded and developed.

No officially designated scenic highways are located within the City of Santa Fe Springs. The closest federal scenic route is the Arroyo Seco Historic Scenic Byway located in the City of Pasadena and is approximately 14 miles northwest of the Project Site at its closest point. Highway 39 is not currently a scenic highway but is considered eligible for listing. Highway 39 starts in Azusa and is located approximately 15.5 miles north of the Project Site at its closest point. Pacific Coast Highway (Highway 1) in Long Beach is not currently a scenic highway but is considered eligible for listing. Highway 1 is approximately 12.4 miles south of the Proposed Project Site at its closest point (Cal Trans, 2023). Due to the distance, topography, and intervening hills/structures, the Project Site would not be visible or result in a visual impact to a scenic resource. Therefore, this exception does not apply to the Proposed Project.

E. Hazardous Waste Sites

A categorical exemption cannot be used for a project on a site that is on any list compiled pursuant to Section 65962.5 of the California Government Code (CEQA Guidelines Section 15300.2(e)). Section 65962.5 of the California Government Code specifies: (1) lists of hazardous materials sites and hazardous waste facilities; (2) hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; (3) public drinking water wells containing detectable levels of organic contaminants; (4) underground storage tanks with reported unauthorized releases; and (5) solid waste disposal facilities from which hazardous has migrated. Three regulatory

agency databases were searched including: (1) GeoTracker, maintained by the State Water Resources Control Board; (2) EnviroStor, maintained by the California Department of Toxic Substances Control; and, (3) EnviroMapper, maintained by the U.S. Environmental Protection Agency.

Pilot Chemical manufactured detergents for industrial purposes at the Site from 1952 to March 2008 when the facility was closed. Facility buildings and infrastructure have been demolished, soil remediation by excavation and soil vapor extraction (SVE) has occurred, and the Site is currently an open, level lot. It contained underground storage tanks (USTs) and aboveground storage tanks (ASTs) and an outside process area on the western side of the facility. The former USTs were used to store toluene, xylenes, and caustic materials and were removed from the Site during the late 1980s. The ASTs were used to store detergents. The former USTs in the western portion of the Site were identified as the source of the toluene, ethylbenzene, and total xylenes (TEX) contaminants. 1,2-dichloroethane (1,2 DCA) was detected in soil in a localized area east of the former USTs from a spill reported between 1972 to 1974.

Soils and groundwater have been predominantly impacted by the chemical contaminants 1,2 DCA, toluene, and xylene. Extensive site remediation, including soil excavations, have removed nearly all impacted soil from the ground surface to 30 feet below ground surface (BGS). Contamination is currently limited to on-site soil in deep levels and shallow groundwater. Further, remediation is limited to soil vapor extraction which is expected to continue to be used until a No Further Action determination has been made by the RWQCB (RWQCB, 2023). Groundwater monitoring wells and SVE equipment will remain on the site to monitor and continue the site remediation activities.

Contamination at the site has largely been remediated and the Proposed Project would not affect the remaining remediation efforts. Therefore, this exception does not apply to the Proposed Project. Further, the Project Site would be used for truck trailer parking, an industrial use, and the site would be paved, minimizing potential exposure to contaminated soils at the site.

F. Historic Resources

A categorical exemption cannot be used for a project which may cause a substantial adverse change in the significance of a historical resource. Historical resources are defined as buildings, structures, or objects that are more than 50 years old (CCR 4852(d)(2)). The Project Site is currently vacant and the Project would not result in the demolition of existing buildings and there are no unique historical features or resources that would be impacted. Therefore, the Proposed Project would not result in a direct impact to a historical resources and this exception does not apply to the Proposed Project.

4.0 CONCLUSION

Based on the above discussion, the proposed modifications to 11720 Burke Street are considered to be exempt per CEQA Guidelines §15332 Class 32 exemption for the following reasons:

- (1) The Proposed Project is consistent with the applicable general plan and all applicable general plan policies as well as with applicable zoning designation and regulations (light/heavy industrial);
- (2) The Proposed Project will occur within the limits of the City of Santa Fe Springs on a site of less than five acres and is surrounded by urban uses.
- (3) The Project Site is an undeveloped, vacant lot with sparse ruderal and landscape species and has no native habitat or habitat for endangered rare, or threatened species.
- (4) The Proposed Project will not result in any significant traffic, noise, air quality, or water quality impacts as discussed in Section 3.1 herein; and,
- (5) None of the exceptions to the exemptions apply to the Proposed Project.

Therefore, the proposed modifications to the Project Site meet the requirements of CEQA Guidelines §15332 Class 32 exemption, and the Proposed Project is exempt under CEQA.

5.0 REFERENCES

- Federal Transit Administration (FTA), 2018. Transit Noise and Vibration Impact Assessment, September 2018. FTA Report No. 0123. Available at: - https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf
- California Department of Transportation (Caltrans), 2023. California Scenic Highway Mapping System. Accessed 2/6/23. Available at: <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>
- Department of Toxic Substances Control (DTSC), 2023. EnviroStor Database. Accessed 2/06/23. Available at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=11756+Burke+Street+santa+Fe+Springs>
- Regional Water Quality Control Board (RWQCB), 2023. GeoTracker Database. Accessed 2/06/23. Available at: https://geotracker.waterboards.ca.gov/profile_report?global_id=SL204151497
- U.S. Environmental Protection Agency (U.S. EPA), 2023 EnviroMapper Database. Accessed 2/06/23. Available at:

STATEMENT OF REASONING FOR CEQA EXEMPTION – 11756 BURKE STREET

<https://geopub.epa.gov/myem/efmap/index.html?ve=17,33.961758,-118.066724&pText=11756%20Burke%20St,%20Santa%20Fe%20Springs,%20California,%2090670>

M:\Dbs\3293Burke St. NOE

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

Date: January 13, 2023
Prepared by: Daji Yuan, Ph.D., EPD Solutions Inc
To: City of Santa Fe Springs Planning Department
Site: Cushman & Wakefield Container Parking Lot
Subject: Level of Service (LOS) Screening and Vehicle Miles Travel (VMT) Screening Analysis

This technical memorandum evaluates the need to prepare a level of service (LOS) analysis and vehicle miles travel (VMT) for the proposed Cushman & Wakefield Container Parking Lot. The proposed container parking lot (Project) is located at 11756 Burke Street, Santa Fe Springs, CA 90670 (Parcel No. 8168-001-047). The current use of the land is vacant, and it is adjacent to a warehouse building of approximately 61,500 square feet. The project site is 1.5 acres. The project site outline is shown in Figure 1. This memo will evaluate the project using the Los Angeles (LA) County Traffic Impact Analysis Report Guidelines (January 1, 1997) and Transportation Impact Analysis Guidelines (July 23, 2020).

Project Trip Generation and LOS Screening

Vehicle trips were generated for the project using trip rates from a similar land use survey data and attached to this memorandum. Table 1 presents the net trip generation estimate for the proposed project. As shown in Table 1, the proposed project is estimated to generate approximately 83 daily trips, 7 AM peak hour trips, and 5 PM peak hour trips. In terms of Passenger Car Equivalent (PCE), the proposed project is estimated to generate approximately 136 daily PCE trips, 13 AM PCE trips, and 8 PM PCE trips.

Per the Los Angeles County Traffic Impact Analysis Report Guidelines (January 1, 1997), a complete LOS TIA is generally required for projects that generate over 500 trips per day. The proposed project is anticipated to generate fewer than 500 daily PCE trips and should not require additional traffic analysis per the LA Traffic Impact Analysis Report Guidelines. Therefore, no further analysis is required.

VMT Screening Analysis

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The provisions of Section 15064.3(c) were implemented statewide beginning on July 1, 2020.

The LA County Transportation Impact Guidelines (July 23, 2020) include screening thresholds to identify if a project would be considered to have a less-than significant impact on VMT and therefore could be screened out from further VMT analysis. Section 3.1.2.1 – Non-Retail Project Trip Generation Screening Criteria, as stated in the LA County TIA guidelines, would apply to this project:

“If the answer is no to the question below, further analysis is not required, and a less than significant determination can be made.

- *Does the development project generate a net increase of 110 or more daily vehicle trips?"*

A project's daily vehicle trip generation should be estimated using the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. If the project proposed land use is not listed in the ITE Trip Generation Manual, please submit a trip generation study to Public Works for review and approval".

As per the LA County Transportation Impact Analysis Guidelines (July 23, 2020) page 3 footnote, 'The term vehicle refers to on-road passenger vehicles, specifically cars and light trucks.' Thus, only passenger vehicle trips are included in the VMT screening assessment. This is consistent with the CEQA Guidelines Section 15064.3(a) which states vehicle miles traveled is an assessment of the "amount and distance of automobile travel attributable to a project". Based on this guidance, truck trips are not included in the VMT screening analysis.

Based on Table 1 discussed previously, the project would generate 27 daily passenger vehicle trips, which is less than the 110 daily vehicle trips threshold as stated in the LA County guidelines. Therefore, no further analysis is required.

If you have any questions about this information, please contact me at (949) 794-1180 or daji@epdsolutions.com.

Figure 1: Project Site Outline

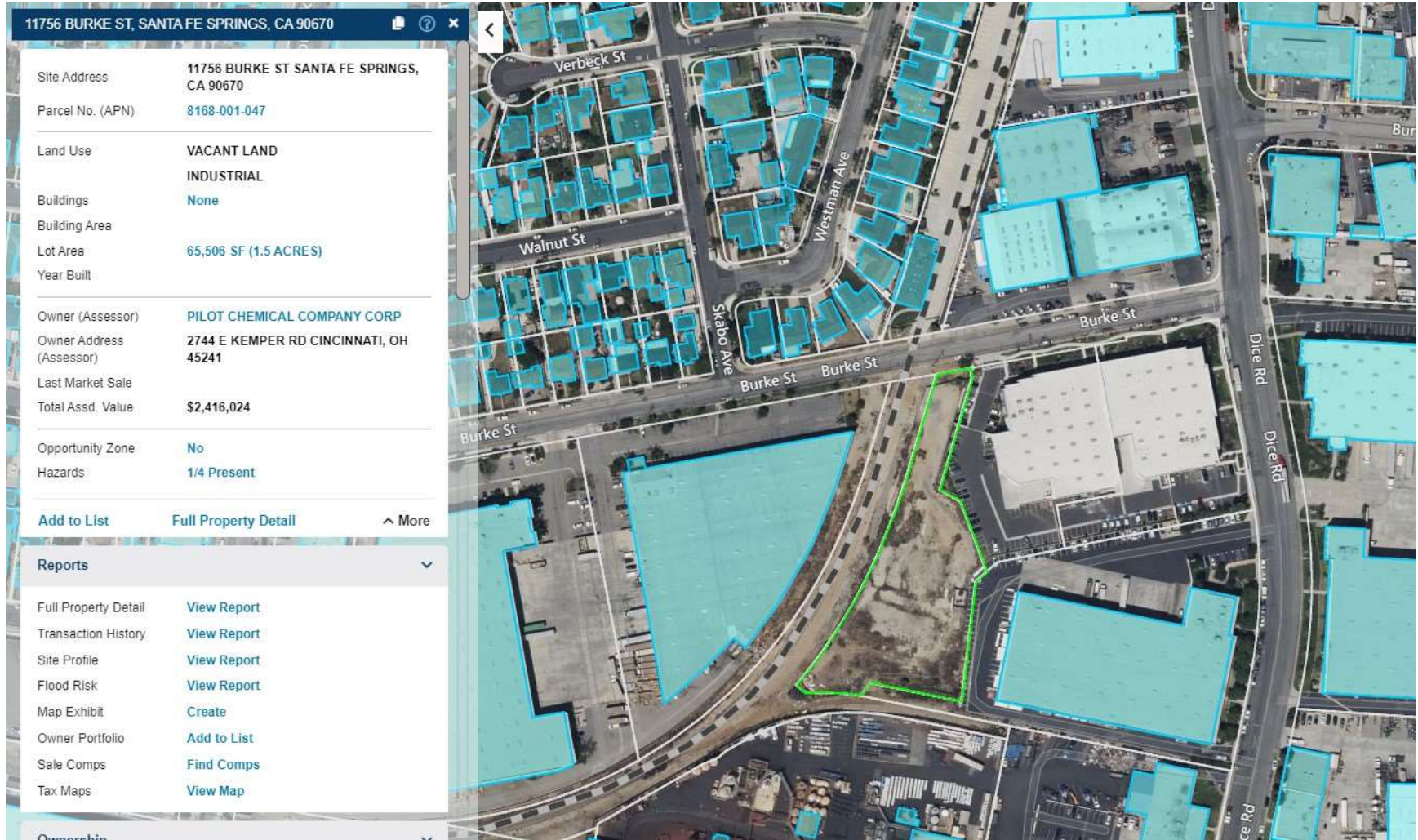


Table 1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Truck-Trailer Parking Lot ¹	Acre	55.66	2.41	1.92	4.33	1.37	2.14	3.51
Proposed Project Trip Generation								
Proposed Trailer Storage Lot ¹	1.5 Acre	83	4	3	7	2	3	5
Vehicle Mix¹		Percent						
Passenger Vehicles	32.23%	27	1	1	2	1	1	2
2-Axle Trucks	40.39%	34	2	1	3	1	1	2
3-Axle Trucks	11.05%	9	0	0	0	0	0	0
4+-Axle Trucks	16.33%	14	1	1	2	0	1	1
	100%	83	4	3	7	2	3	5
PCE Trip Generation²		PCE Factor						
Passenger Vehicles	1.0	27	1	1	2	1	1	2
2-Axle Trucks	1.5	50	3	2	5	1	2	3
3-Axle Trucks	2.0	18	0	0	0	0	0	0
4+-Axle Trucks	3.0	41	3	3	6	0	3	3
Total PCE Trip Generation		136	7	6	13	2	6	8

PCE = Passenger Car Equivalent

¹Trip rates and vehicle mix from surveys collected at Truck Trailer Parking lots in 14387 Valley Blvd, Fontana, CA on June 21, and June 22, 2022, 8911 Eucalyptus Avenue, Ontario, CA on August 23 and August 24, 2022, 19180 Cajon Boulevard, Devore, on September 29, 2022 and September 30, 2022

²Passenger Car Equivalent (PCE) factors from the San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 21, 2022
 JOB #: SC3514

CITY: Fontana
 LOCATION: CLASS2 Driveway2 south of Valley.TUE

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL									
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13										
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
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3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
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3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8		
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
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5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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9:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	24	31	0	9	0	0	0	0	0	0	0	0	0	0	64	TOTAL	0	41	36	1	10	1	0	0	1	0	0	0	0	0	0	0	0	0	90		

AM PEAK HOUR 10:00 AM
 AM PEAK VOLUME 19

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 23, 2022

CITY: Ontario

JOB #: SC3576

LOCATION: Eastern DWY south of Eucalyptus

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	1	2	0	0	3	12:00	0	0	2	2	0	0	4
0:15	0	0	1	2	0	0	3	12:15	1	0	2	0	0	0	3
0:30	1	0	2	4	0	0	7	12:30	0	0	3	1	0	0	4
0:45	0	0	0	1	0	0	1	12:45	1	1	3	0	0	0	5
1:00	0	0	0	7	0	0	7	13:00	1	0	1	1	0	0	3
1:15	0	0	1	2	0	0	3	13:15	3	1	4	4	0	0	12
1:30	0	0	1	2	0	0	3	13:30	0	0	2	2	0	0	4
1:45	0	0	1	1	0	0	2	13:45	5	1	3	0	0	0	9
2:00	0	0	0	0	0	0	0	14:00	1	1	1	5	0	0	8
2:15	0	0	1	1	0	0	2	14:15	1	1	4	0	0	0	6
2:30	1	0	0	2	0	0	3	14:30	0	2	3	0	0	0	5
2:45	1	0	1	3	0	0	5	14:45	2	1	4	3	0	0	10
3:00	0	0	2	2	0	0	4	15:00	2	2	6	3	0	0	13
3:15	0	0	0	1	0	0	1	15:15	1	1	1	2	0	0	5
3:30	0	0	3	0	0	0	3	15:30	3	0	3	2	0	0	8
3:45	0	0	2	1	0	0	3	15:45	7	1	1	1	0	0	10
4:00	0	1	0	1	0	0	2	16:00	1	0	1	5	0	0	7
4:15	4	0	2	3	0	0	9	16:15	1	0	3	2	0	0	6
4:30	4	4	3	2	0	0	13	16:30	3	3	5	1	0	0	12
4:45	1	0	1	1	0	0	3	16:45	4	2	2	1	0	0	9
5:00	4	0	4	0	0	0	8	17:00	2	0	0	2	0	0	4
5:15	4	0	1	0	0	0	5	17:15	3	0	1	0	0	0	4
5:30	2	0	4	0	0	0	6	17:30	2	0	4	2	0	0	8
5:45	6	1	4	0	0	0	11	17:45	2	1	0	1	0	0	4
6:00	4	2	7	0	0	0	13	18:00	3	0	0	1	0	0	4
6:15	6	0	11	1	0	0	18	18:15	0	0	0	1	0	0	1
6:30	3	0	4	1	0	0	8	18:30	1	0	2	4	0	0	7
6:45	2	0	6	0	0	0	8	18:45	0	0	0	1	0	0	1
7:00	2	0	6	0	0	0	8	19:00	2	0	1	1	0	0	4
7:15	1	0	5	0	0	0	6	19:15	0	0	4	2	0	0	6
7:30	1	1	2	2	0	0	6	19:30	2	0	3	2	0	0	7
7:45	2	0	7	4	0	0	13	19:45	0	0	0	5	0	0	5
8:00	3	0	0	0	0	0	3	20:00	2	0	1	5	0	0	8
8:15	1	1	2	0	0	0	4	20:15	0	0	2	0	0	0	2
8:30	3	0	1	1	0	0	5	20:30	0	0	1	0	0	0	1
8:45	4	1	1	1	0	0	7	20:45	1	1	0	2	0	0	4
9:00	1	0	1	2	0	0	4	21:00	1	0	0	2	0	0	3
9:15	0	0	2	3	0	0	5	21:15	0	0	1	0	0	0	1
9:30	0	0	2	0	0	0	2	21:30	1	0	1	1	0	0	3
9:45	0	1	2	0	0	0	3	21:45	0	0	0	3	0	0	3
10:00	1	1	3	2	0	0	7	22:00	1	0	1	2	0	0	4
10:15	0	4	1	0	0	0	5	22:15	0	0	0	7	0	0	7
10:30	2	1	2	4	0	0	9	22:30	0	0	2	2	0	0	4
10:45	1	2	2	1	0	0	6	22:45	1	0	1	5	0	0	7
11:00	0	0	2	3	0	0	5	23:00	2	0	2	4	0	0	8
11:15	1	0	0	3	0	0	4	23:15	0	0	0	4	0	0	4
11:30	0	0	3	0	0	0	3	23:30	0	0	0	4	0	0	4
11:45	1	0	4	0	0	0	5	23:45	0	0	0	4	0	0	4
TOTAL	67	20	111	66	0	0	264	TOTAL	63	19	81	102	0	0	265

AM PEAK HOUR 5:45 AM
AM PEAK VOLUME 50

AM PEAK HOUR 3:00 PM
AM PEAK VOLUME 36

CLASS	DESCRIPTION	TOTAL: AM+PM	130	39	192	168	0	0	529
CLASS 1	PASSENGER VEHICLES	% OF TOTAL	24.6%	7.4%	36.3%	31.8%	0.0%	0.0%	100.0%
CLASS 2	2-AXLE TRUCKS								
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	246	73	354	391	0	0	1,064
CLASS 6	Buses	% OF TOTAL	23.1%	6.9%	33.3%	36.7%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 23, 2022
JOB #: SC3576

CITY: Ontario
LOCATION: Eastern DWY south of Eucalyptus

AM TIME	1	2	3	4	5	6	TOTAL	PM Time	1	2	3	4	5	6	TOTAL
	0:00	0	0	6	0	0			0	6	12:00	0	0	0	
0:15	1	0	1	2	0	0	4	12:15	1	0	0	4	0	0	5
0:30	2	0	0	1	0	0	3	12:30	0	0	1	2	0	0	3
0:45	0	0	6	1	0	0	7	12:45	1	0	0	3	0	0	4
1:00	0	0	2	0	0	0	2	13:00	3	1	0	2	0	0	6
1:15	0	0	3	2	0	0	5	13:15	2	1	1	2	0	0	6
1:30	0	0	3	0	0	0	3	13:30	1	0	3	4	0	0	8
1:45	1	1	2	2	0	0	6	13:45	0	0	1	3	0	0	4
2:00	1	0	0	0	0	0	1	14:00	3	0	1	3	0	0	7
2:15	2	0	0	0	0	0	2	14:15	2	2	6	0	0	0	10
2:30	0	0	1	0	0	0	1	14:30	4	0	2	1	0	0	7
2:45	0	0	4	1	0	0	5	14:45	3	0	1	2	0	0	6
3:00	1	0	4	0	0	0	5	15:00	3	0	3	4	0	0	10
3:15	1	0	1	0	0	0	2	15:15	3	5	3	6	0	0	17
3:30	2	0	0	0	0	0	2	15:30	0	0	3	4	0	0	7
3:45	1	0	2	2	0	0	5	15:45	1	0	0	2	0	0	3
4:00	2	0	0	1	0	0	3	16:00	3	0	2	3	0	0	8
4:15	2	0	1	0	0	0	3	16:15	0	0	2	0	0	0	2
4:30	4	0	2	0	0	0	6	16:30	3	1	4	1	0	0	9
4:45	2	1	3	3	0	0	9	16:45	8	2	5	1	0	0	16
5:00	2	1	2	0	0	0	5	17:00	1	5	2	2	0	0	10
5:15	1	1	2	2	0	0	6	17:15	3	1	3	0	0	0	7
5:30	1	0	0	4	0	0	5	17:30	3	0	1	2	0	0	6
5:45	2	1	0	1	0	0	4	17:45	1	0	1	1	0	0	3
6:00	1	0	0	10	0	0	11	18:00	4	0	2	1	0	0	7
6:15	1	0	2	7	0	0	10	18:15	1	1	1	3	0	0	6
6:30	2	0	0	17	0	0	19	18:30	0	0	0	1	0	0	1
6:45	0	1	0	12	0	0	13	18:45	2	0	2	0	0	0	4
7:00	0	0	0	11	0	0	11	19:00	0	0	0	0	0	0	0
7:15	0	0	0	6	0	0	6	19:15	2	0	1	0	0	0	3
7:30	1	0	1	6	0	0	8	19:30	0	0	3	0	0	0	3
7:45	0	0	0	5	0	0	5	19:45	2	0	2	5	0	0	9
8:00	1	0	0	5	0	0	6	20:00	0	0	5	0	0	0	5
8:15	0	0	1	2	0	0	3	20:15	1	0	6	2	0	0	9
8:30	0	1	0	6	0	0	7	20:30	1	0	0	1	0	0	2
8:45	1	1	2	6	0	0	10	20:45	0	0	2	0	0	0	2
9:00	1	1	0	1	0	0	3	21:00	0	0	0	0	0	0	0
9:15	0	0	1	2	0	0	3	21:15	1	0	2	0	0	0	3
9:30	1	0	1	3	0	0	5	21:30	2	0	1	1	0	0	4
9:45	1	0	2	2	0	0	5	21:45	0	2	1	0	0	0	3
10:00	1	0	0	3	0	0	4	22:00	1	0	3	1	0	0	5
10:15	0	0	1	0	0	0	1	22:15	0	0	3	1	0	0	4
10:30	3	0	2	1	0	0	6	22:30	0	0	3	2	0	0	5
10:45	2	0	2	6	0	0	10	22:45	2	0	5	1	0	0	8
11:00	1	3	1	3	0	0	8	23:00	0	0	3	1	0	0	4
11:15	1	1	1	3	0	0	6	23:15	2	0	1	3	0	0	6
11:30	0	0	2	1	0	0	3	23:30	0	0	4	0	0	0	4
11:45	0	0	0	1	0	0	1	23:45	0	0	3	1	0	0	4
TOTAL	46	13	64	141	0	0	264	TOTAL	70	21	98	82	0	0	271

AM PEAK HOUR 6:15 AM
AM PEAK VOLUME 53

AM PEAK HOUR 4:30 PM
AM PEAK VOLUME 42

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	116	34	162	223	0	0	535
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	21.7%	6.4%	30.3%	41.7%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, August 24, 2022

CITY: Ontario

JOB #: SC3576

LOCATION: Eastern DWY south of Eucalyptus

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	1	5	0	0	6	12:00	0	0	2	1	0	0	3
0:15	1	0	1	3	0	0	5	12:15	0	0	5	5	0	0	10
0:30	0	0	0	3	0	0	3	12:30	1	0	2	4	0	0	7
0:45	0	0	0	5	0	0	5	12:45	0	0	1	4	0	0	5
1:00	0	0	0	3	0	0	3	13:00	1	1	0	1	0	0	3
1:15	0	0	0	3	0	0	3	13:15	0	2	3	2	0	0	7
1:30	0	0	1	5	0	0	6	13:30	1	1	5	3	0	0	10
1:45	0	0	1	3	0	0	4	13:45	3	0	2	4	0	0	9
2:00	1	0	2	1	0	0	4	14:00	1	0	4	9	0	0	14
2:15	0	0	2	1	0	0	3	14:15	0	1	0	1	0	0	2
2:30	0	0	1	3	0	0	4	14:30	0	0	1	2	0	0	3
2:45	0	0	0	5	0	0	5	14:45	3	1	6	3	0	0	13
3:00	1	0	2	2	0	0	5	15:00	0	0	6	3	0	0	9
3:15	1	0	3	4	0	0	8	15:15	1	0	3	3	0	0	7
3:30	1	1	0	3	0	0	5	15:30	3	3	1	5	0	0	12
3:45	0	0	2	1	0	0	3	15:45	4	1	0	0	0	0	5
4:00	2	1	1	1	0	0	5	16:00	3	0	1	2	0	0	6
4:15	2	0	1	1	0	0	4	16:15	4	1	3	2	0	0	10
4:30	4	6	4	3	0	0	17	16:30	2	3	5	4	0	0	14
4:45	8	1	1	4	0	0	14	16:45	6	2	8	1	0	0	17
5:00	2	0	1	1	0	0	4	17:00	1	0	5	4	0	0	10
5:15	1	2	4	1	0	0	8	17:15	1	1	4	6	0	0	12
5:30	1	0	3	0	0	0	4	17:30	2	0	2	4	0	0	8
5:45	4	0	2	2	0	0	8	17:45	3	2	2	3	0	0	10
6:00	3	1	3	3	0	0	10	18:00	1	0	4	3	0	0	8
6:15	4	0	15	0	0	0	19	18:15	0	1	3	2	0	0	6
6:30	5	1	9	0	0	0	15	18:30	1	1	5	2	0	0	9
6:45	1	0	12	2	0	0	15	18:45	0	0	6	1	0	0	7
7:00	3	1	9	0	0	0	13	19:00	0	0	5	2	0	0	7
7:15	1	1	3	4	0	0	9	19:15	1	1	7	10	0	0	19
7:30	1	0	5	2	0	0	8	19:30	1	0	2	9	0	0	12
7:45	2	0	4	1	0	0	7	19:45	3	1	2	7	0	0	13
8:00	0	0	3	2	0	0	5	20:00	0	1	1	8	0	0	10
8:15	3	0	2	1	0	0	6	20:15	1	1	0	1	0	0	3
8:30	1	0	2	3	0	0	6	20:30	0	0	0	6	0	0	6
8:45	2	1	4	3	0	0	10	20:45	0	0	2	5	0	0	7
9:00	3	0	1	2	0	0	6	21:00	0	0	0	5	0	0	5
9:15	2	0	2	1	0	0	5	21:15	1	0	1	1	0	0	3
9:30	0	1	2	0	0	0	3	21:30	1	0	2	2	0	0	5
9:45	0	0	2	1	0	0	3	21:45	2	0	0	2	0	0	4
10:00	1	1	1	3	0	0	6	22:00	1	0	0	2	0	0	3
10:15	0	1	2	2	0	0	5	22:15	1	0	0	4	0	0	5
10:30	0	1	1	0	0	0	2	22:30	1	0	0	1	0	0	2
10:45	0	1	0	3	0	0	4	22:45	2	0	1	3	0	0	6
11:00	3	1	1	1	0	0	6	23:00	0	0	2	3	0	0	5
11:15	2	1	4	2	0	0	9	23:15	1	0	0	0	0	0	1
11:30	0	0	4	5	0	0	9	23:30	0	0	0	0	0	0	0
11:45	0	1	1	1	0	0	3	23:45	0	0	1	1	0	0	2
TOTAL	66	24	125	105	0	0	320	TOTAL	58	25	115	156	0	0	354

AM PEAK HOUR 6:15 AM
AM PEAK VOLUME 62

AM PEAK HOUR 7:15 PM
AM PEAK VOLUME 54

CLASS	DESCRIPTION	TOTAL	AM	PM	AM+PM	% OF TOTAL
CLASS 1	PASSENGER VEHICLES	124	49	240	261	0.0%
CLASS 2	2-AXLE TRUCKS	7.3%				100.0%
CLASS 3	3-AXLE TRUCKS	35.6%				
CLASS 4	4 OR MORE AXLE TRUCKS	38.7%				
CLASS 5	RV	0.0%				
CLASS 6	Buses	0.0%				
TOTAL	ALL	245	99	484	519	1,347
	% OF TOTAL	18.2%	7.3%	35.9%	38.5%	0.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, August 24, 2022
JOB #: SC3576

CITY: Ontario
LOCATION: Eastern DWY south of Eucalyptus

AM TIME							TOTAL	PM Time							TOTAL		
	1	2	3	4	5	6			1	2	3	4	5	6			
0:00	1	0	3	1	0	0	5	12:00	1	0	2	1	0	0	4		
0:15	0	0	4	2	0	0	6	12:15	0	0	2	5	0	0	7		
0:30	0	0	3	0	0	0	3	12:30	1	2	3	4	0	0	10		
0:45	0	0	4	0	0	0	4	12:45	0	1	2	2	0	0	5		
1:00	0	0	2	1	0	0	3	13:00	1	1	2	1	0	0	5		
1:15	0	0	4	1	0	0	5	13:15	1	0	1	4	0	0	6		
1:30	1	0	4	0	0	0	5	13:30	3	2	3	2	0	0	10		
1:45	1	0	7	0	0	0	8	13:45	2	2	3	3	0	0	10		
2:00	0	0	0	0	0	0	0	14:00	1	2	5	2	0	0	10		
2:15	1	0	2	0	0	0	3	14:15	1	2	6	1	0	0	10		
2:30	0	0	2	0	0	0	2	14:30	1	1	0	1	0	0	3		
2:45	0	0	5	1	0	0	6	14:45	2	0	0	1	0	0	3		
3:00	1	0	5	0	0	0	6	15:00	0	0	4	5	0	0	9		
3:15	1	0	2	1	0	0	4	15:15	1	1	1	6	0	0	9		
3:30	0	0	4	0	0	0	4	15:30	0	0	2	6	0	0	8		
3:45	3	1	2	0	0	0	6	15:45	2	0	5	2	0	0	9		
4:00	0	1	2	0	0	0	3	16:00	3	0	2	0	0	0	5		
4:15	3	0	2	0	0	0	5	16:15	5	0	1	2	0	0	8		
4:30	9	0	1	1	0	0	11	16:30	3	2	3	2	0	0	10		
4:45	4	2	3	0	0	0	9	16:45	7	3	2	4	0	0	16		
5:00	2	0	6	2	0	0	10	17:00	4	3	5	3	0	0	15		
5:15	0	2	5	3	0	0	10	17:15	1	1	5	3	0	0	10		
5:30	1	0	1	3	0	0	5	17:30	1	1	4	5	0	0	11		
5:45	0	0	0	4	0	0	4	17:45	3	0	1	3	0	0	7		
6:00	0	0	2	8	0	0	10	18:00	2	1	4	4	0	0	11		
6:15	2	0	3	10	0	0	15	18:15	2	0	2	8	0	0	12		
6:30	0	0	1	9	0	0	10	18:30	1	0	4	5	0	0	10		
6:45	0	0	3	10	0	0	13	18:45	2	0	1	1	0	0	4		
7:00	0	0	1	17	0	0	18	19:00	2	0	3	2	0	0	7		
7:15	0	0	0	10	0	0	10	19:15	2	1	3	6	0	0	12		
7:30	1	1	2	6	0	0	10	19:30	2	0	3	4	0	0	9		
7:45	1	0	1	7	0	0	9	19:45	3	1	9	2	0	0	15		
8:00	2	0	1	2	0	0	5	20:00	3	2	4	2	0	0	11		
8:15	0	0	1	4	0	0	5	20:15	0	1	3	2	0	0	6		
8:30	1	0	1	4	0	0	6	20:30	1	0	0	3	0	0	4		
8:45	4	1	2	1	0	0	8	20:45	1	1	6	1	0	0	9		
9:00	2	0	1	2	0	0	5	21:00	1	1	4	1	0	0	7		
9:15	0	0	4	5	0	0	9	21:15	2	0	4	1	0	0	7		
9:30	0	1	1	3	0	0	5	21:30	1	1	1	1	0	0	4		
9:45	0	1	1	3	0	0	5	21:45	0	1	1	1	0	0	3		
10:00	1	0	1	2	0	0	4	22:00	0	0	2	4	0	0	6		
10:15	0	1	2	3	0	0	6	22:15	1	0	2	0	0	0	3		
10:30	0	1	4	4	0	0	9	22:30	0	2	1	1	0	0	4		
10:45	1	0	1	1	0	0	3	22:45	1	1	1	0	0	0	3		
11:00	1	0	2	2	0	0	5	23:00	1	0	3	1	0	0	5		
11:15	0	0	3	0	0	0	3	23:15	0	1	2	1	0	0	4		
11:30	1	0	2	1	0	0	4	23:30	2	0	0	0	0	0	2		
11:45	1	0	4	3	0	0	8	23:45	1	0	0	2	0	0	3		
TOTAL	46	12	117	137	0	0	312	TOTAL	75	38	127	121	0	0	361		
							AM PEAK HOUR	6:15 AM								AM PEAK HOUR	4:45 PM
							AM PEAK VOLUME	56								AM PEAK VOLUME	52

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	121	50	244	258	0	0	673
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	18.0%	7.4%	36.3%	38.3%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 23, 2022
JOB #: SC3576

CITY: Ontario
LOCATION: Western DWY south of Eucalyptus

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	TOTAL	0	0	0	0	0	0	0
AM PEAK HOUR							11:45 AM	AM PEAK HOUR							11:45 PM
AM PEAK VOLUME							0	AM PEAK VOLUME							0

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	0	0	0	0	0	0	0
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, August 24, 2022

CITY: Ontario

JOB #: SC3576

LOCATION: Western DWY south of Eucalyptus

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	1	0	0	0	1	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	0	0	1	0	0	0	1	TOTAL	0	0	0	0	0	0	0

AM PEAK HOUR 4:30 AM
AM PEAK VOLUME 1

AM PEAK HOUR 11:45 PM
AM PEAK VOLUME 0

CLASS	DESCRIPTION	TOTAL: AM+PM	0	0	1	0	0	0	1
CLASS 1	PASSENGER VEHICLES		0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
CLASS 2	2-AXLE TRUCKS								
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	0	0	2	0	0	0	2
CLASS 6	Buses	% OF TOTAL	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, August 24, 2022
JOB #: SC3576

CITY: Ontario
LOCATION: Western DWY south of Eucalyptus

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	1	0	0	0	1	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	0	0	1	0	0	0	1	TOTAL	0	0	0	0	0	0	0
			AM PEAK HOUR				4:30 AM				AM PEAK HOUR				11:45 PM
			AM PEAK VOLUME				1				AM PEAK VOLUME				0

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	0	0	1	0	0	0	1
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 23, 2022

CITY: Ontario

JOB #: SC3576

LOCATION: Middle DWY south of Eucalyptus

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	1	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	1	0	0	0	0
TOTAL	0	1	0	0	0	0	1	TOTAL	0	0	1	0	0	0	1

AM PEAK HOUR 10:15 AM
AM PEAK VOLUME 1

AM PEAK HOUR 1:15 PM
AM PEAK VOLUME 1

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	0	1	1	0	0	0	2
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	0	2	2	0	0	0	4
CLASS 6	Buses	% OF TOTAL	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, August 23, 2022
JOB #: SC3576

CITY: Ontario
LOCATION: Middle DWY south of Eucalyptus

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	1	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	1	0	0	0	0
TOTAL	0	1	0	0	0	0	1	TOTAL	0	0	1	0	0	0	1
							AM PEAK HOUR								10:15 AM
							AM PEAK VOLUME								1
							AM PEAK HOUR							1:15 PM	
							AM PEAK VOLUME							1	

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	0	1	1	0	0	0	2
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, August 24, 2022

CITY: Ontario

JOB #: SC3576

LOCATION: Middle DWY south of Eucalyptus

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	1	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	1	1	0	0	0	0	2
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	1	0	0	0	0	0	1
6:30	0	0	0	0	0	0	0	18:30	0	0	0	1	0	0	1
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	1	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	1	0	0	0	0	1
8:00	0	0	0	0	0	0	0	20:00	0	0	0	1	0	0	1
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	0	0	1	0	0	0	1	TOTAL	2	3	0	2	0	0	7

AM PEAK HOUR 7:00 AM
AM PEAK VOLUME 1

AM PEAK HOUR 7:45 PM
AM PEAK VOLUME 2

CLASS	DESCRIPTION	TOTAL: AM+PM	2	3	1	2	0	0	8
CLASS 1	PASSENGER VEHICLES	% OF TOTAL	25.0%	37.5%	12.5%	25.0%	0.0%	0.0%	100.0%
CLASS 2	2-AXLE TRUCKS								
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	4	6	2	4	0	0	16
CLASS 6	Buses	% OF TOTAL	25.0%	37.5%	12.5%	25.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, August 24, 2022
JOB #: SC3576

CITY: Ontario
LOCATION: Middle DWY south of Eucalyptus

AM TIME							TOTAL	PM Time							TOTAL		
	1	2	3	4	5	6			1	2	3	4	5	6			
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0	0	
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	0	
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0	
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0	0	
1:00	0	0	0	0	0	0	0	13:00	0	1	0	0	0	0	0	1	
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0	0	
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0	0	
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0	0	
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0	0	
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0	0	
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	0	
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0	0	
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0	0	
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0	
3:30	0	0	0	0	0	0	0	15:30	1	0	0	0	0	0	0	1	
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	0	
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0	
4:15	0	0	0	0	0	0	0	16:15	0	1	0	0	0	0	0	1	
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0	0	
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0	
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0	
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	
6:15	0	0	0	0	0	0	0	18:15	1	0	0	0	0	0	0	1	
6:30	0	0	0	0	0	0	0	18:30	0	0	0	1	0	0	0	1	
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0	
7:00	0	0	1	0	0	0	1	19:00	0	0	0	0	0	0	0	0	
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0	0	
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0	0	
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0	0	
8:00	0	0	0	0	0	0	0	20:00	0	1	0	1	0	0	0	2	
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0	0	
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	0	
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0	0	
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0	0	
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0	0	
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	0	
TOTAL	0	0	1	0	0	0	1	TOTAL	2	3	0	2	0	0	0	7	
							AM PEAK HOUR	7:00 AM								AM PEAK HOUR	8:00 PM
							AM PEAK VOLUME	1								AM PEAK VOLUME	2

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	2	3	1	2	0	0	8
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	25.0%	37.5%	12.5%	25.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Friday, September 30, 2022

CITY: Devore

JOB #: SC3661

LOCATION: DWY1 east of Cajon

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	1	0	0	1	0	0	2
0:15	0	0	0	0	0	0	0	12:15	0	0	0	1	0	0	1
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	1	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	0	0	1	0	0	1
1:45	0	0	0	0	0	0	0	13:45	0	1	0	0	0	0	1
2:00	1	0	0	0	0	0	1	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	0	1	0	0	0	0	1
3:15	0	0	0	0	0	0	0	15:15	0	1	0	0	0	0	1
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	1	0	0	0	0	1	16:30	0	2	0	0	0	0	2
4:45	1	0	0	0	0	0	1	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	1	2	0	0	0	0	3
5:15	0	0	0	0	0	0	0	17:15	0	1	0	0	0	0	1
5:30	1	1	0	1	0	0	3	17:30	0	0	0	0	0	0	0
5:45	0	0	0	1	0	0	1	17:45	0	0	0	0	0	0	0
6:00	0	0	0	1	0	0	1	18:00	1	0	0	0	0	0	1
6:15	0	0	0	1	0	0	1	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	1	0	0	1
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	1	0	0	1	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	1	0	0	0	0	1
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	1	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	1	0	0	0	0	0	1
9:00	0	1	0	1	0	0	2	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	1	0	0	1	0	0	2	22:00	0	0	0	0	0	0	0
10:15	0	0	1	1	0	0	2	22:15	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	1	22:30	0	0	0	0	0	0	0
10:45	0	0	0	1	0	0	1	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	1	0	0	1	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	6	3	1	11	0	0	21	TOTAL	8	9	0	4	0	0	21

AM PEAK HOUR 10:00 AM
AM PEAK VOLUME 6

AM PEAK HOUR 4:30 PM
AM PEAK VOLUME 6

CLASS	DESCRIPTION	TOTAL: AM+PM	14	12	1	15	0	0	42
CLASS 1	PASSENGER VEHICLES	% OF TOTAL	33.3%	28.6%	2.4%	35.7%	0.0%	0.0%	100.0%
CLASS 2	2-AXLE TRUCKS								
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	29	20	11	25	0	0	85
CLASS 6	Buses	% OF TOTAL	34.1%	23.5%	12.9%	29.4%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Friday, September 30, 2022
JOB #: SC3661

CITY: Devore
LOCATION: DWY1 east of Cajon

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	0	0	1	0	0	0	1
0:15	0	0	0	0	0	0	0	12:15	0	0	1	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	1	0	0	0	0	0	1
1:15	1	0	0	0	0	0	1	13:15	1	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	0	1	0	0	0	1
1:45	0	0	0	0	0	0	0	13:45	1	1	0	0	0	0	2
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	2	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	15:00	0	1	0	0	0	0	1
3:15	0	0	0	0	0	0	0	15:15	0	1	0	0	0	0	1
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	1	0	0	0	0	1	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	1	0	1	0	0	2
5:00	1	0	0	0	0	0	1	17:00	0	1	0	1	0	0	2
5:15	0	0	0	0	0	0	0	17:15	0	0	0	1	0	0	1
5:30	1	0	0	1	0	0	2	17:30	0	0	0	0	0	0	0
5:45	0	1	0	1	0	0	2	17:45	0	0	0	0	0	0	0
6:00	0	0	0	1	0	0	1	18:00	1	0	0	0	0	0	1
6:15	0	0	0	1	0	0	1	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	1	0	0	1
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	1	0	0	1	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	0	0	1	0	0	1
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	1	0	0	0	0	0	1	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	1	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	20:45	1	0	0	0	0	0	1
9:00	1	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	0	0	1	0	0	0	1	21:15	0	0	0	0	0	0	0
9:30	0	1	0	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	1	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	0	0	3	0	0	0	3	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	1	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	1	23:30	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	7	3	7	5	0	0	22	TOTAL	8	5	3	5	0	0	21

AM PEAK HOUR 5:30 AM
AM PEAK VOLUME 6

AM PEAK HOUR 4:45 PM
AM PEAK VOLUME 5

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	15	8	10	10	0	0	43
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	34.9%	18.6%	23.3%	23.3%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, September 29, 2022

CITY: Devore

JOB #: SC3661

LOCATION: DWY1 east of Cajon

AM TIME							TOTAL	PM Time							TOTAL
	1	2	3	4	5	6			1	2	3	4	5	6	
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	0	1	0	0	0	0	1
0:45	1	0	0	0	0	0	1	12:45	1	1	0	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	1	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	1	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	1	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	0	0	0	1	0	0	1
4:15	0	0	0	0	0	0	0	16:15	0	2	0	0	0	0	2
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	1	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	1	0	0	0	0	0	1	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	1	0	0	0	0	0	1
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	0	1	0	0	0	0	1	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	1	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	1	0	0	0	0	0	1
9:15	0	0	0	0	0	0	0	21:15	1	0	0	0	0	0	1
9:30	0	0	0	1	0	0	1	21:30	0	0	0	0	0	0	0
9:45	0	1	0	0	0	0	1	21:45	0	1	0	0	0	0	1
10:00	0	0	0	1	0	0	1	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	1	0	0	0	0	0	1
10:30	0	1	0	2	0	0	3	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	2	0	0	2	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	3	4	0	7	0	0	14	TOTAL	6	8	0	1	0	0	15

AM PEAK HOUR 10:30 AM
AM PEAK VOLUME 5

AM PEAK HOUR 3:45 PM
AM PEAK VOLUME 4

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	9	12	0	8	0	0	29
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	31.0%	41.4%	0.0%	27.6%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	17	25	4	12	0	0	58
CLASS 6	Buses	% OF TOTAL	29.3%	43.1%	6.9%	20.7%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, September 29, 2022
JOB #: SC3661

CITY: Devore
LOCATION: DWY1 east of Cajon

AM TIME							TOTAL	PM Time							TOTAL		
	1	2	3	4	5	6			1	2	3	4	5	6			
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0	0	
0:15	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	0	1	
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0	
0:45	0	0	0	0	0	0	0	12:45	0	2	0	0	0	0	0	2	
1:00	0	0	0	0	0	0	0	13:00	1	0	0	0	0	0	0	1	
1:15	1	0	0	0	0	0	1	13:15	0	0	0	0	0	0	0	0	
1:30	0	0	0	0	0	0	0	13:30	1	0	0	0	0	0	0	1	
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0	0	
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0	0	
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0	0	
2:30	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	0	1	
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0	0	
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0	0	
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0	
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0	
3:45	0	0	0	0	0	0	0	15:45	0	1	0	0	0	0	0	1	
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	0	
4:15	0	0	0	0	0	0	0	16:15	0	2	0	1	0	0	0	3	
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0	0	
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0	
5:00	1	0	0	0	0	0	1	17:00	1	0	0	0	0	0	0	1	
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0	
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0	
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0	
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0	
7:00	0	1	0	0	0	0	1	19:00	0	0	0	0	0	0	0	0	
7:15	0	1	0	0	0	0	1	19:15	0	0	0	0	0	0	0	0	
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0	0	
7:45	0	0	0	0	0	0	0	19:45	1	0	0	0	0	0	0	1	
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0	0	
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0	0	
8:45	0	0	1	0	0	0	1	20:45	0	0	0	0	0	0	0	0	
9:00	0	0	0	0	0	0	0	21:00	1	0	0	0	0	0	0	1	
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0	0	
9:30	0	0	1	0	0	0	1	21:30	0	0	0	0	0	0	0	0	
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0	0	
10:00	0	0	0	1	0	0	1	22:00	1	1	0	0	0	0	0	2	
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0	0	
10:30	0	3	1	1	0	0	5	22:30	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	
11:15	0	0	1	1	0	0	2	23:15	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	0	
TOTAL	2	5	4	3	0	0	14	TOTAL	6	8	0	1	0	0	0	15	
							AM PEAK HOUR	10:30 AM								AM PEAK HOUR	4:15 PM
							AM PEAK VOLUME	7								AM PEAK VOLUME	4

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	8	13	4	4	0	0	29
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	27.6%	44.8%	13.8%	13.8%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

Land Use	Units	AM Peak Hour			PM Peak Hour			
		Daily	In	Out	Total	In	Out	Total
<u>Trip Rates</u>								
Truck/Trailer Parking Lot	Acre							
Site 1 8911 Eucalyptus Ave								
Passenger Car		6.744	0.177	0.041	0.218	0.300	0.409	0.708
2-Axle		2.452	0.041	0.014	0.054	0.150	0.245	0.395
3-Axle		11.471	0.572	0.082	0.654	0.409	0.395	0.804
4+ Axle		12.452	0.177	0.926	1.104	0.259	0.218	0.477
Total		33.120	0.967	1.063	2.030	1.117	1.267	2.384
Site 2 14387 Valley Blvd	Acre							
Passenger Car		34.468	2.340	0.532	2.872	0.106	2.128	2.234
2-Axle		52.660	4.362	1.277	5.638	0.532	1.596	2.128
3-Axle		2.872	0.106	0.000	0.106	0.000	0.106	0.106
4+ Axle		4.681	0.106	0.319	0.426	0.106	0.000	0.106
Total		94.681	6.915	2.128	9.043	0.745	3.830	4.574
Site 3 19180 Cajon Boulevard	Acre							
Passenger Car		12.603	0.000	0.274	0.274	0.274	0.274	0.548
2-Axle		12.329	0.548	0.548	1.096	1.644	0.548	2.192
3-Axle		4.110	0.000	0.000	0.000	0.000	0.000	0.000
4+ Axle		10.137	0.274	0.274	0.548	0.000	0.822	0.822
Total		39.178	0.822	1.096	1.918	1.918	1.644	3.562
Average Rate								
Passenger Car	32.23%	17.94	0.78	0.62	1.40	0.44	0.69	1.13
2-Axle	40.39%	22.48	0.97	0.78	1.75	0.55	0.86	1.42
3-Axle	11.05%	6.15	0.27	0.21	0.48	0.15	0.24	0.39
4+ Axle	16.33%	9.09	0.39	0.31	0.71	0.22	0.35	0.57
Total	100%	55.66	2.41	1.92	4.33	1.37	2.14	3.51



PUBLIC HEARING

Categorically Exempt – CEQA Guidelines Section 15301, Class 1
Conditional Use Permit (CUP) Case No. 839

A request for the ongoing operation and maintenance and network colocation of an existing 49'-6" ft. high (monopole) wireless telecommunications facility and related unmanned equipment room located at 12717 Ann Street, within the M-2, Heavy Manufacturing, Zone. (DISH Wireless LLC)

RECOMMENDATIONS:

- Open the Public Hearing and receive the written and oral staff report and any comments from the public regarding Conditional Use Permit Case No. 839, and thereafter, close the Public Hearing; and
- Find and determine that the proposed use 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 Ordinance and consistent with the goals, policies and programs of the City's General Plan; and
- Find that the applicant's CUP request meets the criteria set forth in §155.716 of the City's Zoning Ordinance and §157.05 of the City's Municipal Code, for the granting of a Conditional Use Permit related to a wireless telecommunications facility; and
- Find and determine that pursuant to Section 15301, Class 1 (Existing Facilities) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve Conditional Use Permit Case No. 839, subject to the conditions of approval as contained within Resolution No. 236-2023; and
- Adopt Resolution No. 236-2023, which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

- A. Applicant: Derna Group on behalf of
DISH Wireless LLC
Attn: Chris Wisinger
22431 Antonio Pkwy B160-234
Rancho Santa Margarita, CA 92688
- B. Facility Owner: American Tower Corporation
10 Presidential Way
Woburn, MA 01801

- C. Property Owner: AYC LLC
Attn: Cynthia Chung
12717 Ann Street
Santa Fe Springs, CA 90670
- E. Existing Zone: M-2 (Heavy Manufacturing) Zone
- F. General Plan: Industrial
- G. CEQA Recommendation: Categorically Exempt, Section 15301,
Class 1 (Existing Facilities)
- H. Staff Contact: Alejandro De Loera, Planning Consultant
alejandrodeloera@santafesprings.org

LOCATION/BACKGROUND

The subject wireless telecommunications facility was first approved in 1998 via Development Plan Approval Case No. 647. The original approval allowed the construction, operation, and maintenance of the 49'-6" tall monopole wireless telecommunication facility and related equipment located at 9300 Santa Fe Springs Road. The current 9300 Santa Fe Springs Road address was initially assigned to the subject telecommunication facility in 1998; however, the site has since been developed and readdressed as 12717 Ann Street (APN: 8167-037-020). Therefore, any modifications to the subject telecommunications facility shall utilize the 12717 Ann Street address.

