



City of Santa Fe Springs

Planning Commission Meeting

AGENDA

REGULAR MEETING PLANNING COMMISSION CITY HALL COUNCIL CHAMBERS

December 8, 2014
6:00 P.M.

Susie Johnston, Chairperson
Michael Madrigal, Vice Chairperson
Ken Arnold, Commissioner
Frank Ybarra, Commissioner
Joe Angel Zamora, Commissioner

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

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

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

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

1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

Commissioners Arnold, Johnston, Madrigal, Ybarra, and Zamora.

4. **ORAL COMMUNICATIONS**

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

5. **MINUTES**

Approval of the minutes of the November 10, 2014 Planning Commission Meeting.

6. **PUBLIC HEARING - (Continued from Nov. 10, 2014 Planning Commission Meeting)
Conditional Use Permit Case No. 750**

A request to allow the construction and operation of a new 50-foot tall digital billboard with display area of 14'x48' on property located at 13711 Freeway Drive (APN: 8069-015-055), zoned M-2-FOZ, Heavy Manufacturing-Freeway Overlay Zone. (Bulletin Displays, LLC).

Zone Variance Case No. 76

A request for a reduction of the 5-acre minimum size requirement as set forth in Section 155.384 (H)(7) of the Zoning Regulations for properties with a digital billboard and specifically for the property located at 13711 Freeway Drive (APN: 8069-015-055), zoned M-2-FOZ, Heavy Manufacturing-Freeway Overlay Zone. (Bulletin Displays, LLC).

7. **PUBLIC HEARING - (Continued from Nov. 10, 2014 Planning Commission Meeting)
Development Plan Approval Case No. 881 and Environmental Document
(Mitigated Negative Declaration and Initial Study SCH Number: 2014091050)**

A request by applicant, InterHealth Corporation, for development plan approval to construct a 35,076 sq. ft., three-story Medical Office Building (MOB) and appurtenant improvements, on the 2.327-acre property located at 12438 Bloomfield Avenue (APN: 8026-042-019) in the M-2-BP, Heavy Manufacturing-Buffer Parking, Zone. (Allen Conception for InterHealth Corp.)

8. **CONSENT ITEMS**

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

A. CONSENT ITEM

Alcohol Sales Conditional Use Permit Case No. 19

Compliance review of Alcohol Sales Conditional Use Permit Case No. 19 to allow the continued operation and maintenance of an alcoholic beverage sales use for off-site consumption by Wal-Mart Inc. located at 13310 Telegraph Road and within the Gateway Plaza shopping center. (Wal-Mart Inc.)

B. CONSENT ITEM

Conditional Use Permit Case No. 485-2

A compliance review of a compressed gas repackaging facility on property located at 8832 Dice Road, in the M-2, Heavy Manufacturing, Zone. (Air Liquide)

C. CONSENT ITEM

Conditional Use Permit Case No. 643-2

A compliance review of a meat processing facility on property located at 13005 Los Nietos Road, in the M-2, Heavy Manufacturing, Zone. (St. Michael's Chicharon)

9. ANNOUNCEMENTS

- ◆ Commissioners
- ◆ Staff

10. ADJOURNMENT

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

Teresa Cavallo
Commission Secretary

December 4, 2014
Date

**MINUTES
REGULAR MEETING
SANTA FE SPRINGS PLANNING COMMISSION**

**November 10, 2014
6:00 p.m.**

1. CALL TO ORDER

Chairperson Johnston called the meeting to order at 6:05 p.m.

2. PLEDGE OF ALLEGIANCE – Commissioner Zamora led the Pledge of Allegiance.

3. ROLL CALL

Present: Commissioners Arnold, Ybarra, Zamora, Madrigal, Johnston

Also present: Steve Skolnik, City Attorney; Wayne Morrell, Director of Planning; Anita Jimenez, City Clerk; Cuong Nguyen, Senior Planner; Kristi Rojas, Planning Consultant

4. ORAL COMMUNICATIONS

None.

5. MINUTES

Approval of the minutes of the October 13, 2014 Adjourned Planning Commission Meeting.

Commissioner Zamora moved the approval of Item 5; Commissioner Arnold seconded the motion which passed by the following vote: In favor - Arnold, Ybarra, Zamora, Madrigal, Johnston; Opposed – None.

6. APPOINTMENT TO THE HERITAGE ARTS COMMITTEE

Commissioner Ybarra stated that he resigned from the Committee because, at this time, he is unable to attend the meetings as scheduled. Currently, no other Commissioners are available to attend at the scheduled meeting time. The City Attorney stated that, if none of the Commissioners was available to attend, it was not necessary to appoint a representative. Commissioner Madrigal asked if someone other than a Planning Commissioner could be appointed. The City Attorney stated that would not be compliant with the policy. Commissioner Ybarra stated that he might possibly be available to meet the schedule and would again volunteer.

7. PUBLIC HEARING (Continued from Oct. 13, 2014 Planning Commission Meeting)

Conditional Use Permit Case No. 750

A request to allow the construction and operation of a new 50-foot tall digital billboard with a display area of 14'x48' on property located at 13711 Freeway Drive (APN: 8069-015-055), zoned M-2-FOZ, Heavy Manufacturing-Freeway Overlay Zone (Bulletin Display, LLC)

Zone Variance Case No. 76

A request for a reduction of the 5-acre minimum size requirement as set forth in Section 155.384 (H)(7) of the Zoning Regulations for properties with a digital billboard and specifically for the property located at 13711 Freeway Drive (APN: 8069-015-055), zoned M-2-FOZ, Heavy Manufacturing-Freeway Overlay Zone (Bulletin Displays, LLC)

Recommendation: Staff is recommending a continuance of Conditional Use Permit Case No. 750 and Zone Variance Case No. 76 to the next regularly held Planning Commission meeting on December 8, 2014.

Item 7 was continued to December 8, 2014.

8. PUBLIC HEARING

Conditional Use Permit Case No. 758

A request for approval to allow the establishment, operation, and maintenance of an open storage yard use involving the open storage of pipes and coils on property located at 10212 Freeman Avenue (APN: 8011-004-064), within the M-2, Heavy Manufacturing, Zone and within the Consolidated Redevelopment Project Area (Santa Fe Winwater Company)

Recommendations: Staff recommends that the Planning Commission take the following actions: 1). Open the Public Hearing and receive any comments from the public regarding Conditional Use Permit Case No. 758, and thereafter close the Public Hearing; 2). Find that the proposed open storage use involving pipes and coils, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area, and therefore will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the City in general; 3). Find and determine that the proposed open storage yard use is pursuant to and in furtherance of the existing program EIR and Final Subsequent EIR for the Consolidated Redevelopment Project Area; therefore, no additional environmental analysis is necessary to meet the requirements of the California Environmental Quality Act (CEQA); and, 4). Approve CUP NO. 758, subject to the conditions of approval as stated within the staff report.

Cuong Nguyen gave the oral report to the Commission. He stated that one phone call inquiring about the project had been received, but that no objections had been received. Commissioner Ybarra asked when the phone call was received. Mr. Nguyen stated that the call had been received in the prior week. Commissioner Ybarra asked if any inquiries had been received after the posting of the agenda. Mr. Nguyen responded that there had not been. Commissioner Madrigal asked what the address was of the location at which the pipes would be stored. Mr. Nguyen stated that the pipes would be stored at 10212 Freeman Avenue. Commissioner Madrigal asked if there were any wells on the property were active. Rick Arzola of Winwater stated that all the wells on the property were dead and were capped and fenced. Commissioner Madrigal asked if any employees of Winwater were parking on the streets. Mr. Nguyen stated that there is sufficient on-site parking. Commissioner Madrigal asked if the pipe storage would be visible. Mr. Nguyen stated that the area is fenced and will be landscaped to reduce visibility to the site. He added that there is a requirement that the stored pipe remain below the fence line.

At 6:20 p.m., Chair Johnston opened the Public Hearing. No one spoke during the Public Hearing, therefore the Hearing was closed.

Commissioner Zamora moved the approval of Item 8; Commissioner Madrigal seconded the motion which passed by the following vote: In favor - Arnold, Ybarra, Zamora, Madrigal, Johnston; Opposed – None.

9. PUBLIC HEARING

Development Plan Approval Case No. 881 and Environmental Document (Mitigated Negative Declaration and Initial Study SCH Number: 2014091050)

A request by applicant, InterHealth Corporation, for development plan approval to construct a 35,076 sq. ft., three-story Medical Office Building (MOB) and appurtenant improvements, on the 2.327-acre property located at 12438 Bloomfield Avenue (APN: 8026-042-019) in the M-2-BP, Heavy Manufacturing-Buffer Parking, Zone

Recommendation: That the Planning Commission continue this item to the Planning Commission Meeting of December 8, 2014, thereby providing the Commission sufficient time to study the proposed development, environmental document, and traffic study.

Wayne Morrell stated that staff was recommending that Item 9 be continued because there were new documents for the Commission to consider. Those documents were a Mitigated Negative Declaration and a Traffic Study.

At 6:22 p.m., Chair Johnston opened the Public Hearing. No one spoke during the Public Hearing, therefore the Hearing was closed.

Item 9 was continued to December 8, 2014.

10. NEW BUSINESS

Lot Line Adjustment Map No. 2014-02

A request for approval of a lot line adjustment involving 4 parcels (3: APN: 8177-031-016 addressed as 8823 Pioneer Blvd., 2: APN: 8177-031-015 addressed as 8811 Pioneer Blvd., and 1: APN: 8177-031-014 addressed as 8839 Pioneer Blvd. and a portion of Parcel A: APN: 8177-029-817, commonly known as the Union Pacific Railroad Right-of-Way) with the objective of merging parcels 1 through 3 and also including a 14,865 square foot (0.34-acre) portion of the Railroad Right-of Way property to create a single, 3.195-acre parcel on properties located at 8823-8839 Pioneer Boulevard, in the M-2, Heavy Manufacturing, Zone (Samir Khoury for Coory Engineering)

Recommendations: That the Planning Commission: 1). Determine that Lot Line Adjustment Map No. 2014-02 is an exempt activity (Minor Alterations in Land Use Limitations) pursuant to Section 15305-Class 5 of the California Environmental Quality Act (CEQA) and is therefore, a categorically-exempt project; 2). Find that Lot Line Adjustment Map No. 2014-02 is consistent with the City's General Plan, Zoning Regulations, and Building Code and will not create a greater number of parcels than originally existed; and, 3). Approve Lot Line Adjustment Map No. 2014-02.

Kristi Rojas gave the oral report to the Commission. Commissioner Arnold asked if the property extended across the freeway. Ms. Rojas stated that an elevated portion of the freeway crossed over the freeway. Commissioner Arnold asked if there was freeway access from the property. Ms. Rojas stated that there was not.

Commissioner Zamora moved the approval of Item 10; Commissioner Madrigal seconded the motion which passed by the following vote: In favor - Arnold, Ybarra, Zamora, Madrigal, Johnston; Opposed – None.

11. NEW BUSINESS

Modification Permit Case No. 1247

Request for a Modification of Property Development Standards to eliminate the existing on-site parking stalls between 15600 Resin Place (APN: 7005-014-065) and 15601 Resin Place (APN: 7005-014-064) and use said area for a new truck well and open storage of empty steel drums (Heraeus Metal Processing, Inc.)

Recommendations: That the Planning Commission: 1). Find that the proposed project, 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 Regulations and consistent with the goals, policies, and programs of the City's General Plan; 2). Find that the applicant's Modification Permit Request meets the criteria set forth in Section 155.695 of the City's Zoning Regulations for the granting of a Modification Permit; and, 3). Approve Modification Permit Case No. 1247, subject to the conditions of approval as stated in this staff report.

Cuong Nguyen gave the oral report to the Commission. Commissioner Madrigal asked if the property at the end of the cul-de-sac was owned by the applicant. Mr. Nguyen stated that all nine properties were occupied by the applicant. Commissioner Madrigal asked why the street sign had been removed. Mr. Nguyen stated that it had been vacated and was currently considered a dead end. Commissioner Arnold asked if the street would remain vacated permanently. The City Attorney stated that if the property were sold, it would be reconsidered.

Commissioner Zamora moved the approval of Item 11; Commissioner Madrigal seconded the motion which passed by the following vote: In favor - Arnold, Ybarra, Zamora, Madrigal, Johnston; Opposed – None.

12. NEW BUSINESS

Trucking Use Time Extension No. 12

Consideration of a request for an extension of Trucking Use Time Extension No. 12, to allow the continued operation and maintenance of a nonconforming truck and trailer parking and storage use located at 12027 Greenstone Avenue (APN: 8026-020-074 and APN: 8026-020-075), on a former landfill site, in the M-2, Heavy Manufacturing Zone, within the Consolidated Redevelopment Project Area (Arnold and June Silvey)

Recommendation: That the Planning Commission recommend that the City Council grant a twenty-year extension of Trucking Use Time Extension No. 12, to Arnold Silvey and June Silvey on behalf of Silvey and Silvey, Inc., to continue the truck parking and storage use on the 2.32-acre, former landfill properties at 12027 Greenstone Avenue, subject to the conditions of approval set forth in the revised Memorandum of Understanding.

Wayne Morrell gave the oral report to the Commission. Commissioner Ybarra asked if there would be a time that the former landfill would no longer be considered hazardous and could it possibly be used for some other purpose. The City Attorney stated that it was possible that sometime in the future, if environmental studies were conducted, it could be deemed acceptable for development. This would require much excavation and remediation and there is no current requirement that the site be remediated. Commissioner Arnold asked if there has been any methane remediation on the site. Mr. Morrell stated that there is currently methane monitoring on-site. Commissioner Arnold asked how much longer the monitoring would be required. Mr. Morrell stated that he did not know, but the initial monitoring had been installed more than twenty years ago. Mr. Silvey stated that testing had been done when the building was constructed, but that no additional testing had been required. Commissioner Madrigal asked how long the Silvey's had owned the property. The City Attorney stated that the last extension was for twenty years, so that it was owned by the same person for some time before that. Commissioner Madrigal asked if it would be possible within the next twenty years to require that more asphalt be laid on the property. He asked if there was any rain run-off to the street. Mr. Morrell stated that there was no run-off to the street and that it had already been required that asphalt be laid in the most damaged areas. Paul Hesse stated that four years ago, six inches of gravel was added to the lot to mitigate the mud and water issues. Commissioner Madrigal stated that he was concerned about run-off during rainy weather. Mr. Hesse stated that a pump had also been installed about three years ago. Commissioner Arnold asked if a storm water mitigation plan had been done on the property. The City Attorney stated that would have been part of the permit process. Commissioner Arnold asked if there was a filter on the pump. Mr. Hesse stated that there was a filter on the pump.

Commissioner Zamora moved the approval of Item 12; Commissioner Ybarra seconded the motion which passed by the following vote: In favor - Arnold, Ybarra, Zamora, Madrigal, Johnston; Opposed – None.

13. CONSENT ITEMS

A. CONSENT ITEM

Conditional Use Permit Case No. 590-5

A compliance review of a church facility within an approximately 2,700 sq. ft. tenant space located at 14565 Valley View Avenue, Suite A (APN: 8069-006-042), in the C-4-PD, Community Commercial-Planned Development Overlay zone, and within the Valley View Commerce Center (Living Water Stream Church)

Recommendation: That the Planning Commission: 1). Find that the continued operation and maintenance of a church 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 Regulations and consistent with the goals, policies, and programs of the City's General Plan; and 2). Require that Conditional Use Permit Case No. 590, be subject to a compliance review in five years, on or before November 10, 2019, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

**B. CONSENT ITEM - (Cont. from Oct. 13, 2014 Planning Commission Meeting)
Conditional Use Permit Case No. 685-2**

A compliance review of a transportation terminal on property located at 11910 Greenstone Avenue (APN: 8026-020-051), in the M-2, Heavy Manufacturing, Zone. (Chemical Transfer Company, Inc.)

Recommendation: Staff is recommending a continuance of Conditional Use Permit Case No. 685 to the Planning Commission meeting on January 12, 2015.

C. CONSENT ITEM

Conditional Use Permit Case Nos. 739 and 740 and Environmental Document (Mitigated Negative Declaration/Initial Study)

A request for a time extension to construct, operate, and maintain a Digital Billboard and Static Billboard, each 50-foot tall, with display areas of 14'x48', on the ±18.70-acre property at 13833 Freeway Drive (APN: 8069-014-009) with dual zoning: M-2-FOZ, Heavy Manufacturing-Freeway Overlay, Zone and M-2, Heavy Manufacturing. (Platinum Billboard, LLC)

Recommendations: That the Planning Commission: 1). Find and determine that granting a one-year time extension of Conditional Use Permit Case Nos. 739 and 740 will not be detrimental to persons or properties in the surrounding area or to the City in general and that due consideration has been given to the appearance of any proposed structures; 2). Find and determine that on October 22, 2012, the Planning Commission of the City, at a duly noticed hearing, approved Development Plan Approval Case No. 878 for the development of the subject property, in compliance with and satisfying the requirements of, the California Environmental Quality Act (CEQA), on the basis that a Mitigated Negative Declaration and Initial Study, which was also approved at the October 22, 2012 meeting, concluded that although the proposed project could have a significant effect on the environment, there will not be a significant effect with the incorporation of mitigation measures pertaining to air quality, hazardous materials, and water quality. Such CEQA determination considered the impacts of the two billboards which are the subject of this time extension request; consequently, no additional environmental documents and/or studies are required; and, 3). Approve a one-year extension of Conditional Use Permit Case Nos. 739 and 740, subject to the original conditions of approval as contained within this staff report.

The City Attorney stated that there was a modification to the recommendation to Item 13C from a one-year to a two-year extension due to Caltrans permitting which will delay the start

date for approximately one year. Commissioner Madrigal asked for clarification on the status of Item 13B. The City Attorney stated that the recommendation was to continue the item.

Commissioner Zamora moved the approval of Items 13 A, B, and C; Commissioner Ybarra seconded the motion which passed by the following vote: In favor - Arnold, Ybarra, Zamora, Madrigal, Johnston; Opposed – None.

14. ANNOUNCEMENTS

Commissioners -

- Commissioner Madrigal asked the audience to remember all veterans and their families on November 11.
- Commissioner Ybarra stated that the LeFiell art piece looked great and asked if other Commissioners were attending.

Staff -

- The City Attorney stated that it had been the Council's decision to move the regular meeting time to 600 p.m.
- Mr. Nguyen stated that he had the opportunity to speak with Mr. Arzola of Winwater and he suggested that the reason there may be additional cars parking on Freeman Avenue because there are fiber optic upgrades being done in the area which may prevent access to some parking lots near the location.
- Mr. Morrell acknowledged Moshe Sassover in the audience and stated that the Billboard item will be addressed in the future.

15. ADJOURNMENT

At 6:54 p.m., Chair Johnston adjourned the meetings.

Michael Madrigal, Vice Chairperson

ATTEST:

Teresa Cavallo

Date



PUBLIC HEARING (Continued from November 10, 2014 PC Meeting)

Conditional Use Permit Case No. 750

A request to allow the construction and operation of a new 50-foot tall digital billboard with display area of 14'x48' on property located at 13711 Freeway Drive (APN: 8069-015-055), zoned M-2-FOZ, Heavy Manufacturing-Freeway Overlay Zone. (Bulletin Displays, LLC).

Zone Variance Case No. 76

A request for a reduction of the 5-acre minimum size requirement as set forth in Section 155.384 (H)(7) of the Zoning Regulations for properties with a digital billboard and specifically for the property located at 13711 Freeway Drive (APN: 8069-015-055), zoned M-2-FOZ, Heavy Manufacturing-Freeway Overlay Zone. (Bulletin Displays, LLC).

RECOMMENDATION

Staff is recommending a continuance of Conditional Use Permit Case No. 750 and Zone Variance Case No. 76 to the next regularly held Planning Commission meeting on January 12, 2015.

BACKGROUND/DESCRIPTION OF PROPOSAL

On July 14, 2014, at the applicant's request, the Planning Commission opened and continued the subject CUP and ZV to the August 11, 2014 Planning Commission meeting. The applicant has since requested several continuances to allow additional time to work with staff and obtain consensus on the conditions of approval and also finalize the Development Agreement associated with the proposed digital billboard.

Although, we are getting closer to reaching a consensus on both items, neither items are considered resolved at this time. The applicant is, therefore, requesting a continuance to the next regularly held Planning Commission meeting on January 12, 2015.

A handwritten signature in blue ink that reads 'Wayne M. Morrell'.

Wayne M. Morrell
Director of Planning

Attachment

1. Continuance Letter from Applicant

BULLETIN DISPLAYS, LLC

"CREATIVE OUTDOOR ADVERTISING"

3127 E. South Street, Ste. B
Long Beach, CA 90805
(310) BULLETIN [285-5384]
(562) 470-6680 * Fax (562) 470-6686

November 30, 2014

Mr. Wayne Morrell
Planning Director

Mr. Cuong Nguyen
Planner

City of Santa Fe Springs
Telegraph Road
Santa Fe Springs, CA

Dear Wayne and Cuong,

I am requesting that my case CUP 760 & ZV 76 (Gilbert Blank LLC) being heard before the Planning Commission in December be continued until the January meeting.

You will see below that the applicant, Bulletin Displays LLC, has made progress on all the reasons for the continuance.

There are three reasons for Bulletin Displays requesting this continuance. Although we have discussed the terms of the Development Agreement with Staff, Bulletin Displays has not received a formal copy of the Development Agreement from the city. It is our belief that the Development Agreement, CUP 760 and ZV 76 should run simultaneously through the Planning Commission and City Council. We believe that progress has been made in the negotiations and anticipate a resolution to the Development Agreement in the near future. We currently have a meeting scheduled with Staff for December 9th to finalize our Development Agreement.