When the subject monopole was initial approved, wireless telecommunications facilities were only regulated by an adopted set of guidelines, and numerous facilities that had met certain requirements were allowed to be constructed via a Development Plan Approval and building permit – without obtaining a Conditional Use Permit (CUP). On September 28, 2017, the City Council adopted Ordinance No. 1090, which incorporated Chapter 157 (Wireless Telecommunications Facilities) into the City's Municipal Code. Chapter 157 established a comprehensive list of regulations and standards for the permitting, placement, design, installation, operation, and maintenance of wireless telecommunications facilities throughout Santa Fe Springs. Pursuant to §157.04(A), all wireless telecommunications facilities are now required to obtain a Conditional Use Permit.

CONDITIONAL USE PERMIT REQUEST

Derna Group, on behalf of DISH Wireless LLC, is seeking approval for a Conditional Use Permit (CUP Case No. 839), which includes collocating on an existing facility currently providing service through Verizon and the following improvements:

Tower:

- Install (3) proposed panel antennas (1 per sector)
- Use existing (1) antenna platform mount
- Install proposed jumpers
- Install (6) proposed RRUs (2 per sector)
- Install (1) proposed Over Voltage Protection device (OVP)
- Install (1) proposed hybrid cables

Ground:

- Install (1) proposed concrete pad
- Install (1) proposed ice bridge
- Install (1) proposed PPC cabinet
- Install (1) proposed equipment cabinet
- Install (1) proposed power conduit
- Install (1) proposed telco conduit
- Install (1) proposed telco-fiber box
- Install (1) proposed GPS unit
- Install (1) proposed safety switch (if required)
- Install (1) proposed ciena box (if required)
- Install (1) proposed meter socket

Since the existing wireless monopole does not currently have a valid Conditional Use Permit, as required by §157.04 (A) and §157.10 of the Santa Fe Springs Municipal Code, Derna Group is seeking consideration and a 10-year approval of the subject Conditional Use Permit.

MUNICIPAL CODE REQUIREMENTS

The procedures set forth in Section 157.04 of the City's Municipal Code, state that all wireless telecommunications facilities are subject to the granting of a Conditional Use Permit which are reviewed and considered by the City's Planning Commission.

STREETS AND HIGHWAYS

The subject site is located on the north side of Ann Street. Ann Street is designated as a Local Street, within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

The subject property is zoned M-2 (Heavy Manufacturing). The property has a General Plan land use designation of Industrial. The zoning, General Plan and land use of the surrounding properties are as follows:

Surrounding Zoning, General Plan Designation, Land Use			
Direction	Zoning District	General Plan	Land Use (Address/Use)
North	M-2 Heavy Manufacturing	Industrial	<u>9206 Santa Fe Springs Road</u> Reliable Container Corporation (Manufacturer)
South	M-2 Heavy Manufacturing	Industrial	<u>9400 Santa Fe Springs Road</u> RXO(Mailing Service)
East	M-2 Heavy Manufacturing	Light Industrial	<u>12801 Ann Street</u> Aerovac (Manufacturer)
West	M-2 Heavy Manufacturing	Industrial	<u>9300 Santa Fe Springs Road</u> REACH Services (Nonprofit offices)

GENERAL PLAN CONSISTENCY ANALYSIS

Approval of the proposed Conditional Use Permit would promote several specific General Plan Goals or Policies as described in “Table 1” below:

General Plan Consistency		
General Plan Element	Policy	Project Consistency
Land Use	LU-4.8: Experiential Enhancement: Encourage and support the use of technology to enhance internet connectivity and communications.	The proposed improvements to the facility would provide enhanced wireless connectivity for business and residential residents alike.
	LU-6.2: Neighborhood Improvements: Continue to improve residential neighborhoods by integrating green infrastructures and communications technology.	Though the facility is not directly adjacent to residential land uses, the coverage report submitted to staff indicates that the project will serve surrounding residential neighborhoods in addition to industrial and commercial areas in the vicinity.

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 through 65096 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 project 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 June 01, 2023. The legal notice was also posted at City Hall and the City's Town Center kiosk on June 01, 2023. Said notice was also published in a newspaper of general circulation (Whittier Daily News) on June 01, 2023 as required by the State Zoning and Development Laws and by the City's Zoning Ordinance. As of the date of this report, staff has not received any inquiry regarding the proposed use.

ENVIRONMENTAL ASSESSMENT

After staff review and analysis, staff made a preliminary determination that the project qualifies for a categorical exemption from CEQA. The specific exemption is Class 1, Section 15301 (Existing Facilities.) Staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk (if the Planning Commission agrees), finding that the proposed project is Categorically Exempt pursuant to Sections 15301, Class 1 (Existing Facilities) of the California Environmental Quality Act (CEQA). The proposed modifications on the existing monopole are a negligible expansion of an existing wireless telecommunication facility use.

Lastly, the subject site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5 and is not identified on the EPA's database (Environfacts).

AUTHORITY OF PLANNING COMMISSION

The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Ordinance, to grant a Conditional Use Permit when it has been found that said approval is consistent with the requirements, intent, and purpose of the City's Zoning Ordinance. The Commission may grant, conditionally grant or deny a conditional use permit 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 if deemed necessary to preserve the general appearance and welfare of the community.

CRITERIA FOR GRANTING A CONDITIONAL USE PERMIT

The Commission should note that in accordance with Section 155.716 of the City's Zoning Ordinance, before granting a Conditional Use Permit, the Commission shall give consideration to the following:

- A) 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.
- B) 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.

For Conditional Use Permits related to a wireless telecommunication facility, as per Section 157.05, the Commission shall also give due considerations to the following:

1. The proposed wireless telecommunications facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.
2. The proposed wireless telecommunications facility has been designed to achieve compatibility with the community to the maximum extent reasonably feasible.
3. The location of the wireless telecommunications facility on alternative sites will not increase community compatibility or is not reasonably feasible.
4. The proposed wireless telecommunications facility is necessary to close a significant gap in coverage, increase network capacity, or maintain service quality, and is the least intrusive means of doing so.

STAFF CONSIDERATIONS

Based on the findings set forth in the attached Resolution No. 236-2023, Staff finds that the applicant's request meets the criteria set forth in §155.716 of the City's Zoning Ordinance, for the granting of a Conditional Use Permit. Staff is therefore recommending approval of Conditional Use Permit Case No. 839, subject to the conditions of approval.

CONDITIONS OF APPROVAL

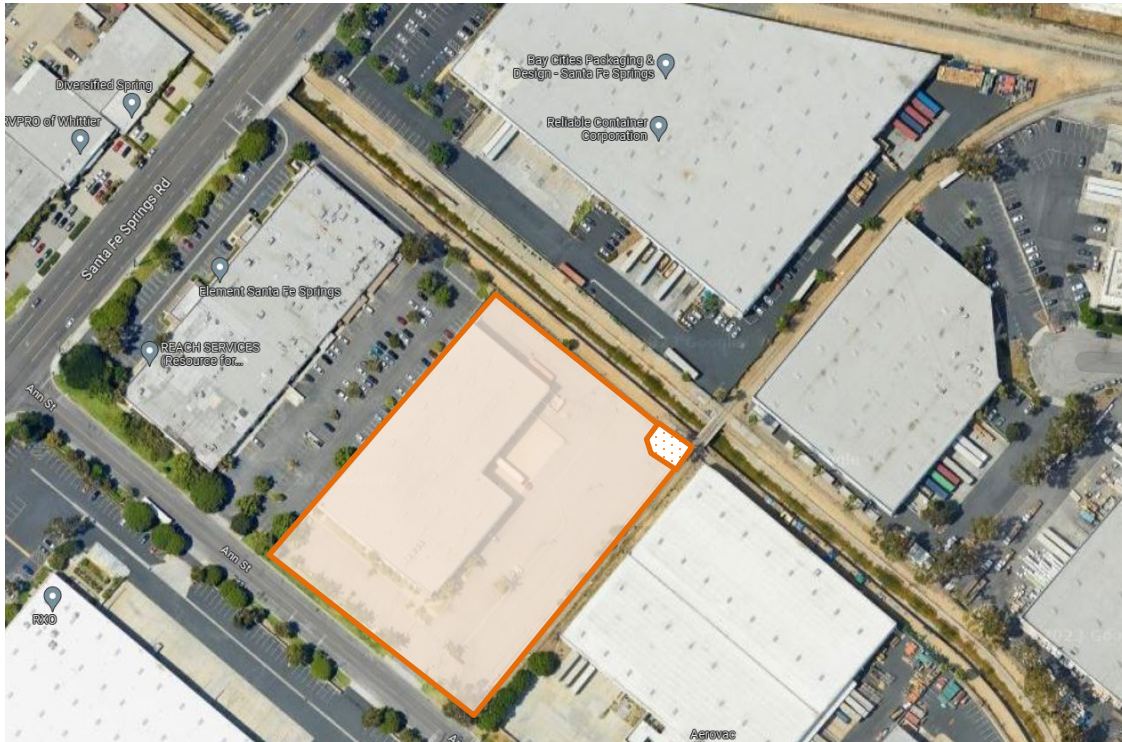
Conditions of approval for CUP Case No. 839 are attached to Resolution No. 236-2023 as Exhibit A.


Wayne M. Morrell
Director of Planning

Attachments:

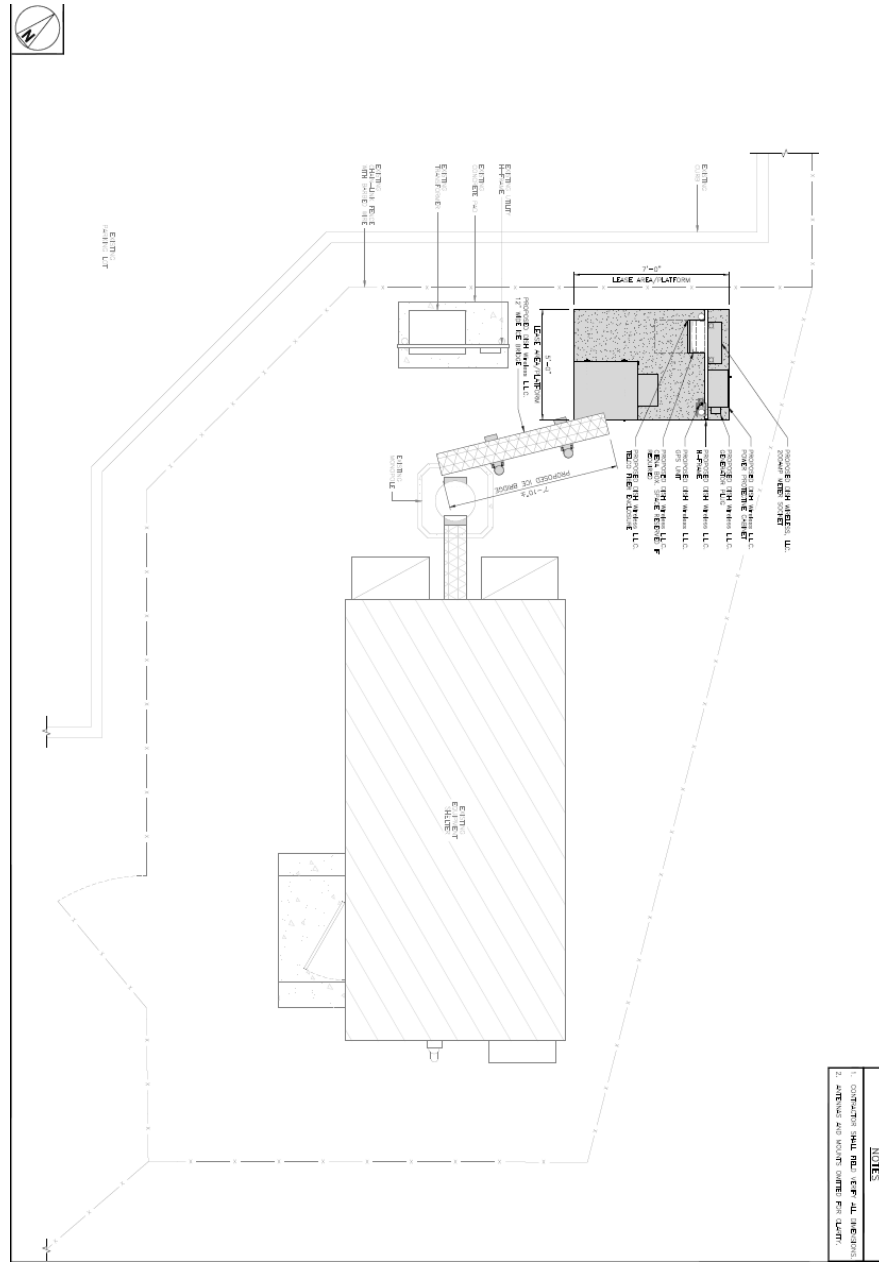
1. Aerial Photograph
2. Site Plan
3. Public Hearing Notice
4. Radius Map
5. Resolution No. 236-2023
 - a. Exhibit A – Conditions of Approval

**ATTACHMENT NO. 1
CITY OF SANTA FE SPRINGS
AERIAL PHOTOGRAPH**



**Conditional Use Permit (CUP) Case No. 839
12717 Ann Street
APN: 8167-037-020
Derna Group on behalf of DISH Wireless LLC**

ATTACHMENT NO. 2 SITE PLAN



**ATTACHMENT NO. 3
PUBLIC HEARING NOTICE**

**CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
CONDITIONAL USE PERMIT (CUP) CASE NO. 839**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing to consider the following:

CONDITIONAL USE PERMIT CASE NO. 839 – A request for the ongoing operation and maintenance and network colocation of an existing 49'-6" ft. high (monopole) wireless telecommunications facility and related unmanned equipment room located at 12717 Ann Street (APN: 8167-037-020), within the M-2, Heavy Manufacturing, Zone.

APPLICANT: Derna Group on behalf of DISH Wireless LLC, Attention: Chris Wisinger, 22431 Antonio Parkway Suite B160-234, Rancho Santa Margarita, CA 92688

THE HEARING will be held before the Planning Commission of the City of Santa Fe Springs in the Council Chambers of the City Hall, 11710 Telegraph Road, Santa Fe Springs, on **Monday, June 12, 2023 at 6:00 p.m.**

You may attend the meeting telephonically or electronically using the following means:

Electronically using Zoom
Go to Zoom.us and click on "Join A Meeting" or use the following link:
<https://zoom.us/j/558333944?pwd=b0FqbKv2aDZneVRnQ3BjYU12SmJlQT09>

Zoom Meeting ID: 558 333 944
Password: 554545

Telephonically
Dial: 888-475-4499
Meeting ID: 558 333 944

CEQA STATUS: After staff review and analysis, staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk within five (5) days of project approval (if the Planning Commission agrees), specifically Class 1, Section 15301 (Existing Facility) of the California Environmental Quality Act (CEQA). Additionally, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

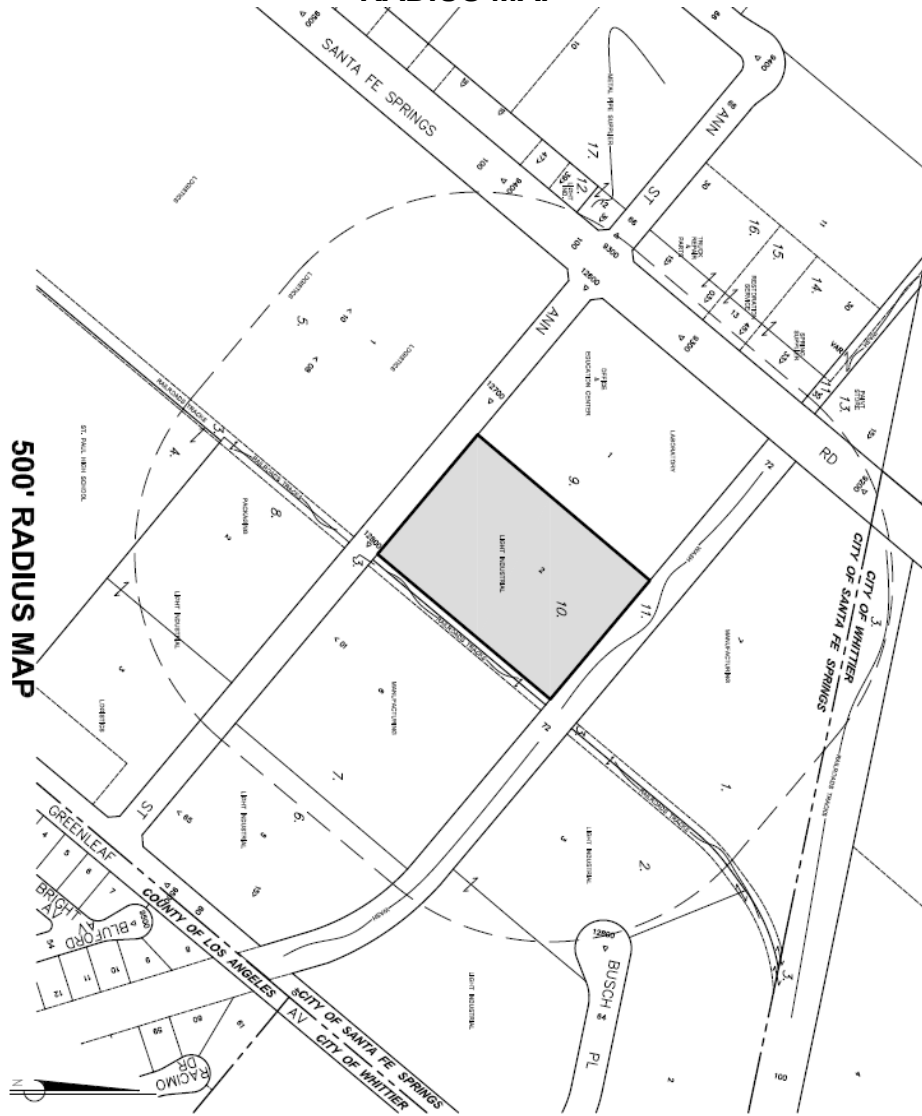
ALL INTERESTED PERSONS are invited to participate in the Public Hearing and express their opinion on the item listed above. Please note that if you challenge the afore-mentioned item in court, you may be limited to raising only those issues raised at the Public Hearing, or in written correspondence to the office of the Commission at, or prior to the Public Hearing.

PUBLIC COMMENTS may be submitted in writing to the Planning Department at City Hall, 11710 Telegraph Road, Santa Fe Springs CA 90670 or, otherwise, e-mail the Planning Secretary Teresa Cavallo at teresacavallo@santafesprings.org. Please submit your written comments by 12:00 p.m. on the day of the Planning Commission meeting.

FURTHER INFORMATION on this item may be obtained from Alejandro De Loera, Planning Consultant, via e-mail at: alejandrodeloera@santafesprings.org or otherwise by phone at: (562) 868-0511 ext. 7354.

End of document ■

ATTACHMENT NO. 4 RADIUS MAP



**ATTACHMENT NO. 5
Resolution No. 236-2023**

Exhibit A – Conditions of Approval

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 236-2023

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SANTA FE SPRINGS REGARDING
CONDITIONAL USE PERMIT CASE NO. 839**

WHEREAS, a request for the ongoing operation and maintenance and network colocation of an existing 49'-6" ft. high (monopole) wireless telecommunications facility and related unmanned equipment room located at 12717 Ann Street, within the M-2, Heavy Manufacturing, Zone; and

WHEREAS, the subject site is located on the north side of Ann Street, with Assessor's Parcel Number of 8167-037-020, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner is AYC LLC, 12717 Ann Street, Santa Fe Springs, CA 90670; and

WHEREAS, the wireless telecommunications facility owner is American Tower Corporation, 10 Presidential Way, Woburn, MA 01801; and

WHEREAS, the carrier for the existing telecommunications facility is Verizon, 1095 Avenue of the Americas, New York, NY 10036; and

WHEREAS, the carrier proposing to collocate on the existing wireless telecommunications facility is DISH Wireless LLC, 5701 South Santa Fe Drive, Littleton, CO 80120; and

WHEREAS, the proposed project, which includes the discretionary review of CUP Case No. 839, is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, based on the information received from the applicant and the provided staff reports, the Planning Commission has found and determined that the proposed project meets the criteria for a Categorical Exemption, pursuant to the California Environmental Quality Act (CEQA), Section 15301-Class 1 (Existing Facilities); and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on June 01, 2023 published a legal notice in the *Whitter Daily News*, a local paper of general circulation, indicating the date and time of the public hearing, and also mailed said public hearing notice on June 01, 2023 to each property owner within a 500 foot radius of the project site in accordance with state law; and

WHEREAS, on June 12, 2023, the City of Santa Fe Springs Planning Commission conducted a duly noticed public hearing and considered public testimony concerning CUP Case No. 839; and

WHEREAS, the City of Santa Fe Springs Planning Commission has considered the application, the written and oral staff report, the General Plan and zoning of the subject site, the testimony, written comments, or other materials presented at the Planning Commission Meeting on June 12, 2023 concerning CUP Case No. 839.

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

The proposed use is considered a project under the California Environmental Quality Act (CEQA); and as a result, the project is subject to the City's environmental review process. The project, however, is categorically exempt pursuant to Section 15301 Class 1: Existing Facilities.

Section 15301, Class 1: Existing Facilities consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alternation of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The proposed modifications on the existing monopole are a negligible expansion of an existing wireless telecommunication facility use.

Lastly, the subject site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5 and is not identified on the EPA's database (Environfacts).

SECTION II. CONDITIONAL USE PERMIT FINDINGS

Pursuant to Section 155.716 of the City of Santa Fe Springs Zoning Ordinance, the Planning Commission shall consider the following findings in their review and determination of the subject Conditional Use Permit (CUP). Based on the available information, the City of Santa Fe Springs Planning Commission hereby make the following findings:

- (A) *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 monopole wireless telecommunications facility was approved in 1998 via Development Plan Approval Case No. 647, which allowed construction, operation and maintenance of the 49'-6" tall monopole wireless telecommunications facility and related equipment. Verizon is currently providing wireless service on the existing

facility. The subject Conditional Use Permit includes the collocation and related equipment improvements of DISH Wireless LLC.

The subject wireless telecommunications facility is unmanned and does not adversely affect the health, peace, comfort or welfare of persons working or residing in the surrounding area. In addition, the wireless telecommunications facility does not add to the ambient noise level, generate any obnoxious odors or solid waste, nor generate additional vehicular traffic. Lastly, the radio frequency (RF) emissions produced by the wireless telecommunications facility fall within the Federal Communications Commission (FCC) limits. An RF study was submitted as part of the application and reviewed to confirm that the facility with the additional carrier and related equipment will remain in compliance with FCC standards.

If the existing carrier (Verizon) and the new carrier (DISH Wireless LLC) operate in strict compliance with the conditions of approval, the subject wireless telecommunications facility will continue to be harmonious with adjoining properties and surrounding land uses. Therefore, the Planning Commission finds that the wireless telecommunications facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.

Table 1: General Plan Consistency Analysis

General Plan Element	Policy	Project Consistency
Land Use	LU-4.8: Experiential Enhancement: Encourage and support the use of technology to enhance internet connectivity and communications.	The proposed improvements to the facility would provide enhanced wireless connectivity for business and residential residents alike.
	LU-6.2: Neighborhood Improvements: Continue to improve residential neighborhoods by integrating green infrastructures and communications technology.	Though the facility is not directly adjacent to residential land uses, the coverage report submitted to staff indicates that the project will serve surrounding residential neighborhoods in addition to industrial and commercial areas in the vicinity.

- (B) 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 Conditional Use Permit request will allow the ongoing operation and maintenance of an existing wireless telecommunications facility that has been in operation for over 25 years. The existing monopole and lease space have been maintained in accordance with the conditions of approval of DPA Case No. 647 that first approved the construction, operation, and maintenance of the facility. Conditions have been included as part of this approval to ensure continued compliance with safety, maintenance and aesthetic requirements. Therefore, the Planning Commission finds that the continued use of the existing monopole antenna, along with the proposed collocation of a second carrier, will maintain the general appearance and welfare of the community.

In addition, pursuant to §157.05 of the City's Code of Ordinances, the Commission shall also take into consideration the following factors:

(C) *The proposed wireless telecommunications facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.*

The existing wireless telecommunications facility and collocation of a second carrier do not add to the ambient noise level, generate any obnoxious odors or solid waste, nor generate substantial vehicular traffic. The facility is an industrial area and zone and separated from residential and commercial uses. The radio frequency (RF) emissions produced by the wireless telecommunications facility fall within the Federal Communications Commission (FCC) limits. An RF study was submitted as part of the application and reviewed to confirm that the existing facility and collocation of a second carrier would remain in compliance with FCC standards. Therefore, if the subject wireless telecommunications facility continues to operate in strict compliance with the conditions of approval, it will not be detrimental to persons or property in the immediate vicinity.

(D) *The proposed wireless telecommunications facility has been designed to achieve compatibility with the community to the maximum extent reasonably feasible.*

The subject wireless telecommunications facility abuts a parking lot on two sides and a flood control channel and railroad on the remaining two sides. It is located in an industrial area and zone, surrounded by industrial uses, which is an ideal location for such a facility from an aesthetics and land use compatibility standpoint. The wireless telecommunications facility's location and overall design successfully achieves compatibility with the community to the maximum extent reasonably feasible.

(E) *The location of the wireless telecommunications facility on alternative sites will not increase community compatibility or is not reasonably feasible.*

The location of the facility will remain unchanged – only minor modifications are proposed as a part of this project. Alternate sites were not considered for this request because it would not be feasible to ask DISH Wireless LLC to relocate a wireless telecommunications facility that has proven to be compatible with the community. By

collocating, DISH Wireless LLC is utilizing existing infrastructure that has proven to be compatible with the community over its 25 years of operation.

- (F) The proposed wireless telecommunications facility is necessary to close a significant gap in coverage, increase network capacity, or maintain service quality, and is the least intrusive means of doing so.

The equipment upgrades will allow DISH Wireless LLC to collocate and provide enhanced services, capacity, and data services to the surrounding community. Upgrading the existing wireless telecommunications facility, versus constructing a new facility, is the least intrusive means of providing increased network coverage and capacity.

SECTION III. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 236-2023 to approve Conditional Use Permit Case No. 839 to allow the ongoing operation and maintenance and network collocation of an existing 49'-6" ft. high (monopole) wireless telecommunications facility and related unmanned equipment room; and determine that the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15301 – Class 1 (Existing Facilities) for the subject site located at 12717 Ann Street, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 12th day of June, 2023 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

Francis Carbajal, Chairperson

ATTEST:

Teresa Cavallo, Planning Secretary

EXHIBIT A
CUP 839 CONDITIONS OF APPROVAL

POLICE SERVICES DEPARTMENT:

(Contact: Luis Collazo 562-409-1850 x3335)

1. The subject telecommunication facility, including any lighting, fences, walls, cabinets, and poles shall be maintained by the applicant 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 adjacent surfaces.

FIRE DEPARTMENT:

(Contact: Kevin Yang 562-868-0511 x3811)

2. Prior to Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox Box shall be installed in an accessible location approved by the Fire Code Official. Electric powered gates shall be provided with Knox key switches for access by emergency personnel. Where manual operated gates are permitted, they shall be provided with a Knox box or Knox padlock.

PLANNING DEPARTMENT:

(Contact: Alejandro De Loera 562-868-0511 x7354)

3. The subject wireless telecommunications facility shall be substantially in accordance with the plans submitted by the applicant and on file with the case.
4. The signals generated by the subject wireless telecommunications facility shall not interfere with the signals of any adjacent telecommunication facilities located in the vicinity.
5. The subject telecommunications facility shall not exceed the height of 49'-6" as specified on the existing approved DPA 647 and on file with the case.
6. That all cabling shall be routed inside the base pole of the monopole antenna. Cabling shall not be allowed on the outside of the pole.
7. The applicant/operator shall be responsible for maintaining the wireless telecommunications facility (antennae structure and associated equipment) in good condition and shall agree to the repair and replacement of equipment, stealth components, and structural components due to damage caused by any condition, including outdoor exposure and/or inclement weather. Under this condition, if the telecommunications facility components fade in color due to outdoor exposure, the applicant shall replace such components within 90 days of written notice by the Planning Director. If the work cannot be completed within 90 days, the applicant

shall provide the City with a bond or certification of deposit in the amount of the valuation of the requested repair and completion timeline to guarantee the work.

8. No signs, advertisements, logos, messages, banners, clocks or similar identification improvements, except FCC required signage, shall be permitted on the antenna structure, wall, fence, equipment cabinet or enclosure.
9. The telecommunication facility shall be continually operated in accordance with all applicable Federal regulations governing such operations.
10. That any proposed wireless communications facilities that will be co-locating on the proposed facility shall be required to submit the same written verification and shall include the cumulative radiation and emissions of all such facilities.
11. The applicant and the owner of the premises upon which the subject telecommunication facility is located, shall promptly notify the Director of Planning and Development, in writing, in the event that the use of the subject telecommunication facility is discontinued or abandoned. The applicant and/or owner shall promptly remove the facility, repair any damage to the premises caused by such removal, and restore the premises to its pre-telecommunication condition so as to be in conformance with all applicable zoning codes at the applicant's and/or owner's expense. All such removal, repair and restoration shall be completed within six (6) months after the use is discontinued or abandoned, and shall be performed in accordance with all applicable health and safety code requirements.
12. That if emergency generator(s) are required, the generators shall be located within the leased area, and only be operated during power outages and for testing and maintenance purposes only. The installation of emergency generator(s) shall require prior approval from the Director of Planning, the Department of Fire-Rescue, and the Building Division of the City of Santa Fe Springs.
13. The maintenance vehicle(s) associated with the subject telecommunication facility shall park in the designated parking stall as shown in the approved site plan on file with the case. Off-site parking is not permitted and may result in the restriction or revocation of privileges granted under this Permit. In addition, any vehicles associated with the subject telecommunication facility shall not obstruct or impeded any traffic.
14. If there is evidence that conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning and Development may refer the use permit to the Planning Commission for review. If upon such review, the Commission finds that any of the results above have occurred, the Commission may modify or revoke the use permit.
15. 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.

16. That CUP Case No. 839 shall be subject to the provisions of Sec. 155.721 of the City Zoning Ordinance concerning the expiration of said entitlement if not utilized within 12 months from the effective date.
17. Conditional Use Permit Case No. **839** shall be valid until **June 12, 2033**. Approximately three (3) months before **June 12, 2033**, the applicant and/or the current operator or owner 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.
18. That insofar as is feasible, the applicant, shall cooperate with any subsequent applicants for wireless communications facilities with regards to possible co-location. Said subsequent applicants shall be subject to the regulations in effect at the time.
19. Upon any transfer or lease of the subject telecommunication facility during the term of Conditional Use Permit Case No. 839, the applicant/operator and/or the owner of the property shall promptly provide a copy of the conditional use permit to the transferee or lessee and shall ensure that lessee or other user(s) shall comply with the terms and conditions of this permit. The Department of Planning and Development shall also be notified in writing of any such transfer or lease.
20. If Applicable, the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No.1054.
21. 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, MuniEnvironmental, at (562) 432-3700 or info@MuniEnvironmental.com.
22. The applicant shall comply with the requirements pursuant to Chapter 157 of the Santa Fe Springs Municipal Ordinance.
23. 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.
24. The applicant shall require and verify that all contractors and subcontractors 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 assessed to any contractor or subcontractor 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 the Finance Department at (562) 868-0511, extension 7520 for additional information. A business license application can also be downloaded at www.santafesprings.org.

25. Any addition or alteration to the site, structural design, and related improvements, including the installation of additional antennas (receivers, transmitters, grids, whips, dishes, etc.) or the co-location of additional antenna, shall require Reconsideration of this Conditional Use Permit by the Planning Commission. If said improvements are made by a carrier other than DISH Wireless LLC the improvements would require a new CUP. Replacement of like-for-like equipment is exempt from this provision; however, plans, and specifications may be required to be submitted to the Building Division of the City. Any alterations not subject to a new CUP shall be subject to the requirements of an Administrative Wireless Telecommunications Facility review process.
26. All other requirements of the City's Zoning Regulations, Building Code, Property Maintenance Ordinance, and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.
27. Notice is hereby given that any person violating a provision of the conditions of approval for Conditional Use Permit Case No. 839 is guilty of a misdemeanor. Notice is further given that the Planning Commission may, after conducting a public hearing, revoke or modify the conditions of Conditional Use Permit Case No. 839 if the Commission finds that these conditions have been violated or that the Permit has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance.
28. 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.
29. The applicant 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 Conditional Use Permit Case No. 839 and related environmental determination, 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.
30. The Zoning Ordinance sets forth an appeal period of fourteen days, beginning with the date you receive this letter, during which any party aggrieved by the Commission's action can appeal the matter to the City Council. You are hereby notified that the time within which judicial review must be sought is governed by the provisions of California Code of Civil Procedure, Section 1094.6.



PUBLIC HEARING

Categorically Exempt – CEQA Guidelines Section 15332, Class 32

Lot Line Adjustment (LLA) No. 2023-01

Development Plan Approval (DPA) Case No. 1003

LLA No. 2023-01: A request for approval to consolidate the two (2) existing parcels that make up the subject property, measuring ± 2.11 acres and ± 1 -acre, into a single parcel, measuring ± 3.11 acres; and

DPA Case No. 1003: A request for approval to allow the construction of a new $\pm 57,489$ sq. ft. concrete tilt-up industrial building.

The subject site is located at 13007 Telegraph Road (APN: 8011-005-013) & 10330 Greenleaf Avenue (APN: 8011-005-034), within the M-2 (Heavy Manufacturing), Zone. (Greenleaf XC, LLC)

RECOMMENDATIONS:

- Open the Public Hearing and receive the written and oral staff report and any comments from the public regarding LLA No. 2023-01 and DPA Case No. 1003, and thereafter, close the Public Hearing; and
- 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 Ordinance and consistent with the goals, policies and program of the City's General Plan; and
- Find that LLA No. 2023-01 meets the standards set forth in Sections 66412 of the Subdivision Map Act for the granting of a lot line adjustment; and
- Find that the applicant's DPA request meet the criteria set forth in §155.739 of the City's Zoning Ordinance, for the granting of a Development Plan Approval; and
- Find and determine that pursuant to Section 15332, Class 32 (In-Fill Development) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve LLA No. 2023-01 and DPA Case No. 1003, subject to the conditions of approval as contained within Resolution No. 237-2023; and
- Adopt Resolution No. 237-2023, which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

- A. Applicant: Greenleaf XC, LLC
3010 Old Ranch Parkway, Suite 470
Seal Beach, CA 90740
- B. Property Owner: Greenleaf XC, LLC
3010 Old Ranch Parkway, Suite 470
Seal Beach, CA 90740
- C. Existing Zone: M-2 (Heavy Manufacturing)
- D. General Plan: Industrial
- E. CEQA Recommendation: Categorically Exempt Section 15332, Class 32
(In-Fill Development)
- F. Staff Contact: Vince Velasco, Associate Planner
vincevelasco@santafesprings.org

LOCATION / BACKGROUND

The subject site is comprised of two existing parcels – 13007 Telegraph Road (APN: 8011-005-013) and 10330 Greenleaf Avenue (APN: 8011-005-034), measuring approximately 3.11 acres, and is located at the northeast corner of Telegraph Road and Greenleaf Avenue. The subject site has a General Plan land use designation of Industrial and a zoning designation of M-2, Heavy Manufacturing. Both of the existing parcels are currently vacant, enclosed and separated by chain-link fencing, and surrounded by various office and industrial uses.

The southern parcel, fronting Telegraph Road, was historically two equally divided parcels. In 1985 when Mr. Marvin Pitts purchased the easterly portion, the entire ±1-acre site was referred to as the Marvin Pitts Site. Well-construction and abandonment records from the California Department of Conservation – Geologic Energy Management Division (CalGEM) identify two oil wells on-site. According to CalGEM records, the westerly well (Well No. 11) was originally drilled in 1923 and abandoned in 1934. The easterly well (Well No. 25) was an oil-producing well from 1929 until it was abandoned in 1971. An oil well leak test was conducted on January 31, 2023 and the results determined that neither of the two wells were leaking. Throughout the years, the Marvin Pitts Site has been used for diesel fuel storage (1950s), a landscaping design firm (late 1950s-1989), and seasonal Christmas tree and pumpkin sales lot (2005-2022).

Southern California Edison previously occupied the northerly parcel, fronting Greenleaf Avenue, as a pumping station. The ±2.11-acre property was developed with a small control room, pumps, heaters, and four large aboveground storage tanks containing fuel oil and cutter stock. The storage tanks were strategically located within a spill containment berm on the property. Since the demolition of this facility in 2008, the property has remained vacant.

The owner/applicant, Greenleaf XC, LLC, recently purchased the site and is proposing to consolidate the two existing parcels into a single parcel, measuring approximately 3.11 acres, and thereafter construct a new ±57,489 sq. ft. concrete tilt-up industrial building.

PROJECT DESCRIPTION

The proposed project requires approval of the following entitlements:

Lot Line Adjustment (LLA 2023-01): A request for approval to consolidate the two (2) existing parcels that make up the subject property, measuring ±2.11 acres and ±1-acre, into a single parcel, measuring ±3.11 acres; and

Development Plan Approval (DPA 1003): A request for approval to allow the construction of a new ±57,489 sq. ft. concrete tilt-up industrial building

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 Subdivision 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 local agency or advisory agency.

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. A local agency or advisory 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.

LOT LINE ADJUSTMENT NO. 2023-01

The proposed Lot Line Adjustment will consolidate the two (2) existing parcels (APNs: 8011-005-013 and 034) that currently make up the subject site. As shown in

the attached plans, the Lot Line Adjustment will consolidate the existing ±2.11-acre parcel (Parcel 1) and ±1-acre parcel (Parcel 2) into a single parcel, measuring ±3.11 acres (Lot 1).

Existing:

Parcel “1” – Approx. 2.11 acres
 Parcel “2” – Approx. 1-acre

Proposed:

Lot “1” – Approx. 3.11 acres
 Approx. 3.11 acres

ZONING AND LAND USE

The subject property is zoned M-2 (Heavy Manufacturing). The property has a General Plan Land Use designation of Industrial. The zoning, General Plan and land use of the surrounding properties are as follows:

Surrounding Zoning, General Plan Designation, Land Use			
Direction	Zoning District	General Plan	Land Use (Address/Business Name)
North	M-2 (Heavy Manufacturing), Zone	Industrial	<u>Trucking</u> (10144 Shoemaker Ave./Poot Trucking)
South	M-2 (Heavy Manufacturing), Zone	Industrial	<u>Self-Storage</u> (13020 Telegraph Rd./Golden State Storage)
East	M-2 (Heavy Manufacturing), Zone	Industrial	<u>Manufacturing</u> (113033 Telegraph Rd./LA Ovenworks)
	M-2 (Heavy Manufacturing), Zone	Industrial	<u>Packing</u> (13033 Telegraph Rd./Diversified Logistics)
West	M-2, Heavy Manufacturing, Zone	Industrial	<u>Recycling</u> (12949 Telegraph Rd./Rapid Way Disposal)
	M-2 (Heavy Manufacturing), Zone	Industrial	Office 10321 Greenleaf Ave./Maxon Lift)

ZONING REQUIREMENTS

The procedures set forth in Section 155.736 of the Zoning Ordinance, state that a DPA is required to give proper attention to the siting of new structures or additions or alterations to existing structures.