Secondly, Bulletin Displays is working with Staff to amend the language in the Conditions of Approval provide by the city. We believe that this will be achieved prior to the next meeting. We have made progress on the Conditions of Approval with both the Land Owner, Tenant, and Staff and anticipate a positive outcome. Currently the Tenant on the property has complied with the Code Enforcement Department and upgraded the condition of the property and has asked the property owner to provide a parking layout of the property.

Lastly, Staff has requested a survey and letter from Bulletin Displays showing the size of the property prior to the taking by Cal Trans. We have completed a survey of the property and have obtained a letter confirming the size of the property prior to the taking by Cal Trans. The total size of the property was 5.04 acres prior to Cal Trans widening of the freeway and the measurement between the two electronic signs in that area is over the 1000' required by both the city and Cal Trans.

bulletindisplays.com

Thank you for your understanding, we look forward to meeting with you in the near future.

Thank you

Andy Goodman
Vice President Real Estate
Bulletin Display



PUBLIC HEARING

Development Plan Approval Case No. 881 and Environmental Document (Initial Study/Mitigated Negative Declaration-SCH Number: 2014091050): A request by applicant, InterHealth Corporation, for development plan approval to construct a 35,076 sq. ft., three-story Medical Office Building (MOB) and appurtenant improvements, on the 2.327-acre property located at 12438 Bloomfield Avenue (APN: 8026-042-019) in the M-2-BP, Heavy Manufacturing-Buffer Parking, Zone. (Allen Conception for InterHealth Corp.)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding DPA Case No. 881 and the Initial Study/Mitigated Negative Declaration (IS/MND), and thereafter close the Public Hearing.
2. Find and determine that DPA Case No. 881 will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Regulations and consistent with the goals, policies and program of the City's General Plan.
3. Approve and adopt the proposed Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that the approval of DPA Case No. 881 will have significant adverse effects that cannot be mitigated.
4. Approve DPA Case No. 881, subject to the conditions of approval as contained within the Staff Report.

BACKGROUND/DESCRIPTION OF REQUEST

The 2.327-acre property has a site address of 12438 Bloomfield Avenue, and lies along the border between the Cities of Santa Fe Springs and Norwalk. According to the Los Angeles County Assessor, the project site address (APN: 8026-042-019) is shared with a second parcel (APN: 8026-042-018), which is located offsite to the east of the project site. This parcel is not contiguous with the project site parcel and is not included as part of the project site. Direct access to the project site is provided via Bloomfield Avenue and the project site is ±342 feet north of the centerline of Imperial

Highway. Properties to the north, east, and south are located in Santa Fe Springs. The vacant land to the west, across Bloomfield Avenue, is in the City of Norwalk.

Historical information reviewed for the project site dates back to 1869 and indicated that the project site was undeveloped land and/or used for agricultural purposes prior to construction of three office and warehouse structures on the northern, western, and eastern portions of the site in the early 1950s. The three office and warehouse structures remained onsite until the late 1980s and were used by various tenants for offices and storage of concrete pipes and palm trees. Truck fueling was also conducted onsite during this time. All project site buildings were demolished by approximately 1989. Since that time, the project site has been used as a truck storage lot and by the City of Norwalk as a storage yard.

The current project site consists of the following: The northern portion of the project site is occupied by Big Truck, as a truck storage lot. The southern portion of the project site is occupied by the City of Norwalk Public Services Department as a City storage yard. There are currently no permanent buildings located onsite. Various roll-off bins and storage trailers are located within the City yard and are used by the City of Norwalk for storage of various materials including gardening equipment for Parks and Recreation, old electrical equipment, and construction materials/equipment. Access to the project site is via paved, gated driveways from Bloomfield Avenue.

InterHealth Corp., the current owners of the property, intends to construct a ±35,076 sq. ft., 3-story Medical Office Building (MOB) for outpatient uses on the subject property. The MOB will house outpatient uses and doctor's offices typical of a medical office building, providing approximately 100 medical-related jobs to the area.

The MOB is contemporary in design and is visually, artistically and aesthetically appealing; however, its exterior is metal. Until recently, the City's Zoning Regulations did not allow metal buildings with the following exceptions:

- (1) Metal buildings may be permitted subject to development plan approval on property composed of filled land where, due to geotechnical reasons, no other construction method is reasonably feasible.
- (2) Portable metal sheds not visible from the street shall be permitted in all zones if they do not require a building permit.

There has been a metal building section in the City's Zoning Regulations since 1961. It can be surmised that the metal building section of the Code was in response to the prevalence of metal tilt-up and Quonset hut-type buildings common during the 1950's. While these regulations have served to achieve their original purpose, evolution in building approaches and materials for modern buildings has resulted in the use of metal as an architectural feature. The use of metal as a decorative exterior building element has become increasingly prevalent as the material's variety of aesthetic, functional, affordable and sustainable benefit continue to be realized.

Although, the metal building section of the Code has evolved over the years, it had not, until recently, evolved in a manner that would allow for a metal building that is contemporary, visually striking and aesthetically engaging, as that proposed by InterHealth Corp.

At the Planning Commission meeting of June 9, 2014, the Planning Commission recommended that the City Council approve and adopt Ordinance No. 1059, an ordinance of the City Council, amending the Santa Fe Springs Municipal Code, Title 15, Chapter 155 (Zoning), and adding new subsection (3) to section 155.461 (A) of the Zoning Regulations regarding land use requirements for metal buildings. At the City Council meeting of June 26, 2014, Ordinance No. 1059 was introduced for its first reading. Ordinance 1059 passed its second reading at the July 10, 2014 City Council meeting, and became law thirty (30) days later on August 10, 2014.

Ordinance 1059 amended subsection (A) of section 155.461 of the Zoning Regulations by adding new subsection (A)(3) and thereby allowed new construction of contemporary building designs that include exterior metal finish components, including architectural trim, accents of other design features that are integral to building design. Such design approaches are permitted subject to Development Plan approval pursuant to sections 155.735 through 155.747 of the Zoning regulations.

Authorization/Purpose:

Pursuant to section 155.735 (AUTHORIZATION) of the Zoning Regulations: The Planning Commission shall have the authority, subject to the procedures set forth in this subchapter, to grant development plan approval when it has been found that said approval is consistent with the requirements, intent and purpose of this chapter.

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

The applicant is, therefore, requesting Development Plan Approval Case No. 881, to construct the new metal building and appurtenant improvements on the ±2.327-acre property at 12438 Bloomfield Avenue.

DPA CASE NO. 881**Development Plan Approval:**

Project Description: Development Plan Approval Case No. 881: A request for development plan approval to construct a 35,076 sq. ft. 3-story Medical Office Building and appurtenant improvements, on the 2.327-acre property located at 12438 Bloomfield Avenue in the M-2-BP, Heavy Manufacturing-Buffer Parking, Zone.

Site Plan (Sheet A1.1): According to the site plan the building is setback approximately $\pm 103'-3"$ from the property line along Bloomfield Avenue, $\pm 56'-6"$ from the easterly property line, $\pm 87'-0"$ from the northerly property line and $\pm 151'-6"$ from the southerly property line.

Floor Plan (First Floor-Sheet A2.1): The floor is divided into the following areas: future tenant space of $\pm 8,939$ sq. ft.; waiting room area of $\pm 1,037$ sq. ft., women restroom of ± 165 sq. ft., men's rest room of ± 165 sq. ft.; two elevators, one of ± 68 sq. ft., and the other of ± 61 sq. ft.; two stairs, one of ± 232 sq. ft., and the other of ± 253 sq. ft.; an electrical room of ± 237 sq. ft., and a janitorial area of ± 76 sq. ft. There is also a reception area. Two stairways are shown; one is located at the southwest corner of the building and the other is centrally located, midway along the westerly area of the building.

Floor Plan (Second Floor-Sheet A2.2): The divisible area mimics the first floor.

Floor Plan (Third Floor-Sheet A2.3): The divisible area mimics the second floor.

Roof Plan (Sheet 2.4): According to the roof plan all of the mechanical equipment on the roof will be screened. The type of screening material has not be identified.

Elevations (Sheets 4.1-4.4): The architectural elevations submitted for the new three-story Medical Office Building consist of a contemporary design through the use of granite cladding on the first floor exterior and prefinished metal panels with ribbon windows on the second and third floor. The use of these recessed, punched, windows allows for the dramatic interplay of light and shadow across the building facade. The two primary entrances, on the west and east, are accented by a curved wall above the first floor with canopy's providing welcoming shade to visitors, patients, and staff. The entrance lobby will be distinguished by its dramatic use of bold accent colors. Warm earth tones and natural materials and colors will be used exclusively throughout the remainder of the building's interior creating a warm, "welcome home" atmosphere. Each floor features a waiting area directly adjacent to the elevators, finished with direct/in-direct lighting and specially selected art work to accentuate and enhance the overall warmth and appeal of the interior finishes.

This facility will combine the latest technological advances in health science and care with a warm and nurturing environment.

Driveway: Vehicular access is provided by two driveways fronting on Bloomfield Avenue. Each driveway has widths of $\pm 26'-3"$. Approximately ± 224 lineal feet of landscaping separates the two driveways.

Parking: The parking is distributed along the periphery of the site and along the perimeter of the building. Parking is also located adjacent to the landscape area along Bloomfield Avenue between the parking along the southerly property line and the parking along the southerly side of the building. This parking is bordered on each side by two $\pm 26'-0"$ wide fire access roadways. One hundred seventy-six parking spaces are required ($35,076 \text{ GFA}/200 = 175.4$ or 176), but 179 spaces are proposed. Of the 179 spaces, twelve (12) spaces are accessible. The remaining 167 stalls are full size spaces with dimensions of $9'-0" \times 20'-0"$. No compact spaces are proposed.

Landscaping: The entire area between the front property lines, except for the two driveways, is extensively landscaped. The depth of the landscaping is $\pm 30'-1"$ and a meandering sidewalk is proposed within the landscape area. Landscaping is further distributed along the north, south and easterly property lines and along the perimeter of the building. The City's Municipal Code requires 5,320 sq. ft. of landscaping; 16,434 sq. ft. is provided.

Trash Enclosure: One trash enclosure of $\pm 298'-74"$ is proposed at the northeasterly corner of the property.

Transformers: An electrical transformer is proposed within the landscape area at the northwesterly side of the building.

Gates/Fences/Walls: A wrought iron fence is proposed along the northerly and westerly property lines. Within the front yard setback area, the height of the fence is 42 inches maximum, thereafter, the height is 72 inches maximum. No gates or walls are proposed.

STREETS AND HIGHWAYS

The subject property has frontage on Bloomfield Avenue and is ± 342 north of the centerline of Imperial Highway. Within the Circulation Element of the City's General Plan, Imperial Highway and Bloomfield Avenue are classified as "Major Arterial."