Code Section:	Development Plan Approval
155.736	<p><u>Section 155.736</u> 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.</p>

DEVELOPMENT PLAN APPROVAL CASE NO. 1003

Site Plan

As previously mentioned, the applicant is proposing to construct a new ±57,489 sq. ft. concrete tilt-up industrial building at 13007 Telegraph Road and 10330 Greenleaf Avenue. The proposed building will be setback a minimum of 91 feet from the front property line along Telegraph Road and a minimum of 85 feet from the front property line along Greenleaf Avenue. The development will provide a 26-foot driveway entrance along Telegraph Road and a 35-foot driveway entrance along Greenleaf Avenue for ingress and egress. Parking and landscaping will be distributed throughout the development.

Floor Plan

The floor plan indicates that the proposed industrial building will measure ±57,489 sq. ft., with 2,500 sq. ft. designated as the first-floor office area, 2,500 sq. ft. as the office mezzanine, and the remaining 52,489 sq. ft. designated for warehouse/manufacturing area.

Elevations

As illustrated in the elevations, the proposed industrial building will have a contemporary architectural design. The design firm, HPA Architecture, considered both arterial frontages along Telegraph Road and Greenleaf Avenue and have incorporated a majority of the architectural treatment and features along the facades facing both arterials. A few key design elements include window glazing with aluminum mullions, window eyebrows, massing variation, decorative formliner, and the signature company colors of blue, white, and gray. In addition to the aforementioned features, the office entry will recess 4 feet and include a metal trim cap for maximum aesthetics.

Lot Coverage/Floor Area Ratio

The City's recently adopted 2040 General Plan identifies a maximum floor area ratio (FAR) of 0.75 within the Industrial land use area, while the M-2 (Heavy Manufacturing) Zone does not have a lot coverage requirement. With a total site area of 135,471 sq. ft., the maximum buildable area under the 0.75 FAR limitation

for the subject property is 101,603 sq. ft. As proposed, the ±57,489 sq. ft. (0.47 FAR) industrial building is well within the limitations of the FAR requirement.

Landscape Requirement

For the maximum value, the majority of the landscaping will be provided along the front setback areas that adjoin both streets (Telegraph Road and Greenleaf Avenue). The project’s landscaping calculation will consist of the following:

Area	Calculation	Required (sq. ft.)	Provided (sq. ft.)
Frontage	398 linear ft. x 25 sq. ft.	9,950	10,660
Parking	13,619 sq. ft.	817	7,360

The project, therefore, exceeds the minimum requirement set forth in the City’s Zoning Ordinance.

Parking Requirements

A total of 91 parking stalls will be provided for the new industrial building: 45 standard stalls, 21 compact stalls, 12 clean air stalls, 7 electric vehicle stalls, and 6 accessible stalls. The project’s parking calculation will consist of the following:

Use	Calculation	Required	Provided
Industrial	First 20,000 sq. ft./500	40 stalls	91
	Remaining 37,489 sq. ft./750	50 stalls	
	TOTAL	90 STALLS	

Since the proposed development is less than 100,000 sq. ft. in building size, additional parking designated for trucks and trailers is not required. The proposed project, therefore, exceeds the minimum parking requirements set forth by the City’s Zoning Ordinance.

Loading/ Roll Up Doors

According to the plans, the proposed building will have a total of seven (7) loading doors, including one (1) grade-level door and six (6) dock-high doors, along the west elevation. All loading doors are strategically placed so that they will not be directly visible from Telegraph Road or Greenleaf Avenue. Additionally, the applicant will provide a 10-foot high decorative block wall to provide additional screening for on-site truck activities.

Per the City’s Zoning Ordinance, all off-street truck loading areas, zones, ramps, doors, or docks shall be designed to provide and maintain a minimum unobstructed area of 120 feet to allow for proper truck maneuvering on-site. As proposed, the project will provide the required unobstructed truck maneuvering area in all necessary locations.

Trash Enclosures

According to the site plan, a single 495 sq. ft. trash enclosure will be located along the west elevation. The proposed trash enclosure is strategically placed behind the proposed 10-foot high screen wall and thus, will not be visible or accessible to the public. In addition, the proposed location will have the least impact on adjacent properties.

STREETS AND HIGHWAYS

The subject site is located on the northeast corner of Telegraph Road and Greenleaf Avenue. Telegraph Road is designated as a Major Arterial (6 lanes) and Greenleaf Avenue is designated as a Secondary Arterial. In addition, both arterials are designated as "Non-Weight Restricted Streets" within the Circulation Element of the City's General Plan.

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 project 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 June 1, 2023. The legal notice was also posted in Santa Fe Springs City Hall, the City's Town Center Kiosk, the City's Library, and published in a newspaper of general circulation (Whittier Daily News) on June 1, 2023, as required by the State Zoning and Development Laws and by the City's Zoning Ordinance.

ENVIRONMENTAL DOCUMENTS

CEQA

After staff review and analysis, the Planning Department staff made a preliminary determination that the project qualifies for a categorical exemption from CEQA. The specific exemption is Class 32, Section 15332 (In-Fill Development Projects). Staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk (if the Planning Commission agrees), finding that the proposed project is Categorically Exempt. Additionally, the project will not result in any significant noise, air quality, or water quality impacts.

Blodgett Baylosis Environmental Planning has prepared a detailed Class 32 Categorical Exemption report (Exhibit B). The report provides written justification that the proposed Project meets the following criteria:

- a. The project is consistent with the applicable General Plan designation and all applicable policies as well as with applicable zoning designation and regulations;
- b. The proposed project occurs within the city limits on a site of no more than 5-acres substantially surrounded by urban use;
- c. The project site has no value as a habitat for endangered, rare, or threatened species;
- d. Approval of the project will not result in any significant effects relating to traffic, noise, air quality, or water quality impacts; and
- e. The site can be adequately served by all required utilities and public services.

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

Traffic

David Evans and Associates, Inc. conducted a traffic screening analysis for the proposed project and the findings are included in the attached Resolution (237-2023) as Exhibit C. According to the traffic screening analysis, the proposed project will result in a total of 99 daily trips. Per the state of California's OPR's (Office of Planning & Research) Technical Advisory, a project can be assumed to generate a less than significant impact if it is found to produce less than 110 project vehicular trips per day. Since the proposed project will generate 99 vehicle trips per day, it is, therefore, considered as being screened out of further VMT analysis.

As a result, neither a substantial increase in Vehicle Miles Traveled (VMT) nor any significant impacts on transportation will result from the proposed project. It should be noted that on April 7, 2023, the City's Traffic Engineer accepted the traffic screening analysis used previously and determined that no additional studies or detailed analysis are required.

AUTHORITY OF PLANNING COMMISSION

Lot Line Adjustment

The Planning Commission has the authority, subject to the procedures set forth in Section 66412 of the State's Subdivision Map Act to grant a Lot Line Adjustment when it has been found that said adjustment is consistent with the requirements, intent, and purpose of the City's General Plan, Zoning Ordinance and Building ordinances. The Commission may grant, or deny approval of a Lot Line Adjustment based on the evidence submitted and upon its own study and knowledge of the circumstances involved.

Development Plan Approval

The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Ordinance, 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 Ordinance. 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.

CRITERIA FOR GRANTING A LOT LINE ADJUSTMENT

The Commission should note that in accordance with Section 66412 of the State's Subdivision Map Act, before granting a Lot Line Adjustment, the Commission shall give consideration to the following:

- (A) The proposed Lot Line Adjustment will not create a greater number of parcels than originally existed.
- (B) The proposed Lot Line Adjustment is consistent with the City's General Plan, Zoning and Building ordinances.

CRITERIA FOR GRANTING A DEVELOPMENT PLAN APPROVAL

The Commission should note that in accordance with Section 155.739 of the City's Zoning Ordinance, before granting a 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.
- (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.
- (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.
- (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.
- (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.
- (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.

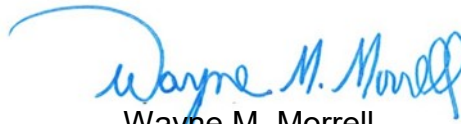
(G) As a means of encouraging residential development projects to incorporate units affordable to extremely low income households and consistent with the city's housing element, the city will waive Planning Department entitlement fees for projects with a minimum of 10% extremely low income units. For purposes of this section, extremely low income households are households whose income does not exceed the extremely low-income limits applicable to Los Angeles County, as published and periodically updated by the state's Department of Housing and Community Development pursuant Cal. Health and Safety Code § 50106.

STAFF REMARKS

Based on the findings set forth in the attached Resolution No. 237-2023, staff finds that the applicant's request meets the criteria set forth in Section 66412 of the State's Subdivision Map Act, for the granting of Lot Line Adjustment No. 2023-01. Staff also finds that the applicant's requests meet the criteria set forth in Section 155.739 of the City's Zoning Ordinance, for the granting of Development Plan Approval. Staff is, therefore, recommending approval of LLA No. 2023-01 and DPA Case No. 1003, subject to the conditions of approval (Exhibit A).

CONDITIONS OF APPROVAL

Conditions of approval for LLA No. 2023-01 and DPA Case No. 1003 are attached to Resolution No. 237-2023 as Exhibit A.



Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Public Hearing Notice
3. Radius Map for Public Hearing Notice
4. Full Set of Proposed Plans
5. Resolution No. 237-2023
 - a. Exhibit A – Conditions of Approval
 - b. Exhibit B – Class 32 Categorical Exemption Report
 - c. Exhibit C – Traffic Screening Analysis

Attachment #1: Aerial Photograph



AERIAL PHOTOGRAPH

**LOT LINE ADJUSTMENT NO. 2023-01
DEVELOPMENT PLAN APPROVAL CASE NO. 1003**



NORTH

**13007 Telegraph Rd. & 10330 Greenleaf Ave.
(Applicant: Greenleaf XC, LLC)**

Attachment #2: Public Hearing Notice

FILE COPY



11710 Telegraph Road • CA • 90670-3679 • (562) 868-0511 • Fax (562) 868-7112 • www.santafesprings.org

"A great place to live, work, and play"



**CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
LOT LINE ADJUSTMENT NO. 2023-01
DEVELOPMENT PLAN APPROVAL CASE NO. 1003**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing to consider the following:

LOT LINE ADJUSTMENT NO. 2023-01: A request for approval to consolidate the two (2) existing parcels that make up the subject property, measuring ±2.11-acres and ±1-acre, into a single parcel, measuring ±3.11 acres.

DEVELOPMENT PLAN APPROVAL CASE NO. 1003: A request for approval to allow the construction of a new ±57,489 sq. ft. concrete tilt-up industrial building, located in the M-2, Heavy Manufacturing, Zone.

PROJECT LOCATION: 13007 Telegraph Road (APN: 8011-005-013) & 10330 Greenleaf Avenue (APN: 8011-005-034).

THE HEARING will be held before the Planning Commission of the City of Santa Fe Springs in the Council Chambers of the City Hall, 11710 Telegraph Road, Santa Fe Springs, on **Monday, June 12, 2023 at 6:00 p.m.**

You may also attend the meeting telephonically or electronically using the following means:

Electronically using Zoom
Go to Zoom.us and click on "Join A Meeting" or use the following link:
<https://zoom.us/j/558333944?pwd=b0FqbkV2aDZneVRnQ3BjYU12SmJlQT09>

Zoom Meeting ID: 558 333 944
Password: 554545

Telephonically
Dial: 888-475-4499
Meeting ID: 558 333 944

CEQA STATUS: After staff review and analysis, staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk within five (5) days of project approval (if the Planning Commission agrees), specifically Class 32, Section 15332 (In-Fill Development)

Juanita Martin, Mayor • Jay Sarno, Mayor Pro Tem
City Council
Annette Rodriguez • William K. Rounds • Joe Angel Zamora
City Manager
Tom Hatch, Interim City Manager

Attachment #2: Public Hearing Notice (Cont.)

of the California Environmental Quality Act (CEQA). The proposed project is consistent with the City's General Plan and zoning requirements. In addition, the project will not result in any significant traffic, noise, air quality, or water quality impacts. Furthermore, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

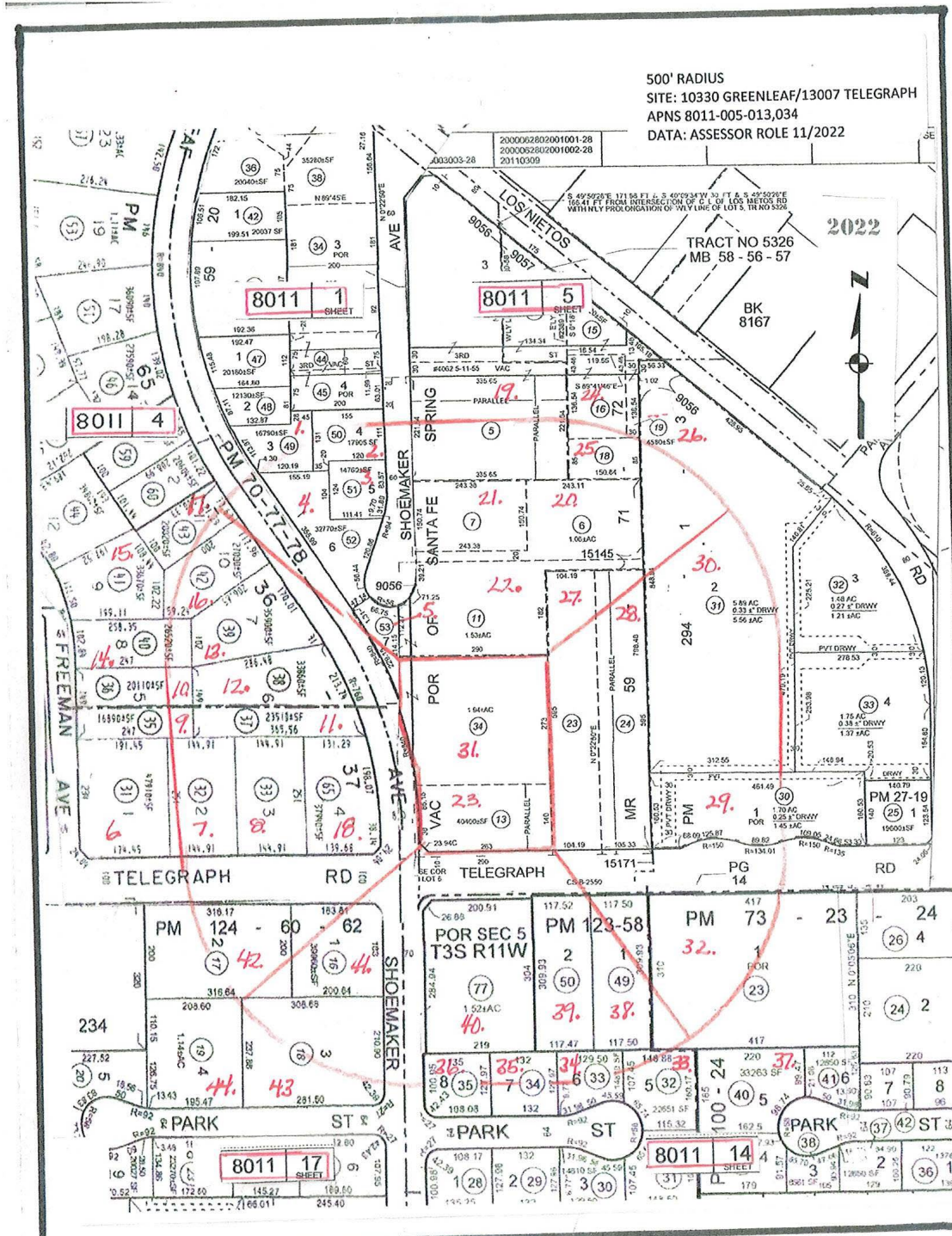
ALL INTERESTED PERSONS are invited to participate in the Public Hearing before the Planning Commission and express their opinion on the subject item listed above. Please note that if you challenge the afore-mentioned item in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the office of the Commission at, or prior to, the Public Hearing.

PUBLIC COMMENTS may be submitted in writing to the Planning Program Assistant at teresacavallo@santafesprings.org. Please submit your written comments by 12:00 p.m. on the day of the Planning Commission meeting. You may also contact the Planning Department at (562) 868-0511 ext. 7550.

FURTHER INFORMATION on this item may be obtained from Vince Velasco, Associate Planner, via e-mail at: VinceVelasco@santafesprings.org or otherwise by phone at: (562) 868-0511 ext. 7053.

Juanita Martin, Mayor • Jay Sarno, Mayor Pro Tem
City Council
Annette Rodriguez • William K. Rounds • Joe Angel Zamora
City Manager
Tom Hatch, Interim City Manager

Attachment #3: Radius Map for Public Hearing Notice



Attachment #4: Full Set of Plan

EXHIBIT "C"
SITE PLAN
Lot Line Adjustment
LLA 2023-01
SHEET INDEX MAP

OWNERS	EXISTING PARCELS AP NUMBERS	ADJUSTED PARCELS REFERENCE NUMBER
GREENLEAF XC, LLC, A DELAWARE LIMITED LIABILITY COMPANY	A.P.N. 8011-005-034	LOT 1
	A.P.N. 8011-005-013	

LEGEND

- BOUNDARY LINE LOT 1
- EXISTING PARCEL LINE TO BE DELETED
- BLOCK LINE PER M.R. 23/60
- R/W LINE
- SHEET INDEX LINE
- 2 SHEET NUMBER

PREPARED UNDER THE SUPERVISION OF:

 KENT COOPER, P.L.S. 9322

DATE: DECEMBER 19, 2022



PREPARED BY

CA ENGINEERING, INC.
 13821 NEWPORT AVE.
 SUITE 110
 TUSTIN, CA 92780
 ATTN: FRED CORNWELL
 (949) 724-9480

OWNER

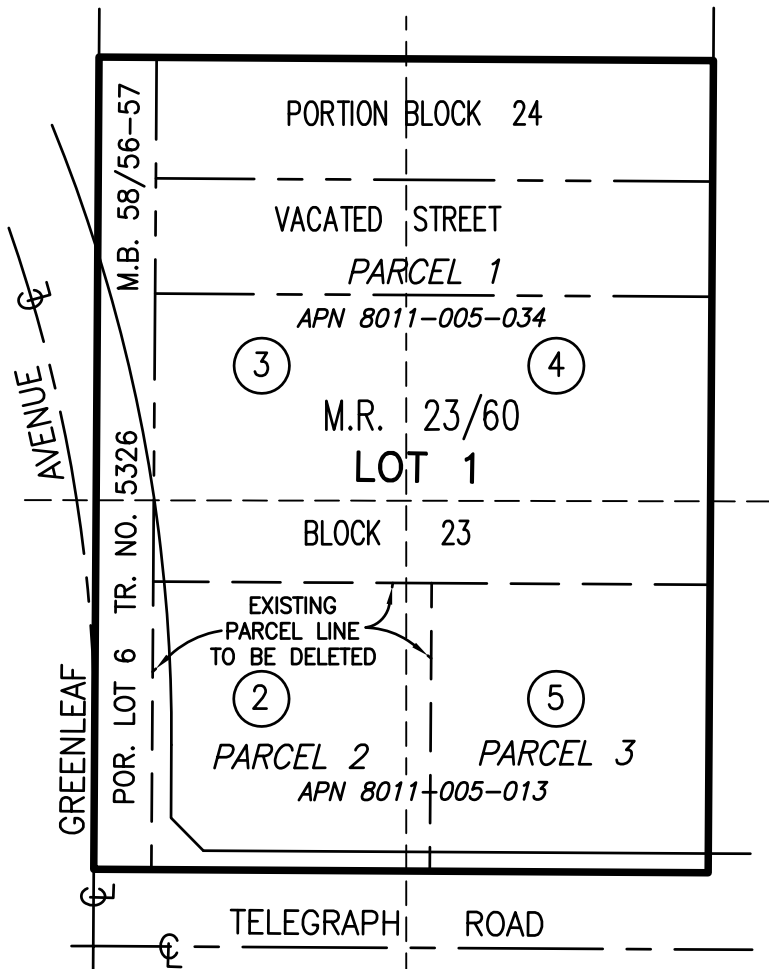
GREENLEAF XC, LLC
 c/o XEBEC REALTY
 3010 OLD RANCH PKWY.
 SUITE 470
 SEAL BEACH, CA 90740
 PHONE: (562) 795-0270

ADDRESS

13007 TELEGRAPH ROAD
 SANTA FE SPRINGS, CA
 10330 GREENLEAF AVENUE
 SANTA FE SPRINGS, CA

AREAS

EXISTING PARCEL 1:	2.109 AC.
EXISTING PARCEL 2:	0.499 AC.
EXISTING PARCEL 3:	0.499 AC.
PROPOSED LOT 1:	3.107 AC.



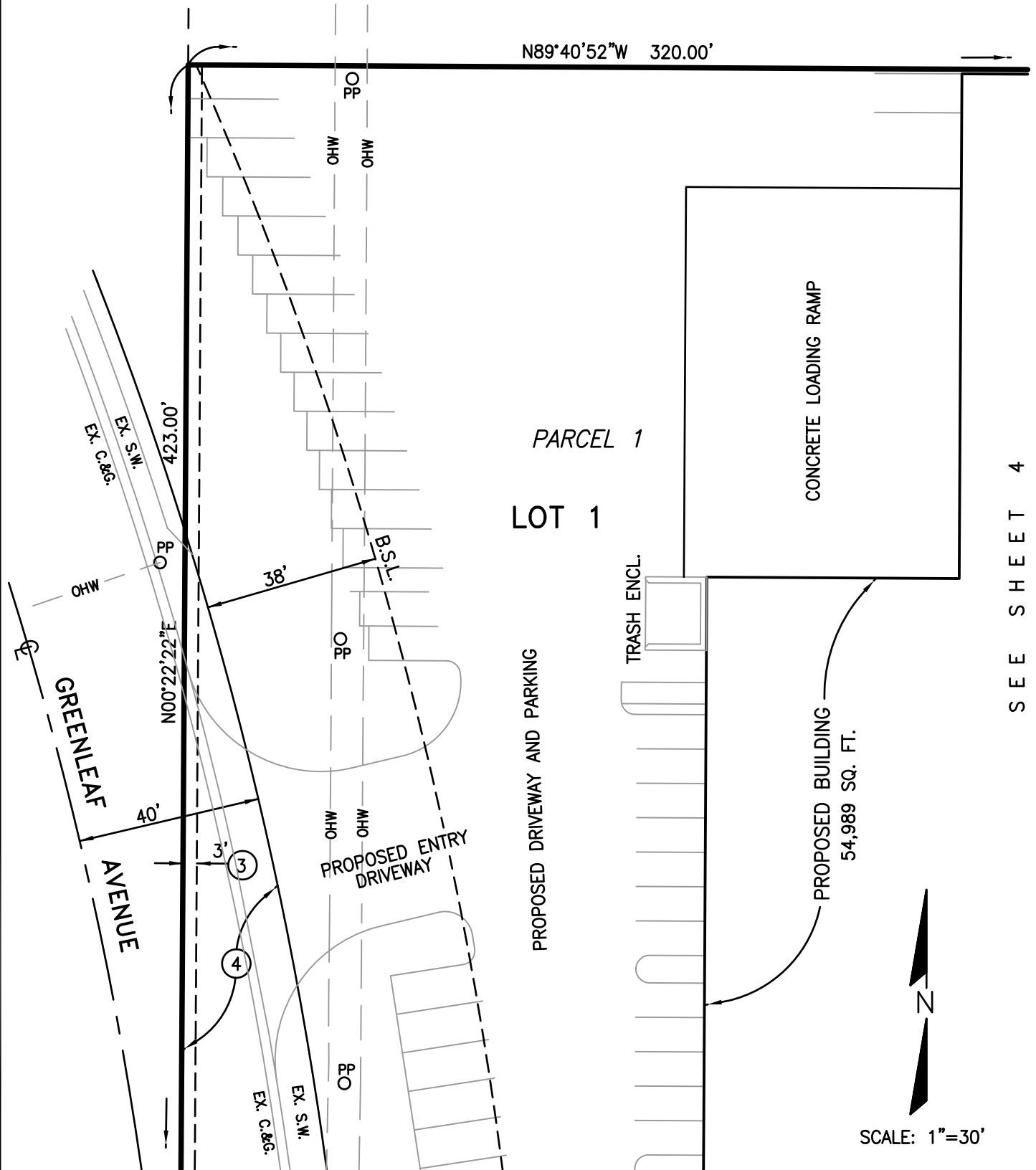
SCALE: 1"=100'



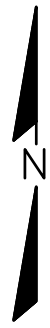
EXHIBIT "C"
 SITE PLAN
 Lot Line Adjustment
 LLA 2023-01

NOTE

SEE SHEET 6 FOR LEGEND
 AND EASEMENT NOTES.



SEE SHEET 4



SCALE: 1"=30'

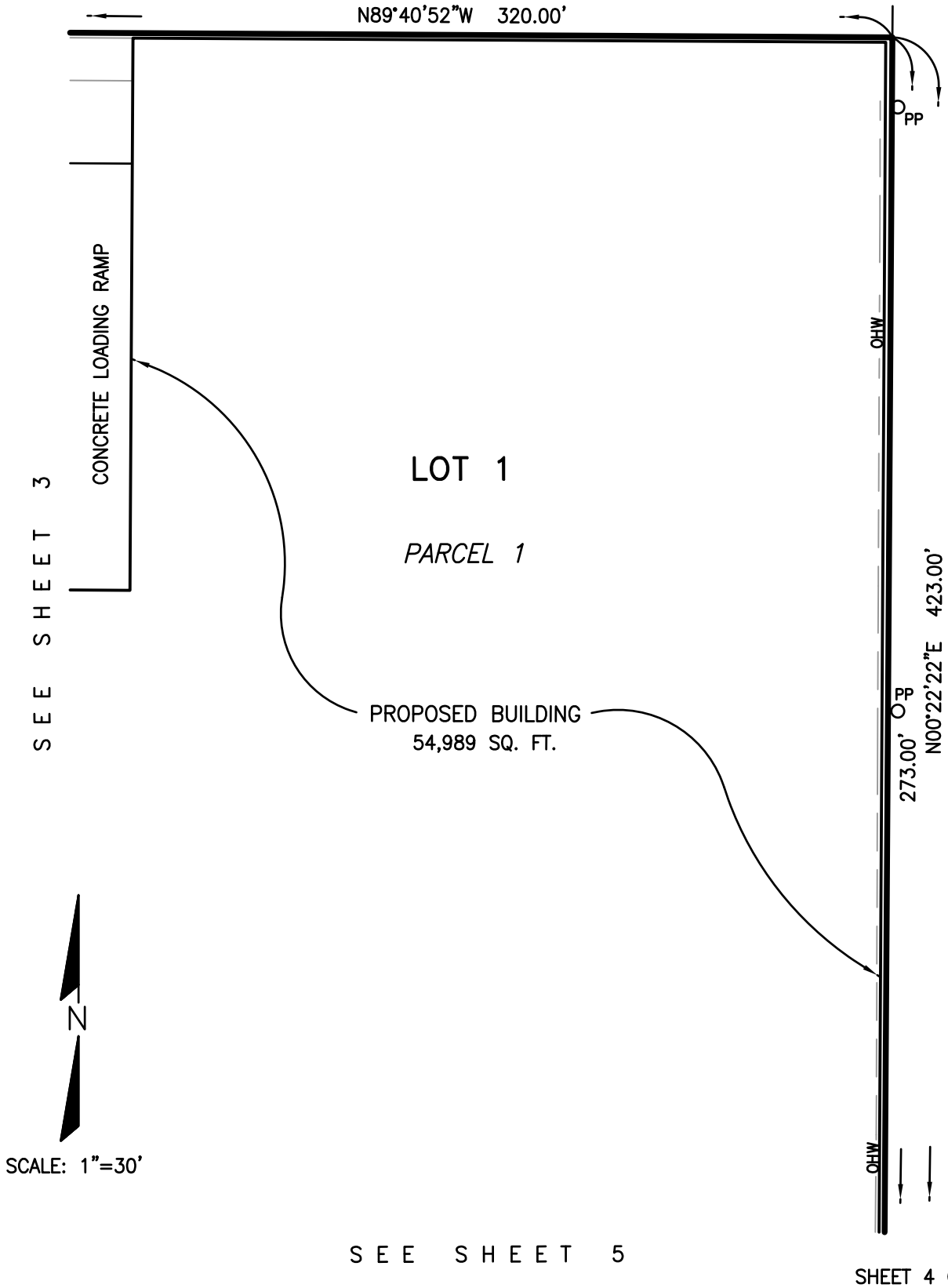
SEE SHEET 2

SHEET 3 OF 6

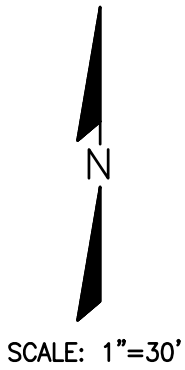
EXHIBIT "C"
SITE PLAN
Lot Line Adjustment
LLA 2023-01

NOTE

SEE SHEET 6 FOR LEGEND
AND EASEMENT NOTES.



SEE SHEET 3



SEE SHEET 5

EXHIBIT "C"

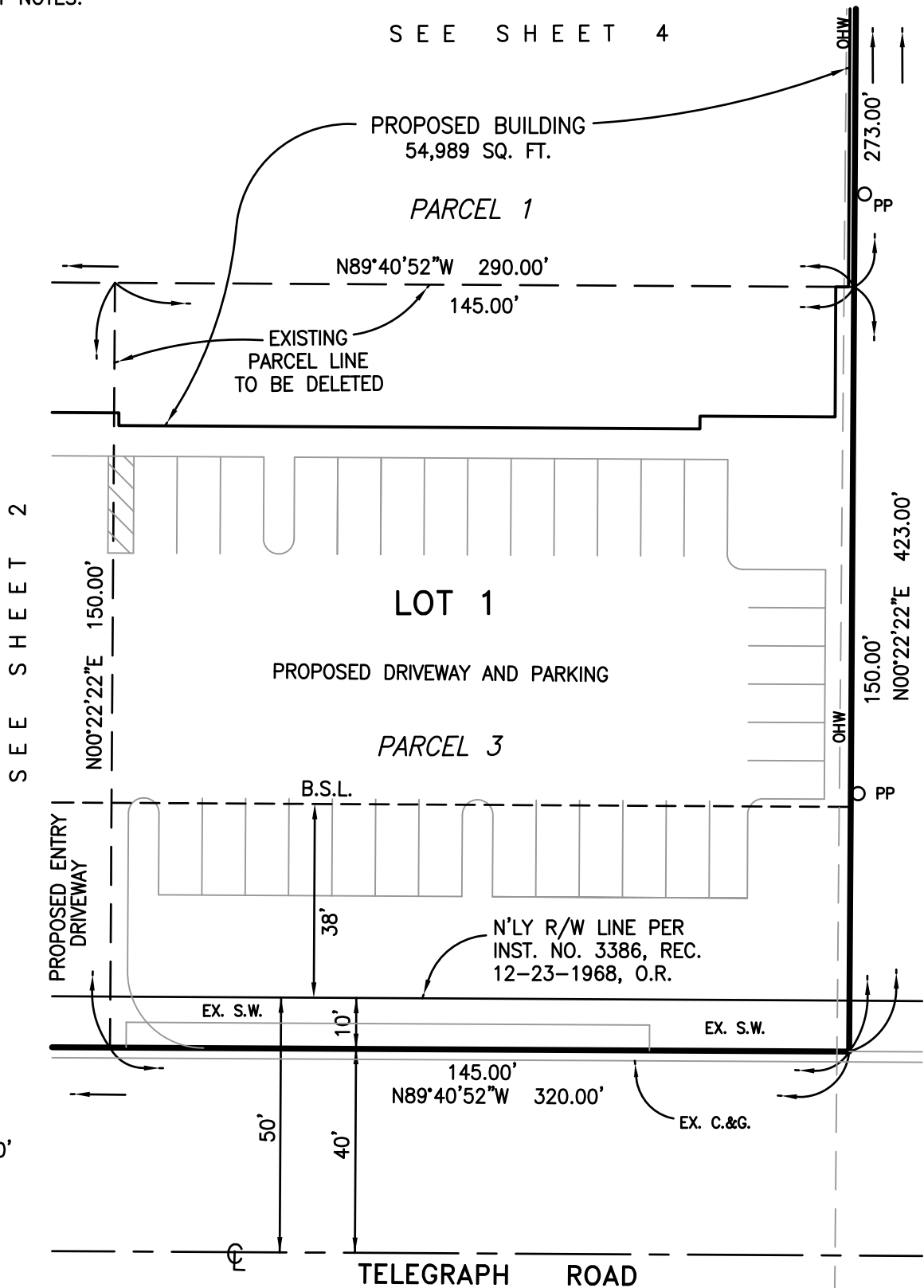
SITE PLAN

Lot Line Adjustment LLA 2023-01

NOTE

SEE SHEET 6 FOR LEGEND
AND EASEMENT NOTES.

SEE SHEET 4












SEE SHEET 2



SCALE: 1"=30'

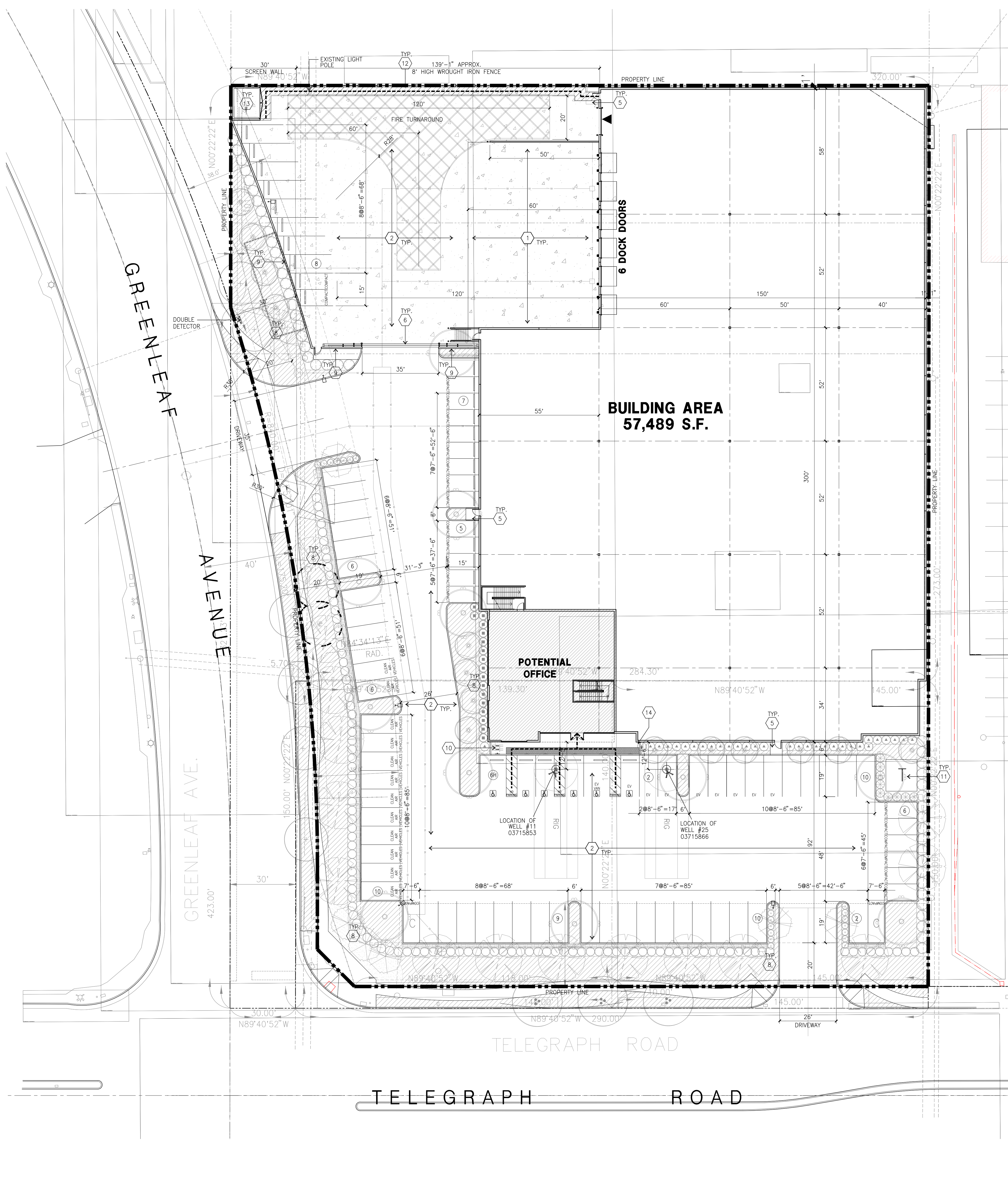
EXHIBIT "C"
SITE PLAN
Lot Line Adjustment
LLA 2023-01

LEGEND

	BOUNDARY LINE LOT 1
	EXISTING PARCEL LINE TO BE DELETED
	R/W LINE
	EASEMENT LINE
	EXISTING OVERHEAD WIRE
	B.S.L. BUILDING SETBACK LINE
	EXISTING POWER POLE
	EX. C.&G. EXISTING CURB AND GUTTER
	EX. S.W. EXISTING SIDEWALK

EASEMENT NOTES

- ① INDICATES AN EASEMENT FOR TELEGRAPH OR TELEPHONE LINE WITH THE RIGHT OF INGRESS OR EGRESS IN FAVOR OF UNION OIL COMPANY OF CALIFORNIA PER INST. NO. 1149, REC. 10-05-1922, O.R.
- ② INDICATES AN EASEMENT FOR PIPE LINES WITH THE RIGHT OF INGRESS OR EGRESS IN FAVOR OF UNION OIL COMPANY OF CALIFORNIA PER DOCUMENT NO. 87475 ON CERTIFICATE NO. R-8764, REC. 1-06-1926, IN BOOK 5575, PAGE 76, O.R.
- ③ INDICATES AN EASEMENT FOR PIPE LINES WITH THE RIGHT OF INGRESS AND EGRESS IN FAVOR OF GENERAL PETROLEUM CORPORATION OF CALIFORNIA PER BOOK 10361, PAGE 140, REC. 10-10-1930, BOOK 10367, PAGE 338, REC. 11-08-1930, AND BOOK 10557, PAGE 116, REC. 12-29-1930, ALL OF O.R.
- ④ INDICATES AN EASEMENT FOR PUBLIC STREET AND HIGHWAY IN FAVOR OF THE CITY OF SANTA FE SPRINGS PER INST. NO. 4078, REC. 5-04-1962, O.R.
- ⑤ INDICATES AN EASEMENT FOR POLE LINES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY PER INST. NO. 2161, REC. 7-31-1952, O.R.
- ⑥ INDICATES AN EASEMENT FOR POLE LINES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY PER INST. NO. 4417, REC. 11-15-1955, O.R.