ZONING, GENERAL PLAN AND LAND USE

Zoning on the subject property is M-2-BP, Heavy Manufacturing-Buffer Parking with a general plan land use designation of Industrial. The Zoning, General Plan and Land Use of the surrounding properties are as follows:

Surrounding Zoning, General Plan Designation, Zoning District			
Direction	Zoning District	General Plan	Land Use
North	M-2-BP (Heavy Manufacturing-Buffer Parking)	Industrial	Warehouse distribution; manufacturer of office furniture
South	C-4 (Community Commercial)	Commercial	Restaurants; real estate, professional, administrative, financial offices; liquor store;
East	M-2 (Heavy Manufacturing)	Industrial	real estate, professional, administrative, financial offices
West	PO-PF (Professional Office-Public Facilities)	Professional Office	Vacant land (City of Norwalk)

PUBLIC HEARING NOTIFICATION

This matter was set for Public Hearing in accordance with the requirements of the Government Code Section 65905 and the requirements of Section 155.674 and Sections 155.860 through 155.866 of the City's Municipal Code. Legal Notice of the Public Hearing for DPA 881 and the environmental document were sent by first class mail on October 29, 2014, to all property owners whose names and addresses appeared on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the property. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and Town Center October 29, 2012, as required by the State Zoning and Development Laws.

To date, staff has not received any correspondence from the surrounding property owners that received the notice nor has anyone called or inquired at the public counter upon viewing the posted notice.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION-SCH NO. 2014091050:

A copy of the notice of intent to adopt the Mitigated Negative Declaration was mailed to the surrounding cities, and to responsible and trustee agencies and agencies with jurisdiction by law and to all parties previously requesting a notice. The notice of intent was also filed with the county clerk who is required to post it, within 24 hours of receipt, in the county clerk's office for 20 days. The Mitigated Negative Declaration was also sent to the State Clearinghouse (SCH).

The minimum public review period for a proposed Mitigated Negative Declaration is 20 days. When the document is sent to the SCH for review, the public review period must be 30 days unless a shorter period (not less than 20 days) is approved by the SCH. The SCH submits the Mitigated Negative Declaration to selected state agencies for review. The Mitigated Negative Declaration was received by the SCH on September 9, 2019. The review period began on September 9, 2014 and ended on October 17, 2014, with no state agencies submitting comments by that date to the SCH. Although no agencies submitted comments to the SCH, several submitted comments to the City.

DEVELOPMENT PLAN APPROVAL - COMMISSION'S CONSIDERATION.

Pursuant to Section 155.739 of the Zoning Regulations, in studying any application for development plan approval, the Commission shall give consideration to the following:

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

Finding:

The M-2 zone allows for administrative offices, clinics, doctors and other professional offices. It also allows for commercial sales and services incidental to a principal permitted use. Moreover, pursuant to section 155.301 of the Zoning regulations, the BP zone, which is a very small area of the site, approximately ±100 ft. ±58 and located at the southwest corner of the site, can be used for landscaping and off-street parking.

The proposed MOB is consistent with the uses (administrative offices, clinics, doctors and other professional offices) allowed in the M-2 zone. Commercial sales and services incidental to a principal permitted use is also allowed in the M-2 zone. A component of the MOB is a pharmacy. Lastly, within the BP zone, landscaping and off-street parking are allowed. According to the site plan for the MOB, the BP zoned area of the site will be used for landscaping and parking.

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

Finding:

The new building will represent a significant enhancement in the appearance of the property, which is used by the City of Norwalk Public Services Department as a City storage yard. There are currently no permanent buildings located onsite. Various roll-off bins and storage trailers are located within the City yard and are used by the City of Norwalk for storage of various materials including gardening equipment for Parks and Recreation, old electrical equipment, and construction materials/equipment.

Aside from the building to the north, the surrounding buildings were constructed in the 50s and 60s. The proposed MOB is contemporary and attractive in design. Elements used to achieve this look are: (1) granite cladding on the first floor exterior and prefinished metal panels with ribbon windows on the second and third floor; (2) recessed, punched, windows for the dramatic interplay of light and shadow across the building façade; and (3) primary entrances, on the west and east, accented by a curved wall above the first floor with canopy's providing welcoming shade to visitors, patients, and staff.

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

Finding:

The proposed building has been designed to serve as a functional MOB and will contain a pharmacy, reception areas, waiting rooms, and doctor offices. Furthermore, the design of the new building represents an extremely efficient use of space as shown by; (1) providing parking on all sides of the building with accessible stalls directly adjacent to the building; (2) centrally locating the elevators; (3) locating the waiting rooms at the entry with the reception area in close proximity; (4) locating the restrooms in close proximity to the waiting area; (5) distinguishing the entrance lobby by dramatic use of bold accent colors; (6) using warm earth tones and natural materials and colors throughout the building's interior to create a warm, "welcome home" atmosphere and (7) using, within the waiting area, direct/in-direct lighting and specially selected art work to accentuate and enhance the overall warmth and appeal of the interior finishes.

As designed, the new building is completely suitable for all of its intended uses, and the distinctive design of the building represents the architectural principles of proportion and harmony.

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

Finding:

As previously noted, the entire area between the front property lines, except for the two driveways, is extensively landscaped. The depth of the landscaping is $\pm 30'-1"$ and a meandering sidewalk is proposed within the landscape area. Landscaping is further distributed along the north, south and easterly property lines and along the perimeter of the building. Moreover, the landscaping is thematic in nature. Planting of both short and tall landscape elements will provide design variation along the building. Lighting of the building and within the landscaping will further accentuate the landscaping and building.

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

Finding:

A specific architectural design was not imposed on the architect by Staff. Staff's goal was to depict a contemporary and attractive building that is consistent with the development standards. Since a large number of the surrounding buildings, except for the building to the north, were constructed decades ago, and as result are not contemporary in design, the architecture of the proposed building intentionally does not harmonize with the architecture of the buildings in the general area.

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

Finding:

The design plans for the new building were not significantly restricted or curtailed by the requirements of the City's zoning code, with the exception of the Code amendment necessary to allow for the construction of the metal building. City Staff made suggestions and presented options to the architect to further enhance the appearance of the proposed building. Accordingly, the new proposed project is both a functional facility for the operational needs of a MOB, and promotes the architectural design principles seen as important by the City.

General Plan

The City of Santa Fe Springs has adopted a general plan to provide an overall direction for the future development of the City. The general plan's land use element describes the general location, distribution, and various types of land uses found within the City, and sets forth goals and policies for future development in the City.

The proposed project conforms to the land use element's requirements, and directly supports several important goals and policies of the general plan, as more fully described below.

Land Use Element Goal 5: Provide an environment to stimulate local employment, community spirit, property values, community stability, the tax base, and the viability of local business.

Finding: According to the Southern California Association of Governments (SCAG), the estimated 2012 employment in the City is 50,416 persons while the projected 2015 and 2020 employment is 50,761 and 50,982, respectively. The proposed project will generate approximately 100 jobs in the City. The estimated 100 new jobs will be a benefit to the local community.

In addition to the purchase of the land, the development of the MOB represents an approximately 22 million investment that will provide 100 high quality jobs related to the medical profession, as well as bring additional high quality and necessary healthcare to the surrounding communities.

Land Use Element Goal 9.1 (a): Consideration of providing an adequate tax base from property tax or sales tax income.

Finding: According to Real Quest, the current tax on the property is \$30,442.86. When the new building is constructed, the assessed value of the property will increase.

Land Use Element Goal 9.1 (b): Consideration of the number of jobs provided by the industry in comparison with the land area occupied.

Finding: Simply stated, unimproved land does not generate jobs. Jobs would be created during the design and construction of the building and when individuals are hired for the business that eventually occupies the buildings. (See also response to Goal 5)

SUMMARY OF FINDINGS:

Staff finds that the proposed project will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Regulations and consistent with the goals, policies and program of the City's General Plan, and is therefore, recommending approval of DPA Case No. 881, subject to the conditions of approval as contained within the staff report.

ENVIRONMENTAL DOCUMENTS:**ENVIRONMENTAL DOCUMENT- MITIGATED NEGATIVE DECLARATION/INITIAL STUDY PREPARED**

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

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

1. The first phase consists of preliminary review of a project to determine whether it is subject to CEQA.
2. If the project is subject to CEQA, the second phase involves the preparation of an Initial Study to determine whether the project may have a significant environment effect.
3. The third phase involves the preparation of an Environmental Impact Report (EIR) if the project may have a significant environmental effect or if a Negative Declaration or Mitigated Negative Declaration if no significant effects will occur.

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

Phase 2: The second phase involves the preparation of an Initial Study. An Initial Study is a preliminary analysis to determine whether an EIR or a Negative Declaration or Mitigated Negative Declaration is needed. If the Initial Study concludes that the proposed project may have a significant effect on the environment that cannot be mitigated, an EIR should be prepared. If no potentially significant impacts are identified, then a Negative Declaration can be prepared. If potentially significant impacts are identified that can be mitigated, then a Mitigated Negative Declaration can be prepared with mitigation measures conditioned as part of the project's approval to reduce potentially significant impacts.

To facilitate the Commission's determination whether "effects" are potentially significant, the Commission should focus on scientific and factual data. Unfortunately, CEQA does not provide a definitive definition of what constitutes a

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

Phase 3: A Mitigated Declaration is a written statement, briefly explaining why a proposed project will not have a significant environmental effect and includes a copy of the Initial Study justifying this finding. Included within the Initial Study are mitigation measures to avoid potentially significant effects. *City Staff and Planning Associates Inc., determined that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been incorporated that would reduce all potentially significant effects to less than significant. As a result, a Mitigated Negative Declaration was prepared for the project.*

DRAFT MND REVIEW

The Draft Initial Study/Mitigated Negative Declaration reflects the independent judgment of Planning Associates, Inc., and the City as to the potential environmental impacts of the proposed project on the environment. The minimum public review period for a proposed Mitigated Negative Declaration is 20 days. When the document is sent to the SCH for review, the public review period must be 30 days unless a shorter period (not less than 20 days) is approved by the SCH. The SCH submits the Mitigated Negative Declaration to selected state agencies for review. The Mitigated Negative Declaration was received by the SCH on September 9, 2014. The review period began on September 9, 2014 and ended on October 17, 2014, with no state agencies submitting comments by that date to the SCH. Although no agencies submitted comments to the SCH, several submitted comments to the City.

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

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

Potentially Affected Environmental Factors

The draft Initial Study/Mitigated Negative Declaration has identified several factors that may be potentially affected by the subject project which include Aesthetics, Geology/Soils, Hazards & Hazardous Materials, Land Use/Planning, and Transportation/Traffic. These factors and their respective pertinent issues are discussed and analyzed within the Initial Study/Mitigated Negative Declaration. This staff report briefly discusses these factors and identifies recommended mitigation measures for ease of discussion and reading. A more detailed analysis can be found in the Initial Study/Mitigated Negative Declaration and corresponding Mitigation Monitoring Program.

Aesthetics – Section I The aesthetics section focuses on the projects' ability to create substantial adverse effects on a scenic vista, damage scenic resources, degrade the existing visual character of the site and its surroundings, and create new sources of substantial light or glare.

Recommended Mitigation: The following mitigations will reduce the potential aesthetic impacts to levels that are less than significant.