TABULATION

	BUILDING
SITE AREA	
in sq.ft.	122,949 s.f.
in ac.	2.82 ac
BUILDING AREA	
Office - 1st Floor	2,500 s.f.
Office - 2nd Floor	2,500 s.f.
Warehouse	52,489 s.f.
TOTAL	57,489 s.f.
COVERAGE	44.7%
FLOOR AREA RATIO	0.468
PARKING REQUIRED	
office: 1/300 s.f.	n/a stalls
(apply only if more than 15% GFA)	
w. warehouse: 0-20,000 @ 1/500 s.f.	40 stalls
20K-100K @ 1/750 s.f.	50 stalls
100K-200K @ 1/1,000 s.f.	n/a stalls
above 200K @ 1/2,000 s.f.	n/a stalls
TOTAL	90 stalls
PARKING PROVIDED	
standard (8.5'x19')	68 stalls
compact (7.5'x15') 25% max.	23 stalls
TOTAL	91 stalls
TRAILER PARKING REQUIRED	
apply only to buildings that are 100K or more	
Trailer Parking (1 per 4 dock doors)	n/a stalls
ZONING ORDINANCE FOR THE CITY	
Zoning Designation - Heavy Manufacturing (M-2)	
MAXIMUM BUILDING HEIGHT ALLOWED	
No limit, if less than 100' from residential: 50' max	
MAXIMUM FLOOR AREA RATIO	
F.A.R. - 1.0	
LANDSCAPE REQUIRED	
Frontage 398' x 25 sf	9,950 s.f.
6% parking area = 13618.5x .06	818 s.f.
Total Landscape Required	10,768 s.f.
LANDSCAPE PROVIDED	
Frontage	10,660 s.f.
Parking Area	7,360 s.f.
Total landscape Provided	18,020 s.f.
SETBACK	
Building	Landscape
Front (secondary) - 30'	20' (secondary -w hen adjacent to parking)
Side/Rear - 0	
* 30' min. Setback increases 1' per each 1' of bldg. height	

Property owner
 GREENLEAF XC,
 3020 OLD RANCH PARKWAY, SUITE 200
 SEAL BEACH, CA. 90740
 TEL: (914) 707-0630
 CONTACT: SCOTT DICESARE

Applicant
 GREENLEAF XC,
 3020 OLD RANCH PARKWAY, SUITE 200
 SEAL BEACH, CA. 90740
 TEL: (914) 707-0630
 CONTACT: SCOTT DICESARE

Applicant's Representative
 HPA, INC.
 18831 BARDEEN AVE SUITE 100
 IRVINE CA 92612
 TEL: 949-863-2110
 CONTACT: JAMIE CRUZ

Project Address
 1330 GREENLEAF AVENUE
 SANTA FE SPRINGS, CA 90670

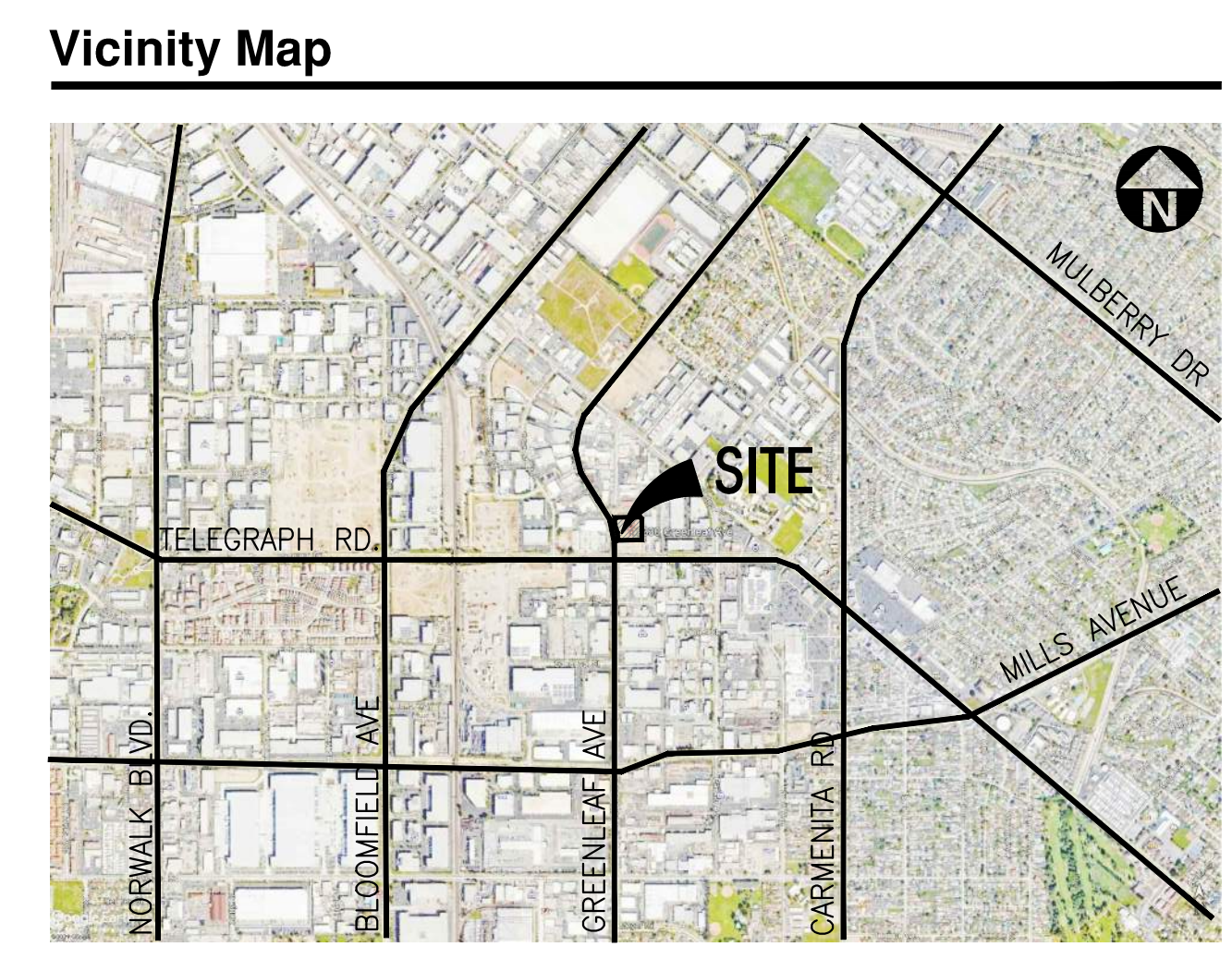
Zoning
 HEAVY INDUSTRIAL (M-2)

Legal description
 SEE CIVIL PLANS

Legend

▼ DRIVE THRU DOOR
 ○ WELL NUMBER & LOCATION

Assessor's Parcel Number
 8011-005-034 AND 8033-005-013



- SITE PLAN KEYNOTES**
- HEAVY BROOM FINISH CONC. PAVEMENT.
 - ASPHALT CONCRETE (AC) PAVING
 - CONCRETE WALKWAY
 - DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
 - 5'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" = 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
 - 8" H PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. SEE ELEVATION ON DETAIL B/DAB-A1.1
 - EXTERIOR CONC. STAIR.
 - LANDSCAPE. SEE "L" DWGS.
 - 10' H CONCRETE TILT-UP SCREEN WALL. SEE DETAIL B/DAB-A1.1
 - BIKE RACK.
 - APPROXIMATE LOCATION OF TRANSFORMER.
 - 8" HIGH TUBE STEEL FENCE.
 - TRASH ENCLOSURE/REFUSE/RECYCLING LOCATION. (493 SQ.FT. EACH LOCATION)
 - SMOKING AREA

SITE LEGEND

LANDSCAPED AREA	STANDARD PARKING STALL (9' X 19')
AC. PAVING - SEE "C" DWGS. FOR THICKNESS	STANDARD PARKING STALL (9' X 17' W/2' OVERHANG)
CONCRETE PAVING SEE "C" DWGS. FOR THICKNESS	HANDICAP PARKING STALL (9' X 19')
LIGHT POLE	PROPERTY LINE
	PATH OF TRAVEL



Owner:
 GREENLEAF XC, LLC

Assessor's Parcel Number
 8011-005-034 AND 8033-005-013

Project:
 Distribution Center

10330 Greenleaf Avenue
 Santa Fe Springs, CA 90670

Consultants:

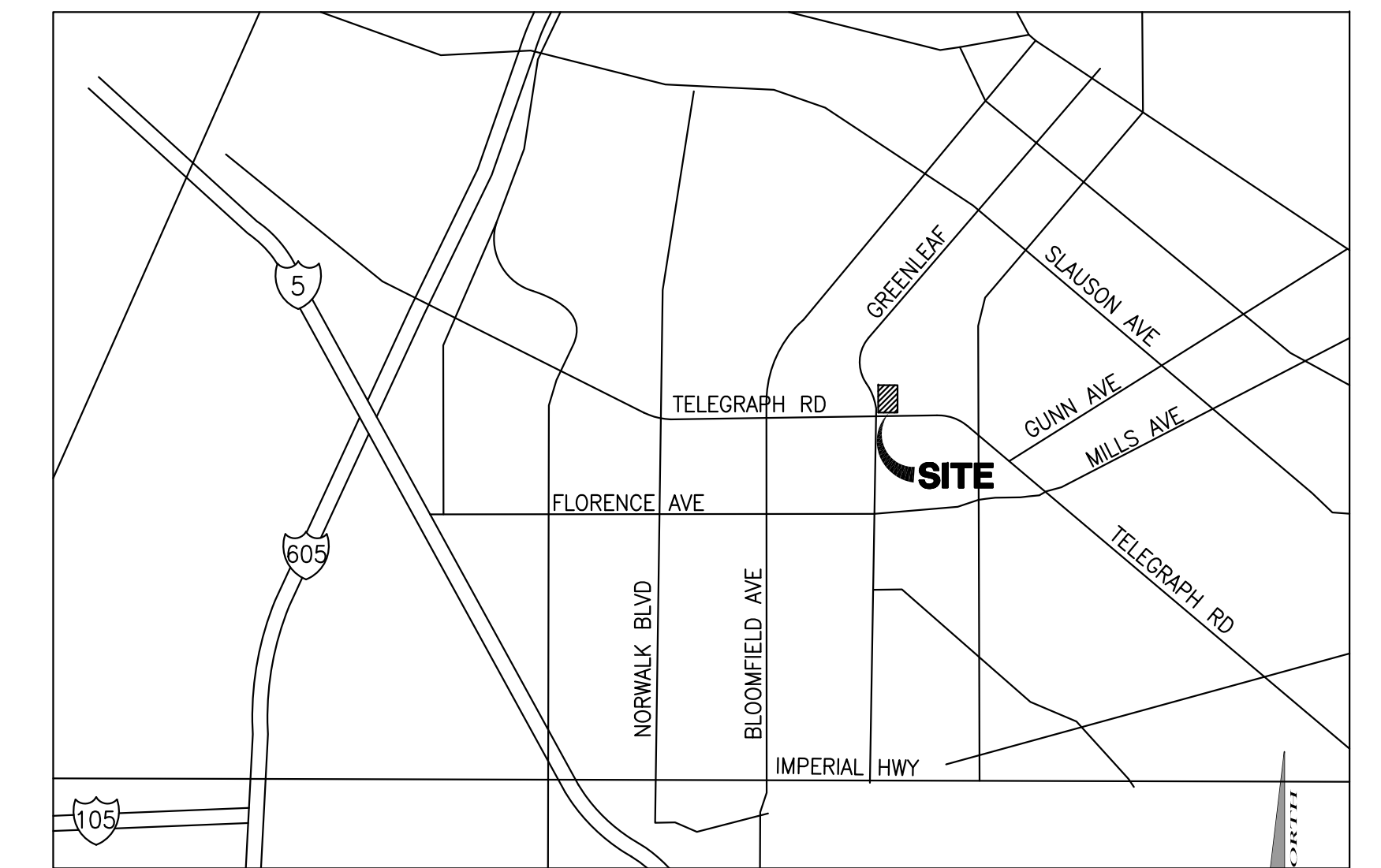
CIVIL	CA Engineering
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	SPLA
LANDSCAPE	-
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: OVERALL SITE PLAN

Project Number: 21689
Drawn by: JEC
Date: 11/08/22
Revision:

Sheet:

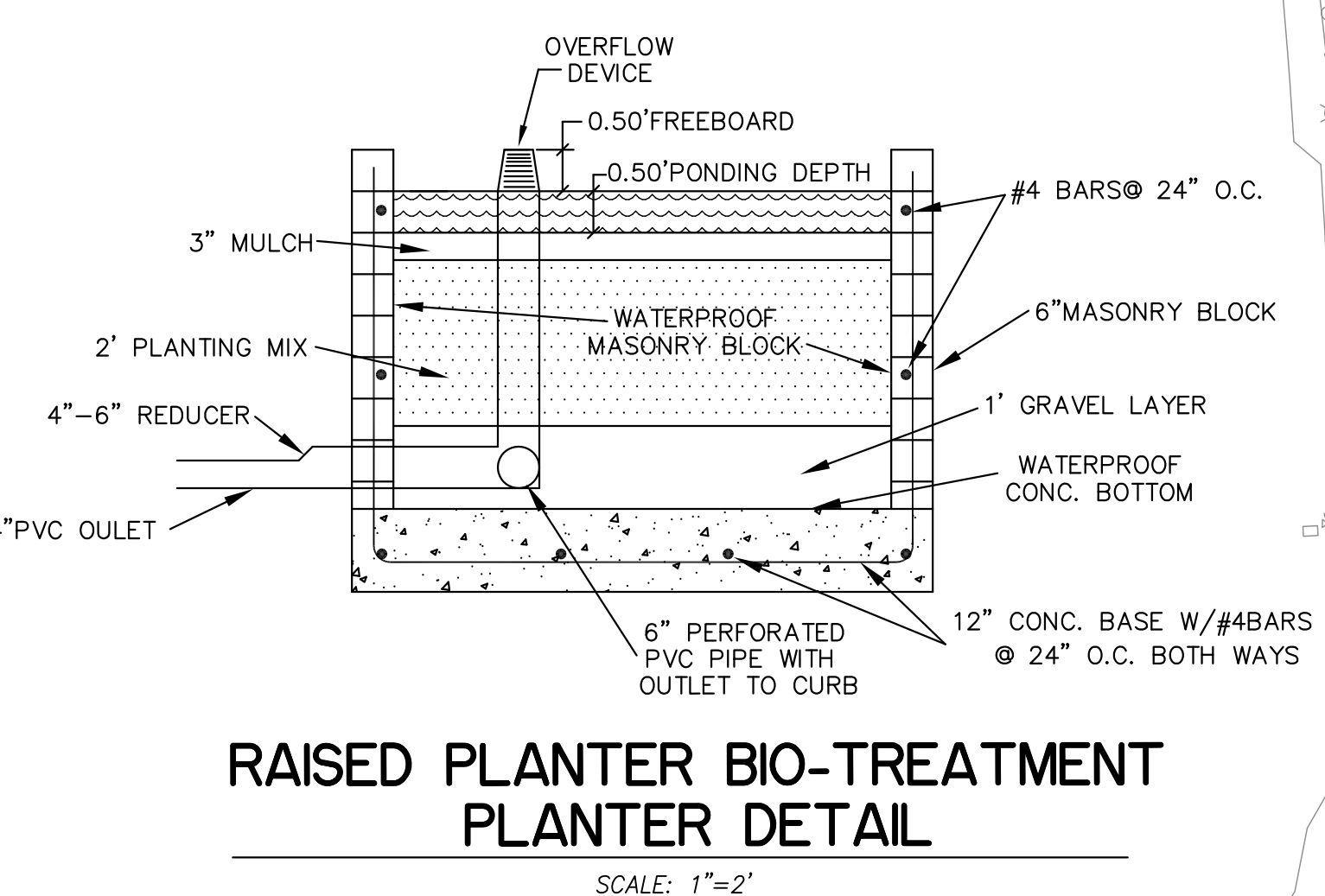
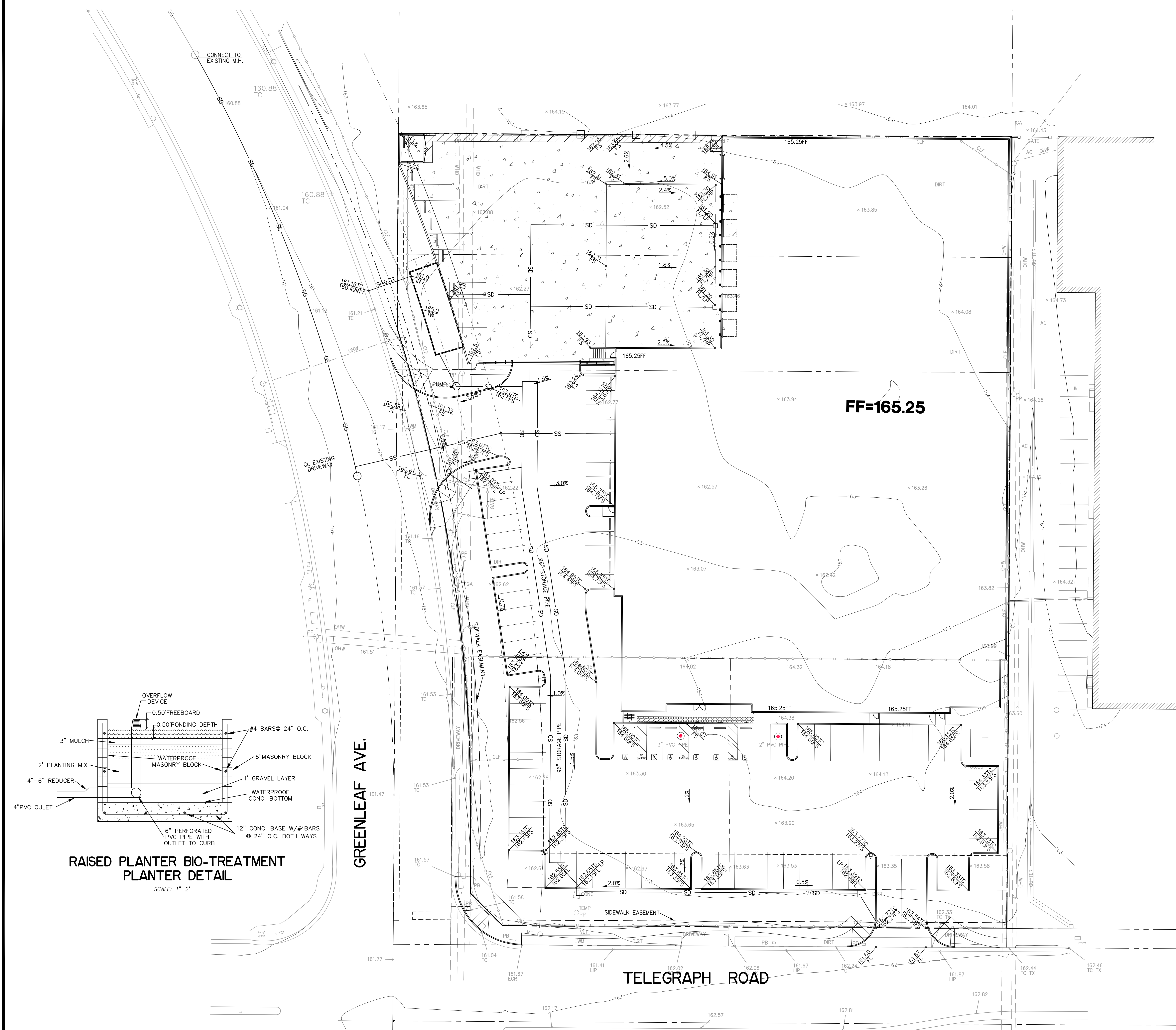
**CONCEPTUAL GRADING
AND UTILITY PLAN 04**
13007 TELEGRAPH RD
SANTA FE SPRINGS, CA 90670



VICINITY MAP
N.T.S.

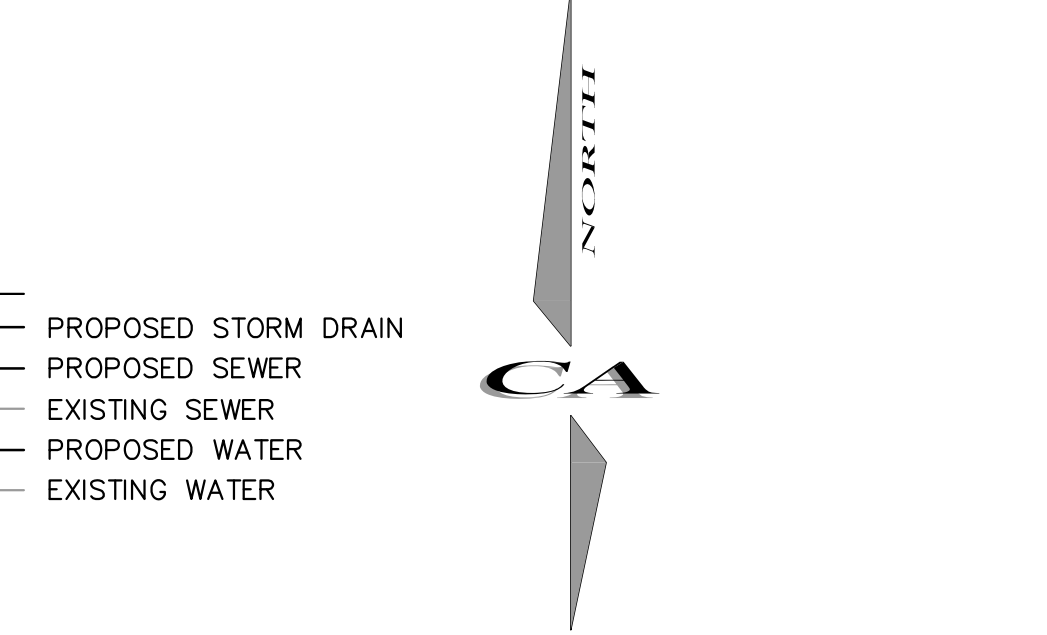
EARTHWORK ESTIMATE	QUANTITIES	
	CUT	FILL
ROUGH GRADING	1,422 CY	1,964 CY
OVER-EXCAVATION WORK	9,107 CY	9,107 CY
SUBSIDENCE (0.00')	00 CY	— CY
SHRINKAGE (10%)	-1,053 CY	— CY
SPOILS	1,595 CY	— CY
SUBTOTAL PROJECT EARTHWORK QUANTITIES	11,071 CY	11,071 CY

NOTE: EARTHWORK PROVIDED FOR PERMIT COST PURPOSES ONLY. CONTRACTOR IS REQUIRED TO DETERMINE HIS OWN PAY QUANTITIES.



LEGEND

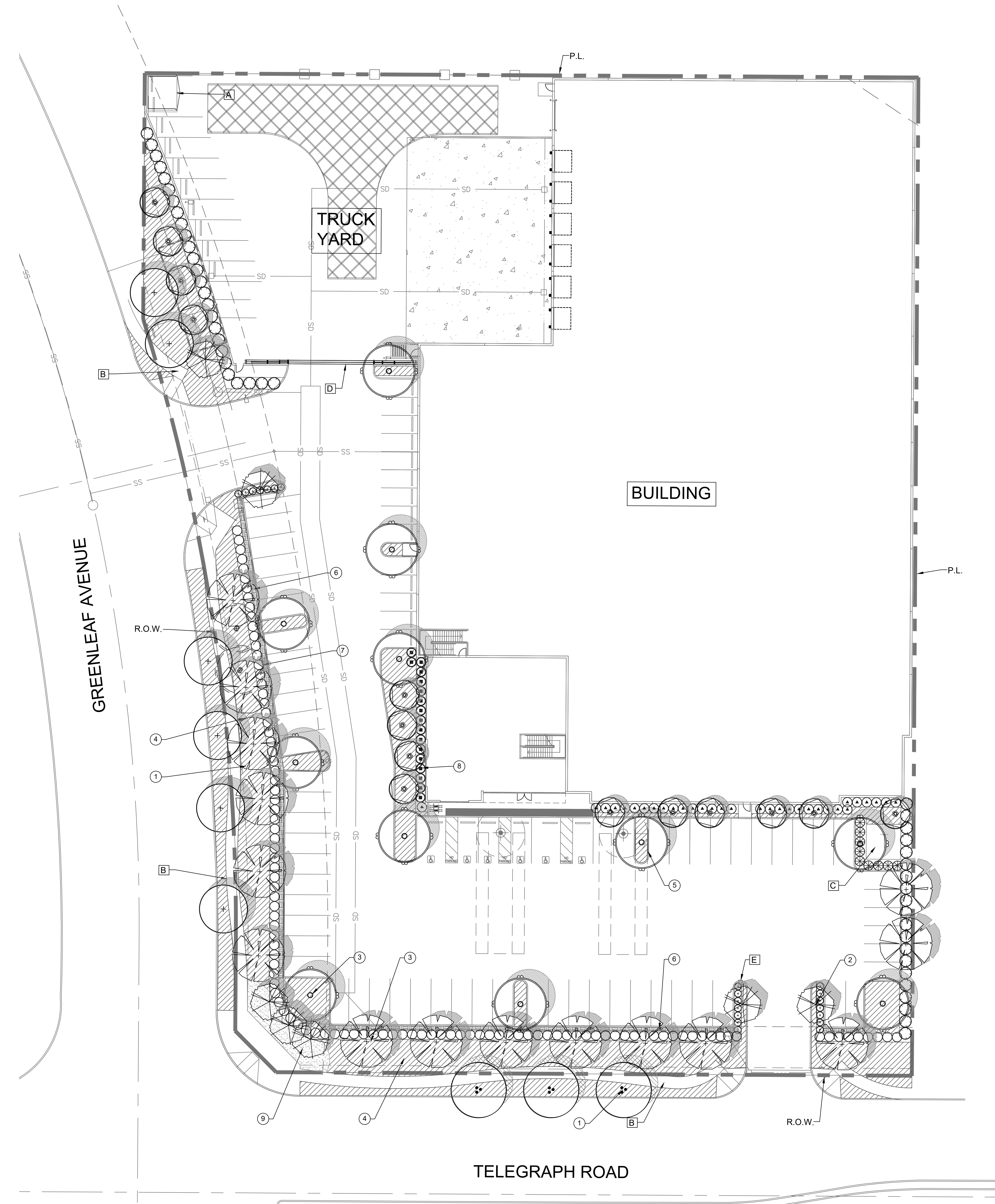
SD	PROPOSED STORM DRAIN
SS	PROPOSED SEWER
SS	EXISTING SEWER
WT	PROPOSED WATER
WT	EXISTING WATER



PREPARED BY:	DATE	BY	REVISION
CA ENGINEERING, INC. Planning - Engineering - Surveying 13821 NEWPORT AVE., STE 110 TUSTIN, CA 92780 949-724-9490 949-724-9484 FAX			

XEBEC REALTY PARTNERS
3010 OLD RANCH PARKWAY, STE 470
SEAL BEACH, CA 90740
562-546-0252
CONTACT: MR. STEVEN CHRISTIE

LAST REV.
May 24 2023
JOB NO.
251-74
SHT. 1 of 1



PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	STREET TREE ALONG TELEGRAPH ROAD PLATANUS X ACERIFOLIA 'COLUMBIA', LONDON PLANE TREE 24" BOX SIZE	3	M
	PROPOSED STREET TREE ALONG GREENLEAF AVENUE PROSOPODIS CHILENSIS, CHILEAN MESQUITE 24" BOX SIZE	6	L
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE	11	L
	SECONDARY PARKING LOT SHADE TREE QUERCUS AGRIFOLIA, COAST LIVE OAK 15 GAL. SIZE	15	L
	VERTICAL GROWING SCREEN TREE TRISTANIA CONFERTA, BRISBANE BOX 24" BOX SIZE	14	M
	FOCAL TREE AT DRIVEWAY ENTRY PARKINSONIA X 'DESERT MUSEUM', PALO VERDE 24" BOX SIZE	7	L

SHRUBS - SHRUBS SHALL BE CHOSEN FROM THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	DODONAEA V. 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE	L
	WESTRINGIA F. 'WYNYABBIE GEM', COAST ROSEMARY 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L
	LEUCOPHYLLUM F. 'GREEN CLOUD', TEXAS RANGER 5 GAL. SIZE	L

GROUND COVERS

SYMBOL	NAME	WUCOLS
	ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
	LANTANA CAMARA 'DWARF GOLD', DWARF LANTANA 1 GAL. SIZE @ 30" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	M
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	DIANELLA TASMANICA 'VARIEGATA', WHITE STRIPED TASMAN FLAX LILY 1 GAL. SIZE @ 24" O.C.	M
	LONICERA J. 'HALLIANA', HALL'S HONEYSUCKLE 1 GAL. SIZE @ 24" O.C.	L
	CARISSA MACROCARPA 'GREEN CARPET', NATAL PLUM 1 GAL. SIZE @ 30" O.C.	M
	SALVIA LEUCANTHA, MEXICAN BUSH SAGE 5 GAL. SIZE @ 42" O.C.	L
	AGAVE 'BLUE FLAME', BLUE FLAME AGAVE 5 GAL. SIZE @ 36" O.C.	L
	LEYMUS C. 'CANYON PRINCE', CANYON PRINCE WILD RYE 1 GAL. SIZE @ 36" O.C.	L
	DIETES BICOLOR, FORTNIGHT LILY 1 GAL. SIZE @ 24" O.C.	M
	VERBENA 'DE LA MINA', DE LA MINA VERBENA 1 GAL. SIZE @ 24" O.C.	L

NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.

DESIGN KEY NOTES:

- STREET TREE PER TREE LEGEND.
- ACCENT TREE AT FOCAL AREAS PER LEGEND.
- PARKING LOT SHADE TREE PER LEGEND.
- DROUGHT TOLERANT GROUND COVER AND SHRUB MASSES.
- ALL TREE LOCATED 3' OR LESS TO CURB, WALKWAY OR WALL SHALL BE INSTALLED WITH DEEP ROOT BARRIER PANELS. 18" MIN. DEPTH X 10' WIDE PANEL.
- ALLOW 24" CLEARANCE FROM BACK OF CURB TO SHRUB. PROVIDE MULCH BETWEEN BACK OF CURB AND SHRUB.
- SCREEN HEDGE PER PLANTING LEGEND.
- FOUNDATION SHRUBS ALONG BUILDING PER LEGEND.
- ENHANCED LANDSCAPE TREATMENT AT STREET INTERSECTION, CONSISTING OF LOW GROWING COLORFUL GROUND COVER AND ACCENT SHRUBS.

REFERENCE KEY NOTES:

- A. TRASH ENCLOSURE PER ARCHITECTURAL PLAN.
- B. PUBLIC SIDEWALK PER CIVIL PLAN.
- C. TRANSFORMER PER CIVIL PLAN.
- D. GATE PER ARCH. PLAN.
- E. LIGHT POLE PER OTHERS

GENERAL NOTES:

- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS, FIRE CHECK VALVE, AND AIR CONDITIONING UNITS WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED AB-1881 WATER ORDINANCE.

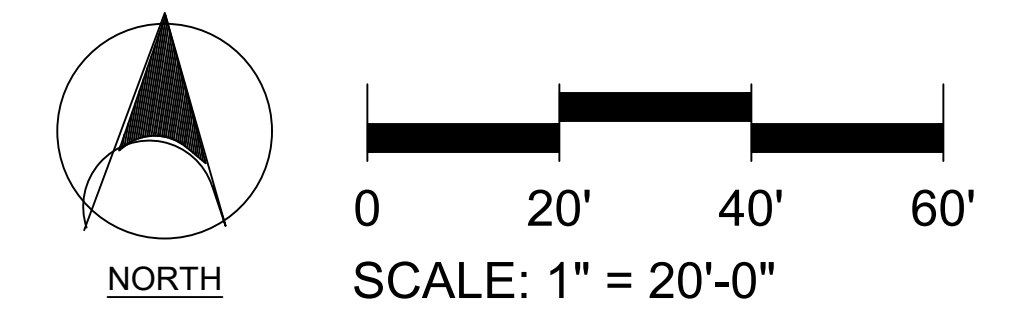
WUCOLS PLANT FACTOR
THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY'.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL = VERY LOW WATER NEEDS

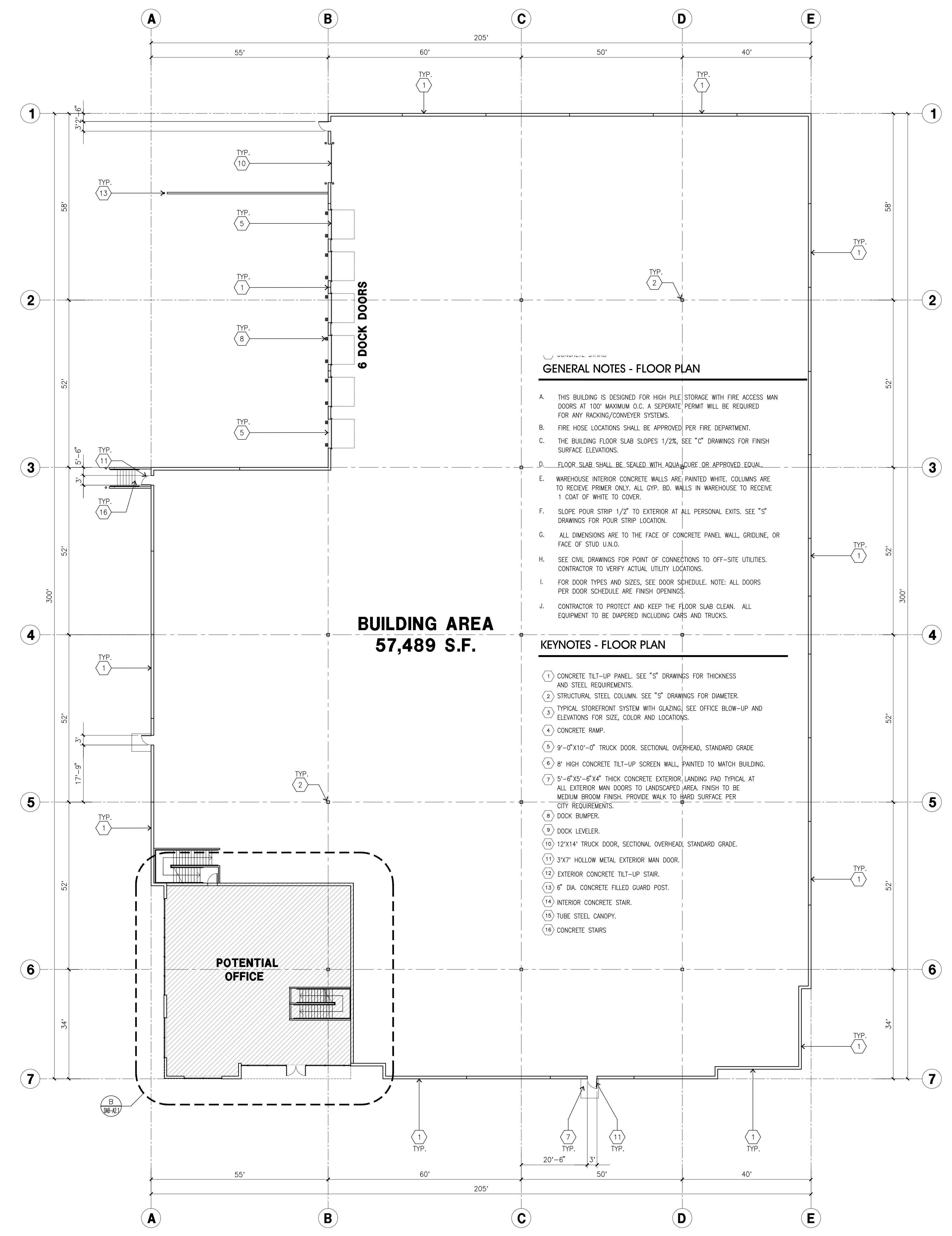
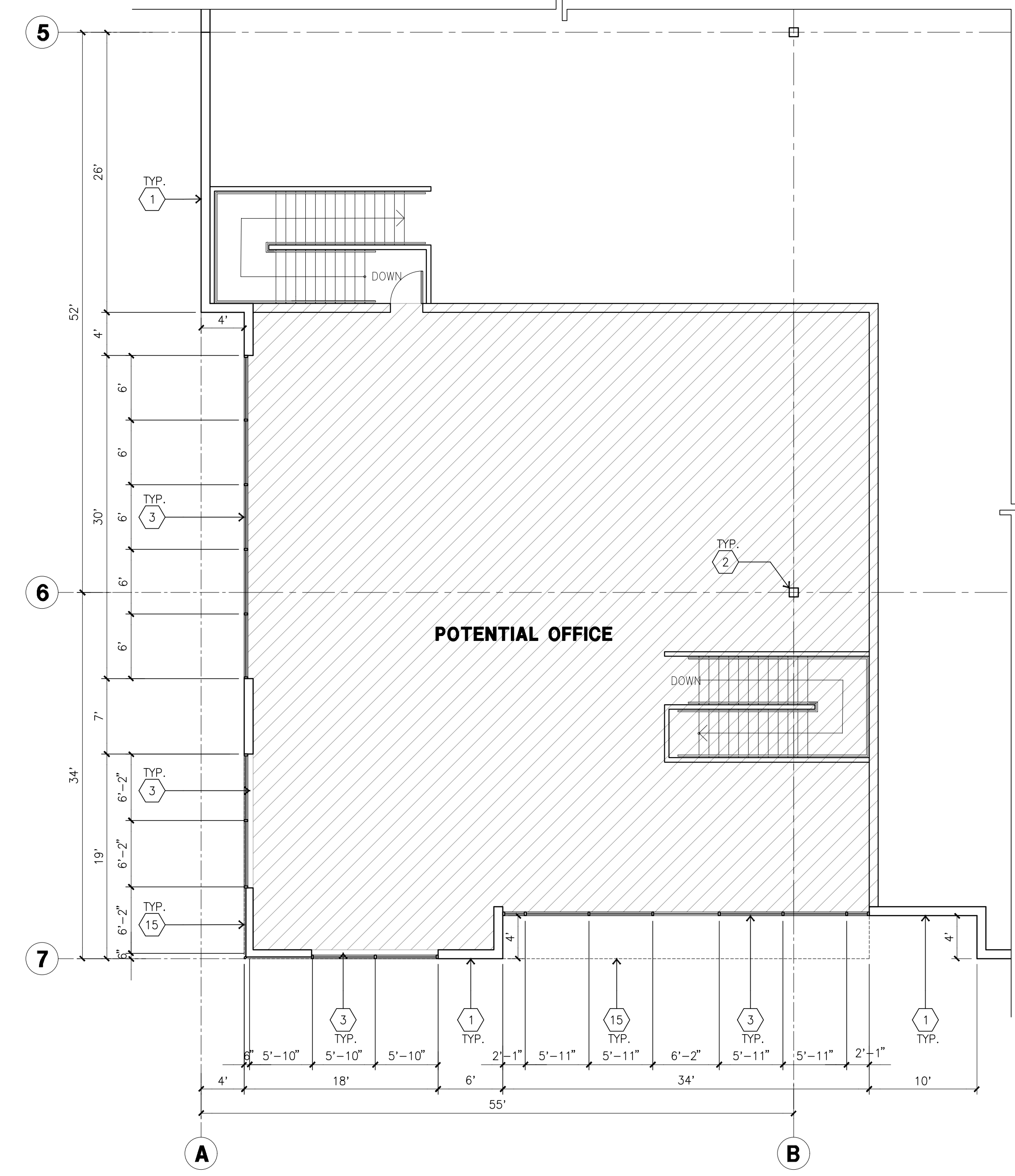
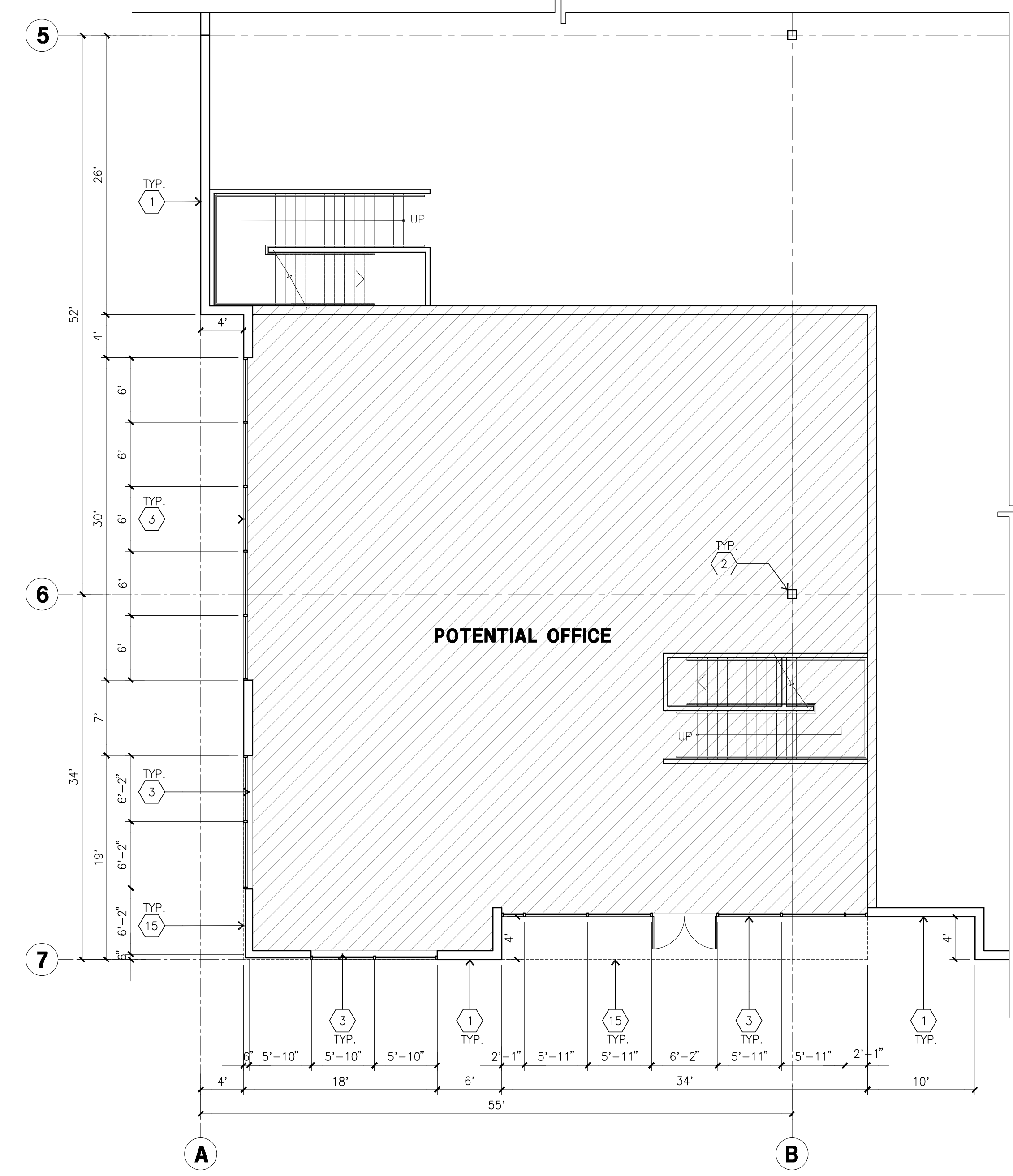


**CONCEPTUAL LANDSCAPE PLAN
DISTRIBUTION CENTER**

SANTA FE SPRINGS, CA



DATE: MAY 25, 2023



GENERAL NOTES - FLOOR PLAN

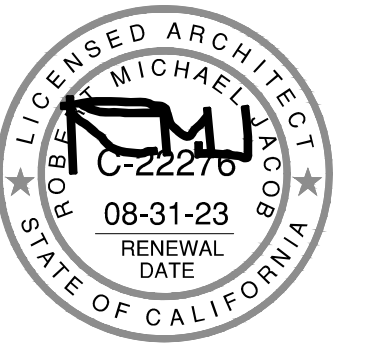
- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB SLOPES 1/2%, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- D. FLOOR SLAB SHALL BE SEALED WITH AQUACURE OR APPROVED EQUAL.
- E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
- G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.I.N.O.
- H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- I. FOR DOOR TYPES AND SIZES, SEE DOOR SCHEDULE. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.

KEYNOTES - FLOOR PLAN

- (1) CONCRETE TILT-UP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- (2) STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR DIAMETER.
- (3) TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- (4) CONCRETE RAMP.
- (5) 9'-0"x10'-0" TRUCK DOOR. SECTIONAL OVERHEAD, STANDARD GRADE.
- (6) 8' HIGH CONCRETE TILT-UP SCREEN WALL. PAINTED TO MATCH BUILDING.
- (7) 5'-0"x5'-0" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- (8) BUCK BUMPER.
- (9) BUCK LEVELER.
- (10) 12"x14" TRUCK DOOR. SECTIONAL OVERHEAD, STANDARD GRADE.
- (11) 3'x7' HOLLOW METAL EXTERIOR MAN DOOR.
- (12) EXTERIOR CONCRETE TILT-UP STAIR.
- (13) 6" DIA. CONCRETE FILLED GUARD POST.
- (14) INTERIOR CONCRETE STAIR.
- (15) TUBE STEEL CANOPY.
- (16) CONCRETE STAIRS.



hpa, inc.
18831 bardeen avenue - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com



Owner:
GREENLEAF XC, LLC

3020 Old Ranch Parkway
Suite 200
Seal Beach, CA. 90740

Project:
Distribution Center

10330 Greenleaf Avenue
Santa Fe Springs, CA 90670

Consultants:

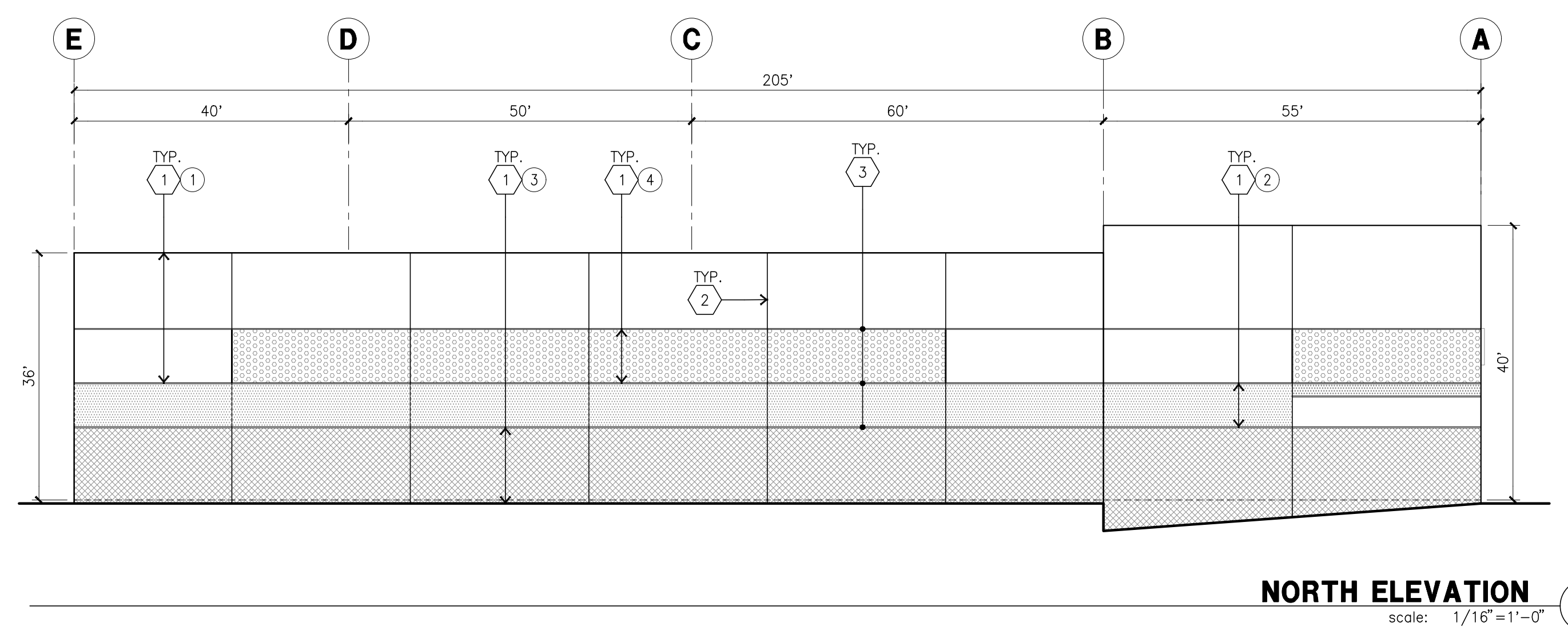
CIVIL	CA Engineering
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	SPLA
LANDSCAPE	-
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: ELEVATIONS

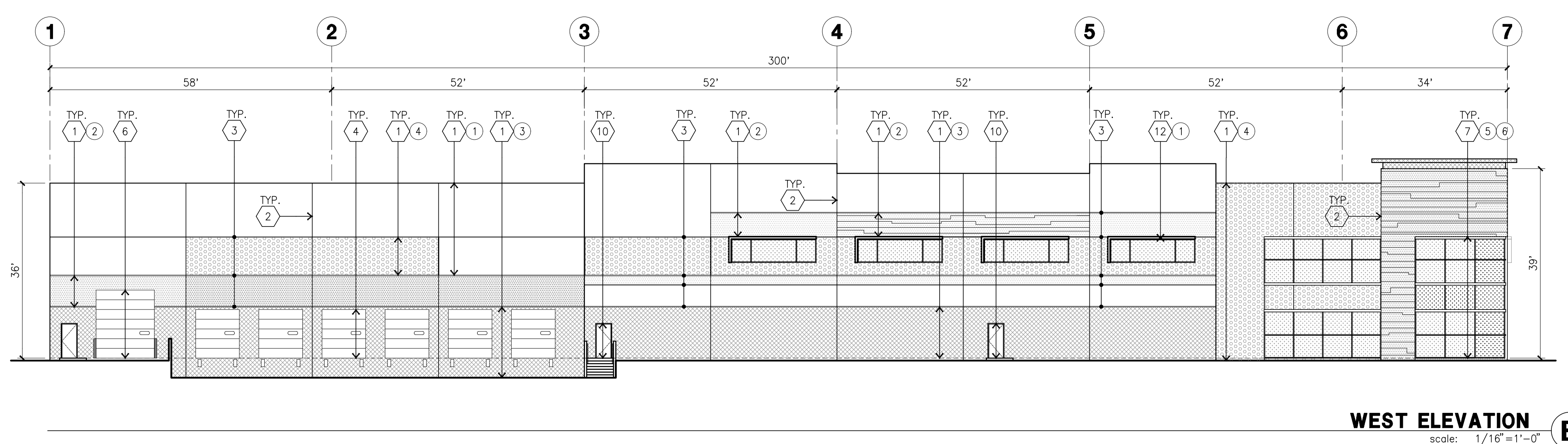
Project Number: 21689
Drawn by: JEC
Date: 11/08/22
Revision:

Sheet:

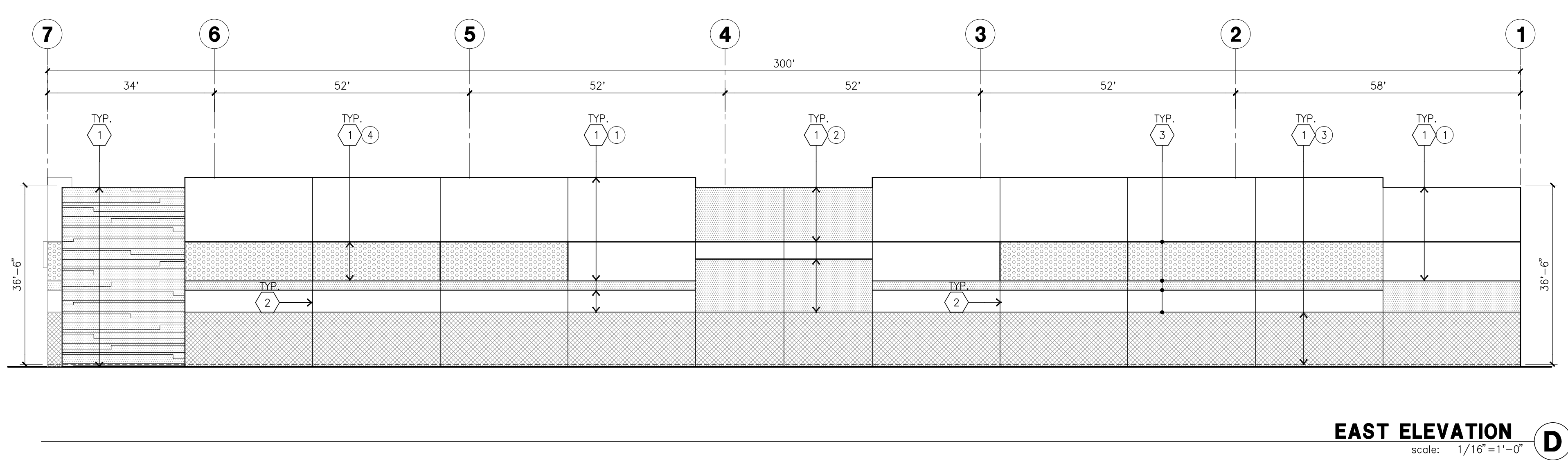
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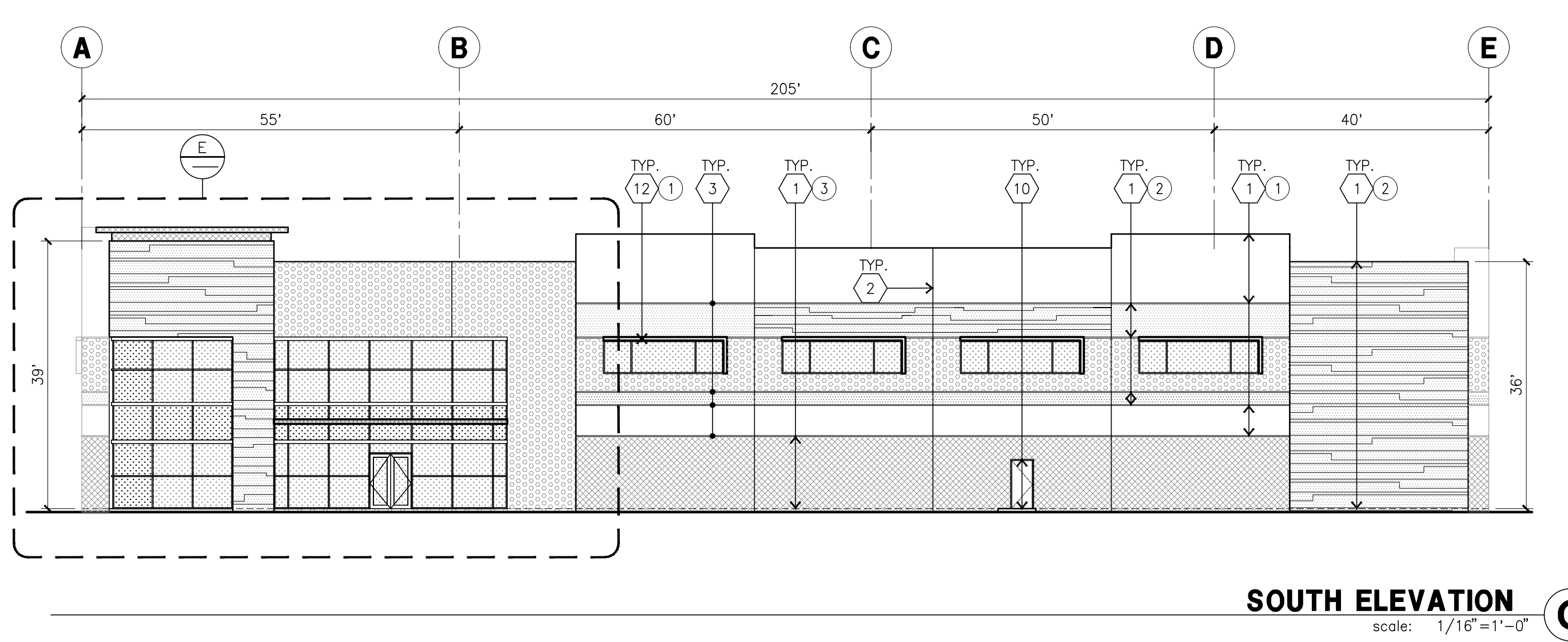
NORTH ELEVATION
scale: 1/16"=1'-0" **A**



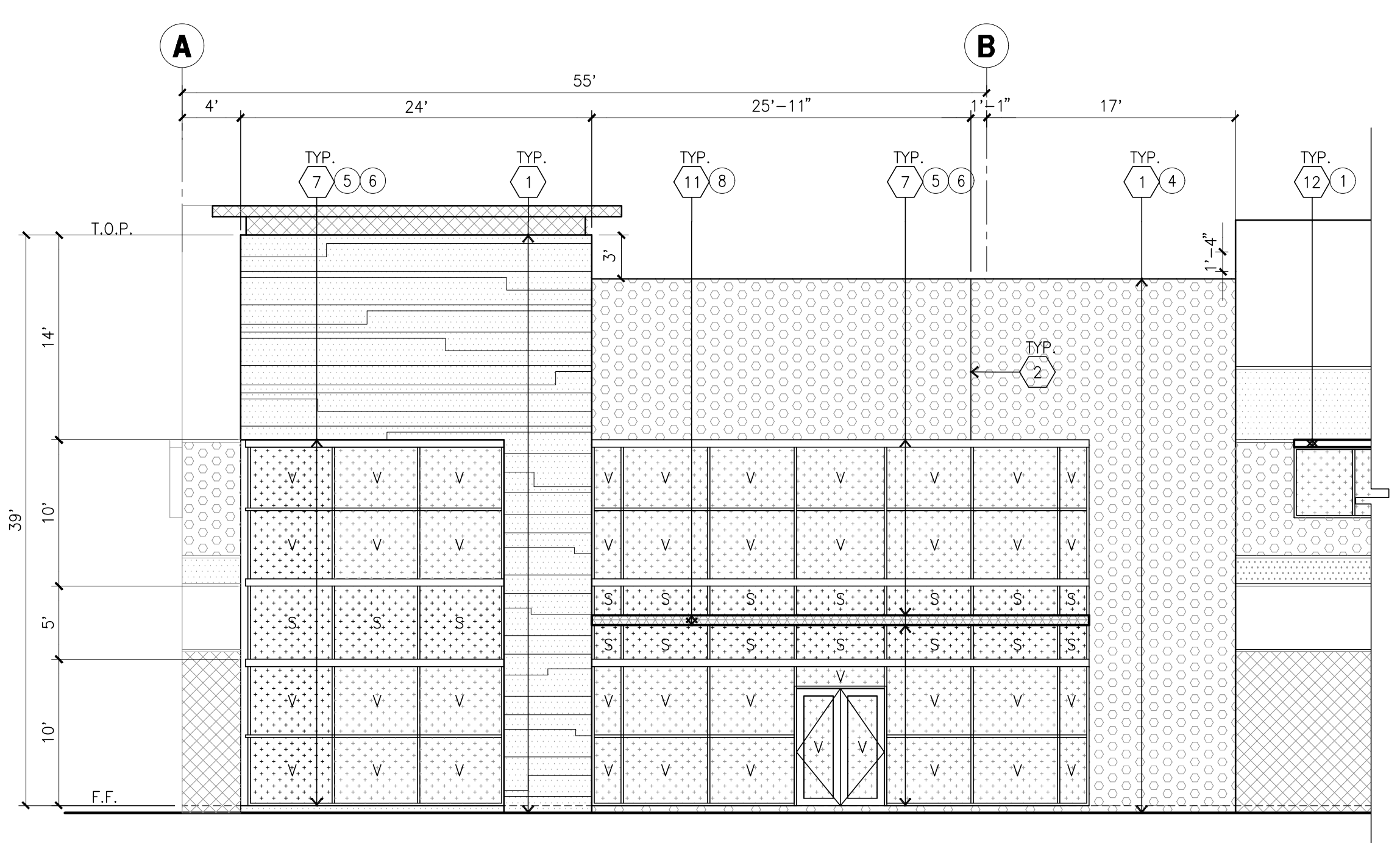
WEST ELEVATION
scale: 1/16"=1'-0" **B**



EAST ELEVATION
scale: 1/16"=1'-0" **D**



SOUTH ELEVATION
scale: 1/16"=1'-0" **C**



ENLARGED SOUTH ELEVATION
scale: 1/8"=1'-0" **E**

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED).
- 2 PANEL JOINT.
- 3 PANEL REVEAL.
- 4 9'-0" X 10' DOCK DOOR.
- 5 DOCK BUMPER.
- 6 12' X 14' DRIVE THRU DOOR.
- 7 ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS SIDELITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
- 8 NOT USED.
- 9 NOT USED.
- 10 3' X 7' HOLLOW METAL DOORS.
- 11 TUBE STEEL CANOPY.
- 12 ARCHITECTURAL ACCENT BUILD-UP.
- 13 METAL LOUVER.
- 14 CONCRETE STAIRS.
- 15 6' HIGH TRANSFORMER ENCLOSURE, TO HAVE SHRUBS ON EXTERIOR SIDE.

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET - ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 105 MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

COLOR SCHEDULE - ELEVATIONS

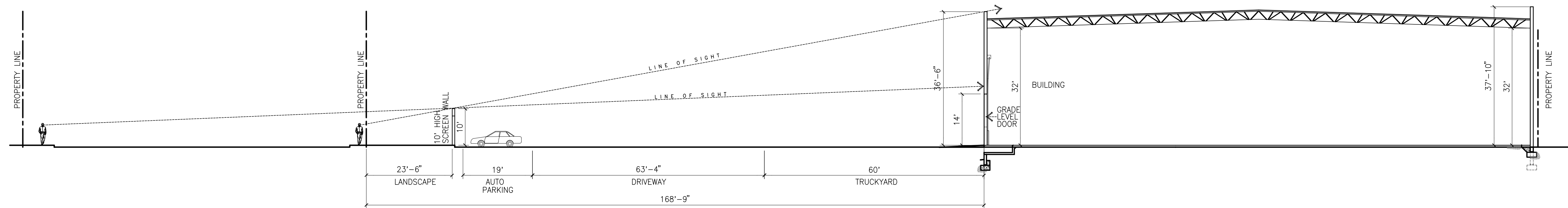
- | | |
|--------------------------|---|
| 1 CONCRETE TILT-UP PANEL | PAINTE BRAND, SHERWIN WILLIAMS SW 7005 PURE WHITE |
| 2 CONCRETE TILT-UP PANEL | PAINTE BRAND, SHERWIN WILLIAMS SW 7065 ARGOS |
| 3 CONCRETE TILT-UP PANEL | PAINTE BRAND, SHERWIN WILLIAMS SW 7067 CITYSCAPE |
| 4 CONCRETE TILT-UP PANEL | PAINTE BRAND, SHERWIN WILLIAMS SW 6524 COMMODORE |
| 5 STOREFRONT GLAZING | COLOR: BLUE REFLECTIVE GLASS |
| 6 MULLIONS | COLOR: CLEAR ANODIZED |
| 7 METAL CANOPY | SHERWIN WILLIAMS ACRYLIC LATEX SYSTEM HIGH GLOSS/HIGH PERFORMANCE
PAINTE BRAND, SW 7005 PURE WHITE |
| 8 METAL CANOPY | SHERWIN WILLIAMS ACRYLIC LATEX SYSTEM HIGH GLOSS/HIGH PERFORMANCE
PAINTE BRAND, SW 6524 COMMODORE |

GLAZING LEGEND

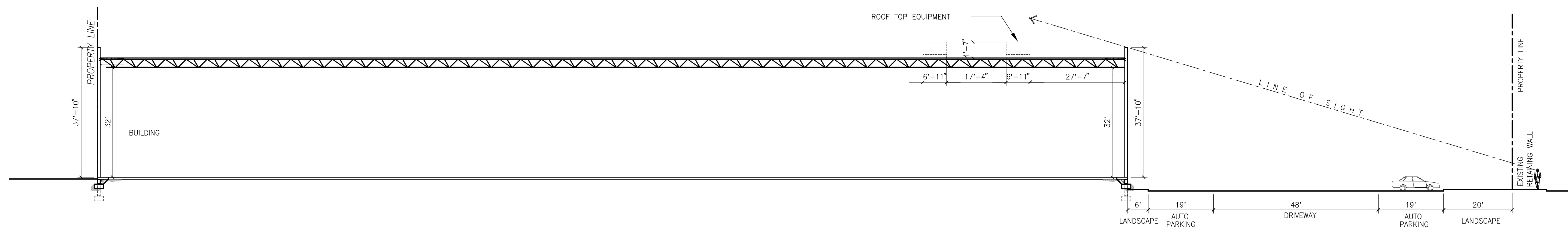
- | | | | |
|--|-------------------------|--|-----------------------|
| | TEMPERED SPANDREL GLASS | | TEMPERED VISION GLASS |
|--|-------------------------|--|-----------------------|

COLOR LEGEND

- | | | | |
|--|-------------------------------------|--|------------------------------------|
| | SHERWIN WILLIAMS SW 7005 PURE WHITE | | SHERWIN WILLIAMS SW 7065 ARGOS |
| | SHERWIN WILLIAMS SW 7067 CITYSCAPE | | SHERWIN WILLIAMS SW 6524 COMMODORE |

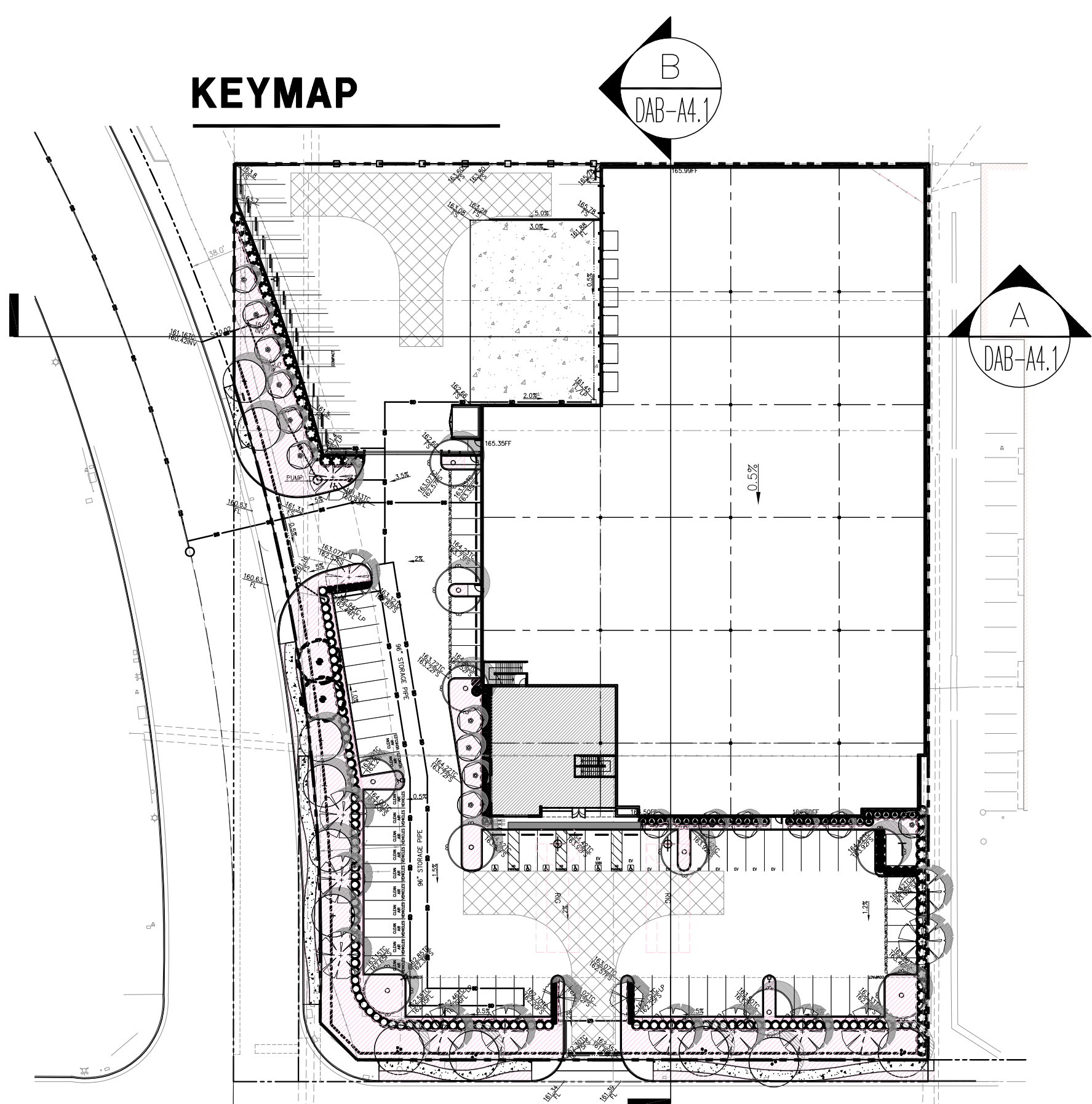


Section A
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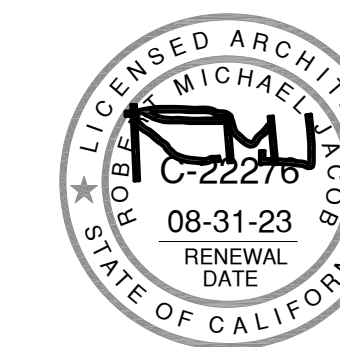


Section B
scale: 1" = 10'-0"

KEYMAP



hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com



Owner:
GREENLEAF XC, LLC

3020 Old Ranch Parkway
Suite 200
Seal Beach, CA. 90740

Project:
Distribution Center

10330 Greenleaf Avenue
Santa Fe Springs, CA 90670

Consultants:

CIVIL	CA Engineering
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	SPLA
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: SECTION ELEVATION

Project Number: 21689
Drawn by: JEC
Date: 11/08/22
Revision:

Sheet:

DAB-A4.1



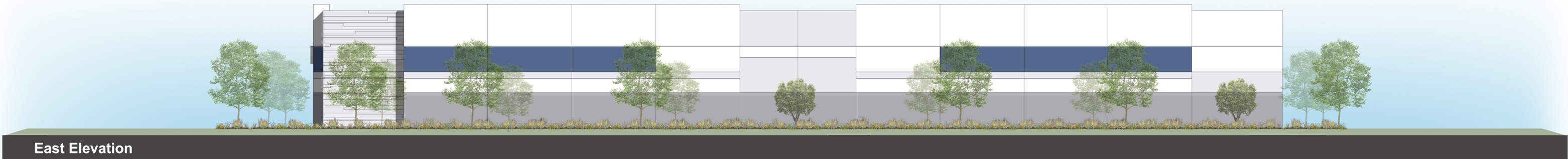
North Elevation



West Elevation



South Elevation



East Elevation



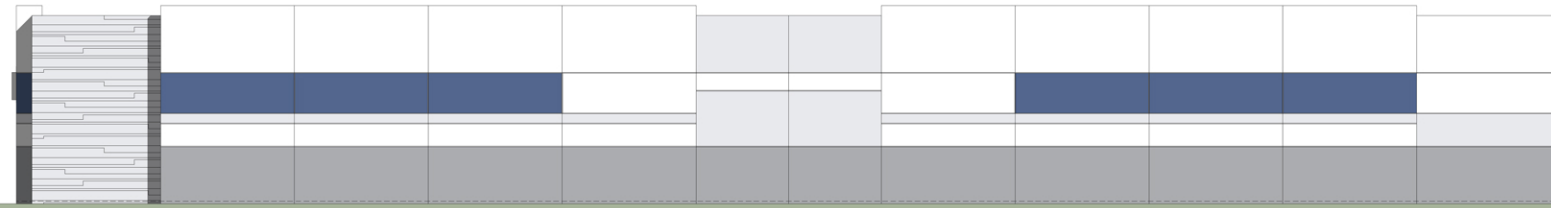
Conceptual Building Elevations - 32' Clear Ht.

10330 GREENLEAF AVENUE

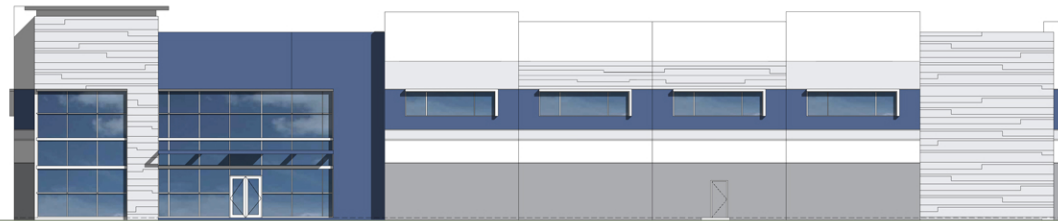
Santa Fe Springs, CA

#21689 | 05. 25. 2023



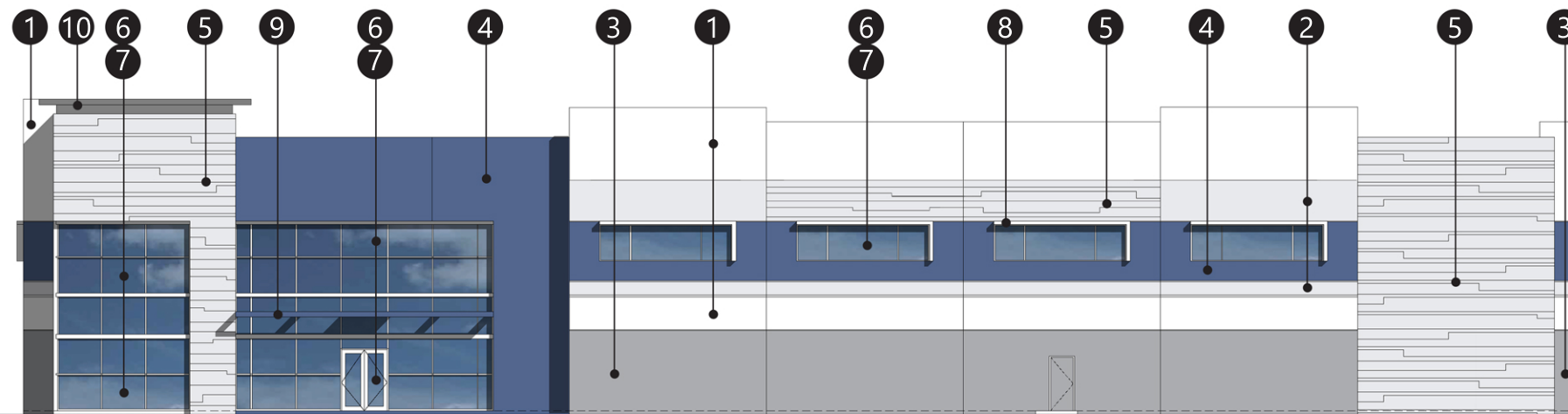


East Elevation



Telegraph Road Elevation - South Elevation

- | | | | | | | | | | |
|---|--|--|--|--|------------|--|--|--|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | |
| Sherwin Williams
SW 7005
Pure White
(255-C1) | Sherwin Williams
SW 7065
Argos
(236-C2) | Sherwin Williams
SW 7067
Cityscape
(236-C5) | Sherwin Williams
SW 6524
Commodore
(185-C7) | US Formliner
2/212 TYRA with Paint
SW 7065 Argos | Blue Glass | Clear Anodized
Aluminum
Mullions | Metal Paint
match color: SW 7005
Pure White(255-C1)
@Metal Canopy | Metal Paint
match color : SW 6524
Commodore(185-C7)
@Metal Canopy | Metal Paint
match color: SW 7068
Grizzle Gray
@Metal Finish Cap |



Enlarged View of Telegraph Road Elevation - South Elevation



Conceptual Building Elevations & Material Board - 32' Clear Ht.
10330 GREENLEAF AVENUE
 Santa Fe Springs, CA #21689 | 03.02.2023





Perspective View

10330 GREEN LEAF AVE.

Santa Fe Springs, CA

#21689 | 03.01.2023



Attachment #5: Resolution No. 237-2023
Exhibit A – Conditions of Approval
Exhibit B – Class 32 Categorical Exemption Report
Exhibit C – Traffic Screening Analysis

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 237-2023

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SANTA FE SPRINGS REGARDING
LOT LINE ADJUSTMENT NO. 2023-01 AND
DEVELOPMENT PLAN APPROVAL CASE NO. 1003**

WHEREAS, an application was filed for Lot Line Adjustment (LLA) No. 2023-01 to consolidate the two (2) existing parcels that make up the subject property, measuring ±2.11 acres and ±1-acre, into a single parcel, measuring ±3.11 acres; and

WHEREAS, an application was filed for Development Plan Approval (DPA) Case No. 1003 to allow the construction of a new ±57,489 sq. ft. concrete tilt-up industrial building; and

WHEREAS, the subject property is located on the northeast corner of Telegraph Road and Greenleaf Avenue, with Accessor's Parcel Numbers of 8011-005-013 and 8011-005-034, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner and project applicant is Greenleaf XC, LLC, 3010 Old Ranch Parkway, Suite 470, Seal Beach, CA 90740; and

WHEREAS, the proposed use, which includes the discretionary review of Lot Line Adjustment No. 2023-01 and Development Plan Approval Case No. 1003, is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, based on the information received from the applicant and the provided written and oral staff reports, the Planning Commission has found and determined that the proposed project meets the criteria for a Categorical Exemption, pursuant to the California Environmental Quality Act (CEQA), Section 15332-Class 32; and

WHEREAS, the City of Santa Fe Springs Planning and Development Department on June 1, 2023 published a legal notice in the *Whitter Daily News*, a local paper of general circulation, indicating the date and time of the public hearing, and also mailed said public hearing notice on June 1, 2023 to each property owner within a 500 foot radius of the project site in accordance with state law; and

WHEREAS, the City of Santa Fe Springs Planning Commission has considered the application, the written and oral staff report, the Subdivision Map Act requirements, the General Plan and zoning of the subject property, the testimony, written comments, or other materials presented at the Planning Commission Meeting on June 12, 2023, concerning Lot Line Adjustment No. 2023-01 and Development Plan Approval Case No. 1003.

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

The proposed project is considered a project under the California Environmental Quality Act (CEQA); and as a result, the project is subject to the City's environmental review process. The project, however, is categorically exempt pursuant to Section 15332 Class 32: In-fill development projects.

Blodgett Baylosis Environmental Planning has prepared a detailed Class 32 Categorical Exemption report (Exhibit B). The report provides written justification that the proposed project meets the following criteria:

- a. The project is consistent with the applicable General Plan designation and all applicable policies as well as with applicable zoning designation and regulations;
- b. The proposed project occurs within the city limits on a site of no more than 5-acres substantially surrounded by urban use;
- c. The project site has no value as a habitat for endangered, rare, or threatened species;
- d. Approval of the project will not result in any significant effects relating to traffic, noise, air quality, or water quality impacts; and
- e. The site can be adequately served by all required utilities and public services.

In addition to the Class 32 Categorical Exemption report, David Evans and Associates, Inc. prepared a traffic screening analysis (Exhibit C) which has been accepted by the City's Traffic Engineer. Lastly, the project site is not included on a Cortese list and is not identified on the EPA's database (Environfacts).

SECTION II. LOT LINE ADJUSTMENT FINDINGS

Pursuant to the State's Subdivision Map Act, the Planning Commission has made the following findings:

- (A) *The proposed Lot Line Adjustment will not create a greater number of parcels than originally existed.*

The proposed Lot Line Adjustment is between two existing parcels with a total combined area of ±3.11 acres. If approved by the Planning Commission, the Lot Line Adjustment will reconfigure the ±3.11-acre site by effectively consolidating the two (2) subject parcels. The proposed Lot Line Adjustment, therefore, will not result in a greater number of parcels than originally existed.

(B) The proposed Lot Line Adjustment is consistent with the City’s General Plan, Zoning and Building ordinances.

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 proposed industrial building will accommodate various industrial uses such as office, warehousing, and manufacturing. As a result, the proposed Lot Line Adjustment will be in conformance with the General Plan land use designation for the site. Approval of the proposed Lot Line Adjustment would promote a number of specific General Plan Goals and Policies as described in “Table 1” below:

Table 1
General Plan Consistency Analysis

General Plan Element	Policy	Project Consistency
Land Use	Policy LU-1.2: Economic Diversity. Support a diversified economy with a balance of small and large businesses across a broad range of industries that provide employment, commercial, and experiential opportunities.	The proposed lot line adjustment will allow the subject site the combined area for an economically feasible development. The associated industrial building, proposed with the project, will create new employment opportunities for future office and industrial staffing.
Land Use	Policy LU-2.1: Diverse Industrial Activities. Strengthen the diversity of industrial uses, emphasizing manufacturing, biotechnology, technology, commercial innovation, research and development, and clean industries.	While the tenant of the proposed industrial building remains speculative during the entitlement process, the construction of the new industrial building will replace an existing vacant and underutilized lot. The zoning designation of M-2 (Heavy Manufacturing) will allow a variety of office, manufacturing, laboratory, and other industrial uses. In addition, the proposed development will be required to meet the California Green Building Code requirements and thus, create a clean industry development.
Land Use	Policy LU-3.4: Repurpose Petroleum Production Lands. Encourage the remediation and development of properties	The subject property is currently vacant and has two (2) oil wells that were previously abandoned in 1934 and 1971, respectively. The owner/applicant is committed to

	transitioning from petroleum production.	completing the California Department of Conservation – Geologic Energy Management Division (CalGEM) requirements for redevelopment. As a result, the project will transition the subject property into an attractive industrial development with new employment opportunities.
--	--	--

Zoning – The primary zoning consideration for the proposed consolidation is that the subject parcels continue to meet the required minimum lot area, width, and depth for an M-2 zoned property, as required by the City’s Zoning Ordinance. Pursuant to the development standards for the M-2, Heavy Manufacturing, Zone, the minimum lot size shall be 7,500 square feet, the minimum lot width shall be not less than 75 feet, and there is no requirement for lot depth in the M-2 Zone. As proposed, the subject parcels will maintain a lot area of ±3.11 acres and a lot width of 263 feet, and therefore, the consolidated lot will meet or exceed the minimum requirements.

Building Ordinance/Code – The proposed Lot Line Adjustment is to consolidate the two existing parcels into a single parcel, but the overall project also includes the construction of a new ±54,489 sq. ft. concrete tilt-up industrial building. As such, the applicant is required to go through the plan check process and the new building and related improvements will be reviewed to ensure that it meets all Building Code requirements prior to construction.

In addition to the above, the proposed Lot Line Adjustment has been reviewed by the Department of Public Works.

SECTION III. DEVELOPMENT PLAN APPROVAL FINDINGS

Pursuant to Section 155.739 of the City of Santa Fe Springs Zoning Ordinance, the Planning Commission has made the following findings:

- (A) *That the proposed development is in conformance with the overall objectives of this chapter (Chapter 155: Zoning).*

The proposed project is located within the M-2, Heavy Manufacturing, Zone. Pursuant to Section 155.240 of the Zoning Ordinance, “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 project 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. The proposed project will result in a new concrete tilt-up speculative industrial building; therefore, the land is being maintained for industrial uses.
3. The project involves the construction of a new attractive industrial building on a site that is currently vacant. The assessed value of the property will significantly improve after the project is complete, thus leading to an increase in property values for both the subject property and neighboring properties.
4. The new industrial building offers new construction with modern amenities (i.e. greater ceiling height, energy efficiency, etc.) that will help to attract local industrial businesses to either locate or otherwise remain in Santa Fe Springs.

(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.

The applicant is proposing to construct a new concrete tilt-up speculative industrial building on the subject site. The new concrete tilt-up industrial building has been designed with variations in the provided setback, height, color, and materials used. The result is an attractive project with a contemporary building that is comparable to other high-quality office/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.

The proposed building is well-designed and should be highly suitable for a variety of office, manufacturing and/or warehouse-type users. The design of the new concrete tilt-up industrial building provides quality architectural design, as demonstrated by glazing, pop-outs, and variations in height, materials, and color. These architectural design elements break up the mass of the building and present an attractive, distinctive façade to visitors. At this time, the proposed building does not have a particular tenant and the tenant is considered speculative. As designed, the new building is suitable for its intended industrial 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.

Extensive consideration has been given to numerous elements of the proposed project to achieve harmony with the City’s Zoning Ordinance. The majority of the

landscaping will be provided along Telegraph Road and Greenleaf Avenue for maximum aesthetic value. The loading areas have also been strategically placed so that they will not be directly visible from the public right-of-way. Nevertheless, a 10'-high concrete screen wall with an 8'-high sliding gate will be provided to screen activities within the truck yard area. Lastly, the proposed trash enclosures have been strategically placed where they are not visible or easily accessible by the public, and where they have least impact on adjacent properties.

- (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.

As stated previously, the proposed buildings are contemporary in design. The architect used glazing, pop-outs, height variations, materials, and color. The style and architecture of the proposed buildings are consistent with other high-quality buildings that were recently constructed throughout 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.

Pursuant to Section 155.736 of the Zoning Ordinance "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." As detailed in the previous findings, the Planning Commission believes that proper attention has been given to the location, size, and overall design of the proposed buildings and related improvements.

- (G) As a means of encouraging residential development projects to incorporate units affordable to extremely low income households and consistent with the city's housing element, the city will waive Planning Department entitlement fees for projects with a minimum of 10% extremely low income units. For purposes of this section, extremely low income households are households whose income does not exceed the extremely low-income limits applicable to Los Angeles County, as published and periodically updated by the state's Department of Housing and Community Development pursuant Cal. Health and Safety Code § 50106.

The Planning Commission finds that the proposed project is not a residential development; therefore, the requirements pertaining to low-income units do not apply.

SECTION IV. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 237-2023 to find and determine that the proposed project is categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15332 – Class 32 (In-Fill Development);

approve Lot Line Adjustment No. 2023-01 to consolidate the two (2) existing parcels that make up the subject property, measuring ±2.11 acres and ±1-acre, into a single parcel, measuring ±3.11 acres; and approve Development Plan Approval Case No. 1003 to allow the construction of a new ±57,489 sq. ft. concrete tilt-up industrial building for the subject site located at 13007 Telegraph Road (APN: 8011-005-013) and 10330 Greenleaf Avenue (APN: 8011-005-034), within the M-2, Heavy Manufacturing, Zone, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 12th day of June 2023 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

Francis Carbajal, Chairperson

ATTEST:

Teresa Cavallo, Planning Secretary

EXHIBIT A – CONDITIONS OF APPROVAL
Lot Line Adjustment No. 2023-01
Development Plan Approval Case No. 1003
13007 Telegraph Road & 10330 Greenleaf Avenue
APN: 8011-005-013 & 8011-005-034

ENGINEERING / PUBLIC WORKS DEPARTMENT:
(Contact: Alex Flores 562-868-0511 x7507)

STREETS

1. That the applicant shall pay a flat fee of \$65,436.90 to reconstruct/resurface the existing street frontage to centerline for Telegraph Road and Greenleaf Avenue.
2. That the applicant shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Telegraph Road and Greenleaf Avenue street frontages. The dedicated easements shall be granted to the City per Easement Deed supported by a Legal Platt and Description, prepared by a current California Licensed Land Surveyor or Civil Engineer. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans.
3. The applicant shall remove all unused existing driveway approaches along Telegraph Road and Greenleaf Avenue, (4 total). Applicant shall replace them with new sidewalk/curb & gutter per City standard plan R-7 and R-12 (see condition above).
4. The applicant shall construct the two (2) new driveway approaches per City standard plan R-6.4B on Telegraph Road and Greenleaf Avenue.
5. Any unused above ground oil wells, pipelines, tanks, and related lines within the public right-of-way along entire property frontage shall be removed unless otherwise approved by the City Engineer.
6. 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 \$1,200 to install (6) new signs.
7. The applicant shall reimburse the City for the actual cost for the installation, replacement or modification of street name signs, traffic signs, striping, and pavement markings damaged in conjunction with the development. Work to be done by City forces, unless otherwise specified by City Engineer.
8. That the applicant shall pay to the City \$45,000, the entire cost of design, engineering, installation and inspection of three (3) new Street Lights, two-(2)

street lights on Telegraph Road, and one (1) street light on Greenleaf Avenue. The City will design and cause construction of said street light(s).

9. Proposed driveways shall be located to clear existing fire hydrants, street lights, water meters, etc.
10. The applicant and/or developer shall pay for the design, installation, and inspection of undergrounding any existing overhead utility services into the property along Telegraph Road and Greenleaf Avenue.

CITY UTILITIES

11. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications for Telegraph Road and Greenleaf Avenue. Storm drain plans shall be approved by the City Engineer.
12. All buildings shall be connected to the sanitary sewers. 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 City Building Department in conjunction with LA County Public Works. Applicant to comply with LA County requirements, and submit a sewer study (including a sewer flow test) along with the sanitary sewer plans to City Public Works and LA County Public Works for review and approval.
13. 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.
14. That the applicant shall obtain a Storm Drain Connection Permit (Fee) from the City Public Works Department for any connection to the storm drain system.
15. 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.

TRAFFIC

16. That the proposed driveway on Telegraph road shall have a minimum 200' separation from the Greenleaf Avenue Centerline to westerly Beginning Curb Return (BCR) of said driveway.
17. That the proposed driveway centerline on Greenleaf Avenue shall align with the centerline of the most north easterly entry driveway of 12949 Telegraph Road. Noncompliance will result in the City prohibiting left turns out onto south bound Greenleaf Avenue, and the Applicant/Developer will be required to install a permanent "NO LEFT TURN" sign at the proposed driveway.

FEES

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 developer will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the applicant and/or developer cannot meet the mitigation requirements, the applicant and/or developer shall pay a mitigation fee of \$33,814.05 determined by the City Engineer for off-site transportation improvements.
19. That the applicant shall pay the water trunkline connection fee of \$3,700 per acre upon application for water service connection or if utilizing any existing water service.

MISCELLANEOUS

20. 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.
21. That a hydrology study shall be submitted to the City and reviewed by the City Engineer for approval. The study shall be prepared by a Professional Civil 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 the 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: ENVIRONMENTAL PREVENTION:
(Contact: Eric Scott 562.868.0511 x 3812

23. 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 recognized regulatory screening levels, remedial action will be required. A remedial action work plan must be approved by the 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.
24. 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.
25. 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.
26. That the applicant shall comply with all Federal, State and local requirements and regulations included, but not limited to, the Santa Fe Springs City Municipal Code, California Fire Code, Certified Unified Program Agency (CUPA) programs,

the Air Quality Management District's Rules and Regulations and all other applicable codes and regulations.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION):
(Contact: Kevin Yang 562.868.0511 x 3818)

27. Prior to issuance of Certificate of Occupancy or Building Final, the applicant shall install a fire sprinkler system based on the information provided. Fire sprinkler plans shall be submitted and approved by the Santa Fe Springs Department of Fire-Rescue prior to installation.
28. Prior to issuance of Certificate of Occupancy or Building Final, the applicant shall install a monitored manual/automatic fire alarm system in accordance with California Fire Code Section 907. Plans shall be submitted and approved by the Santa Fe Springs Department of Fire-Rescue prior to installation.
29. Prior to issuance of Building Permit, the applicant shall provide the Santa Fe Springs Department of Fire-Rescue with a site plan for fire lanes and signage.
30. That interior gates or fences are not permitted across required access roadways unless otherwise granted prior approval by the Santa Fe Springs Department of Fire-Rescue.
31. Prior to issuance of Building Permit, the applicant shall furnish one copy of the water system plans to the Santa Fe Springs Department of Fire-Rescue for review.
32. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Santa Fe Springs Department of Fire-Rescue prior to beginning construction. They shall be maintained accessible.
33. Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox Box shall be installed in an accessible location approved by the Fire Code Official. Electric powered gates shall be provided with Knox key switches for access by emergency personnel. Where manual operated gates are permitted, they shall be provided with a Knox box or Knox padlock.
34. 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 or Methane Mitigation System, prior to issuance of building permits.
35. When applicable, abandoned oil wells must be exposed and inspected under the oversight of a registered engineer, registered geologist or other Fire-Rescue approved technical expert. The wells must be monitored for methane leaks and the precise location of each abandoned well shall be surveyed. A report of

findings, along with a description of any recommended remedial actions (if necessary), signed by a registered engineer, registered geologist or Fire-Rescue approved technical expert, must be provided to the Santa Fe Springs Department of Fire-Rescue.

POLICE SERVICES DEPARTMENT:

(Contact: Lou Collazo at 562.409.1850 x 3335)

36. That the applicant shall submit and obtain approval of a proposed lighting (photometric) 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 plans shall be submitted to the designated contact person from the Department of Police Services in conjunction with the submittal of the Parking Electrical Plans. PDF formatted plans are acceptable and shall be emailed to luiscollazo@santafesprings.org.
37. The applicant shall provide an emergency phone number and a contact person of the person or persons involved in the supervision of the construction to the Department of Police Services. The name, telephone number, fax number and e-mail address of that person shall be provided to the Department of Police Services (Attn: Lou Collazo) 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. Information will be submitted to Whittier Police Department.
38. In order to facilitate the removal of unauthorized vehicles parked on the property (after construction of the building is completed), 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 Section Code 22658 that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Whittier Police Department (562) 945-8250). 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.
39. All tenants occupying the proposed industrial buildings are to be notified that all respective work shall be conducted inside at all times including, but not limited to, all loading and unloading of trucks and trailers. Items and/or merchandise shall not be left outside of the building awaiting loading. Outdoor storage and/or activities is prohibited unless prior approval has been obtained from the City.

40. Vehicles are not to block traffic at any time. It is the responsibility of the on-site manager to prevent or discourage this activity; drivers are subject to citations.
41. The proposed buildings, including any lighting fixtures, fences, walls, cabinets, and utility poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Graffiti shall be removed or painted over with a matching paint color within 72-hours of occurrence. Any damage from any such cause shall be repaired within 5-days of occurrence, weather permitting, to minimize dangerous conditions and/or visual blight.
42. It shall be the responsibility of the job supervisor to maintain the job site in a clean and orderly manner. Dirt, dust, and debris that has migrated to the street or neighboring properties shall be immediately cleaned. Porta-potties, or equal, shall not be visible from the public street and serviced (emptied) on a regular basis.
43. All construction debris shall be placed in trash/recycle bins at the end of every work day and shall not be left out visible from public view.
44. The property owner and/or lease agent shall notify any potential tenants and/or customers that they are mandated to comply with the ambient noise requirements as required by Santa Fe Springs Zoning Code Section 155.424.
45. The property owner and/or lease agent shall notify any potential tenants that the parking areas and their respective aisles and/or Fire Lanes shall not be reduced or encroached upon with outdoor storage.
46. All parking stalls and/or designated parking areas shall be continuously available to all employees and customers during their business hours. Parking Stalls shall not be sectioned off for reserved or preferred parking.
47. Trucks and/or trailers shall not back-up onto the street, park, stage, or queue on the street at any time. The Applicant and/or the acting site manager shall be responsible for making sure that this condition is complied with at all times.
48. The Applicant and/or his tenant be aware that SFSMC §72.16 prohibits the parking of semi-trailers or trailers on any street or alley unless such vehicle is, at all times while parked, attached to a truck or vehicle capable of moving such semi-trailer or trailer upon public streets and highways.
49. The on-site paving shall be maintained free of pot-holes or other similar damage and the Applicant shall make repairs within 72-hours of identifying any pavement deficiencies.
50. Parking markings (parking striping, directional arrows, etc.) shall be maintained at all times and re-painted when they become faded.

WASTE MANAGEMENT:

(Contact: Maribel Garcia 562.868.0511 x7509)

51. 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. All projects are subject to the requirements of Chapter 50 to reuse or recycle 75% of the project waste. Contact the Environmental Consultant, MuniEnvironmental at (562) 432-3700.
53. 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: Vince Velasco 562.868.0511 x7053)

54. This approval shall allow the applicant to construct, operate, and maintain a new ±57,489 sq. ft. concrete tilt-up industrial building on the subject property located at 13007 Telegraph Road (APN: 8011-005-013) and 10330 Greenleaf Avenue (APN: 8011-005-034).
55. Approval of the subject Development Plan Approval (DPA) Case No. 1003 is still contingent upon the approval of Lot Line Adjustment (LLA) No. 2023-01, to allow the consolidation of two (2) existing parcels that make up the subject property (APN: 8011-005-013 & 034), into a single parcel measuring ±3.11-acres.
56. The applicant shall provide at no cost to the City, one Notarized Conformed Copy of the recorded lot line adjustment from the County of Los Angeles Department of Public Work, P.O. Box 1460, Alhambra, CA 91802-146, Attention: Bill Slenniken (626) 458-5131.
57. That the applicant shall submit a \$75 check made out to "L.A. County Registrar-Recorder/County Clerk" to the Planning Department to file a Categorical Exemption from California Environmental Quality Act prior to or within two (2) days of Planning Commission approval.
58. The applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.
59. The subject property is located within the "Methane Zone". As a result the applicant shall therefore indicate the subject property is located within the Methane Zone on the first page of the building construction plans as well as the

MEPs that are submitted to the County. Said indication shall be clearly printed with a minimum front size of 20 point.

60. 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 per the recommendation of the methane study.
61. Prior to the issuance of Building Permits, the applicant shall obtain an Office Trailer Permit for any use of mobile office trailers during the construction process.
62. 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.)
63. The applicant 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.
64. Secure fencing around the construction site with locking gates and appropriate lighting shall be installed during construction to prevent trespassing and theft.
65. It shall be unlawful for any person to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, other than emergency work, between 7:00 p.m. on one day and 7:00 a.m. of the following day, if such maintenance activity produces noise above the ambient levels as identified in the City's Zoning Ordinance.
66. 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.
67. 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 line-of-sight drawing or 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.

68. The applicant agrees and understands that any existing overhead utilities within the development shall be placed underground.
69. Applicant shall provide for appropriate cable television systems and for communication systems, including but not limited to, telephone and internet services to the subject property. The applicant is responsible for complying with this requirements and shall make necessary arrangements with each of the serving utilities, including licensed cable television operators and other video service providers for the installation of these facilities.
70. All fences, walls, gates and similar improvements for the proposed development shall be subject to the prior approval of the Fire Department and the Department of Planning and Development.
71. Sufficient number of approved outdoor trash enclosures shall be provided for the development, subject to the approval of the Director of Planning or designee (*Calculations are subject to change*). All outdoor trash enclosures shall provide a solid roof cover. (Please see L.A. County Department Public Works handout).
72. 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. 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.
73. All street-facing roof drains shall be provided along the interior walls and not along the exterior of the building.
74. The proposed development shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored or rusted.

75. The Department of Planning and Development requires that the double-check detector assembly be placed as far back from the property line as practical, screened by shrubs or other materials, and painted forest green. 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. The bottom of the valve shut off wheel shall be located a maximum of two (2) feet above ground.
76. That all Reduced Pressure Backflow preventer shall be installed in a backflow prevention cage on a concrete pad. The backflow preventer shall be painted "forest 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.
77. 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, shrubs designed to fully screen the interior yard and parking areas from public view, and minimum 24" box trees along the street frontage. *Said plans 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, bio-swales, areas of infiltration trenches, etc.)
78. 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).*
79. Upon completion of the landscaping improvements, 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, and removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.

80. 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 should also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design.
81. 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 consistent with Southern California Edison's Guidelines which requires three foot clearance on sides and back of the equipment, and eight foot clearance in front of the equipment. Additionally, the 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.)
82. The applicant or future owner shall be responsible for continually ensuring that future tenants do not allow commercial vehicles, trucks and/or truck tractors to queue on Telegraph Road or Greenleaf Avenue, use Telegraph Road or Greenleaf Avenue as a staging area, or to back-up onto the street from the subject property.
83. 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 Fire Marshall.
84. That all parking areas shall be striped in accordance with the proposed site plan, as submitted by the applicant and on file with this case. Unless the overall office area exceeds 15% of the building area, a minimum of 90 parking stalls shall be provided and continually maintained on-site at all times.
85. All parking stalls shall be legibly marked on the pavement. Additionally, 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.
86. The Department of Planning and Development 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. All signs shall be installed in accordance with the sign standards of the City's Zoning Ordinance and the Sign Guidelines of the City.
87. 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. The applicant shall provide a written covenant to the Planning Department that, 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. The applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of the 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. The 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. The 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. The 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.
88. 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 business

license application may be completed online at <https://santafesprings.hdlgov.com>. A late fee and penalty will be assessed 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. For answers to questions or inquiries surrounding the business license process, please call (562) 264-5219 to speak to a customer service representative.

89. Prior to occupancy of the property/building, the applicant, and/or their 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 on the City's website (<https://santafesprings.hdlgov.com/>).
90. The development shall be built substantially in accordance with the plot plan, floor plan, and elevations submitted by the applicant and on file with the case. Any modification shall be subject to the review and approval of the Director of Planning or his/her designee.
91. The final site 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.
92. 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 landscape and irrigation plan.
93. The applicant understands and agrees that if any term or condition of this approval is determined in whole or in part to be invalid or unenforceable, such determination shall not affect the validity or enforceability of any other term or condition contained herein.
94. The applicant understands and agrees that this approval is subject to modification or revocation as set forth in the Santa Fe Springs Municipal Code. Grounds for modification or revocation include, but are not limited to, Applicant's failure to comply with any condition of approval contained herein.
95. 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 shall 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.

96. 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.
97. Unless otherwise specified in the action granting Development Plan 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 and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action.

98. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. In addition, the applicant shall reimburse the City, its officials, officers, employees, agents, departments, agencies, for any Court costs and attorney's fees which the City, its agents, officers, or employees may be required by a court to pay as a result of such action. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any such claim, action or proceeding, and shall cooperate fully in the defense thereof.

CEQA CATEGORICAL EXEMPTION

XEBEC WAREHOUSE PROJECT
DPA 1003 & LLA 2023-01
10330 GREENLEAF AVE. & 13007 TELEGRAPH RD.
SANTA FE SPRINGS, CALIFORNIA



LEAD AGENCY:

CITY OF SANTA FE SPRINGS
PLANNING AND DEVELOPMENT DEPARTMENT
11710 E. TELEGRAPH ROAD
SANTA FE SPRINGS, CALIFORNIA 90670

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 SOUTH HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

MAY 17, 2023

SFSP o8o

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CATEGORICAL EXEMPTION

NAME: Xebec Warehouse Project, Development Plan Approval [DPA] 1003 and Lot Line Adjustment [LLA] 2023-01)

ADDRESS: The project site's legal address is 10330 Greenleaf Avenue and 13007 Telegraph Road, Santa Fe Springs, California 90670. The Assessor Parcel Numbers (APNs) associated with this project is 8011-005-034 and 8011-005-13.

CITY/COUNTY: City of Santa Fe Springs, Los Angeles County.

APPLICANT: Mr. Scott DiCesare, Development Manager, Xebec Realty, 2100 Ross Avenue, Suite 895. Dallas, Texas 75201

PROJECT: The City of Santa Fe Springs, in its capacity as Lead Agency, is considering an application for the construction and subsequent operation of a new warehouse building within a 2.82-acre site. The new building would total 57,489 square feet of floor area and would include 52,489 square feet of warehouse floor area and 5,000 square feet of office floor area. A total of six dock high doors would be provided along the site's west facing elevation. The Greenleaf Avenue site was previously occupied by a manufacturing building that has been demolished. The Telegraph Road site was formerly occupied by number of smaller buildings and an outside storage area that have been removed. The project's lot coverage with the new building would be 44.7% and the floor area ratio would be 0.47. Landscaping would total 18,020 square feet and would be provided in the parking areas and along the Greenleaf Avenue and Telegraph Road frontages. A total of 91 parking spaces would be provided, including 69 standard stalls and 22 compacts stalls. Access would be provided by a 35-foot-wide driveway connection with the east side of Greenleaf Avenue and a 26-foot-wide driveway connection with the north side of Telegraph Road. This property has a General Plan designation of Industrial and a Zoning designation of M-2 (Heavy Manufacturing).

CONCLUSIONS: The environmental analysis provided in the attached Categorical Exemption (CE) indicates that the proposed project would not result in any significant adverse unmitigable impacts to the physical and human environment. These conclusions and the supporting findings are provided in the attached CE. The requisite environmental analysis is also provided in the attached CE.

EXEMPTION: The project qualifies as exempt pursuant to Section 15332 (Infill Exemption).

STATUS:

- Ministerial (Section 21080 (b)(1); (Section No. _____));
- Declared Emergency (Section 21080 (b)(3); (Section No. _____));
- Emergency Project (Section 21080 (b)(4); (Section No. _____));
- Statutory Exemption (Section No. _____);
- Categorical Exemption (Section No. 15332);
- The activity is not subject to CEQA (Section No. _____);
- Other

Signature
City of Santa Fe Springs, Planning and Development Department

Date

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1. INTRODUCTION

1.1 OVERVIEW OF THE PROPOSED PROJECT

The City of Santa Fe Springs, in its capacity as Lead Agency, is considering an application for the construction and subsequent operation of a new warehouse building within a 2.82-acre site. The new building would total 57,489 square feet of floor area and would include 52,489 square feet of warehouse floor area and 5,000 square feet of office floor area. A total of six dock high doors would be provided along the site's west facing elevation. The Greenleaf Avenue site was previously occupied by a manufacturing building that has been demolished. The Telegraph Road site was formerly occupied by number of smaller buildings and an outside storage area that have been removed. The building's lot coverage would be 44.7% and the floor area ratio would be 0.47. Landscaping would total 18,020 square feet and would be provided in the parking areas and along the Telegraph Road and Greenleaf Avenue frontages. A total of 91 parking spaces would be provided, including 69 standard stalls and 22 compacts stalls. Access would be provided by a 35-foot-wide driveway connection with the east side of Greenleaf Avenue and a 26-foot-wide driveway connection with the north side of Telegraph Road. This property has a General Plan designation of Industrial and a Zoning designation of M-2 (Manufacturing).¹

For this project, the City of Santa Fe Springs has reviewed the proposed project and has determined that it is categorically exempt and qualifies for a Class 32 Infill Exemption (refer to [California Environmental Quality Act] CEQA Guidelines §15332). Questions and/or comments should be submitted to the following contact person:

Vince Velasco, Associate Planner
City of Santa Fe Springs Planning Department
11710 E. Telegraph Road
Santa Fe Springs, California 90670

1.2 FORMAT AND PURPOSE OF THIS CATEGORICAL EXEMPTION

This environmental document and all comments received shall be a part of the environmental record in the review of the proposed project. The following annotated outline summarizes the format and content of this CE:

- *Section 1 - Introduction*, provides the procedural context surrounding this CE's preparation and insight into its composition.
- *Section 2 - Project Information*, provides an overview of the affected area along with a description of the proposed project.
- *Section 3 – CEQA Findings in Support of Categorical Exemptions*, identifies the applicable exemptions along with supporting justification for using this exemption.

Appendix A provides the technical analysis that supports the findings that the proposed project will not lead to any environmental impacts. Pursuant to the CEQA Guidelines, a CE may be filed if the City of Santa Fe Springs, in its capacity as the Lead Agency, determines that a proposed action or project is exempt from CEQA. According to the CEQA Guidelines, a CE must contain the following information:

¹ HPA Architecture. *Conceptual Site Plan, 10330 Greenleaf Avenue. Scheme 22.* October 27, 2022.

CATEGORICAL EXEMPTION • CITY OF SANTA FE SPRINGS
XEBEC WAREHOUSE PROJECT • DPA 1003 & LLA 2023-01 • 10330 GREENLEAF AVE. & 13007 TELEGRAPH RD.

- A brief description of the project;
- The location of the project (either by street address and cross street for a project in an urbanized area or by attaching a specific map);
- A finding that the project is exempt from CEQA, including a citation to the State Guidelines section or statute under which it is found to be exempt;
- A brief statement of reasons to support the finding; and,
- The applicant's name.²

This CE provides a description of the proposed project, indicates the applicable sections of CEQA that support the findings for the CEQA exemption, and discusses the Lead Agency's findings that are applicable to the proposed project. This CE represents the independent judgment and position of the City of Santa Fe Springs, acting as the Lead Agency. The preparers of this document, Blodgett Baylosis Environmental Planning, determined that a Notice of Exemption (NOE) is appropriate based on the findings contained herein. The analysis further determined that the project is categorically exempt and qualifies for a Class 32 Infill Development Project (CEQA Guidelines §15332). The Class 32 exemption consists of projects characterized as infill developments that meet the following conditions:³

- The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations;
- The proposed undertaking will occur within the City's corporate boundaries on a project site of not more than five acres that is substantially surrounded by urban uses;
- The project site has no value as habitat for endangered, rare, or threatened species;
- The approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and,
- The site can be adequately served by all required utilities and public services.

² CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15300).

³ Ibid. Section 15332.

2. PROJECT INFORMATION

2.1 PROJECT LOCATION

The project site is located in the northern portion of the City of Santa Fe Springs. The City is located approximately 13 miles southeast of Downtown Los Angeles, and 18 miles northwest of Downtown Santa Ana. Santa Fe Springs is bounded on the north by the City of Whittier and unincorporated West Whittier; on the east by Whittier, La Mirada, and unincorporated East Whittier; on the south by Cerritos and Norwalk; and on the west by Pico Rivera and Downey.⁴ Regional access to the City of Santa Fe Springs and the project site is provided by two freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway extends along the City's western and southern portions in a northwest-southeast orientation, and the I-605 Freeway extends along the City's westerly side in a southwest-northeast orientation. The location of Santa Fe Springs in a regional context is shown in Exhibit 1. A citywide map is provided in Exhibit 2. The project site's legal addresses include 10330 Greenleaf Avenue and 13007 Telegraph Road, Santa Fe Springs, California 90670. The project site's latitude and longitude is 33°9'4.26" N; -118°5'4.56"W. The Assessor Parcel Numbers (APNs) assigned to this project is 8011-005-034 and 8011-005-013.

2.2 ENVIRONMENTAL SETTING

The proposed project site's legal address is 10330 Greenleaf Avenue and 13007 Telegraph Road. The project site is located in the midst of an industrial area in the northern portion of the City that extended along Greenleaf Avenue north of Telegraph Road. The following land uses are located near the project site:⁵

- *North of the project site.* A storage yard is located to the north of the project site (10144 Shoemaker Avenue). This area is Zoned as Heavy Manufacturing (M2).
- *East of the project site.* Diversified Logistics Services, a logistics and distribution use, is located to the east of the project site (13033 Telegraph Road). Golden State Self Storage is located further south, on the south side of Telegraph Road. This area is Zoned as Heavy Manufacturing (M2).
- *South of the project site.* Telegraph Road extends along the project site's south side. Manufacturing and office uses are located further south on the south side of Telegraph Road. This area is Zoned as Heavy Manufacturing (M2).
- *West of the project site.* Greenleaf Avenue extends along the project site's west side. Further west, west of the aforementioned roadway ROW, is a large corporate office and warehouse for Maxon Lift (10321 Greenleaf Avenue) and Rapid Waste Disposal (12949 Telegraph Road). This area is Zoned as Heavy Manufacturing (M2).

Other significant land uses in the area include Richard L. Graves Middle School, located approximately 1,300 feet northeast of the project site, and St. Paul High School, located approximately 2,500 feet to the north. The nearest residential neighborhood is the Villages at Heritage Springs, located approximately 2,750 feet to the west, south of Telegraph Road and west of Bloomfield Avenue.⁶

⁴ Google Earth. Website accessed March 10, 2023.

⁵ Ibid.

⁶ Ibid.

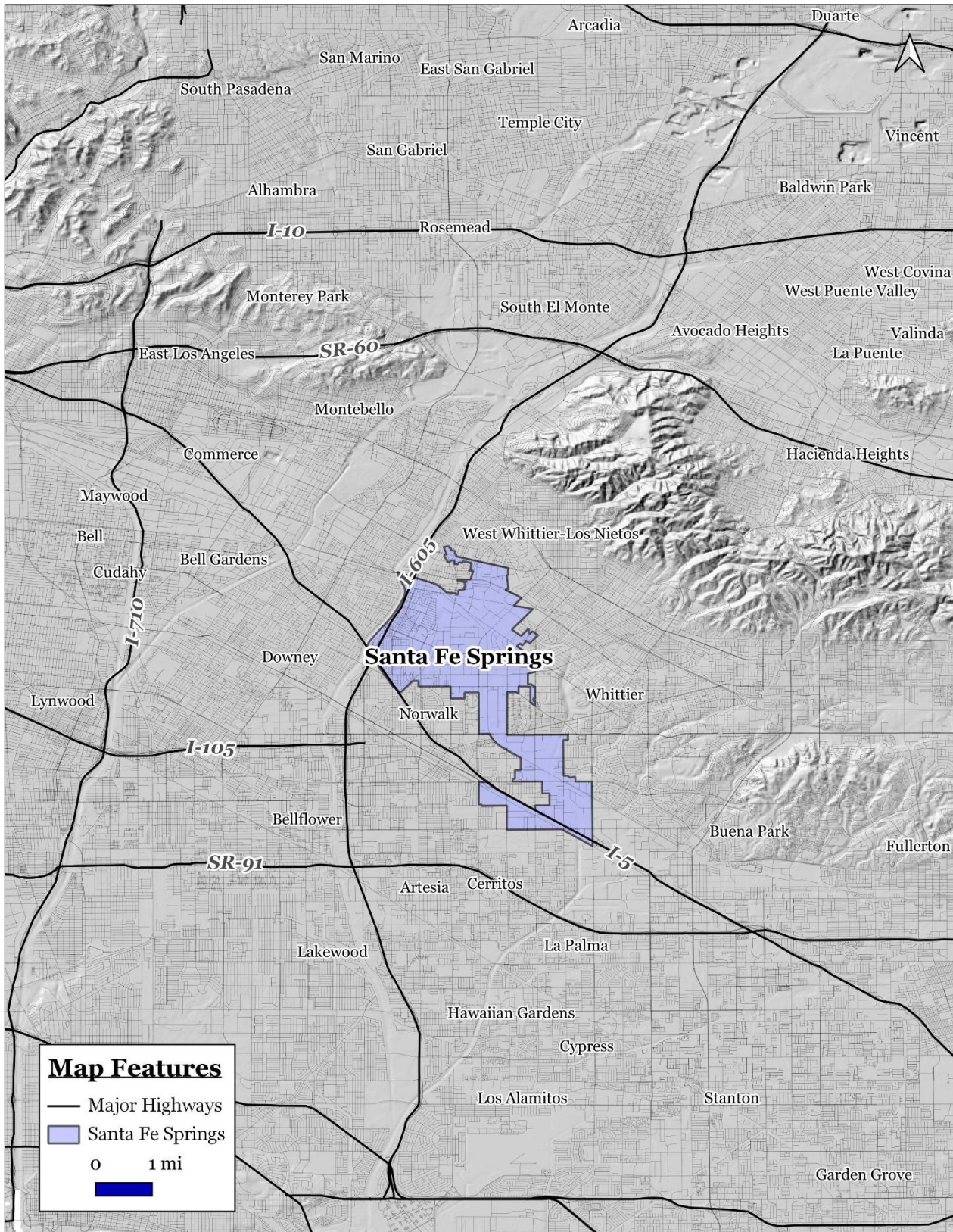


EXHIBIT 1 REGIONAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

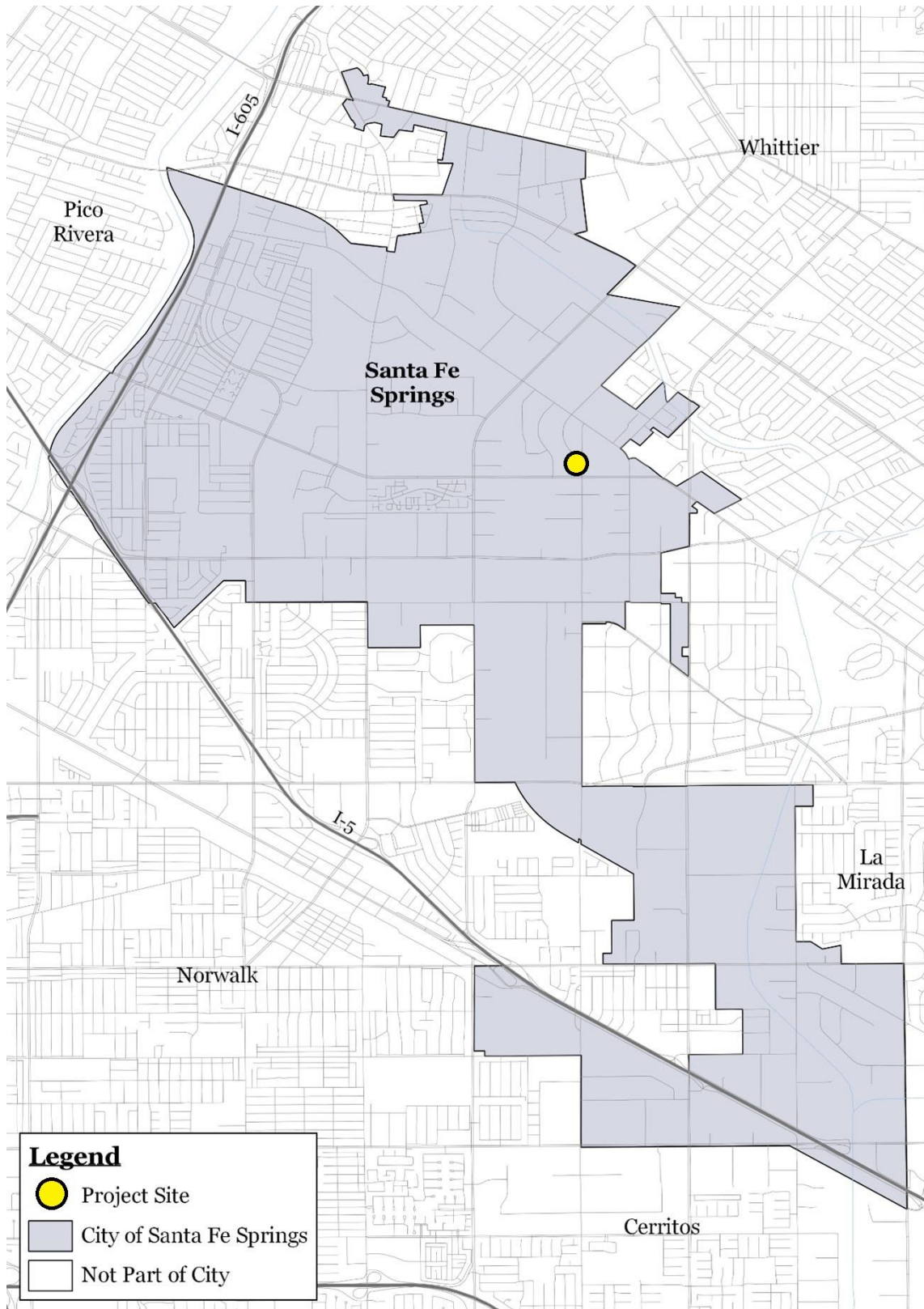


EXHIBIT 2 CITY MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

The Greenleaf Avenue site was previously occupied by a manufacturing building that has been demolished. The Telegraph Road site was formerly occupied by number of smaller buildings and an outside storage area that have been removed. The entire site is now vacant with some paved and concrete areas remaining. Aerial photographs and Google Earth suggest the property has been vacant with no other improvements or structures since at least 2007.

2.3 PROJECT DESCRIPTION

PHYSICAL CHARACTERISTICS

The proposed project would involve the redevelopment of an of an existing vacant site and its redevelopment as a warehouse and distribution use. Key elements of the proposed project are summarized below:

- *Project Site.* The proposed project would include the redevelopment of a vacant site and its subsequent construction and operation of a new 57,489 square foot warehouse building within the 2.82-acre site. The new building's lot coverage would be 44.7% and its floor area ratio would be 0.47. Two abandoned (capped) oil wells are located in the future southern parking lot.⁷
- *New Building.* The new building would total 57,489 square feet of floor area and would include 52,489 square feet of warehouse floor area and 5,000 square feet of office floor area. The new building would consist of a single level, with the exception of the office mezzanine. The office would consist of two levels: a 2,500 square foot ground level and a 2,500 square foot mezzanine level. The maximum building height would be 40-feet. A total of six dock high doors would be provided along the site's west facing elevation. The offices and main public entry would be located in the building's southwest corner.⁸
- *Parking.* A total of 91 parking spaces would be provided, including 69 standard stalls and 22 compact stalls. The major parking area would be located to the south of the new building near the Telegraph Road driveway. A second area for parking would be located along the Greenleaf Avenue frontage and along the new building's west-facing elevation.⁹
- *Access and Circulation.* Access would be provided by a 35-foot-wide driveway connection with the east side of Greenleaf Avenue and a 26-foot-wide driveway connection with the north side of Telegraph Road. An internal drive aisle would extend along the project site's south and west sides. A truck maneuvering area would be located to the west of the 6 dock high doors.¹⁰
- *Landscaping.* Landscaping would total 18,020 square feet and would be provided in the parking areas along the Greenleaf Avenue and Telegraph Road frontages. The new landscaping would consist of drought-tolerant (xeriscape) specimens.¹¹

⁷ HPA Architecture. *Conceptual Site Plan, 10330 Greenleaf Avenue. Scheme 22.* October 27, 2022.

⁸⁸ Ibid.

⁹ Ibid.

¹⁰ Ibid.

¹¹ Ibid.

- *Utilities.* New water and wastewater connections will be installed. The proposed project will connect to and existing water main (16-inch) and sewer main (12-inch) located in Telegraph Road. Stormwater retention will be facilitated by landscaped buffers located along the Greenleaf Avenue and Telegraph Road frontages.
- *Security.* A new 10-foot high decorative fence will be installed along the Greenleaf Avenue and Telegraph Road frontages. A new 8 foot-high security fence will be installed along the property's north and east sides. There will also be security fences installed within the interior of the site to secure the trailer parking area. New lighting will also be installed throughout the site.
- *Operations.* The proposed project is a designed for a specific type of tenant that has not yet be identified though the ultimate use would be a warehouse use according to the project Applicant. The proposed project's anticipated employment would be 38 employees assuming one employee for every 1,515 square feet of floor area.¹² The project site's zoning designation is Heavy Industrial (M-2).

The proposed project's site plan is illustrated in Exhibit 5.

CONSTRUCTION CHARACTERISTICS

The construction for the proposed project is assumed to commence in the beginning of 2024 and would take approximately fifty weeks to complete. The key construction phases are outlined in the paragraphs that follow.

- *Phase 1 Demolition/Grading.* The existing onsite improvements would be demolished and the project site would be graded and readied for construction. The typical heavy equipment used during this construction phase would include graders, bulldozers, offroad trucks, back-hoes, and trenching equipment. This phase would require five weeks to complete.
- *Phase 2 Site Preparation.* During this phase, the building footings, utility lines, and other underground infrastructure would be installed. The typical heavy equipment used during this construction phase would include bulldozers, offroad trucks, back-hoes, and trenching equipment. This phase would require one week to complete.
- *Phase 3 Building Construction.* The new buildings would be constructed during this phase. This phase will take approximately forty weeks to complete. The typical heavy equipment used during this construction phase would include cranes, fork-lifts, trucks, lifts, back-hoes, and trenching equipment.
- *Phase 4 Paving and Finishing.* This concluding phase would involve the paving and finishing. The typical heavy equipment used during this construction phase would include trucks, backhoes, rollers, pavers, and trenching equipment. The completion of this phase would take approximately four weeks to complete.

The conceptual site plan is shown in Exhibit 3.

¹² The Natelson Company, Inc. *Employment Density Study*. October 31, 2001.
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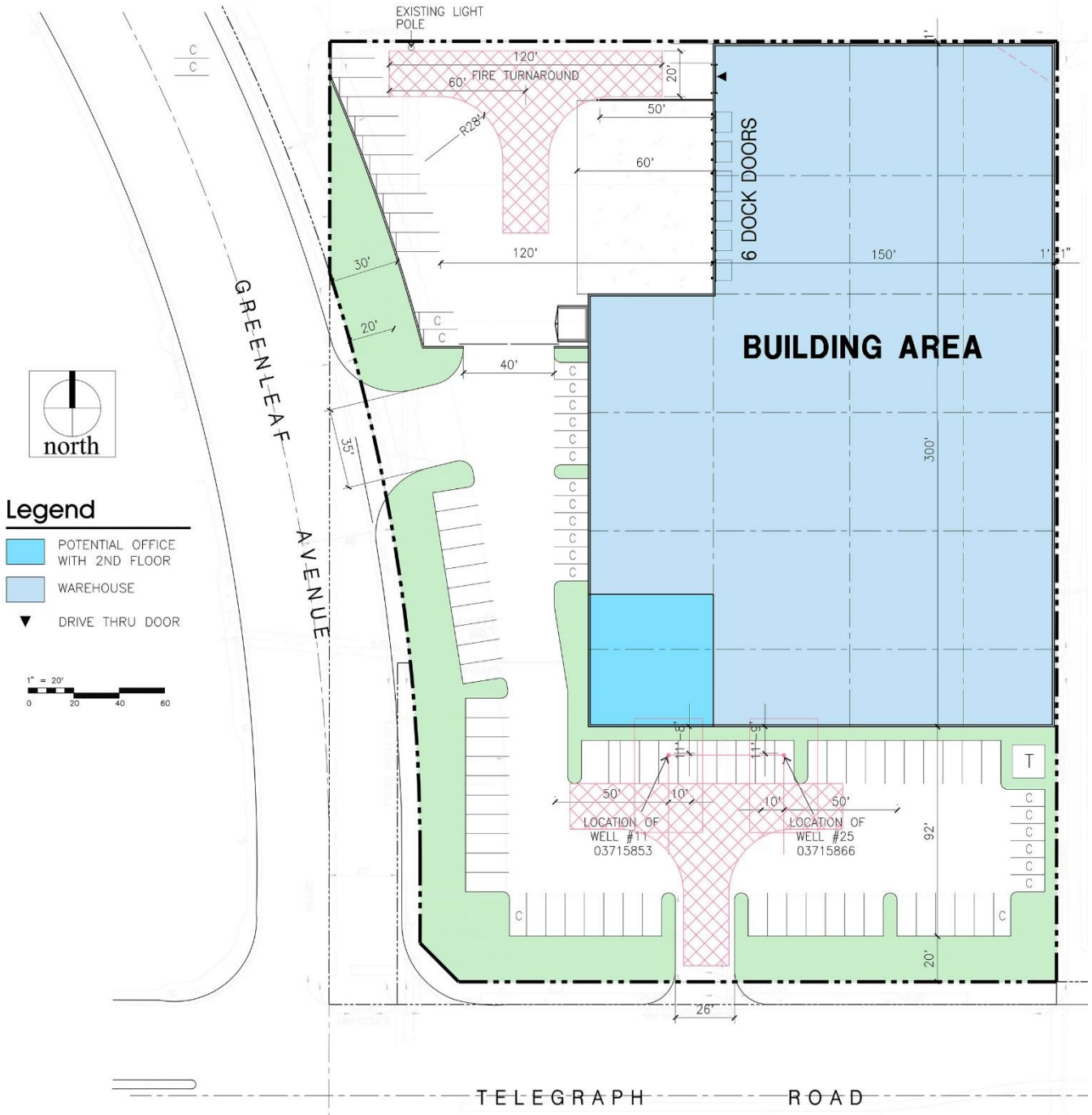


EXHIBIT 3
SITE PLAN
 SOURCE: HPA ARCHITECTURE

2.4 GENERAL PLAN

The project site has a General Plan land use designation applicable to the project site is *Industrial* which allows the development of various types of manufacturing and warehousing uses. The Zoning designation that is applicable to the project site is *Heavy Industrial (M2)* in the City's Zoning Map.

2.5 DISCRETIONARY APPROVALS AND PERMITS

The following discretionary approval and permits are anticipated from the City of Santa Fe Springs to be necessary for implementation of the proposed project:

- Development Plan Approval (DPA 1003);
- Lot Line Adjustment (LLA 2023-01); and,
- Approval of the CE.

Other approvals and permits necessary to implement the proposed project would include, but not be limited to, demolition permits, grading permits, building permit, and occupancy permits.

3. CLASS 32 INFILL EXEMPTION REQUIREMENTS (CEQA FINDINGS IN SUPPORT OF THIS CATEGORICAL EXEMPTION

The City of Santa Fe Springs determined, following a preliminary evaluation of the proposed Application, that the proposed project would not result in any significant effects on the environment. These findings, listed below, are supported by the analysis provided in the remainder of this section and in the Environmental Analysis (Appendix A). The City of Santa Fe Springs makes the following findings in support of the Infill Exemption (refer to CEQA Guidelines §15332):¹³

Finding #1. The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations. The City of Santa Fe Springs permits and regulates land use and development through its General Plan and Zoning Ordinance. The project site has a General Plan land use designation applicable to the project site is *Industrial* which allows the development of various types of manufacturing and warehousing uses. The Zoning designation that is applicable to the project site is *Heavy Manufacturing (M2)* in the City's Zoning Map. The proposed uses are consistent with, and permitted, under these land use designations. The General Plan designation is *Industrial* which permits a maximum floor area ratio (FAR) of 1.0. These issues are analyzed further in Appendix A.

Finding #2. The approval of the proposed project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The proposed project will not generate excessive operational impacts that could affect sensitive receptors. The construction and operational impacts (traffic impacts, noise impacts, and air emissions) will be below thresholds of significance. These issues are analyzed further in Appendix A.

Finding #3. The site can be adequately served by all required utilities and public services. The City's utility providers are aware of the project and concluded that the project's demand for utility services such as waste, water, sewage, and electricity could be accommodated without the expansion or construction of new facilities other than those needed to serve the project site itself. The project would adhere to all pertinent public service

¹³ CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 153332).

requirements including those of the Police and Fire Department. These issues are analyzed further in Appendix A.

Finding #4. The proposed project will be limited to the project site and no dislocation of off-site structural improvements will be required to accommodate the proposed project. The project's operation will be restricted to the project site and no off-site improvements will be dislocated to accommodate the proposed project. These issues are analyzed further in Appendix A.

Finding #5. The project site does not contain any sensitive environmental resources. No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on-site during the field investigations. The site is currently occupied by foundations that are remnants of the former manufacturing use. This issue is analyzed further in Appendix A.

Finding #6. The project site is located within an urbanized area. The project site is located in the midst of urban development. The project area is currently occupied by various manufacturing and warehousing uses. The site and the surrounding properties are designated as *Industrial* in the General Plan and the Zoning designation is *Heavy Industrial (M2)*. No natural or sensitive habitats are located within the project site or adjacent to the property. As a result, the project will not result in any impacts to sensitive visual resources in the area. This issue is analyzed further in Appendix A.

Finding #7. The project site is not located within an area or a site the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being affected by hazardous wastes. The project site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). This issue is analyzed further in Appendix A.

Finding #8. The proposed project will not result in any adverse impacts on historic resources. A review of the U.S. National Park Service's National Register of Historic Places and the State register indicated that there are no Federal- or State-recognized historic structures located within the project site. The project site was previously developed though the buildings were demolished in 2007. The project site is located in the midst of an urbanized area. This issue is analyzed further in Appendix A.

Finding #9. The proposed development will not require any development approval by a State trustee or responsible agency. Based on the analysis provided in this CE, the project meets and complies with the conditions and requirements of CEQA Guidelines Section 15332 (Class 32 Infill Exemption) and will not have any significant environmental impacts.

APPENDIX A FINDINGS ANALYSIS

CATEGORICAL EXEMPTION

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CATEGORICAL EXEMPTION FINDINGS

The City of Santa Fe Springs is required to make the following environmental findings in support of this Infill Exemption (refer to CEQA Guidelines §15332).¹⁴ The analysis in support of the findings is summarized under each finding and where required, a more detailed technical analysis is provided in the analysis included herein.

- The project must be consistent with the applicable General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation and regulations (refer to Finding 1).
- The proposed development site is located within the corporate boundaries of the City of Santa Fe Springs on a project site of no more than five acres. The site is substantially surrounded by urban development (refer to Finding 2).
- The project site has no value as habitat for endangered, rare or threatened species (refer to Finding 3).
- The approval of the proposed project must not result in any significant effects relating to traffic, noise, air quality, or water quality (refer to Finding 4).
- The approval of the proposed project must not result in any dislocation impacts (refer to Finding 5).
- The approval of the proposed project must not result in any impacts on sensitive environmental resources (refer to Finding 6).
- The project must not impact scenic natural views (refer to Finding 7).
- The project site is not located within an area, nor does it include a site, the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being on a Cortese site. (refer to Finding 8).
- The proposed project would not result in any adverse impacts on historic resources (refer to Finding 9).
- The proposed project would not result in any permits or approvals from State responsible or trustee agencies (refer to Finding 10).

¹⁴ CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).

FINDING 1. LAND USE COMPATIBILITY

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be consistent with the applicable City of Santa Fe Springs General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation and regulations. Section 15332(a) requires that the proposed project and use are consistent with the applicable general plan designation and all applicable general plan policies.

ENVIRONMENTAL ANALYSIS

The City of Santa Fe Springs permits and regulates land use and development through its General Plan and Zoning Ordinance. The City of Santa Fe Springs permits and regulates land use and development through its General Plan and Zoning Ordinance. The project site's applicable General Plan land use designation is *Industrial* which allows the development of various types of manufacturing and warehousing uses. The Zoning designation that is applicable to the project site is *Heavy Manufacturing (M2)*. The proposed uses are consistent and permitted under these land use designations. The maximum permitted floor area ratio (FAR) is 1.0.

FINDING 2. PROJECT SITE SIZE

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located within the City limits on a project site of no more than five acres. Section 15332(b) requires that the project site is located within the City limits on a site of no more than five acres that substantially surrounded by urban uses.

ENVIRONMENTAL ANALYSIS

The project site is located in the northern portion of the City of Santa Fe Springs on a site that consists of 2.82-acres. The project site is located in the midst of an industrial area that extended along Greenleaf Avenue, north of Telegraph Road. The following land uses are located near the project site:

- *North of the project site.* A storage yard is located to the north of the project site (10144 Shoemaker Avenue). This area is Zoned as Heavy Manufacturing (M2).
- *East of the project site.* Diversified Logistics Services, a logistics and distribution use, is located to the east of the project site (13033 Telegraph Road). Golden State Self Storage is located further south, on the south side of Telegraph Road. This area is Zoned as Heavy Manufacturing (M2).
- *South of the project site.* Telegraph Road extends along the project site's south side. Manufacturing and office uses are located further south on the south side of Telegraph Road. This area is Zoned as Heavy Manufacturing (M2).
- *West of the project site.* Greenleaf Avenue extends along the project site's west side. Further west, west of the aforementioned roadway ROW, is a large corporate office and warehouse for Maxon Lift

(10321 Greenleaf Avenue) and Rapid Waste Disposal (12949 Telegraph Road). This area is Zoned as Heavy Manufacturing (M2).

FINDING 3. HABITAT VALUE

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located on a site that has no value as habitat for endangered, rare or threatened species. Section 15332(c) requires that the project site has no value as habitat for endangered, rare or threatened species.

ENVIRONMENTAL ANALYSIS

The project site and the surrounding areas are not conducive for the survival of any native plant or animal species, including special status species due to the lack of suitable riparian and/or natural habitat. The project site is located in the midst of an industrial area in the northern portion of the City that extended along Greenleaf Avenue north of Telegraph Road. Constant disturbance from traffic and other human activity further limits the site's utility as a sensitive habitat or migration corridor. Since the site is located within an established urban area that lacks suitable habitat, the site's utility as a natural habitat and migration corridor is restricted.

FINDING 4. SIGNIFICANT EFFECTS (TRAFFIC, NOISE, AIR, PUBLIC SERVICES AND UTILITIES)

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must not result in any significant effects relating to traffic. A significant traffic impact will be first determined by the number of vehicle trips that will be generated by the proposed project and the attendant vehicle miles travelled (VMT) impacts. Other variables that would be considered include the project's consistency with the City's off-street parking requirements and onsite circulation. Section 15332(d) requires that the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

4.1 TRAFFIC

ENVIRONMENTAL ANALYSIS

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project were estimated for the weekday commuter AM and PM peak hours, as well as over a 24-hour daily period, using trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. The ITE document contains trip rates for a variety of land uses which have been derived based on traffic counts conducted at existing sites throughout California and the United States. The trip generation rates for the proposed use are shown below in Table 1.

Table 1
Project Trip Generation

Description	ITE Code	Unit	Average Daily Trips	AM Peak Hour	PM Peak Hour
				Total	Total
Project (57,950 sq. ft.)					
Trip Rates (units)	ITE 150	Trips/1,000 sq. ft.	1.71	0.17	0.18
Total Trips			99	10	10

Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition

Table 1 shows the trip generation for the proposed use. The proposed project’s daily trip generation would be 99 vehicle trips. Of this total, 10 trips would be AM (morning) peak hour trips and 10 trips would be PM (evening) peak hour trips.

It is important to note that the project is an “infill” development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC).¹⁵ Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities.

The State of California Governor’s Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance was finalized in December 2018 (OPR Technical Advisory) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in Vehicles Miles Traveled (VMT).

The City’s Traffic Impact Analysis Guidelines provide VMT screening thresholds to identify projects that would be considered to have a less than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project would be considered less than significant and no further analysis of VMT would be required:

1. The project is one of the following land uses: Local serving K-12 school, Local park, Daycare center, Local-serving retail use less than 25,000 sf in area, Local-serving hotel (e.g., non-destination hotel), Student housing project on or adjacent to a college campus, Local-serving assembly use (place of worship, community organization), Assisted living facility, Senior housing (as defined by the Federal Department of Housing and Urban Development), and a project generating less than 110 daily vehicle trips

¹⁵ California Strategic Growth Council. <https://sgc.ca.gov/>

2. The project is in a low VMT generating area.
3. the project is in a Transit Priority Area (TPA).
4. The project has 100% affordable housing units.

The proposed project is a redevelopment and infill project within an urbanized area that is served by transit. As described previously, the project vicinity receives bus service from the LA Metro that provides direct interconnectivity to rail stations. The project meets Screening Criteria 1 – Land Use: According to the City’s guidelines, projects which would generate fewer than 110 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT. As shown in Table 1, the project would generate a net difference in daily trip generation would be a negative 99 vehicle trips. Of this total, 10 trips would be AM (morning) peak hour trips and 10 trips would be PM (evening) peak hour trips.

4.2 NOISE

ENVIRONMENTAL ANALYSIS

The approval of the proposed project must not result in any significant effects relating to noise. A significant noise impact would potentially result if the proposed project would potentially impact noise sensitive land uses in the area or create noise levels that would exceed located noise regulations. 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.¹⁶

Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as “spreading loss.” Due to spreading loss, noise attenuates (decreases) with distance. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.¹⁷ Based on the principles of spreading loss noise levels would decrease by 6.0 dBA for every doubling distance beginning with the first 50 feet for point sources (equipment or construction equipment) and approximately 4.5 dBA over a soft surface such as vegetation.¹⁸ Objects that obstruct the line-of-sight between a noise source and a noise receptor reduce noise generated by or within the noise source. Operational noise is expected to decrease by an additional 6.0 dBA at the neighboring residential uses based on the principals of spreading loss.

The ambient noise environments within the project site and surrounding areas are dominated by high levels of ambient noise emanating from vehicles on Telegraph Road which extends along the project site’s south side. According to the City of Santa Fe Springs General Plan, the project site is located within the 65 CNEL Noise contour from Telegraph Road. The operation of equipment or the construction of projects is prohibited in between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day when the project is

¹⁶ Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

¹⁷ United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report dated September 2018.

¹⁸ United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report dated September 2018.

located within a radius of 500 feet from a residential area.

Construction noise will include noise emanating from equipment such as backhoes, dozers, or graders. This noise will be attenuated by the exterior walls of the adjacent sensitive receptors, which would contribute to a reduction of up to 20 dBA with closed windows and a reduction of 10 dBA with open windows.¹⁹ All new construction in California is required to be designed to meet Title 24 Part 6 building energy efficiency requirements, that require the installation of standard dual pane windows that have a minimum sound transmission class (STC) rating of 26 STC as well as walls with 1/2-inch drywall on the interior, minimum R-13 insulation, 1/2-inch sheer panel, a vapor layer, and a stucco exterior. New buildings built to meet the Title 24 standards have a minimum of 25 dB of exterior to interior noise reduction rate. Based on this noise reduction rate, the interior noise levels are assumed to be 45 CNEL. As a result, the noise impacts resulting from the proposed project's occupancy are deemed to be less than significant.

The City of Santa Fe Springs has not adopted policies or guidelines relative to ground-borne vibration resulting from construction. The City Municipal Code (Section 155.428) states, "Every use shall be so operated that the ground vibration generated by said use is not harmful or injurious to the use or development of surrounding properties. No vibration shall be permitted which is perceptible without instruments at any use along the property line on which said use is located."²⁰ However, this threshold applies to ground-borne vibrations from long-term operational activities, not construction. As a result, the potential ground-borne noise impacts are considered to be less than significant.

Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though some vibration may be discernable in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. Those construction activities that typically generate the most vibration include blasting and impact pile driving. While humans have varying sensitivities to vibrations at different frequencies, in general, humans are most sensitive to low-frequency vibration. Vibration in buildings caused by construction activities may be perceived as motion of building surfaces or the rattling of windows, the displacement of items on shelves, and pictures hanging on walls can occur. Building vibration can also take the form of an audible low-frequency rumbling noise, which is referred to as ground-borne noise. Ground-borne noise is usually only a problem when the vibrations are dominated by frequencies in the upper end of the range (60 to 200 Hz), or when the structure and the construction activity are connected by foundations or utilities, such as sewer and water pipes.

Table 2 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels during construction from construction and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause structural damage to conventional dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second are sometimes perceptible to people, and the level at which vibration becomes annoying to people is 0.64 inches per second.

¹⁹ California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors*. Report dated 2013.

²⁰ City of Santa Fe Springs Municipal Code. *Title XV, Land Usage*. Chapter 155, Code 155.428.

Table 2
Common Effects of Construction Vibration

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length.	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
1.0 to 2.0	Vibrations considered unpleasant by most people.	U.S. Bureau of Mines data indicates that blasting vibration in this range will not harm most buildings. Most construction vibration limits are in this range.
>3.0	Vibration is unpleasant.	Potential for architectural damage and possible minor structural damage

Source: U. S. Department of Transportation

Various types of construction equipment have been measured for the production of vibration effects under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. conditions.

Table 3
Vibration Source Levels for Construction Equipment

Construction Equipment	PPV @25 ft. (inches/sec.)	Vibration Noise Levels (VdB) @ 25 ft.	
Pile Driver (impact)	Upper range	1.58	112
	Typical	0.644	104
Pile Drive (Sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam Shovel Drop	0.202	94	
Large Bulldozer	0.089	87	
Caisson Drilling	0.089	87	
Loaded Trucks	0.076	86	
Small Bulldozer	0.035	79	

Source: Federal Transportation Administration (FTA) Noise and Vibration Impact Assessment (FTA, May 2006)

Typical levels from construction related vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the sensitive structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency of the vibration and the magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage.