- During the construction/demolition phase of the project, equipment, materials, and temporary facilities (such as construction trailers, staging sites, and portable toilets) shall be stored on the project site and appropriately screened by temporary opaque construction fencing.
- The exterior building walls and any fencing must be maintained free of graffiti at all times.
- Any graffiti found shall be removed or painted over within 24 hours of observation.
- The landscape areas must be maintained free of debris and trash at all times.
- All signage and advertising must comply with the City of Santa Fe Springs Zoning Requirements and shall require issuance of all necessary permits for installation.

Geology-Section VI: The geology section focuses on the project's ability to expose people or structures to potential substantial adverse effects, including the risks of loss, injury or death involving the rupture of a known earthquake fault, strong seismic ground shaking, ground failure, including liquefaction, landslides, soil erosion, unstable soils, expansive soils and soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Recommended Mitigation: Environmental impacts related to the project site's susceptibility to hydroconsolidation will be mitigated to a less than significant level by implementation of the following measure:

Good drainage of surface water shall be provided by adequately sloping all surfaces and providing positive drainage away from the proposed building. Such drainage will be important to minimize infiltration of water beneath footings, floor slabs, and pavement.

Hazardous Materials – Section VII: The air hazardous section focuses on the project's ability to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, or the location of the site on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Recommended Mitigation: Environmental impacts related to the project site's location within a Methane Zone will be mitigated to a less than significant level by implementation of the following measures:

- A soils gas investigation shall be required as part of the granting of a Planning entitlement or building permit. If deemed necessary by the findings of the soils gas investigation, the installation of a methane monitoring system shall be required beneath future subject property buildings.
- The proposed project shall conform with all requirements of the City of Santa Fe Springs Municipal Code Section 117.131 (Ordinance No. 955), pertaining to the Methane Zone Program, administered by the Fire Department.

Land Use/Planning-Section X: The land use and planning section focuses on whether the project would physically divide an established community, conflict with any applicable land use plan, policy or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning) adopted for the purpose of avoiding or mitigating an environmental effect.

Recommended Mitigation: Environmental impacts may result from conflict with the Zoning Code with relation to the use of metal materials on the proposed project

building. However, the potential impacts will be mitigated to a less than significant level by incorporating the following mitigation measure in compliance with local requirements:

The design of the proposed building shall either avoid the use of metal materials in conformance with the Municipal Zoning Code, or shall otherwise obtain approval for an amendment to the Municipal Zoning Code to permit the use of metal materials.

Transportation and Traffic-Section XVI: The transportation and traffic section focuses on whether the project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, or conflict with an applicable congestion management program, result in a change in air traffic pattern, substantially increase hazards due to a design feature, result in inadequate emergency access or conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

- Recommended Mitigation: Although the implementation of the proposed project is not anticipated to result in significant impacts, there will be significant cumulative impacts at four intersections in the project vicinity. However, these significant cumulative impacts can be offset and fully mitigated to a less than significant level by the following cumulative transportation mitigation measures
- Bloomfield Avenue/Imperial Highway: Fair-share contribution towards restriping the southbound approach to the intersection to provide a second left-turn lane. The resulting lane configurations at the southbound approach would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. A traffic signal modification may be required to accommodate this improvement.
- Shoemaker Avenue/Florence Avenue: Fair-share contribution towards restriping the eastbound approach to the intersection to provide a right-turn only lane. The resulting lane configuration of the eastbound approach would provide one left-turn lane, two through lanes, and one right-turn only lane.
- Shoemaker Avenue/Imperial Highway: Fair share contribution towards restriping the southbound approach to the intersection to provide a second left-turn lane and restriping the northbound approach to accommodate better alignment for the through travel lane. The resulting lane configuration at the southbound approach would provide two left-turn lanes and one shared through/right-turn lane. The resulting lane configuration at the northbound approach would provide one left-turn lane and one shared through/right-turn lane. A traffic signal modification may be required to accommodate these

improvements.

- Carmenita Road/Imperial Highway: Fair share contribution towards restriping the northbound approach to the intersection to provide a right-turn only lane. The resulting lane configuration at the northbound approach would provide one left-turn lane, two through lanes, and one right-turn only lane. It may be necessary to modify the raised median islands, both north and south of the intersection, to accommodate this improvement.
- It should be noted that due to shared jurisdiction between the City of Santa Fe Springs, City of Norwalk, and County Department of Public Works at some intersections, all respective agencies with jurisdiction over an intersection must approve the mitigation measure recommended.

MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified within the Mitigation Monitoring and Reporting Program.

Responses to Mitigated Negative Declaration/Initial Study:

See Response To Comments – Appendix B of the Mitigated Negative Declaration/Initial Study.

CONDITIONS OF APPROVAL

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

STREETS

1. That the owner shall pay a flat fee of \$45,137.16 to reconstruct/resurface the existing street frontage to centerline for Bloomfield Avenue.
2. That the owner shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Bloomfield Avenue street frontage. If applicable, the dedicated easement shall be shown on the Parcel/Tract Map. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans.

3. Street right-of-way dedication on Bloomfield Avenue along the existing street frontage shall be dedicated to the City of Santa Fe Springs.
4. That adequate "on-site" parking shall be provided per City requirements, and all streets abutting the development shall be posted "No Stopping Any Time." The City will install the offsite signs and the owner shall pay the actual cost of sign installation.
5. That the owner/developer shall pay to the City the entire cost of design, engineering, installation and inspection for the relocation of one street light in conflict with proposed driveway on Bloomfield Avenue. The City will design and cause construction of said street light(s).
6. The owner and/or developer shall pay for the removal of the existing driveway located at the center of the property. The Owner/developer shall construct full height curb & gutter per City Standard R-6.4A.
7. The owner and/or developer shall pay for the removal, construction and inspection of all proposed driveways per City Standard R-6.4A.

CITY UTILITIES

8. Fire hydrants shall be installed as required by the Fire Department. Existing public fire hydrants adjacent to the site, if any, shall be upgraded if required by the City Engineer. That the owner/developer shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants and/or relocation of Fire Hydrant.
9. 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.
10. The owner/developer 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

11. The owner/developer shall submit a traffic study prepared by a Professional Engineer. The traffic study shall show the present traffic in the area and projected traffic after the development of the property. Any improvements or mitigation measures including installation of traffic signals and/or modifications, the installation of additional left turn lanes or deceleration lanes, the lengthening of left turn lanes or other median modifications, etc. that are warranted based on the study, the owner and/or developer shall pay to the City the full cost of design engineering, installation and inspection of the improvements. The City will design and cause construction of the improvements. **Note: Traffic study shall address all issues/comments noted during initial review of study.**
12. That all points of access to the proposed development have been reviewed and approved by the City Engineer. However, the City reserves the right to restrict left turns in and/or out of one or both driveways in the future should a collision problem that is directly related to left turn access develop at either or both driveways or if the Cities of Norwalk and/or Santa Fe Springs create a capital improvement project to install raised medians on Bloomfield Avenue.”

PARCEL MAPS

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

FEES

14. That the owner shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development. The owner and/or developer will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the owner and/or developer cannot meet the mitigation requirements, the owner and/or developer shall pay a mitigation fee to be determined by the City Engineer for off-site transportation improvements.
15. That the owner/developer shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.
16. That the owner/developer shall pay the water trunkline connection fee of \$3,250 per acre upon application for water service connection or if utilizing any existing water service.

MISCELLANEOUS

17. That a grading plan shall be submitted for drainage approval to the City Engineer. The owner 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.
18. That a hydrology study shall be submitted to the City if requested by the City Engineer. The study shall be prepared by a Professional Civil Engineer.
19. 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 2004 or higher) to the office of the City Engineer.
20. That the owner/developer 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 owner/developer will also be required to submit a Certification for the project and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Michael Crook 562.868-0511 x3701)

21. That all buildings over 5,000 sq. ft. shall be protected by an approved automatic sprinkler system per Section 93.11 of the Santa Fe Springs Municipal Code.
22. That the owner shall comply with the requirements of Section 117.131 of the Santa Fe Springs Municipal Code, Requirement for a Soil Gas Study, in accordance with Ordinance No. 955, prior to issuance of building permits.
- 22b. That to prevent the travel of combustible methane gas into any structure, all slab or foundation penetrations, including plumbing, communication and electrical penetrations, must be sealed with an appropriate material. In addition, underground electrical conduits penetrating the slab or foundation of the structure, shall comply with the National Electrical Code (NEC), replete with a seal-off device normally required for classified electrical installations, so as to prevent the travel of combustible methane gas into the structure through conduit runs.

23. That interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department.
24. That if on-site fire hydrants are required by the Fire Department, a minimum flow must be provided at 2,500 gpm with 1,500 gpm flowing from the most remote hydrant. In addition, on-site hydrants must have current testing, inspection and maintenance per California Title 19 and NFPA 25. Check with the Department of Fire-Rescue for the placement of fire hydrant(s).
25. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 feet with a minimum clear height of 13 feet 6 inches. Internal driveways shall have a turning radius of not less than 52 feet. The final location and design of this 26 feet shall be subject to the approval of the City's Fire Chief as established by the Uniform Fire Code. A request to provide emergency vehicle aisle width less than 26 feet shall be considered upon the installation/provision of mitigation improvements approved by the City's Fire Chief.
26. That prior to submitting plans to the Building Department or Planning Commission, a preliminary site plan shall be approved by the Fire Department for required access roadways and on-site fire hydrant locations. The site plan shall be drawn at a scale between 20 to 40 feet per inch. Include on plan all entrance gates that will be installed.
27. That Knox boxes are required on all new construction. All entry gates shall also be equipped with Knox boxes or Knox key switches for power-activated gates.
28. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways.

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)
(Contact: Tom Hall 562.868-0511 x3715)

29. Permits and approvals. That the owner/developer 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 having jurisdiction as to the environmental condition of the Property. Permits shall be secured prior to beginning work related to the permitted activity.
30. That the owner/developer 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.

POLICE SERVICES DEPARTMENT:

(Contact: Dino Torres 562.409-1850 x3329 or Margarita Munoz at x3319)

31. That the applicant shall submit and obtain approval of a proposed lighting (photometric) and security plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the subject property. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric and security plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.
32. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services and the Fire Chief no later than 60 days from the date of approval by the Planning Commission. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day.
33. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued.
34. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.

WASTE MANAGEMENT:**(Contact: Teresa Cavallo 562.868.0511 x7309)**

35. That all projects over \$50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309.
36. 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.

PLANNING AND DEVELOPMENT DEPARTMENT:**(Contact: Wayne M. Morrell 562.868-0511 x7362)**

37. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp of approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.
38. That the Department of Planning requires that the double-check detector assembly be screened by shrubs or other materials. All shrubs shall be planted a minimum distance of two (2) feet surrounding the detector assembly; **however, the area in front of the OS and Y valves shall not be screened.** The screening shall also only be applicable to the double-check detector assembly and **shall not** include the fire department connector (FDC). Notwithstanding, the Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly.
39. That all Reduced Pressure Backflow preventer shall be installed in a backflow prevention cage on a concrete pad. The backflow preventer shall be painted "hunter green." Please see All-Spec Enclosure Inc., stainless steel tubular backflow preventer. The enclosure shall be lockable, weather resistant and vandal proof. The location shall be near the water meter in the landscape area. Note: See Public Works Backflow Prevention Enclosure standard W-20.
40. That the owner/developer 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.