Based on the Federal Transportation Administration (FTA) Noise and Vibration Impact Assessment (FTA, May 2006), a vibration level of 102 VdB (velocity in decibels) (0.5 inches per second or less is considered safe, would not be detectible off-site and would not result in any construction vibration damage. In connection with the proposed project, conventional construction equipment such as clam shovel drops, bulldozers, and caisson drills will be used. However, pile driving equipment will not be used. The distances of the existing off-site buildings from the construction activity areas (over 40 feet) would largely attenuate the effects of construction-borne vibration. Construction vibration levels would be below the figures indicated in Table 3. Although perceptible, the projected vibration level would not exceed the vibration damage threshold of 0.5 in/sec. The demolition and construction activities at the project site will not involve the use of any equipment that would create excessive vibration. Back hoes and bulldozers are the largest equipment that will be used on this project, and accordingly the vibration levels would not exceed 79 VdB. The peak noise and vibration levels would be associated with the “dropping” of construction debris in haul trucks. No pile driving equipment or similar equipment will be used on this project. Therefore, construction of the proposed project would not result in any significant adverse vibration impacts on neighboring buildings.

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman.²¹ 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. The project contractors will also be required to adhere to the City’s Noise Ordinance.

Once occupied and in operation, it is anticipated that noise levels from the proposed project would be similar to those that have historically occurred on the site. The proposed project’s future occupants will be required to adhere to all pertinent City noise regulations. Furthermore, the traffic associated with the proposed project 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).

4.3 AIR QUALITY

ENVIRONMENTAL ANALYSIS

The City of Santa Fe Springs is located within the South Coast Air Basin (SCAB), which includes a 6,600 square-mile area within Los Angeles County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the South Coast Air Quality

²¹ USEPA, Protective Noise Levels. 1971.

Management District (SCAQMD) at various monitoring stations located throughout the area.²² Projects in the SCAB generating operational-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The threshold is 550 pounds per day of carbon monoxide (CO).
- *Nitrogen Oxide (NO_x)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_x is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The daily threshold is 55 pounds per day of nitrogen oxide (NO_x).
- *Sulfur Dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms. The daily threshold is 150 pounds per day of sulfur oxides (SO_x).
- *PM₁₀ 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. The daily threshold is 150 pounds per day of PM₁₀ and 55 pounds per day of PM_{2.5}.
- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of “smog.” The daily threshold is 55 pounds per day of ROG.

The approval of the proposed project must not result in any significant effects relating to air quality. The *South Coast Air Quality Management District (SCAQMD)* has jurisdiction over a 10,743 square-mile area that includes Orange County, Los Angeles County (except for Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County. The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act. In addition, the SCAQMD is responsible for ensuring that the more stringent California Clean Air standards are met. The SCAQMD is responsible for the formulation and implementation of a long-range plan referred to as the Air Quality Management Plan or AQMP that indicates how these objectives would be met. 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 of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

²² South Coast Air Quality Management District, *Final 2016 Air Quality Plan*, Adopted March 10, 2017.

The proposed project would have a significant long-term impact on air quality if any of the operational emission significance thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.²³

The proposed project’s construction and operation will not lead to a violation of the above-mentioned criteria. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2020.4.0). For air quality modeling purposes, a nine-month period of construction was assumed. As shown in Table 4, daily construction emissions will not exceed the SCAQMD significance thresholds.

Table 4
Estimated Daily Construction Emissions

Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Maximum Daily Emissions	53.87	13.91	13.92	0.26	7.77	3.98
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2020.4.0.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. The two main sources of operational emissions include mobile emissions and area-wide emissions. The operational emissions assumed that all of the buildings were occupied and in operation. The analysis of long-term operational impacts summarized in Table 5 also used the CalEEMod V.2020.4.0 computer model. The analysis summarized in Table 5 indicates that the operational (long-term) emissions would be below the SCAQMD daily emissions thresholds.

Table 5
Estimated Operational Emissions in lbs./day

Emission Source	ROG	NOx	CO	SO2	PM10	PM2.5
Total (lbs./day)	1.63	0.37	3.64	--	0.92	0.25
Daily Thresholds	55	55	550	150	150	65
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2020.4.0.

According to the SCAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals,

²³ South Coast Air Quality Management District. *Final 2016 Air Quality Plan [AQMP]*. Adopted March 2017.

convalescent homes, and other facilities where children or the elderly may congregate.²⁴ The nearest sensitive receptors include Richard L. Graves Middle School, located approximately 1,300 feet northeast of the project site, and St. Paul High School, located approximately 2,500 feet to the north. The nearest residential neighborhood is the Villages at Heritage Springs, located approximately 2,750 feet to the west, south of Telegraph Road and west of Bloomfield Avenue.²⁵ The approach used in the Local Significance Thresholds (LST) analysis of the proposed project utilized a number of screening tables that identify maximum allowable air emissions (in pounds per day) from a project at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and operations; and PM_{2.5} emissions from construction and operations. 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 6, the proposed project will not exceed any LSTs based on a comparison of project specific emissions information and the data included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was just over 500 meters. As indicated in Table 6, the construction and operational emissions for the proposed project will be less than the “allowable emission” identified for a sensitive receptor located 500 meters from the construction activity. In this case, the closest sensitive receptors are the residences in Santa Fe Springs and the projected LST emissions from the project are well below the SCAQMD threshold levels of significance. As a result, the potential impacts to sensitive receptors will be less than significant.

Table 6
Local Significance Thresholds Exceedance SRA 9

Emissions	Emissions (lbs./day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO ₂	13.91	Construction	203	227	286	368	584
NO ₂	0.37	Operations	203	227	286	368	584
CO	13.92	Construction	733	2,299	3,689	7,600	25,558
CO	3.64	Operations	733	2,299	3,689	7,600	25,558
PM ₁₀	0.92	Operations	4	11	16	26	55
PM ₁₀	7.77	Construction	14	43	63	105	229
PM _{2.5}	3.98	Operations	2	3	5	9	28
PM _{2.5}	0.25	Construction	8	11	17	35	116

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003.

* Note: Second number denotes emissions after the use of watering. Watering can control and reduce fugitive dust as much as 55%.

** Note: This number reflects the mitigated PM emissions. These PM emissions take into account the lack of area sources.

According to the AQMD, area emissions are generated from hearths, consumer products, architectural coatings, and landscape equipment.²⁶ The project will not include the installation of hearths and wood burning stoves. Therefore, the option to remove the use of hearths and wood burning stoves in the CalEEMod was selected.

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. October 2009

²⁴ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

²⁵ Ibid.

²⁶ Air Quality Management District. *CalEEMod Appendix A, Calculation Details for CalEEMod*.

<http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixa.pdf>

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 by both natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). 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.²⁷ 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. The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons per year of CO₂E for commercial projects, 10,000 tons per year for new industrial projects.²⁸ Table 7 summarizes annual greenhouse gas emissions from the proposed project.

Table 7
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Construction GHG Emissions	2,451.70	0.65	0.03	2,466.88
Long-Term - Emissions	871.41	871.41	0.03	882.65
Total GHG Emissions	3,323.71	872.06	0.06	3,349.53

Source: CalEEMod.

As indicated in Table 7, the CO₂E total for the project is 3,350 pounds per day or 554.36 MTCO₂E per year. Which is well below the threshold of 10,000 MTCO₂E per year. As a result, the impacts are under the recommended thresholds. Therefore, the project's GHG impacts are less than significant.

4.4 WATER QUALITY

ENVIRONMENTAL ANALYSIS

The project site is undeveloped and largely covered over in baren earth. The proposed project will involve the construction of a new warehouse. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in debris, leaves, soils, oil/grease, and other pollutants. The City and the project site are located within the San Gabriel River watershed and is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). The LARWQCB sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act (CWA) to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). Water quality standards for all ground and surface waters overseen by the LARWQCB are documented in its Basin Plan, and the regulatory program of the Los Angeles RWQCB

is designed to minimize and control discharges to surface and groundwater, largely through permitting, such that water quality standards are effectively attained.

The proposed project would 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 property owner to implement over the life of the project. The contractors 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 during construction. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the contractors to implement over the life of the project. 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 Storm Water 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. In addition, the contractors would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP).

Chapter 13.20 of the City's Municipal Code requires implementation of a Low Impact Development Plan (LID) based on the anticipated pollutants that could result from the Project. The LID BMPs would include pollutant source control features and pollutant treatment control features. Stormwater runoff would be conveyed through a proposed onsite gutter and directed to curb inlet catch basins. The catch basins would be located at the end of the drive aisles and connect by storm drainpipe and conveyed ultimately connecting to a Los Angeles County Flood Control District (LACFCD) owned catch basin. With implementation of the LID pursuant to the City Municipal Code, and subsequent verification during the plan check and permitting process, the project would not violate any water quality standards or waste discharge requirements, nor would it otherwise substantially degrade surface or ground water quality. With the aforementioned standard conditions, the impacts would be less than significant.

4.5 PUBLIC SERVICES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to public services. A significant impact on public services would potentially result if the proposed project would require new facilities or increased services to accommodate potential demand. Section 15332(e) requires that the site can be adequately served by all required utilities and public services.

ENVIRONMENTAL ANALYSIS

The City of Santa Fe Springs Fire Department provides fire prevention and emergency medical services within the City. The 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

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Division provides plan check, inspections, and public education. 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 only place an incremental demand on fire services since the project will involve the construction of modern structures that will be subject to all pertinent fire and building codes. Like all development projects within the City, 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. Compliance with the abovementioned requirement, as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to local roadways and potentially requiring partial lane closures during street improvements and utility installations. However, at no time will Greenleaf Avenue or Telegraph Road or any nearby street be completely closed to traffic. All construction staging areas will be located within the project site. As a result, the project would not impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and less than significant impacts are associated with the proposed project's implementation.

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 police services 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 support personnel. The proposed project would only place an incremental demand on police protection services since the project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. The new development would include crime prevention features, such as nighttime security lighting and secure parking facilities (such as the proposed gate next to the trailer parking area). Adherence to the abovementioned requirement will reduce potential impacts to levels that are less than significant.

Pursuant to California Government Code Section 65996, payment of school impact fees in accordance with California Government Code Section 65995 and/or Education Code Section 17620 is deemed to constitute full and complete mitigation for potential impacts to schools caused by development. As such, impacts regarding schools would be less than significant.

The City of Santa Fe Springs's Parks and Recreation Division is responsible for recreational services in the City. There are 12 City facilities available to City residents. No existing or proposed parks are located in the vicinity that would be physically impacted by the project.

4.6 UTILITIES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to utilities. A significant impact on utilities would potentially result if the proposed project would require new utilities or service systems to accommodate potential demand. Section 15332(e) requires the site to be adequately served by all required utilities and public services.

ENVIRONMENTAL ANALYSIS

Water in the local area is supplied by the Santa Fe Springs Water Utility Authority (SFSWUA). The future wastewater generation will be within the treatment capacity of the Los Coyotes and Long Beach WRP. Water in the local area is supplied by the 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.

The new building and landscaping would be equipped with water efficient fixtures and drought tolerant landscaping will be planted throughout the project site. The project’s water consumption is shown in Table 8. According to Table 8, the existing development anticipated to consume an average of 8,113 gallons of water per day.

**Table 8
Water Consumption (gals/day)**

Use	Unit	Factor	Generation
Proposed Project (Warehouse)	57,489 sq. ft.	0.14 gallons/sq. ft./day	8,113 gals/day
Net Change			8,113 gals/day

Source: Derived from Los Angeles County Sanitation District rates (150% of effluent generation)

The proposed project will connect to an existing water main (12-inch) Telegraph Road. The proposed project would utilize and install onsite landscaped areas to impound stormwater and curbs and gutters to convey stormwater runoff to local catch basins. In addition, the project will be equipped with water efficient fixtures. The water line may be upgraded to accommodate fire flow requirements. As a result, the potential impacts are considered to be less than significant.

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 5 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. 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.²⁹ The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 20.36 mgd

The project’s wastewater generation is shown in Table 9. As shown in Table 9, the proposed project is anticipated to generate an average of 6,375 gallons of wastewater per day.

Table 9
Wastewater Generation (gals/day)

Use	Unit	Factor	Generation
Proposed Project (Warehouse)	57,489 sq. ft..	0.11 gallons/sq. ft./day	6,375 gals/day
Net Change			6,375 gals/day

Source: Los Angeles County Sanitation Districts

This quantity of wastewater will not necessitate the expansion of any waste water treatment capacity. The proposed project will connect to an existing sewer main (12-inch) located in Telegraph Road. Given the limited effluent generation, the potential impacts are considered to be less than significant. No new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project and as a result, no significant impacts are anticipated.

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 permanently closed in October 2013 and is only currently accepting clean dirt.³⁰ The Sanitation Districts continue to maintain environmental control systems at the other closed landfills, which include the Spadra, Palos Verdes, and 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.. As indicated in Table 10, the proposed project may generate up to 347 pounds of solid waste per day.

Table 10
Solid Waste Generation (lbs./day)

Use	Unit	Factor	Generation
Proposed Project (Warehouse)	57,489 sq. ft.	6 lbs./1,000 sq. ft./day	347 lbs./day
Net Change			347lbs./day

Source: City of Los Angeles Average Solid Waste Generation Rates

²⁹ Los Angeles County Sanitation Districts.

³⁰ Los Angeles County Sanitation Districts, *Solid Waste Facilities*.

This amount is not significant and will be accommodated by the aforementioned landfill. As a result, the potential impacts are considered to be less than significant.

FINDING 5. DISLOCATION

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to the displacement or dislocation of existing population group. The emphasis is on the displacement of housing, especially affordable housing.

ENVIRONMENTAL ANALYSIS

The project site itself is currently vacant. Furthermore, the proposed project would be limited to the project site and no dislocation of off-site structural improvements would be required to accommodate the proposed project. As a result, no impacts would result.

FINDINGS 6. SENSITIVE ENVIRONMENTAL RESOURCES

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located on a site that has no impact on sensitive environmental resources.

ENVIRONMENTAL ANALYSIS

No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on-site during the field investigations. The site is currently vacant though it was formerly developed. The site is surrounded on all side by industrial uses. The site's utility as a habitat is further constrained by the on-site disturbance and the surrounding development. The project site's isolation from other natural open space areas limits its utility as a habitat or an animal migration corridor. The project site and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian and/or natural habitat. Constant disturbance from traffic and other human activity further limits the site's utility as a sensitive habitat or migration corridor.³¹ Since the site is located within an established urban area that lacks suitable habitat, the site's utility as a natural habitat and migration corridor is restricted. As a result, no impacts would result.

FINDING 7 SCENIC NATURAL VIEWS

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to a significant impact on a scenic vista. A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Section 15300.2(d) requires that a categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees,

³¹ Google Maps and City of Orange Zoning Map. Website accessed on July 29, 2022.

historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

ENVIRONMENTAL ANALYSIS

The project site is located within a developed and urbanized area of Santa Fe Springs. No scenic natural resources or scenic corridor would be affected by the proposed project. The project site is located in the midst of urban development. Telegraph Road and Greenleaf Avenue are not designated scenic corridors in the Santa Fe Springs General Plan. No natural or sensitive habitats are located within or adjacent to the property. As a result, the project will not result in any impacts to sensitive visual resources in the area.

FINDING 8. CORTESE LISTING

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not be located on a property that has been identified by the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection as being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

ENVIRONMENTAL ANALYSIS

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control Envirostor website to identify whether the project site is listed in the database as a Cortese site.³² The search indicates the project site is not located on a Cortese site. As a result, no impacts would result.

FINDINGS 9. HISTORIC RESOURCES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to the historic resources. According to CEQA, a project may be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

- The proposed project would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
- The proposed project would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.

³² California, State of. Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/>

- The proposed project would disturb any human remains, including those interred outside of formal cemeteries.

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 General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The California Register of Historical Resources (CRHR) is a listing of all properties considered to be significant historical resources in the state.

ENVIRONMENTAL ANALYSIS

A review of the U.S. National Park Service’s National Register of Historic Places and the State Register indicated that there are no Federal- or State-recognized historic structures located within the project site. The project site is developed and occupied by older medical office uses that will be demolished to accommodate the proposed project. The project site is located in the midst of an urbanized area. The project site is identified as not having any historical significance. The site does not contain any structures that meet the aforementioned criteria. In addition, the site is not listed in the State register.³³ A review of the U.S. National Park Service’s National Register of Historic Places indicated that there are no Federally recognized historic structures located within the project site.³⁴ Two locations in the City are recorded on the National Register of Historic Places and the list of California Historical Resources: 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. As a result, no impacts will occur. As a result, no impacts on historic resources are anticipated to occur.

FINDING 10. STATE TRUSTEE OR RESPONSIBLE AGENCY APPROVAL

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not require any approvals from a State responsible or trustee agency.

ENVIRONMENTAL ANALYSIS

The proposed development will not require any development approval by a State trustee or responsible agency. Based on the analysis provided in this CE, the project meets and complies with the conditions and requirements of CEQA Guidelines Section 15332 (Class 32 Infill Exemption) and will not have any significant environmental impacts.

³³ California, State of. Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/>

³⁴ United States Department of the Interior. *National Register of Historic Places*. <http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>

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March 7, 2023

Scott DiCesare
Development Manager
Xebec Reality
3020 Old Ranch Parkway, Suite 200
Seal Beach, CA 90740

RE: ASSESSMENT TO SCREEN PROPOSED WAREHOUSE OFFICE BUILDING FOR TRAFFIC IMPACT ANALYSIS / VEHICLE MILES TRAVELED (VMT) REQUIREMENTS, SANTA FE SPRINGS, CALIFORNIA

Dear Mr. DiCesare,

David Evans and Associates, Inc. (DEA) is pleased to respond to present this assessment to determine if your proposed development project in the City of Santa Fe Springs will require a traffic impact study and/or an analysis of VMT for CEQA environmental clearance based on screening criteria in the *Los Angeles County Public Works Transportation Impact Analysis Guidelines* (July 2020)¹.

PROJECT DESCRIPTION

The proposed project is in the currently vacant northeast corner of the intersection of Telegraph Road and Greenleaf Avenue in the City of Santa Fe Springs, California. The project consists of a 57,950 square foot building which includes a 52,950 square foot warehouse and 5,000 square feet of office space comprised of 2,500 square feet on a first and second floor, as shown in the project's conceptual site plan in **Exhibit A**. The site provides 91 standard parking spaces, while the warehouse provides six loading dock doors with sixty-foot-deep berths with ten trailer parking spaces across from the loading dock.

Access to the project is via driveways on both Telegraph Road and Greenleaf Avenue. The narrower 26-foot-wide driveway on Telegraph Road accesses the project's parking lot and is intended for passenger vehicle ingress and egress. The 35-foot-wide driveway on Greenleaf Avenue has larger curb return radii and is intended for trucks accessing the loading dock, as well as passenger vehicles using the parking lot.

LOS ANGELES COUNTY'S TRANSPORTATION IMPACT ANALYSIS (TIA) SCREENING CRITERIA

Section 1 (Introduction) of the county's guidelines presents criteria for determining when a development project triggers a requirement for preparing a traffic impact analysis. Agencies adopting the county's guidelines generally will require the preparation and submission of a transportation impact analysis for land development projects that meet the following criteria:

- Estimated to generate a net increase of 110 or more daily vehicle² trips.
- Projects for which a transportation impact analysis is required by ordinance; regulation; resolution; court order; or directive from local or regional decision-making authority such as the City Council, or Caltrans when a project is likely to impact a state highway facility.

A transportation impact analysis or TIA requires analyses and forecasting of impacts or deficiencies to the circulation system generated by the project. The TIA identifies feasible measures or corrective conditions to offset these impacts or deficiencies.

¹ *The City of Santa Fe Springs does not have traffic impact study or VMT analysis guidelines. Therefore, we have assumed that County of Los Angeles guidelines are acceptable to the city.*

² *According to county's guidelines, the term vehicle refers to passenger vehicles and light trucks. However, when estimating trip generation, the resulting "vehicle" trips are comprised of all types of vehicles including heavy, multi-axle trucks. Trip generation estimates for truck intensive land uses often convert heavy trucks into "passenger-car equivalents" for use in intersection operations analysis, but this conversion is not used when screening projects based on vehicle trips.*

LOS ANGELES COUNTY'S SCREENING CRITERIA FOR THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) TRANSPORTATION IMPACT ANALYSIS PROCESS BASED ON VEHICLE MILES TRAVELED (VMT)

Section 3 (California Environmental Quality Act (CEQA) Transportation Impact Analysis Process) of the county's guidelines provides screening criteria and impact thresholds meant as guidance to determine whether a CEQA-level transportation impact analysis based on VMT should be performed, and meant to identify when a development project causes, or contributes to, a significant transportation impact.

The county's "non-retail" project trip generation screening criteria applies to development projects that do not have any retail or residential land uses. Most "employment" types of land uses (e.g., office, service, industrial, etc.) fall into this category.

A development project that satisfies the following criterion is not required to conduct a detailed VMT analysis and can be presumed to have a less than significant impact on the environment.

- Estimated to generate a net increase of less than 110 daily vehicle trips.

This criterion is the same as the one used to determine if a non-CEQA transportation impact analysis is required. There are additional criteria for screening for VMT analysis under CEQA, which are described later.

Both the TIA and the VMT criteria require an estimate of the development project's daily trip generation. The county's guidelines state that vehicle trip generation should be estimated using the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual which, at the time this assessment was prepared, is the 11th Edition.

As with any guidance, there may be other reasons why a transportation impact analysis should be required of a development project. The agency approving the development, at its discretion, has a right to require a development project to prepare a TIA or VMT analysis (or both) and/or prepare an impact analysis focused on a particular site related issue or to address community concerns. Studies such as a site access analysis, safety analysis, neighborhood traffic cut-through analysis, or construction phase analysis are typical focused transportation impact analyses.

PROJECT TRIP GENERATION ESTIMATE

The proposed project is a warehouse with office comprising about 9 percent of the total floor area. The estimate of trip generation is based on the project being a warehouse, not a warehouse plus office. Most warehousing includes integrated office space used to manage the operation of the facility and rarely is the integrated office leased to a separate and unrelated tenant. In fact, ITE defines the warehouse land use category (LUC 150) as:

"A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas."

There are several types of warehouse categories in the 11th Edition of ITE's trip generation ranging from general warehousing to high cube fulfillment centers or parcel hub distribution centers, all of which have very different functions and varying levels of traffic generation. It is important to note that the general warehousing category in ITE's Trip Generation manual generates neither the least amount of traffic nor the greatest amount of traffic per 1,000 square feet of floor area compared to the other warehouse categories. Of the six categories of warehouse, general warehousing is the second lowest traffic generating type of warehouse.

The proposed project's estimated trip generation is based on rates for general warehousing because the project's size could not accommodate the functional space requirements of the other types of warehousing. This is reflected in the data for each type of warehouse. For example, the average floor area of the 31 general warehousing sites surveyed for ITE's Trip Generation is 292,000 square feet. In contrast, the average floor area for a high-cube fulfillment center warehouse is 886,000 square feet, and the average for an Amazon-style fulfillment center where packages are sorted for delivery is 1,277,000 square feet.

Table 1 presents the estimated daily and peak hour trip generation for the proposed project. On an average weekday, the project is estimated to generate 99 vehicles per day. In the AM and PM peak hours, the proposed project generates 10 trips in each peak hour.

Table 1: Estimated Trip Generation of Proposed 57,950 SF Warehouse Building

Land Use	Gross Floor Area (KSF)	Daily	AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
			In	Out	Total	In	Out	Total
General Warehouse (ITE Land Use Category 150)	57.95	Vehicle Trip Generation Rates (Trips Per 1,000 Square Feet of Gross Floor Area)						
		1.71	0.13	0.04	0.17	0.05	0.13	0.18
		Total Vehicle Trip Generation						
		99	8	2	10	3	8	10
Notes: KSF = Thousands of Square Feet. AM / PM Peak Hour of Adjacent Street Traffic = Trip generation coinciding with the highest hourly volumes of traffic on the adjacent streets during the AM (7:00 AM and 9:00 AM) and PM (4:00 PM and 6:00 PM) commuter peak periods. Source of trip generation rates: Institute of Transportation Engineers (ITE) Trip Generation (11th Edition). Average rates for land use category 150 (General Warehouse).								

TRAFFIC IMPACT ANALYSIS (TIA) AND VMT ANALYSIS REQUIREMENTS

Table 2, on the following page, summarizes an assessment that compares the proposed project’s attributes against the county’s screening criteria for requiring a transportation impact analysis (TIA) to demonstrate the project’s consistency with Santa Fe Spring’s General Plan level of service policy, or a vehicle miles traveled (VMT) analysis for evaluating the project’s potentially significant transportation impacts per CEQA.

In describing the screening criteria for requiring a CEQA related VMT analysis above, this report describes the primary screening criterion in the county’s impact analysis guidelines, which is the average daily trip generation criteria. However, for screening of projects for requiring CEQA related VMT analyses, the county has adopted three additional criteria, each of which were recommended by the California Office of Planning and Research (OPR) during the update of the CEQA guidelines with the passage of SB 743.

Development projects need only satisfy one criterion to be screened from having to prepare a VMT analysis. Further, not all the VMT screening criteria are not applicable to all projects. For example, two of the additional criteria are for projects with retail or residential land uses and are not relevant to a warehouse project.

Conclusions of the Screening Assessment

As shown in **Table 2**, the proposed warehouse project does not satisfy the daily vehicular traffic generation criteria for requiring a transportation impact analysis. The proposed project generates 99 vehicles per day, based on the general warehouse trip generation rate in the Institute of Transportation Engineers (ITE) 11th Edition of Trip Generation.

To our knowledge, based on information provided by the applicant, there are no non-CEQA legal, regulatory, or policy related requirements for the project to prepare a transportation impact analysis.

An example of a project that might satisfy this criterion would be a development project within a Specific Plan area where the Specific Plan was environmentally cleared with a programmatic Environmental Impact Report (EIR). A programmatic EIR typically lacks project-specific level of analysis and often subsequent development applications within the Specific Plan are required to prepare a project-level transportation analysis. This is an example of a regulatory requirement.

An example of a policy related requirement for a transportation impact analysis is a development on a state highway seeking an encroachment permit from Caltrans to construct an access driveway on the highway. Caltrans may require an Intersection Control Evaluation (ICE) study to determine the most effective form of traffic control at the driveway intersection (i.e., all-way stop, yield control (roundabout), or a traffic signal). The ICE study requirement is from a Caltrans policy directive (Traffic Operations Policy Directive TOPD 13-02, August 30, 2013).

Table 2: Summary of Project Screening Assessment and Determination of TIA and VMT Study Requirements

Type of Study	Screening Criteria for Determining Study Requirements		
	Los Angeles County Criteria (Satisfying Requires Study)	Proposed Project's Estimated Metric	Satisfy Criterion?
Transportation Impact Analysis (Demonstrate Consistency with General Plan LOS Policies, or a Non-CEQA Legal, Regulatory, or Policy Related Requirement)	1. Development has a net increase of <u>110</u> or more daily vehicle trips	<u>99</u> Avg Daily Vehicle Trips (See Table 1)	NO
	2. Study required by ordinance; regulation; resolution; court order; or directive from City Council or State agency	Legal, Regulatory, or Policy Related Requirement for Study has <u>NOT</u> been identified	NO
Vehicle Miles Traveled (VMT) (CEQA Environmental Clearance)	1. Non-Retail Development has a net increase of <u>110</u> or more daily vehicle trips	<u>99</u> Avg Daily Vehicle Trips (See Table 1)	NO
	2. Additional County Screening Criteria (See Section 3.1.2 in Guidelines): [a] <ul style="list-style-type: none"> • Project contain retail uses that exceed 50,000 square feet of gross floor area • Project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor • 100% of residential units, excluding manager's units, set aside for lower income households 	Not Applicable Not Located Near Major Transit Stop Not Applicable	NO
Notes: [a] A project need only satisfy one criterion to be screened from requiring a VMT analysis under CEQA. The screening criteria under Item 3 above are criteria recommended by the California Office of Planning and Research (OPR) when screening for CEQA related analysis requirements.			

Table 2 also shows that the proposed project doesn't satisfy the applicable criteria for requiring a VMT analysis under CEQA: the non-retail net increase in daily vehicle trips criterion, and the project proximity to a major transit stop within a high-quality transit corridor.³

In conclusion, the proposed warehouse project does not satisfy Los Angeles County's screening criteria and, therefore, is not required to prepare a transportation impact analysis to determine consistency with the city's General Plan level of service policy, nor is it required to prepare a VMT analysis for CEQA clearance and is presumed to have a less-than-significant impact on the environment.

Should you have any questions, please do not hesitate to call me at 909-912-7304.

³ A major transit stop is defined as an existing or planned rail or bus rapid transit station, or ferry terminal served by either bus or rail transit service, with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor is defined as a street, or combination of streets, served by one or more bus rapid transit or rail services with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.



DAVID EVANS
AND ASSOCIATES INC.

Sincerely,

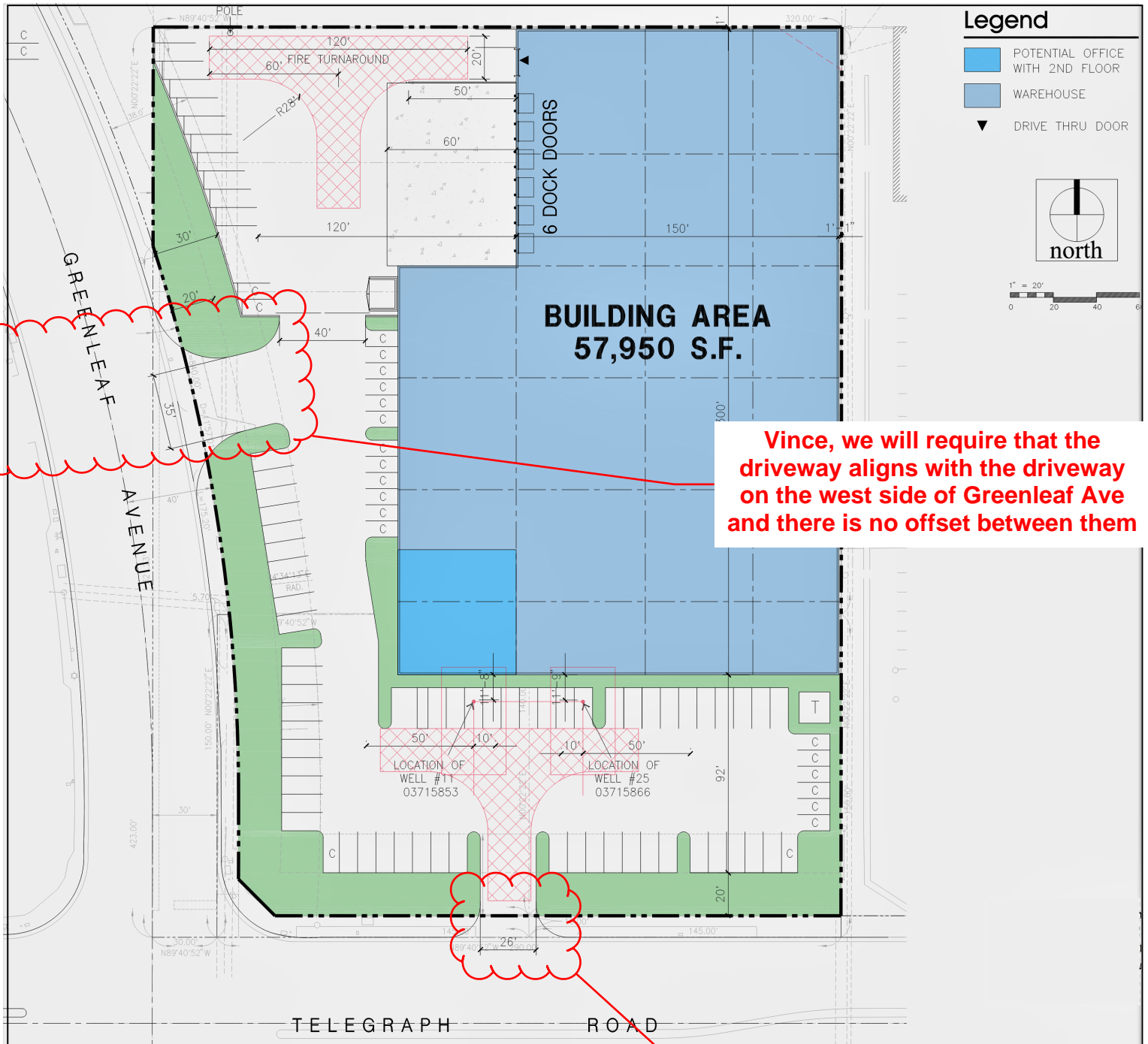
DAVID EVANS AND ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read 'James M. Daisa'.

James M. Daisa, PE
Associate / Senior Transportation Project Manager



Enclosure



Vince, we will require that the driveway aligns with the driveway on the west side of Greenleaf Ave and there is no offset between them

This driveway should be a minimum of 200' e/o intersection





NEW BUSINESS – CONTINUANCE FROM MAY 8, 2023 PLANNING COMMISSION MEETING

Parkway Tree Removal Appeal Decision - Resident Request for Removal of Parkway Tree at 10408 Gridley Road

RECOMMENDATIONS

- Reaffirm the decision of the Director of Public Works to deny the request by the property owner to have the City remove the parkway tree in front of 10408 Gridley Road;
- Direct City Staff to Provide a 1-time Root Destroyer service, and;
- Allow the property owner at 10408 Gridley Road ability to obtain a permit to remove the parkway tree at his or her own expense.

Staff Updates

Since the last Planning Commission meeting on May 8, 2023, Public Works has followed up on this item to determine if the integrity of the tree would be compromised if the tree roots were cut to clean out the sewer pipe.

A licensed arborist inspected the parkway tree and provided feedback that the healthy tree would not be impacted as a result of a root destroyer service, or cleanout of the pipe. It was further noted that any roots potentially found in within the pipe, enter through small cracks seeking water, and would continue to occur. The root destroyer will sever and clean out the small fibrous roots that look like webbing and will not compromise the integrity of the tree.

In the event that the Planning Commission affirms the Director's decision to not remove the tree, based on it's healthy condition, the Planning Commission may choose to issue the resident a Parkway Tree Resident Removal Permit to remove the tree at his or her own expense. The decision by the Planning Commission shall be final.

A handwritten signature in blue ink that reads "Yvette Kirrin".

Yvette Kirrin
Interim Director of Public Works



NEW BUSINESS

Categorically Exempt - CEQA Guidelines Section 15305, Class 5

Lot Line Adjustment (LLA) No. 2023-02

A request for approval to consolidate the three (3) existing parcels into a single parcel, measuring approximately 8.72 acres, for the property located at 12300 Lakeland Road within the M-2-BP (Heavy Manufacturing-Buffer Parking, Zone) (Walden & Associates)

RECOMMENDATIONS

- Find and determine that the subject Lot Line Adjustment No. 2023-02 is consistent with the City's General Plan, and Zoning Ordinance and Building Code, and will not create a greater number of parcels than originally existed; and
- Find and determine that LLA 2023-02 meets the standards set forth in Sections 66412 of the Subdivision Map Act for the granting of a lot line adjustment; and
- Find and determine that pursuant to Section 15305, Class 5 of the California Environmental Quality Act (CEQA), the lot line adjustment is Categorically Exempt
- Approve Lot Line Adjustment No. 2023-02; and
- Adopt Resolution No. 238-2023 which incorporates the Planning Commission's findings and actions regarding the matter.

GENERAL INFORMATION

- A. Applicant: Walden & Associates
2552 White Rd., Suite B
Irvine, CA 92614
- B. Property Owner: Duke Realty Lakeland Road LP
3546 Conours St., Suite 100
Ontario, CA 91764
- D. Existing Zone: M-2-BP
(Heavy Manufacturing-Buffer Parking)
- E. General Plan: Industrial
- F. CEQA Recommendation: Categorically Exempt
Section 15305, Class 5

(Minor Alterations in Land Use Limitations)

G. Staff Contact: Jimmy Wong, Associate Planner
JimmyWong@santafesprings.org

LOCATION / BACKGROUND

The subject property, located at 12300 Lakeland Road, measuring approximately 8.72 acres and is located at the corner of Norwalk Boulevard, Lakeland Road, and Getty Drive. The property is zoned M-2-BP (Heavy Manufacturing – Buffer Parking). At the September 12, 2022 Planning Commission Meeting, the commission approved Development Plan Approval (DPA) Case No. 997, to allow the demolition of all existing structures on the subject property and thereafter construct a new +/- 185,450 sq. ft. concrete tilt-up industrial building.

After the approval of the DPA Case No. 997, it was discovered that the existing legal description consisted of 3 parcels. According to the applicant, the property was described as 3 separate parcels under one grant deed, because they are all the same deed the assessor combined them into one assessor parcel number. The three parcels may have had different owners at one point, but through the years, these three adjoining parcels came under the same ownership and were passed on in title that way.

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 Subdivision 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 local agency or advisory agency.

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. A local agency or advisory 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.

LOT LINE ADJUSTMENT Case No. 2023-01

The proposed Lot Line Adjustment will consolidate the three (3) existing parcels that currently make up the subject property. As shown in the attached plans, the Lot Line

Adjustment will consolidate the existing 3.40 acres (parcel 1), 0.97 acre (parcel 2) and 4.36 acres (parcel 3) into a single parcel, measuring approximately 8.72 acres.

Existing:

Parcel "1" (APN: N/A) – Approx. 3.40-acre
 Parcel "2" (APN: N/A) – Approx. 0.97-acre
 Parcel "3" (APN: N/A) – Approx. 4.36-acre

Proposed:

Lot "1" (APN: 8025-002-026) – Approx. 8.72-acre

GENERAL PLAN CONSISTENCY ANALYSIS

Approval of the proposed Lot Line Adjustment would promote several specific General Plan Goals or Policies as described in "Table 1" below:

Table 1

General Plan Element	Policy	Project Consistency
Land Use	<p>Policy LU-2.2: Expanding Industrial Base. Apply the following criteria when encouraging new industries to locate and established businesses to remain in the City, and when considering proposed expansion of existing industries:</p> <ul style="list-style-type: none"> • Contribute to the local tax base. • Offer well-paying, skilled employment opportunities 	<p>The proposed Lot Line Adjustment will facilitate the construction of a new attractive industrial building on a site currently operated as a metal fabricator and outdoor storage. The property's assessed value will significantly improve after the project, thus increasing property values for both the subject property and neighboring properties. Additionally, the new industrial development will provide employment opportunities.</p>
Land Use	<p>Policy LU-11.6: Industrial Design. Insist upon distinctive architecture, landscaping, and shade trees along street frontages and on private property that defines the character of industrial and commercial districts.</p>	<p>The proposed Lot Line Adjustment will result in the construction of a new concrete-tilt up speculative industrial building on the subject site. The new development has been designed with variation in the provided setback, height, color, and materials used. The result is an attractive project with a contemporary building that is comparable to other high-quality office/industrial projects in Santa Fe Springs</p>

STREETS AND HIGHWAYS

The subject property has frontage on Norwalk Blvd., Lakeland Rd. and Getty Ave. Norwalk Blvd. is designated as “Major” arterial, within the Circulation Element of the City’s General Plan. Lakeland Rd. is designated as “Secondary” arterial, within the Circulation Element of the City’s General Plan. Getty Ave. is designated as “Local” street within the Circulation Element of the City’s General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

The subject property is zoned M-2-BP (Heavy Manufacturing-Buffer Parking). The property has a General Plan Land Use designation of Industrial. The zoning, General Plan and land use of the surrounding properties are as follows:

Surrounding Zoning, General Plan and Land Use			
Direction	Zone District	General Plan	Business/Land Use
North	M-2 (Heavy Manufacturing)	Industrial Commercial	Sonsray Machinery (Construction Equipment Storage)
South	M-2-BP (Heavy Manufacturing with Buffer Parking)	Light Industrial & Industrial	Turn Key Logistics (Warehousing)
East	M-2 (Heavy Manufacturing)	Industrial	Crate & Barrel (Warehousing)
West	Single-family residential (City of Norwalk)	Single Family Residential	Single Family Residential

ENVIRONMENTAL DOCUMENTS

After staff review and analysis, staff intends to file a Notice of Exemption (NOE) with the Los Angeles County Clerk (if the Planning Commission agrees), finding that the proposed project is Categorically Exempt pursuant to Section 15305, Class 5 (Minor Alterations in Land Use Limitations) of the California Environmental Quality Act (CEQA). The proposed project involves a Lot Line Adjustment to consolidate three existing parcels into a single parcel, which will not result in any changes in land use or density. Consequently, no further environmental documents are required for the proposed Lot Line Adjustment Map. Furthermore, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

AUTHORITY OF PLANNING COMMISSION

The Planning Commission has the authority, subject to the procedures set forth in Section 66412 of the State’s Subdivision Map Act to grant a Lot Line Adjustment

when it has been found that said adjustment is consistent with the requirements, intent and purpose of the City's General Plan, Zoning Ordinance and Building ordinances. The Commission may grant, or deny approval of a Lot Line Adjustment based on the evidence submitted and upon its own study and knowledge of the circumstances involved.

CRITERIA FOR GRANTING A LOT LINE ADJUSTMENT

The Commission should note that in accordance with Section 66412 of the State's Subdivision Map Act, before granting a Lot Line Adjustment, the Commission shall give consideration to the following:

- A) *The proposed Lot Line Adjustment will not create a greater number of parcels than originally existed.*
- B) *The proposed Lot Line Adjustment is consistent with the City's General Plan, Zoning and Building ordinances.*

STAFF REMARKS

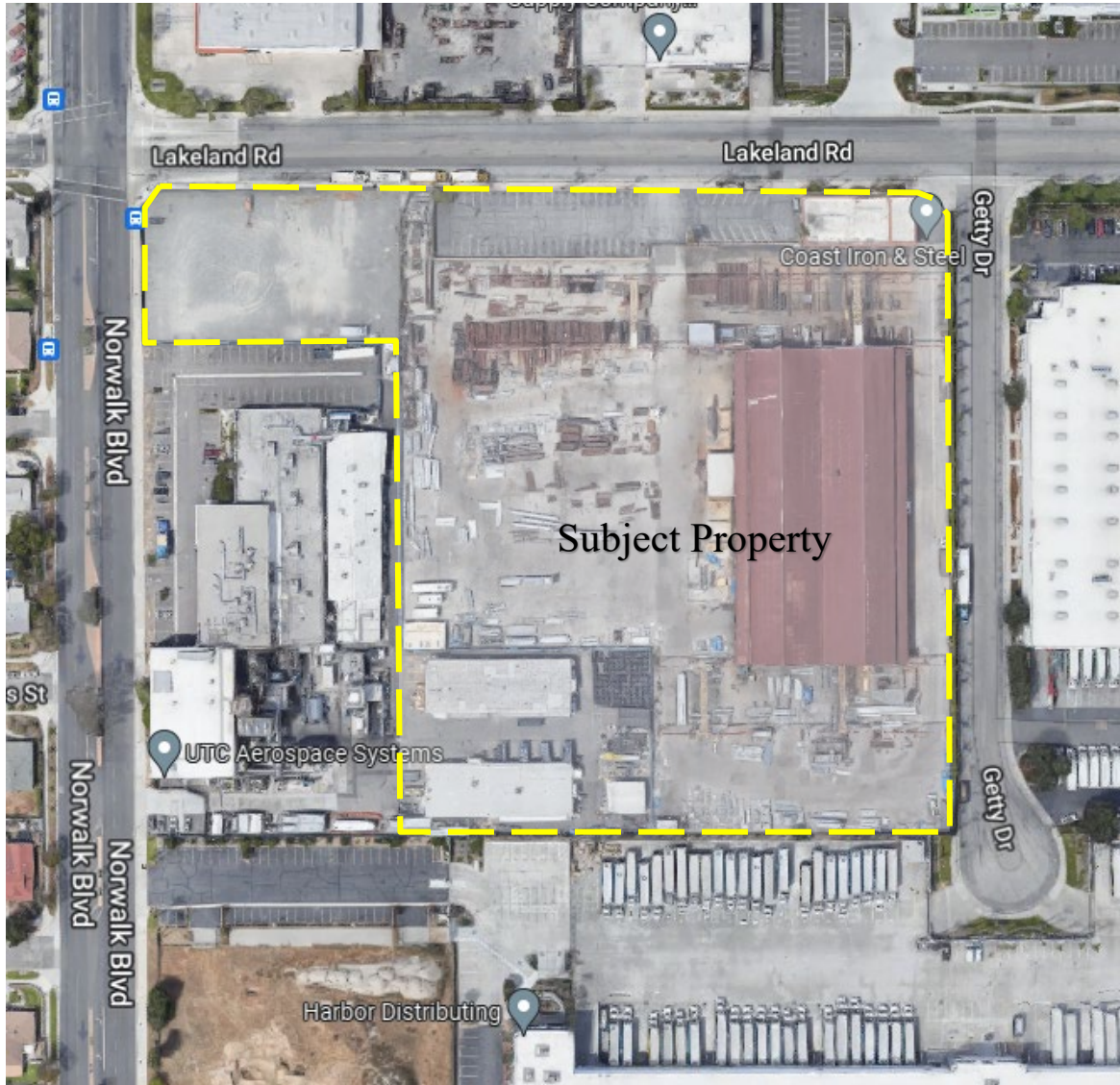
Based on the findings set forth in the attached Resolution No. 238-2023, staff finds that the applicants request meets the criteria set forth in Section 66412 of the State's Subdivision Map Act, for the granting of Lot Line Adjustment No. 2023-02.


Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Resolution No. 238-2023
3. Lot Line Adjustment (LLA No. 2023-02) Exhibits

Attachment 1: Aerial Photograph



**12300 Lakeland Road
(APN: 8025-002-026)**

Attachment 2: Resolution 238-2023

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 238-2023

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SANTA FE SPRINGS REGARDING
LOT LINE ADJUSTMENT NO. 2023-02**

WHEREAS, an application was filed for a Lot Line Adjustment (LLA) No. 2023-02 to consolidate three (3) existing parcels that make up the subject property into a single parcel, measuring approximately 8.72; and

WHEREAS, the subject property is located at the southwest corner of Norwalk Lakeland Road and Getty Drive, with Accessor's Parcel Numbers of 8025-002-026, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner and project applicant is Duke Realty Lakeland Road LP, 3546 Concours Street, Suite 100, Ontario, CA 91764; and

WHEREAS, the project applicant is Walden & Associates, 2552 White Road, Suite B, Irvine, CA 92614; and

WHEREAS, the discretionary review of Lot Line Adjustment No. 2023-02 is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, based on the information received from the applicant and the provided oral and staff reports, the Planning Commission has found and determined that the proposed project meets the criteria for a Categorical Exemption, pursuant to the California Environmental Quality Act (CEQA), Section 15305, Class 5; and

WHEREAS, the City of Santa Fe Springs Planning and Development Department mailed out a meeting notice on June 2, 2023 to the properties adjacent to the subject site; and

WHEREAS, the City of Santa Fe Springs Planning Commission has considered the application, the written and oral staff report, the Subdivision Map Act requirement, General Plan and zoning of the subject property, the testimony, written comments, or other materials presented at the Planning Commission Meeting on June 12, 2023, concerning Lot Line Adjustment No. 2023-02.

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

The proposed development is considered a project under the California Environmental Quality Act (CEQA); and as a result, the project is subject to the City's environmental review process. The project, however, is categorically exempt pursuant to Section 15305 Class 5: Minor Alterations in Land Use Limitations. The proposed project involves a Lot Line Adjustment to consolidate two existing parcels into a single parcel, which will not result in any changes in land use or density. Consequently, no further environmental documents are required for the proposed Lot Line Adjustment Map.

Additionally, the project site is not included on a Cortese list and is not identified on the EPA's database (Environfacts).

SECTION II. LOT LINE ADJUSTMENT FINDINGS

Pursuant to the State's Subdivision Map Act, the Planning Commission has made the following findings:

- (A) *The proposed Lot Line Adjustment will not create a greater number of parcels than originally existed.*

The proposed Lot Line Adjustment is between three (3) parcels, with a total combined area of approximately 8.72 acres. If approved by the Planning Commission, the Lot Line Adjustment will reconfigure the approximately 8.72 acres site by effectively consolidating the three (3) existing parcels. The proposed Lot Line Adjustment will not result in a greater number of parcels than originally existed.

- (B) *The proposed Lot Line Adjustment is consistent with the City's General Plan, Zoning and Building ordinances.*

General Plan - The General Plan land use designation for the subject site is "Industrial" and the zoning designation is M-2-BP, Heavy Manufacturing-Buffer Parking, Zone. Both the General Plan and land use designation will remain unchanged. The M-2 Zone is primarily intended for heavy industrial uses. The approval of the proposed lot line adjustment will result in a new industrial building that will accommodate various industrial uses such as office, warehousing, and manufacturing. Therefore, the proposed Lot Line Adjustment will be in conformance with the General Plan land use designation for the site. Approval of the proposed Lot Line Adjustment would promote a number of General Plan Policies as described in "Table 1" below:

Table 1

General Plan Element	Policy	Project Consistency
Land Use	<p>Policy LU-2.2: Expanding Industrial Base. Apply the following criteria when encouraging new industries to locate and established businesses to remain in the City, and when considering proposed expansion of existing industries:</p> <ul style="list-style-type: none"> • Contribute to the local tax base. • Offer well-paying, skilled employment opportunities 	<p>The proposed Lot Line Adjustment will facilitate the construction of a new attractive industrial building on a site currently operated as a metal fabricator and outdoor storage. The property's assessed value will significantly improve after the project, thus increasing property values for both the subject property and neighboring properties. Additionally, the new industrial development will provide employment opportunities.</p>
Land Use	<p>Policy LU-11.6: Industrial Design. Insist upon distinctive architecture, landscaping, and shade trees along street frontages and on private property that defines the character of industrial and commercial districts.</p>	<p>The proposed Lot Line Adjustment will result in the construction of a new concrete-tilt up speculative industrial building on the subject site. The new development has been designed with variation in the provided setback, height, color, and materials used. The result is an attractive project with a contemporary building that is comparable to other high-quality office/industrial projects in Santa Fe Springs</p>

Zoning – The primary zoning consideration for the proposed consolidation is that the subject parcels continue to meet the required minimum lot area, width and depth for an M-2 zoned property, as required by the City’s Zoning Ordinance.

	Minimum Required	Proposed Consolidation
Lot Area	7,500 square feet	379,843.2 square feet
Lot Width	75 feet	Minimum 100 feet
Lot Depth	N/A	N/A

Building Ordinance/Code – The proposed Lot Line Adjustment is to consolidate the three existing parcels into a single parcel, but the overall project also includes the construction of a new approximately 185,450 sq. ft. concrete tilt-up industrial building. As such, the applicant is required to go through plan check and thus, the project will be reviewed to ensure that it meets all Building Code requirements prior to construction.

SECTION III. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 238-2023 to determine that the project is categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15305 - Class 5 (Minor Alterations in Land Use Limitations); and approve Lot Line Adjustment No. 2023-02 to consolidate three (3) existing parcels into a single parcel, measuring approximately 8.72 acres, for the property located at 12300 Lakeland Road within the M-2-BP (Heavy Manufacturing-Buffer Parking) Zone.

ADOPTED and APPROVED this 12th day of June 2023 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

Francis Carbajal, Chairperson

ATTEST:

Teresa Cavallo, Planning Secretary

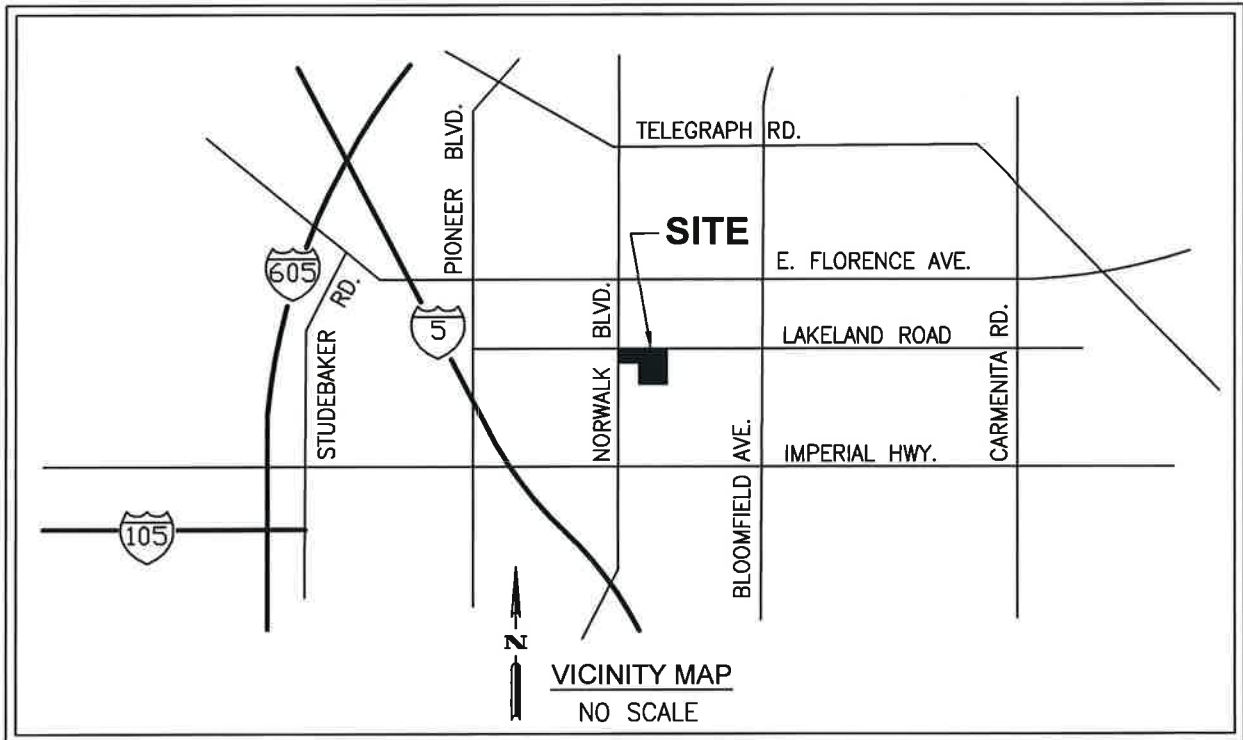
Attachment 3: Lot Line Adjustment (LLA 2023-02) Exhibits

EXHIBIT "A"
LOT LINE ADJUSTMENT
NO. _____
 (LEGAL DESCRIPTION)


OWNERS	EXISTING PARCELS AP NUMBER	PROPOSED PARCEL REFERENCE NUMBER
DUKE REALTY LAKELAND ROAD LP, A DELAWARE LIMITED PARTNERSHIP	8025-002-026	PARCEL 1A

RECORD OWNER/APPLICANT:
 DUKE REALTY LAKELAND ROAD LP,
 A DELAWARE LIMITED PARTNERSHIP
 C/O PROLOGIS
 3546 CONCOURS ST., SUITE 100
 ONTARIO, CA 91764
 CHRISTIAN COCHRUN
 562-376-9239

CIVIL ENGINEER/LAND SURVEYOR:
 WALDEN & ASSOCIATES
 2552 WHITE RD., SUITE B
 IRVINE, CA 92614
 949-660-0110



THIS PLAN CONSISTING OF 8 SHEETS WAS PREPARED
 BY ME OR UNDER MY DIRECTION.


 JEFFREY A. WALDEN, P.L.S. 7914 04-12-23
 DATE

WALDEN & ASSOCIATES CIVIL ENGINEERS
 LAND SURVEYORS
 PLANNERS

2552 WHITE ROAD, SUITE B • IRVINE, CA 92614
 (949) 660-0110 • FAX: 660-0418

EXHIBIT "A"
LOT LINE ADJUSTMENT
NO. _____
 (LEGAL DESCRIPTION)

OWNERS	EXISTING PARCELS AP NUMBER	PROPOSED PARCEL REFERENCE NUMBER
DUKE REALTY LAKELAND ROAD LP, A DELAWARE LIMITED PARTNERSHIP	8025-002-026	PARCEL 1A

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED UPON THE CENTERLINE OF LAKELAND ROAD BEING NORTH 89°49'07" EAST AS SHOWN ON THE RECORD OF SURVEY FILED IN BOOK 326, PAGE 100 OF RECORD OF SURVEYS IN THE OFFICE OF THE COUNTY RECORDER, LOS ANGELES COUNTY, CALIFORNIA.

RECORD DATA:

DATA SHOWN IN PARENTHESIS IS RECORD PER THE RECORD OF SURVEY FILED IN BOOK 326, PAGE 100, OF RECORD OF SURVEYS IN THE OFFICE OF THE COUNTY RECORDER, LOS ANGELES COUNTY, CALIFORNIA.

SECTION LINE CALL-OUT LEGEND:

- ① NORTH 1/4 CORNER, SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN.
- ② NORTH LINE SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN
- ③ WEST LINE NW 1/4, NE 1/4, SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN.
- ④ NORTHEAST CORNER NW 1/4, NW 1/4, NE 1/4, SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN.
- ⑤ NORTHEAST CORNER NE 1/4, NW 1/4, NE 1/4, SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN.
- ⑥ WEST LINE E 1/2, NE 1/4, NW 1/4, NE 1/4, SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN.
- ⑦ NORTH LINE N 1/2, NW 1/4, NE 1/4, SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN.
- ⑧ SOUTHEAST CORNER NW 1/4, NE 1/4, SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN.
- ⑨ SOUTH LINE NW 1/4, NE 1/4, SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN.
- ⑩ SOUTHWEST CORNER NW 1/4, NE 1/4, SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN.

PARCEL SUMMARY:

EXISTING PARCELS:

	GROSS		NET	
PARCEL 1	148,226 SF	3.403 ACRES	148,226 SF	3.403 ACRES
PARCEL 2	42,108 SF	0.967 ACRES	37,486 SF	0.860 ACRES
PARCEL 3	189,764 SF	4.356 ACRES	189,476 SF	4.350 ACRES

PROPOSED PARCEL:

PARCEL 1A	280,098 SF	8.723 ACRES	375,188 SF	8.613 ACRES
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EXHIBIT "A"
LOT LINE ADJUSTMENT
NO. _____

(LEGAL DESCRIPTION)

OWNERS	EXISTING PARCELS AP NUMBER	PROPOSED PARCEL REFERENCE NUMBER
DUKE REALTY LAKELAND ROAD LP, A DELAWARE LIMITED PARTNERSHIP	8025-002-026	PARCEL 1A

EXISTING LEGAL DESCRIPTION:

PARCEL 1:

THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN, IN THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 32, PAGE 18 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BOUNDED ON THE EAST BY A LINE PARALLEL WITH AND DISTANT WESTERLY 458.35 FEET FROM THE WESTERLY LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION, AND BOUNDED ON THE WEST BY A LINE PARALLEL WITH AND DISTANT EASTERLY 299.28 FEET FROM THE WESTERLY LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7.

EXCEPTING THEREFROM THE ABOVE DESCRIBED LAND THE NORTHERLY 30.00 FEET THEREOF.

CONTAINS: 148,226 SF – 3.403 ACRES

PARCEL 2:

THE SOUTHERLY 156.37 FEET OF THE NORTHERLY 186.37 FEET OF THE EASTERLY 269.28 FEET OF THE WESTERLY 299.28 FEET OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN, IN THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 32 PAGE 18 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

CONTAINS: 42,108 SF – 0.967 ACRES

PARCEL 3:

THAT PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST SAN BERNARDINO MERIDIAN, IN THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 32 PAGE 18 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BOUNDED ON THE EAST BY A LINE PARALLEL WITH AND DISTANT WESTERLY 158.35 FEET FROM THE WESTERLY LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION, AND BOUNDED ON THE WEST BY A LINE PARALLEL WITH AND DISTANT WESTERLY 458.35 FEET FROM THE WESTERLY LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION.

EXCEPTING THEREFROM THE ABOVE DESCRIBED LAND THE NORTHERLY 30.00 FEET THEREOF.

CONTAINS: 189,764 SF – 4.356 ACRES



APN 8025-002-026

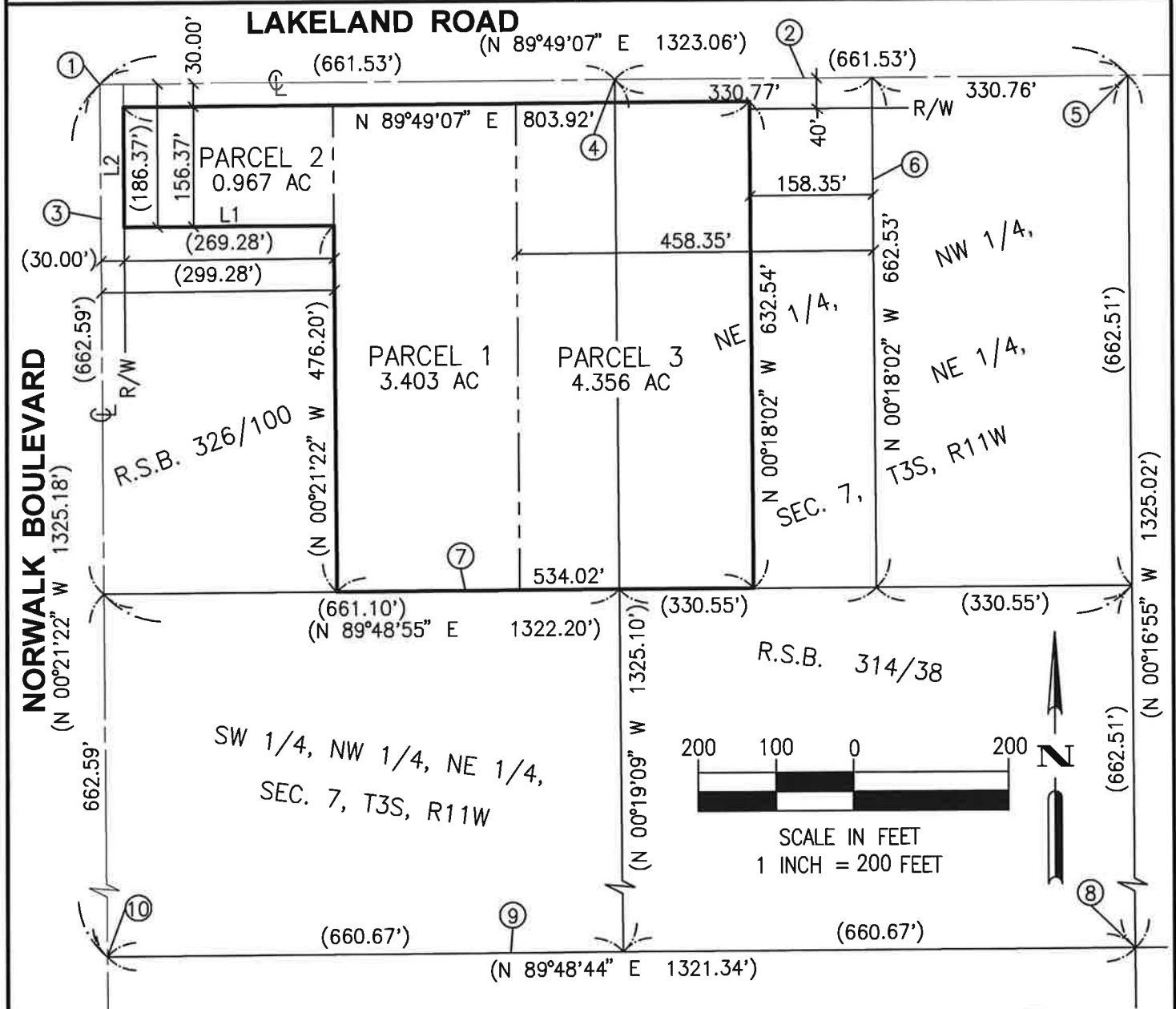
EXHIBIT "A"

LOT LINE ADJUSTMENT

NO. _____

(PLAT - EXISTING PARCELS)

OWNERS	EXISTING PARCELS AP NUMBER	PROPOSED PARCEL REFERENCE NUMBER
DUKE REALTY LAKELAND ROAD LP, A DELAWARE LIMITED PARTNERSHIP	8025-002-026	PARCEL 1A



LEGEND:

- EXISTING PARCEL LINE TO REMAIN
- - - - - EXISTING PARCEL LINE TO BE REMOVED

NOTE:

SEE SHEET 2 FOR BASIS OF BEARINGS, RECORD DATA AND SECTION LINE CALL-OUT LEGEND.

SEE SHEET 6 FOR LINE TABLE.



EXHIBIT "B"
LOT LINE ADJUSTMENT
NO. _____

(PROPOSED LEGAL DESCRIPTION)

OWNERS	EXISTING PARCELS AP NUMBER	PROPOSED PARCEL REFERENCE NUMBER
DUKE REALTY LAKELAND ROAD LP, A DELAWARE LIMITED PARTNERSHIP	8025-002-026	PARCEL 1A

PROPOSED LEGAL DESCRIPTION:

PARCEL 1A:

BEING A PORTION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 11 WEST, SAN BERNARDINO MERIDIAN, IN THE RANCHO SANTA GERTRUDES, IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 32, PAGE 18 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 7; THENCE EASTERLY ALONG THE NORTH LINE OF SAID SECTION 7, NORTH 89°49'07" EAST 30.00 FEET TO A POINT ON A LINE PARALLEL WITH AND 30.00 FEET EASTERLY OF THE WEST LINE OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 7; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, SOUTH 00°21'22" EAST 30.00 FEET TO A POINT ON A LINE PARALLEL WITH AND 30.00 FEET SOUTHERLY OF SAID NORTH LINE, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE EASTERLY ALONG SAID PARALLEL LINE, NORTH 89°49'07" EAST 803.92 FEET TO A LINE PARALLEL WITH AND 158.35 FEET WESTERLY OF THE WESTERLY LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 7; THENCE SOUTHERLY ALONG SAID PARALLEL LINE, SOUTH 00°18'02" EAST 632.54 FEET TO A POINT ON THE NORTH LINE OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 7; THENCE WESTERLY ALONG SAID NORTH LINE, SOUTH 89°48'55" WEST 534.02 FEET TO A POINT ON A LINE PARALLEL WITH AND 299.28 FEET EASTERLY OF SAID WEST LINE OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 7; THENCE NORTHERLY ALONG SAID PARALLEL LINE, NORTH 00°21'22" WEST 476.20 FEET TO A LINE PARALLEL WITH AND 186.37 FEET SOUTHERLY OF SAID NORTH LINE OF SAID SECTION 7; THENCE ALONG SAID PARALLEL LINE, SOUTH 89°49'07" WEST 269.28 FEET TO SAID LINE PARALLEL WITH AND 30.00 FEET EASTERLY OF THE WEST LINE OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 7; THENCE ALONG SAID PARALLEL LINE, NORTH 00°21'22" WEST 156.37 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS: 380,098 SF – 8.723 ACRES

APN 8025-002-026



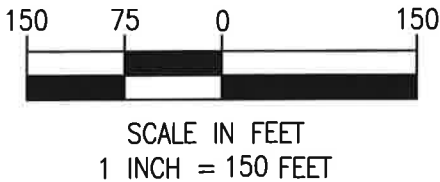
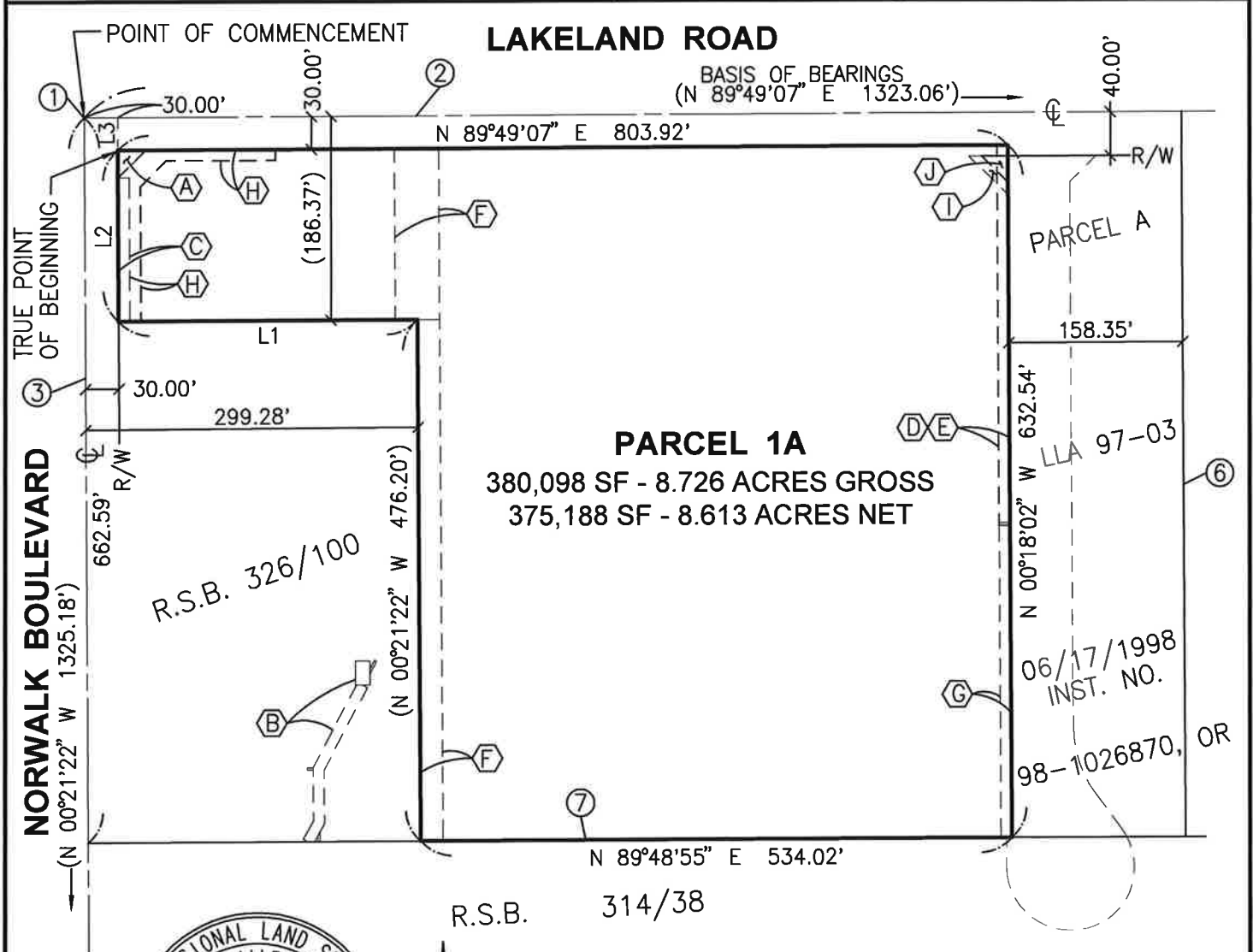
EXHIBIT "B"

LOT LINE ADJUSTMENT

NO. _____

(PLAT - PROPOSED PARCEL)

OWNERS	EXISTING PARCELS AP NUMBER	PROPOSED PARCEL REFERENCE NUMBER
DUKE REALTY LAKELAND ROAD LP, A DELAWARE LIMITED PARTNERSHIP	8025-002-026	PARCEL 1A



NOTES:
SEE SHEET 2 FOR BASIS OF BEARINGS, RECORD DATA AND SECTION LINE CALL-OUT LEGEND.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 89°49'07" E	269.28'
L2	N 00°21'22" W	156.37'
L3	N 00°21'22" W	30.00'

EXHIBIT "B"
LOT LINE ADJUSTMENT
NO. _____
(EASEMENT NOTES)

OWNERS	EXISTING PARCELS AP NUMBER	PROPOSED PARCEL REFERENCE NUMBER
DUKE REALTY LAKELAND ROAD LP, A DELAWARE LIMITED PARTNERSHIP	8025-002-026	PARCEL 1A

EASEMENT NOTES:

- Ⓐ AN EASEMENT IN FAVOR OF THE CITY OF SANTA FE SPRINGS FOR PUBLIC ROAD AND HIGHWAY PURPOSES AND INCIDENTAL PURPOSES, RECORDED MARCH 21, 1961 AS BOOK D 1162, PAGE 575, O.R.
- Ⓑ AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED MAY 24, 1962 AS INSTRUMENT NO. 4647, O.R.
- Ⓒ AN EASEMENT IN FAVOR OF SUBURBAN WATER SYSTEMS FOR WATER SERVICES AND MAINS FOR THE PURPOSE OF CONVEYING WATER AND INCIDENTAL PURPOSES, RECORDED MARCH 05, 1964 AS INSTRUMENT NO. 3714, O.R.
- Ⓓ AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION FOR CONVEYING ELECTRIC ENERGY FOR LIGHT, HEAT, POWER, TELEPHONE AND/OR OTHER PURPOSES AND INCIDENTAL PURPOSES, RECORDED MAY 19, 1964 AS INSTRUMENT NO. 4765, O.R.
- Ⓔ AN EASEMENT IN FAVOR OF GENERAL TELEPHONE COMPANY OF CALIFORNIA, A CORPORATION FOR TRANSMISSION OF ELECTRIC ENERGY FOR COMMUNICATION AND OTHER PURPOSES AND INCIDENTAL PURPOSES, RECORDED JULY 10, 1964 AS INSTRUMENT NO. 5564, BOOK D2545, PAGE 565, O.R.
- Ⓕ AN EASEMENT IN FAVOR OF SUPER-TEMP CORPORATION, A CORPORATION FOR INGRESS, EGRESS, DRAINAGE, UTILITIES, SEWERS AND INCIDENTAL PURPOSES, RECORDED MARCH 15, 1966 AS INSTRUMENT NO. 1062, O.R.
- Ⓖ AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION FOR ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 08, 1969 AS INSTRUMENT NO. 2917, O.R.
- Ⓗ AN EASEMENT IN FAVOR OF THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION FOR STREET, PUBLIC UTILITY AND MUNICIPAL PURPOSES AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1977 AS INSTRUMENT NO. 77-31648, O.R.
- Ⓘ AN EASEMENT IN FAVOR OF THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION FOR PUBLIC UTILITY AND MUNICIPAL PURPOSES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 29, 1998 AS INSTRUMENT NO. 98-2354560, O.R.
- Ⓙ AN EASEMENT IN FAVOR OF THE CITY OF SANTA FE SPRINGS, A MUNICIPAL CORPORATION FOR STREET, PUBLIC UTILITY AND MUNICIPAL PURPOSES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 29, 1998 AS INSTRUMENT NO. 98-2354561, O.R.

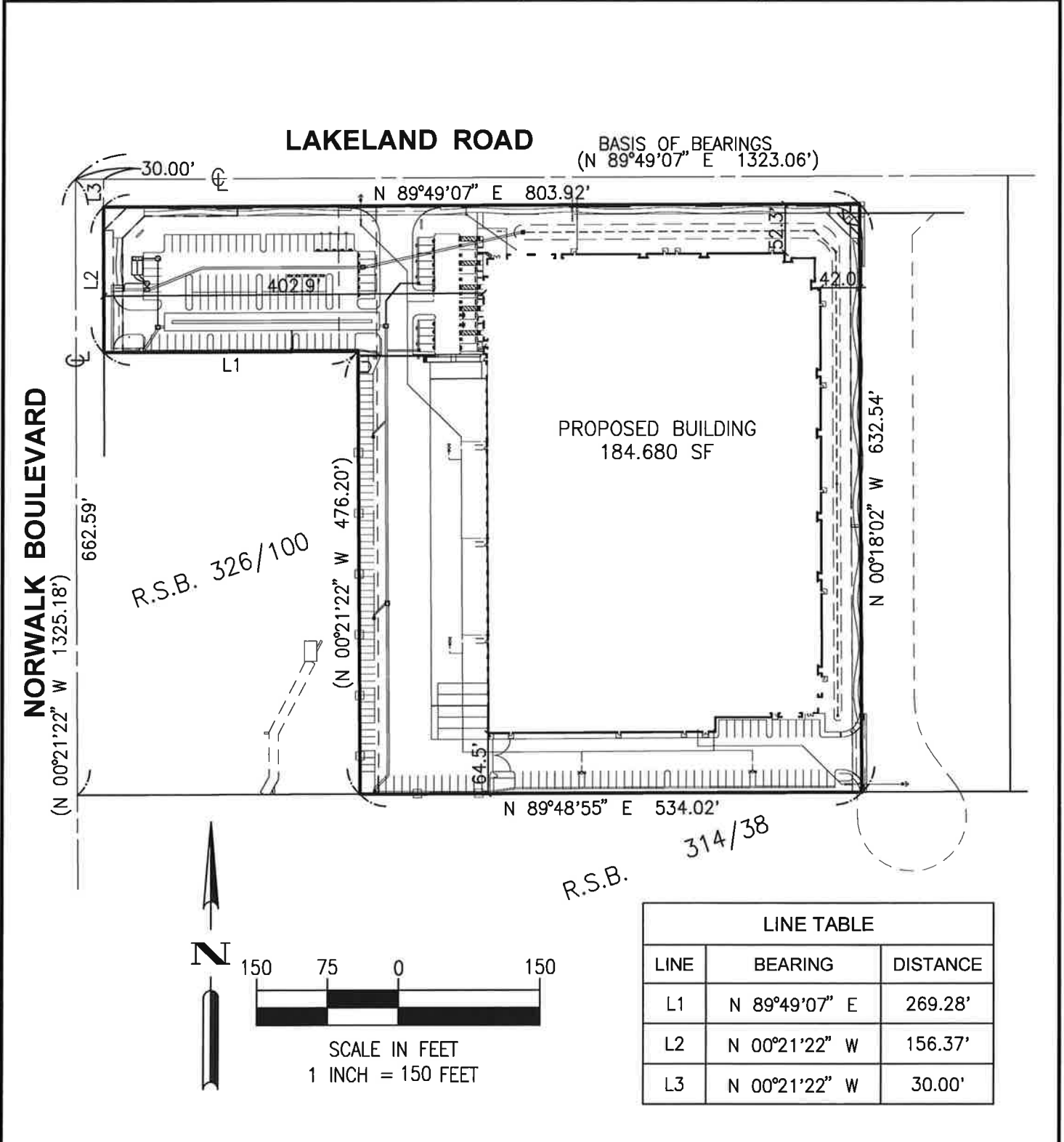
EXHIBIT "C"

LOT LINE ADJUSTMENT

NO. _____

(SITE PLAN - PROPOSED PARCEL)

OWNERS	EXISTING PARCELS AP NUMBER	PROPOSED PARCEL REFERENCE NUMBER
DUKE REALTY LAKELAND ROAD LP, A DELAWARE LIMITED PARTNERSHIP	8025-002-026	PARCEL 1A



NORWALK BOULEVARD

(N 00°21'22" W 1325.18')

662.59'

30.00'

402.9'

42.0'

64.5'

(N 00°21'22" W 476.20')

(N 00°18'02" W 632.54')

(N 89°48'55" E 534.02')

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 89°49'07" E	269.28'
L2	N 00°21'22" W	156.37'
L3	N 00°21'22" W	30.00'

SCALE IN FEET
1 INCH = 150 FEET



CONSENT ITEM

Conditional Use Permit (CUP) Case No. 782-2

A compliance review to allow the continued maintenance and operation of a mini-warehouse facility use at 13461 Rosecrans Avenue within the M-1-BP, Light Manufacturing – Buffer Parking, Zone. (Simply Storage Management LLC)

RECOMMENDATIONS

- Find and determine that the continued operation and maintenance of a mini-warehouse facility, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes and objectives of the Zoning Ordinance and consistent with the goals, policies, and programs of the City's General Plan; and
- Require that Conditional Use Permit Case No. 782-2 be subject to a compliance review in five (5) years, on or before June 12, 2028, to ensure the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

LOCATION/BACKGROUND

In November of 2017, the Planning Commission initially approved Conditional Use Permit 782 and concurrently approved Development Plan Approval Case No. 927 a request to allow for the construction of a new 145, 032 sq. ft. mini-warehouse facility along with a new 1,344 sq. ft. office building at 13461 Rosecrans Avenue within the M-1-BP, Light Manufacturing–Buffer Parking, zone (APN: 8059-004-022). Additionally, a request for a Tentative Parcel Map (TPM) Case No. 78229, was approved by the Planning Commission to consolidate four existing parcels into one parcel measuring approximately +/- 89,000 square feet (2.04 acres). The owner and operator, Simply Storage Management LLC, is seeking approval for the subject CUP to allow the continued operation and maintenance of the subject mini-warehouse facility use.

STAFF CONSIDERATIONS

As is standard practice for all CUP compliance reviews, an inspection of the subject property was performed by City staff to ensure continued compliance with the conditions of approval before bringing the matter back to the Planning Commission. During the recent inspection conducted on May 15, 2023, the applicant was directed to comply with the following:

- Applicant to provide a bulletin board, display case, or kiosk to display transportation information.

Staff, recently verified that the applicant has completed the above-referenced item; consequently, the applicant is in full compliance with the existing conditions of

approval. Staff finds that if the mini-warehouse facility continues to operate in full compliance with the required conditions of approval, it will be compatible with the surrounding developments and will not pose a nuisance risk to the public or environment. Staff is recommending that CUP 782-2 be approved, subject to a compliance review in five (5) years to ensure the use is still operating in compliance with the conditions of approval as contained in this staff report.

CONDITIONS OF APPROVAL

NOTE: Changes to existing conditions are provided as a strike-through or bold.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)

(Contact: Kevin Yang 562.906-3813 x 3811)

1. 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 these 26 feet shall be subject to the approval of the City's Fire Chief as established by the Uniform Fire Code. Aisle widths for this project are allowed to be decreased as described in the letter from Response Fire Protection which was approved by the Department of Fire-Rescue on June 1, 2017. **(Ongoing)**
2. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways. **(Ongoing)**

POLICE SERVICES DEPARTMENT:

(Contact: Luis Collazo 562.409-1850 x 3320)

3. 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 Service Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Service Center for an inspection no later than 30 days after the project has been completed and before the occupancy permit being issued. **(Ongoing)**
4. That the proposed buildings, including any lighting, fences, walls, cabinets, 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 as possible, the color of the existing and/or adjacent surfaces. **(Ongoing)**

WASTE MANAGEMENT :

(Contact : Maribel Garcia 562.868.0511 x7569)

5. 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. **(Ongoing)**

PLANNING AND DEVELOPMENT DEPARTMENT:

(Contact: Claudia Jimenez 562.868-0511 x7356)

6. That Conditional Use Permit No. 782 allows for a mini-warehouse use within a 145,032 sq. ft. concrete tilt-up building located at 13461 Rosecrans Avenue. Approval of Conditional Use Permit No. 782 is contingent upon approval of Development Plan Approval Case No. 927 and Tentative Parcel Map Case No. 78229. **(Satisfied)**
7. That the applicant shall ensure the operator of the proposed mini-warehouse facility shall comply with the City of Santa Fe Springs Municipal Code Section 155.637. **(Ongoing)**
8. That on-site loading activity shall only be permitted within the designated loading area. **(Ongoing)**
9. That no portion of the required on-site parking area shall be used for outdoor storage of any type or special activities unless prior approval has been obtained from the Director of Planning and Fire Marshall or designee. **(Ongoing)**
10. That the exterior exit doors shall remain closed when not being used for ingress/egress purposes. Additionally, the applicant shall inform all staff members and clients not to loiter or make loud noises outside of the building. **(Ongoing)**
11. That the applicant shall maintain the area in a clean and orderly manner at all times. **(Ongoing)**
12. That there shall be no on-site kitchen facilities or preparation of food and drinks without prior approval from the Director of Planning or his/her designee. **(Ongoing)**

13. That the applicant shall notify, in writing, of any change in ownership within 30 days. The conditions of approval shall be binding to any successors. **(Ongoing)**
14. That prior to occupancy of the tenant space, the applicant shall obtain a valid business license (AKA Business Operation Tax Certification), 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 website (www.santafesprings.org). **(Satisfied)**
15. The Conditional Use Permit Case No. 782 -2 shall be subject to a compliance review in ~~three (3)~~ **five (5) years, on or before February 12, 2023, June 12, 2028.** Approximately three (3) months before ~~February 12, 2023, June 12, 2028,~~ 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. **(Revised)**
16. That the applicant, Simply Storage Management LLC, agree 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, officer 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, or any action or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action, or proceeding, and shall cooperate fully in the defense thereof. **(Ongoing)**
17. That if there is evidence that conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or has a substantial adverse impact on public facilities or services, the Director of Planning may refer the use permit to the Planning Commission for review. If upon such review, the Commission finds that any of the results above have occurred, the Commission may modify or revoke the use permit. **(Ongoing)**
18. That it is hereby declared 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 privileges granted hereunder shall lapse. **(Ongoing)**



Wayne M. Morrell
Director of Planning

Attachments:

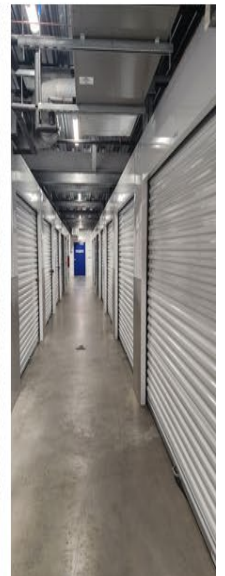
1. Aerial Photograph
2. Site Photos
3. Correction Photo
4. Compliance Request Letter

Attachment 1: Aerial View

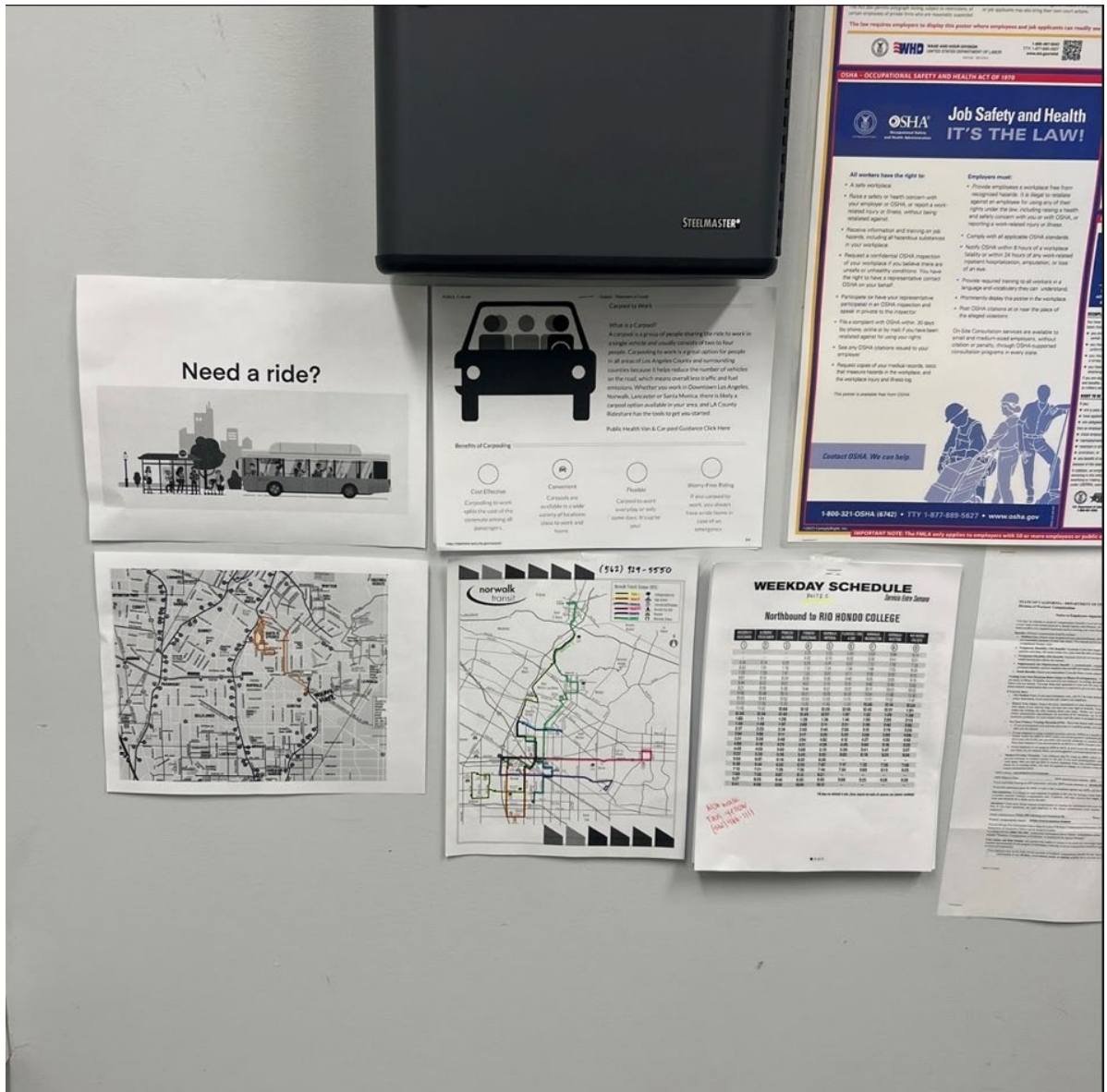


Conditional Use Permit Case No. 782-2
Subject Address: 13461 Rosecrans Avenue
Zone: Light Manufacturing – Buffer Parking, (M-1-BP)
Simply Storage Management LLC

Attachment 2: Site Photos



Attachment 3: Correction Photo



Attachment 4: Compliance Request Letter



May 1, 2023

**SENT VIA FEDEX (OVERNIGHT DELIVERY)
AND ELECTRONIC MAIL**

City of Santa Fe Springs
ATTN: Claudia Jimenez
11710 Telegraph Road
Santa Fe Springs, California 90670
E-mail: ClaudiaJimenez@santafesprings.org

RE: Conditional Use Permit (CUP) Case No.: 782.1
Owner Name: SS Santa Fe Springs, LLC
Project Address: 13461 Rosecrans Avenue, Santa Fe Springs, CA 90670

Dear Claudia,

Please allow this letter to serve as our request for a review for compliance of the above described Conditional Use Permit. The construction is complete, and the certificate of occupancy (enclosed) was issued on August 3, 2018 for a storage (mini-warehouse) facility and an office building. As of today, the current use is still a mini-warehouse facility.

Also accompanying this letter please find a check in the amount of \$563.00 for the processing fee.

Thank you in advance for your kind attention to this matter. Should you need anything further, please contact us at legal@simplyss.com. You may also reach our construction manager, Albert Morales, via telephone at 312.451.3874 or by e-mail at amorales@simplyss.com.

Sincerely,

SS Santa Fe Springs, LLC

By: 

Kyle Schmitzler
Authorized Signatory