41. That the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 909.
42. That **prior** to submitting plans to the Building Division for plan check, the owner/developer shall submit Mechanical plans to the Planning Department. Said plan shall 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 at ground level shall be screened by an enclosure which is consistent with the architecture of the building and approved by the Director of Planning and Development 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: The line-of sight drawing and/or building cross section must be scaled.

Notwithstanding: All mechanical equipment if visible from a public street or adjacent property shall be screened.

43. That the owner/developer shall submit for approval a detailed landscape and automatic irrigation plan pursuant to the Landscaping Guidelines of the City. Said landscape plan shall indicate the location and type of all plant materials, existing and proposed, to be used and shall include 2 to 3 foot high berms (as measured from the parking lot grade elevation), shrubs designed to fully screen the interior yard and parking areas from public view and 24" box trees along the street frontage. **Said plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).**
44. That the landscaped areas shall be provided with a suitable, fixed, permanent and automatically controlled method for watering and sprinkling of plants. This operating sprinkler system shall consist of an electrical time clock, control valves, and piped water lines terminating in an appropriate number of sprinklers to insure proper watering periods and to provide water for all plants within the landscaped area. Sprinklers used to satisfy the requirements of this

section shall be spaced to assure complete coverage of all landscaped areas. **Said plan shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).**

45. That the owner/developer shall submit a lighting program that is integrated into the overall site, landscape design and building design. Lighting shall be used to highlight prominent building features such as entries and other focal points. Up-lighting can also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design. It is also a great way to create a "barrier" or to simply enhance the beauty of uniquely structured plants that you may have in your landscape.
46. That all activities shall occur inside the building(s). No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services and the Fire Marshall.
47. That all vehicles associated with the businesses on the subject property shall be parked on the subject site at all times. Off-site parking is not permitted and would result in the restriction or revocation of privileges granted under this Permit. In addition, any vehicles associated with the property shall not obstruct or impede any traffic.
48. That prior to the issuance of a Certificate of Occupancy, the following shall be provided to the satisfaction of the city: a bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to, the following:
 1. Current maps, routes and schedules for public transit routes serving the site;
 2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
 3. Ridesharing promotional material supplied by commuter-oriented organizations;
 4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information;
 5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
49. That not less than 10% of employee parking area shall be located as close as is practical to the employee entrance(s), and shall be reserved for use by potential carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon application for building permit, to the

satisfaction of city. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/striped as demand warrants; provided that at all times at least one space for projects of 50,000 square feet to 100,000 square feet and two spaces for projects over 100,000 square feet will be signed/striped for carpool/vanpool vehicles.

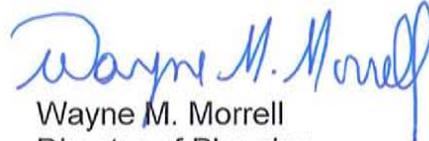
50. That preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.
51. That bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be provided identified on all plans, and to the satisfaction of the city.
52. That all parking areas shall be legibly marked off on the pavement, showing the required parking spaces. All parking spaces which are provided as compact spaces shall be further identified by having the words "compact," or comparable wording legibly written on the pavement, wheel stop or on a clearly visible sign.
53. That the owner/developer shall enter into a reciprocal easement agreement with the adjacent parcel to the east (APN: 8026-042-020). Said agreement would allow access to the existing driveway at the southeast of the subject property.
54. That the electrical plans, which show the location of electrical transformer(s), shall be subject to the approval of the Planning Department. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the **prior approval** of the Director of Planning and Development or designee. The electrical transformer shall be screened with shrubs. (Three (3) foot clearance on sides and back of the equipment. Eight (8) foot clearance in front of the equipment. Landscaping irrigation system shall be installed so that they do not spray on equipment.) A copy of the Edison's Guideline is available at the Planning Department).

55. That all fences, walls, gates and similar improvements for the proposed development shall be subject to the prior approval of the Department of Fire-Rescue and Department of Planning and Development.
56. That 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, method of attachment and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on 24" x 36" maximum-size paper. All signs shall be installed in accordance with the sign standards of the Zoning Regulations and the Sign Guidelines of the City.
57. That a sufficient number of approved outdoor trash enclosures shall be provided for the development subject to the approval of the Director of Planning and Development or designee. The calculation to determine the required storage area is: 1% of the first 20,000 sq. ft. of floor area + ½% of floor area exceeding 20,000 sq. ft., but not less than 4 ½ feet in width nor than 6 feet in height.
58. That approved suite numbers/letters or address numbers shall be placed on the proposed building in such a position as to be plainly visible and legible from the street fronting the property. Said numbers shall contrast with their background. The size recommendation shall be 12" minimum.
59. 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. Owner/developer 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. Owner/developer 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 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.
 - a. Owner/developer 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.
 - b. Owner/developer understands and agrees that any representations, actions or approvals by the City, Commission, Planning Commission or their employees do not indicate any representation that regulatory permits, approvals or requirements of any other federal, state or local agency have been obtained or satisfied by the applicant and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the applicant may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. Applicant, not the City, Commission, Planning Commission or their employees will be responsible for any and all penalties, liabilities, response costs and expenses arising from any failure of the applicant to comply with such regulatory requirements.
60. That prior to occupancy of the building, the applicant, and/or tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting Cecilia Pasos at (562) 868-0511, X7527, or through the City's web site (www.santafesprings.org).
61. That the owner/developer 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. ***Permits shall not be issued without the conditions of approval incorporated into the construction drawings.***

62. That the owner/developer 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 Cecilia Pasos, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org.
63. That the owner/developer shall not sublet, lease or rent the proposed development without notifying the Director of Planning.
64. That the development shall otherwise be substantially in accordance with the plot plan, floor plan, and elevations submitted by the owner and on file with the case.
65. That the final plot plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning.
66. That all other requirements of the City's Zoning Regulations, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.
67. That 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 for a period of 12 consecutive months shall terminate said development plan approval and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action.
68. That the owner/developer, Interfaith Corp., agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to the subject DPA, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the owner/developer of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

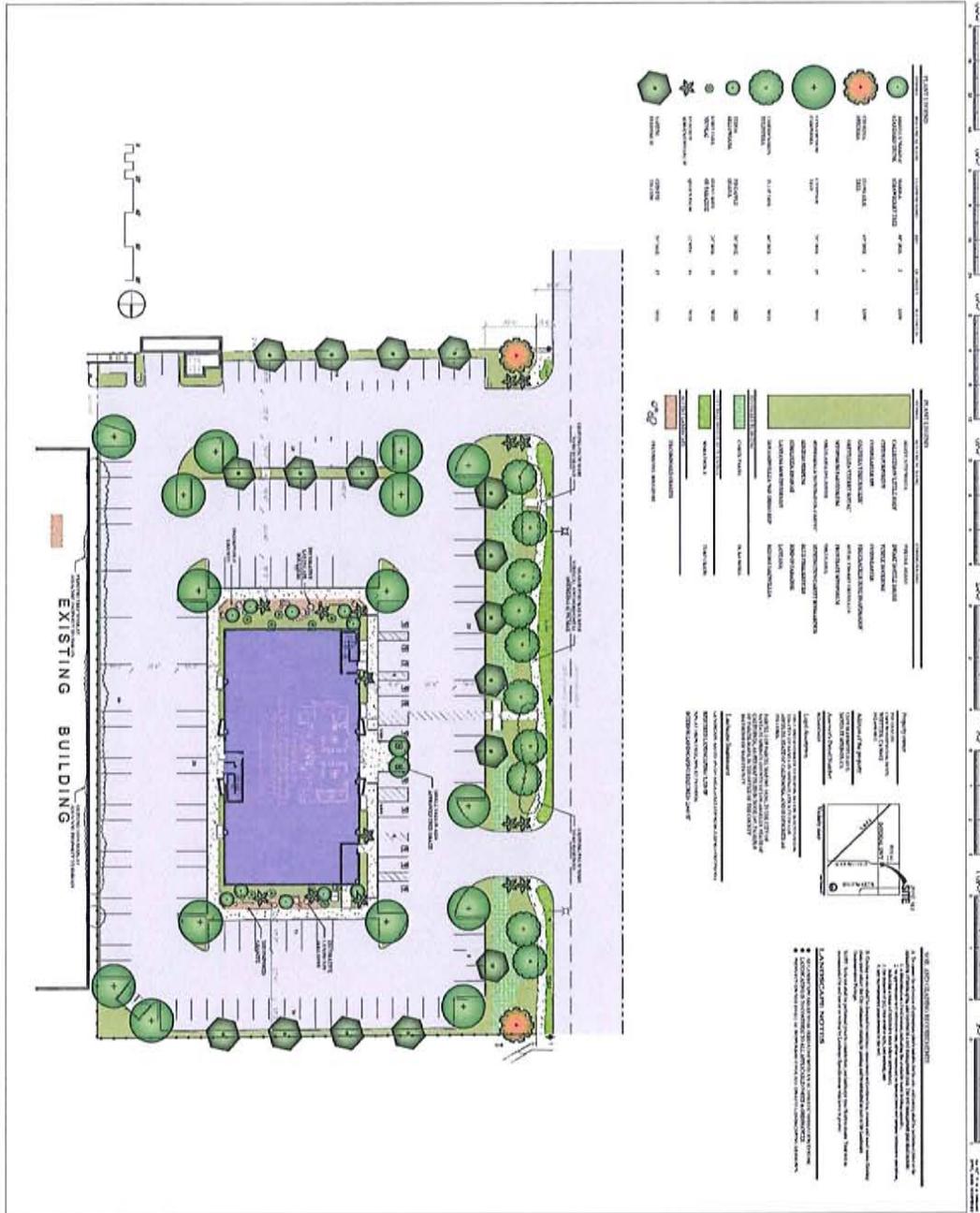
69. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.


Wayne M. Morrell
Director of Planning

Attachments:

1. Location Aerial
2. Site Plan-Sheet A1.1
3. Conceptual Landscape Plan Sheet L1
4. Site Plan Sheet A1.1
5. Floor Plans-Sheets A2.1, A2.2, A2.3
6. Roof Plan Sheet A2.4
7. Elevations-Sheets A4.3. A4.4
8. Development Plan Application





BDG
BILCHARD
DESIGN GROUP
ARCHITECTS, INC.

2000 W. 10TH AVENUE, SUITE 400
DENVER, CO 80202
TEL: 303.733.1100
WWW.BDGARCHITECTS.COM

EMERALD
DESIGN

1000 W. 10TH AVENUE, SUITE 400
DENVER, CO 80202
TEL: 303.733.1100
WWW.EMERALDDENVER.COM

PROJECT INFORMATION

PROJECT NAME: NEW 3-STORY MEDICAL OFFICE BUILDING
CLIENT: SANYA FTE SPRINGON, CN

DESIGN TEAM

ARCHITECT: JONAS/OK
PLANNING: SPANGLER
Landscape: PIN HEALTH

PROJECT SCHEDULE

DESIGN: 12/10/14
CONSTRUCTION: 12/10/14

PROJECT LOCATION

12345 Broadway Ave.,
Suite 100, Springon, CO

PROJECT NUMBER

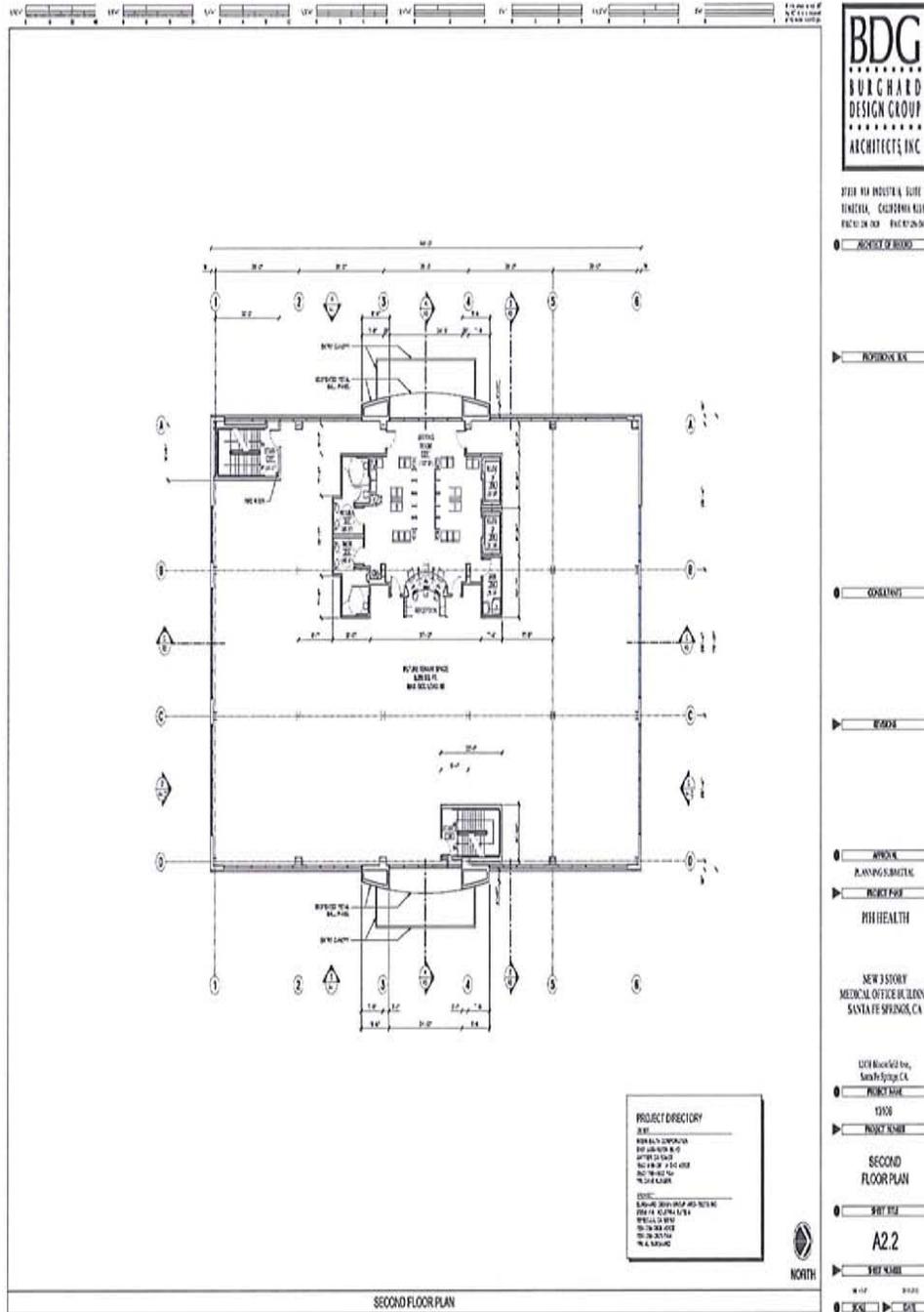
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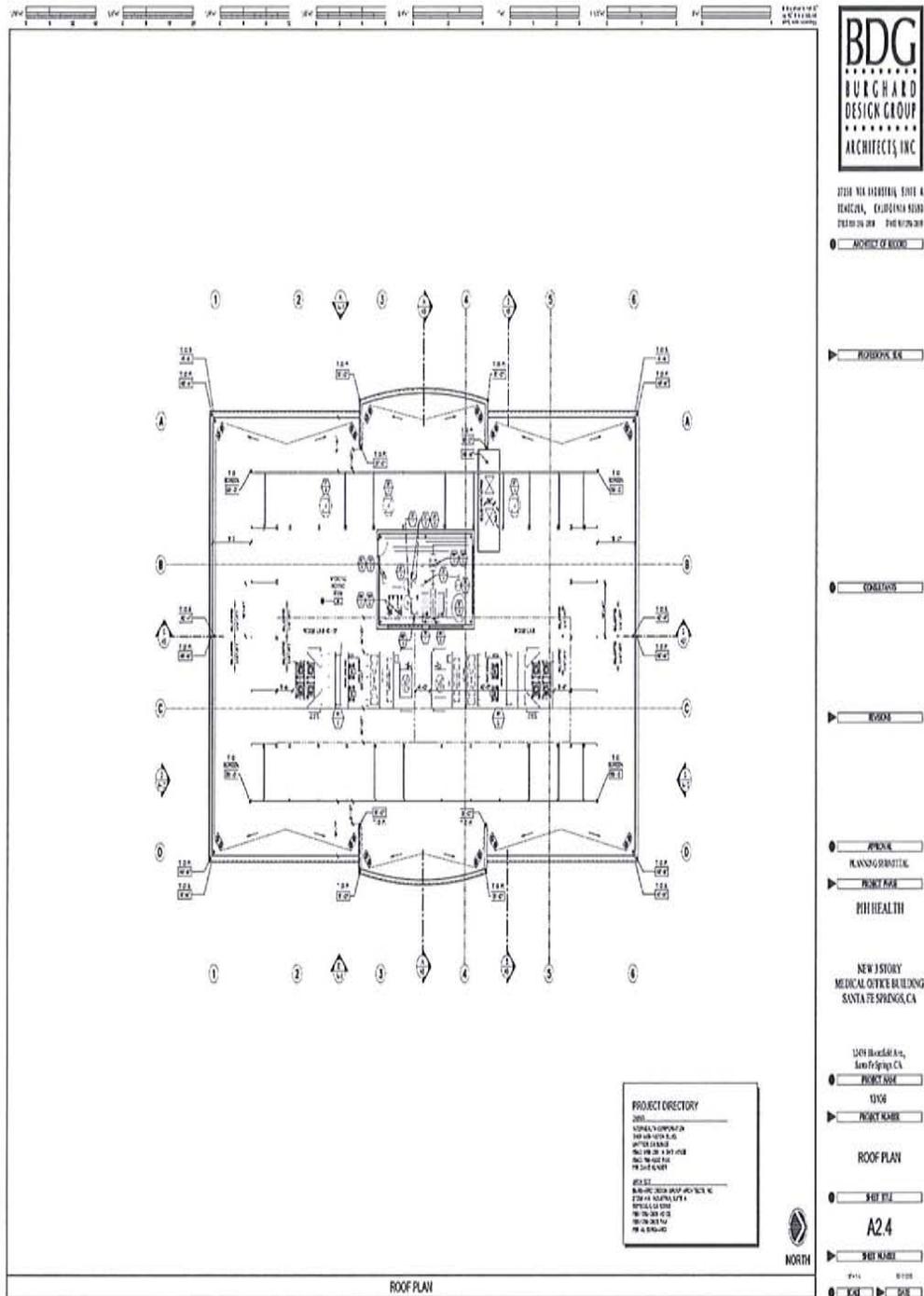
DATE

12/10/14

SCALE

1" = 10'







BDG
 BUECHARD
 DESIGN GROUP
 ARCHITECTS, INC.

7700 W. ANSELITA, SUITE 4
 FORT COLLINS, COLORADO 80526
 PHONE: 970.226.8800
 FAX: 970.226.8801
 WWW.BDGARCHITECTS.COM

PROJECT NUMBER: 12100
 PROJECT NAME: NEW 1 STORY
 MULTIFAMILY BUILDING
 SANTA FE SPRINGS, CA

DATE: 12/10/14
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/8" = 1'-0"

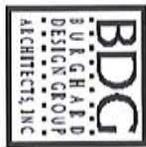
CONTRACT: [Name]
 DESIGN: [Name]
 PERMITS: [Name]

SHEET NUMBER: A4.3



SOUTH ELEVATION

NORTH ELEVATION



2720 VIA MARINATA, SUITE A
 THIBERIA, CALIFORNIA 94528
 (925) 461-1000 | www.bdg.com

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NEW 3 STORY
 MEDICAL OFFICE BUILDING
 SANTA FE SPRING, CA

1248 Rosewood Ave.
 Santa Fe Springs, CA
 91118

EXTERIOR
 ELEVATIONS
 A4.4



City of Santa Fe Springs
Application for
DEVELOPMENT PLAN APPROVAL (DPA)

RECEIVED
DEC 19 2013
Planning Dept.

The undersigned hereby petition for Development Plan Approval:

LOCATION OF PROPERTY INVOLVED:

Provide street address or Assessor's Parcel Map (APN) number(s) if no address is available. Additionally, provide distance from nearest street intersection:

12438 Bloomfield Avenue, Santa Fe Springs, CA 90670
APN #: 8026-042-019

RECORD OWNER OF THE PROPERTY:

Name: Interhealth Corp., Attn: Dave Klinger Phone No: (562) 698-0811 Ext. 12412
Mailing Address: 12401 Washington Blvd., Whittier, CA 90602

Fax No: (562) 789-4300 E-mail: dave.klinger@pilhealth.org

THE APPLICATION IS BEING FILED BY:

- Record owner of the property
- Authorized agent of the owner (written authorization must be attached to application)

Status of Authorized Agent: Engineer/Architect: _____ Attorney: _____
Purchaser: _____ Lessee: _____
Other (describe): Representative

DESCRIBE THE DEVELOPMENT PROPOSAL (See reverse side of this sheet for information as to required accompanying plot plans; floor plans, elevations, etc.)

SEE EXHIBIT "A"

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

Signed: [Signature]
Signature
Dave Klinger
Print name
(If signed by other than the record owner, written authorization must be attached to this application.)

NOTE
This application must be accompanied by the filing fee, map and other data specified in the form entitled "Checklist for Development Plan Approval."

DPA Application
Page 2 of 2

RECEIVED
DEC 19 2013
Planning Dept.

PROPERTY OWNERS STATEMENT

We, the undersigned, state that we are the owners of all of the property involved in this petition (Attach a supplemental sheet if necessary):

Name (please print): Interhealth Corp., Attn: Dave Klinger
Mailing Address: 12401 Washington Blvd., Whittier, CA 90602
Phone No: (562) 698-0811, Ext. 12412
Fax No: (562) 789-4300 E-mail: dave.klinger@pihhealth.org
Signature: _____

Name (please print): _____
Mailing Address: _____
Phone No: _____
Fax No: _____ E-mail: _____
Signature: _____

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

I, David Reynold Klinger, being duly sworn, depose and say that I am the petitioner in this application for a Development Plan Approval, and I hereby certify under penalty of law that the foregoing statements and all statements, maps, plans, drawings and other data made a part of this application are in all respects true and correct to the best of my knowledge and belief.

Signed: [Signature]
(If signed by other than the Record Owner, written authorization must be attached to this application)

(seal)

On 8-20-13 before me, Maira Zepeda
Personally appeared Dave Klinger
personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

M. Zepeda
Notary Public



12-19-13 161.6634

CHECK 1440.00
4046.00

CALIFORNIA JURAT WITH AFFIANT STATEMENT

GOVERNMENT CODE § 8202

- See Attached Document (Notary to cross out lines 1-6 below)
- See Statement Below (Lines 1-6 to be completed only by document signer[s], *not* Notary)

Signature of Document Signer No. 1

Signature of Document Signer No. 2 (if any)

State of California
 County of Los Angeles

Subscribed and sworn to (or affirmed) before me
 on this 20 day of August, 2013,
Date Month Year
 by

(1) Dave Klinger
Name of Signer

proved to me on the basis of satisfactory evidence
 to be the person who appeared before me (.) (,)
 (and

(2) _____
Name of Signer

proved to me on the basis of satisfactory evidence
 to be the person who appeared before me.)

Signature M. Zepeda, Notary Public
Signature of Notary Public



Place Notary Seal Above

OPTIONAL

*Though the information below is not required by law, it may prove valuable
 to persons relying on the document and could prevent fraudulent removal
 and reattachment of this form to another document.*

Further Description of Any Attached Document

Title or Type of Document: Development Plan Approval

Document Date: 8.20.13 Number of Pages: 3

Signer(s) Other Than Named Above: _____

RIGHT THUMBPRINT OF SIGNER #1
Top of thumb here

RIGHT THUMBPRINT OF SIGNER #2
Top of thumb here

**MITIGATED NEGATIVE
DECLARATION &
INITIAL STUDY PART II**

**InterHealth Corporation
Three-Story Medical Office Building
12438 Bloomfield Avenue**

Prepared for:
City of Santa Fe Springs
Planning and Development Department

NOVEMBER 2014

TABLE OF CONTENTS

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ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:**
InterHealth Corp. Medical Office Building (MOB)
 2. **Lead agency name and address:**
City of Santa Fe Springs, Planning and Development Department
11710 E. Telegraph Road
Santa Fe Springs, CA 90670
 3. **Contact person and phone number:**
Wayne Morrell, Director of Planning
(562) 868-0511, extension 7550
 4. **Project location:**
12438 Bloomfield Avenue, Santa Fe Springs, CA 90670
Latitude/Longitude is 33° 55' N/ 118° 3' W
 5. **Project sponsor's name and address:**
Interhealth Corp., Attn: Dave Klinger
12401 Washington Boulevard
Whittier, CA 90602
- Initial Study prepared by:
Planning Associates, Inc.
4040 Vineland Avenue, Suite 108
Studio City, CA 91604
6. **General plan designation:**
Industrial
 7. **Zoning:**
M-2 (Heavy Manufacturing)
 8. **Description of project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The proposed project analyzed in the following Initial Study consists of a Development Plan Approval (DPA) and Code Amendment request that will permit development of a three-story, metal Medical Office Building (MOB) for outpatient uses, owned and operated by InterHealth Corp., at the project site, located at 12438 Bloomfield Avenue, Santa Fe Springs, California 90670. The following Initial Study will analyze the impacts of the proposed project and determine if any significant impacts caused by development and changes at the project site will result, which may require preparation of an Environmental Impact Report (EIR).

9. **Surrounding land uses and setting:**
Immediately adjacent to the project site are commercial uses. To the north, the project site is bordered by a multi-tenant industrial warehouse with associated parking; to the east, the project site is bordered by a multi-tenant industrial business center with associated parking; to the south, the project site is bordered by a multi-tenant commercial business

center with associated parking; and to the west across Bloomfield Avenue (within the City of Norwalk), there is vacant land with a driveway and remnant pavement slabs. The border between the Cities of Santa Fe Springs and Norwalk is located along the centerline of Bloomfield Avenue.

10. ***Other public agencies whose approval is required***

City of Santa Fe Springs Public Works Department, Transportation Services Department, Police Services Department, and Fire-Rescue Department. Concurrence from the City of Norwalk.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect of the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Wayne M. Morrell
Printed Name and Title Wayne M. Morrell/Dir. of Planning

Date 09/15/2014
For City of Santa Fe Springs

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings within a City designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

II. AGRICULTURE AND FORESTRY RESOURCES -- Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104I(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY – Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES – Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY – Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES - Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. RECREATION - Would the project:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVII. MANDATORY FINDINGS OF SIGNIFICANCE – Would the project:

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable”) means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

PROJECT DESCRIPTION

A. Project Location

The project is generally located in an area easterly of the Santa Ana Freeway (I-5) and San Gabriel River Freeway (I-605) within the City of Santa Fe Springs. The City of Santa Fe Springs is approximately 16 miles southeast of Los Angeles, bound by the Cities of Downey, Pico Rivera, South Whittier, La Mirada, and Norwalk. The project site address is 12438 Bloomfield Avenue, Santa Fe Springs, CA 90670, which lies along the border between the Cities of Santa Fe Springs and Norwalk. According to the Los Angeles County Assessor, the project site address (APN 8026-042-019) is shared with a second parcel (APN 8026-042-018), which is located offsite to the east of the project site. This parcel is not contiguous with the project site parcel and is not included as part of the project site. Direct access to the project site is provided by Bloomfield Avenue (Major Highway), and the project site is just north of Imperial Highway (Major Highway). To the north, east, and south, the project site is directly adjacent to commercial and industrial uses. To the west, across Bloomfield Avenue (in the City of Norwalk), there is vacant land. The project site does not lie within a “Special Study Area” or “Sphere of Influence” according to the City of Santa Fe Springs General Plan.

B. Background and Project Site Setting

Historical information reviewed for the project site dated back to 1869 and indicated that the project site was undeveloped land and/or used for agricultural purposes prior to construction of three office and warehouse structures on the northern, western, and eastern portions of the site in the early 1950s. The three office and warehouse structures remained onsite until the late 1980s and were used by various tenants for offices and storage of concrete pipes and palm trees. Truck fueling was also conducted onsite during this time. All project site buildings were demolished by approximately 1989. Since that time, the project site has been used as a truck storage lot and by the City of Norwalk as a storage yard.

The current project site consists of the following: The northern portion of the project site is occupied by Big Truck, as a truck storage lot. The southern portion of the project site is occupied by the City of Norwalk Public Services Department as a City storage yard. There are currently no permanent buildings located onsite. Various roll-off bins and storage trailers are located within the City yard and are used by the City of Norwalk for storage of various materials including gardening equipment for Parks and Recreation, old electrical equipment, and construction materials/equipment. Access to the project site is via paved, gated driveways from Bloomfield Avenue.

C. Project Characteristics

The proposed project will be an approximately 35,076 square foot Medical Office Building (MOB) for outpatient uses on land that is zoned M-2 (Heavy Manufacturing) with an *Industrial* land use designation. The MOB will house outpatient uses and doctor's offices typical of a medical office building, providing approximately 100 medical-related jobs to the area. The MOB

represents an approximately \$22 million investment by the applicant. The MOB will stand approximately 51 feet in height to the top of the parapet (55 feet to the top of the rooftop equipment screening), totaling three stories above grade level and no subterranean levels. There will be two driveways for ingress/egress along Bloomfield Avenue that will provide public access to the MOB, as well as an internal driveway at the southeast corner of the project site that will accommodate access to the adjoining property to the east. The surface parking lot surrounding the MOB will contain 179 parking spaces, including 12 handicap accessible parking spaces. The drive aisles in the surface parking lot will be at least 26 feet wide to accommodate fire emergency access for the MOB.

The architecture of the MOB will be consistent with other commercial buildings in the project area, consisting of granite veneer, pre-finished metal panels, and reflective glazing, using primarily white, grey, green, and blue colors. The landscaping along the Bloomfield Avenue frontage of the project site, around the perimeter of the MOB and the project site, as well as throughout the unpaved areas of the surface parking lot will occupy approximately 16,434 square feet of the project site. The project will maintain a 30-foot landscape setback along Bloomfield Avenue. Building wall signs, totaling approximately 160 square feet in area, will be installed below the parapet walls on the west and south elevations of the building for identification purposes, including the address and the name of the establishment. Monument signs, totaling approximately 80 square feet in area, will be installed at each driveway entrance to the project site along Bloomfield Avenue. All signage will be installed through separate approvals and permits. The trash facilities for the MOB will be enclosed and obstructed from view at the northeast corner of the surface parking lot, not visible from Bloomfield Avenue. The project will retain a small electrical building on the southeast corner of the project site, which currently exists and is operated by Southern California Edison. The lower finished floor of the MOB is planned to be established at Elevation 106.4 based on the preliminary grading plan dated June 2013. Only minor grading and site work are planned.

D. Required Discretionary Actions

- Development Plan Approval (DPA) to allow development of the MOB on the project site, as permitted by-right and in compliance with the Municipal Code.
- Amendment to the Municipal Code to permit the use of metal materials on or within the proposed MOB.
- Issuance of a Mitigated Negative Declaration (MND).

PURPOSE AND INTENDED USES OF THIS DOCUMENT

It is the intent of this document to provide current environmental information to aid in the decision-making process for the City and related public agencies regarding the proposed project actions itemized above. This analysis addresses the impacts associated with development at 12438 Bloomfield Avenue, Santa Fe Springs, California 90670. This analysis concludes that the proposed development does not pose a significant adverse environmental impact, or a substantial increase in the severity of existing environmental conditions due to development with

mitigations. The Mitigation Monitoring Program for the project is incorporated into this document as "Appendix A."

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors indicated below have been reviewed to ensure that no potentially adverse environmental affects are posed by the proposed project.

I. AESTHETICS -- Would the project:

- a) Have a substantial adverse effect on a scenic vista?

Finding: No impact

The project site is located in the central portion of the City of Santa Fe Springs at the border with the City of Norwalk. The City and project area are relatively flat with background views of the Puente Hills located three miles to the northeast, the Coyote Hills located approximately 6.5 miles to the southeast, and the San Gabriel Mountains located approximately 15 miles to the north. Neither the San Gabriel River to the northwest of the project site nor the La Canada Verde Creek to the southeast are visible from the project site or area. Commercial and industrial land uses abut the project site on the north, south, and east sides, while vacant land is located directly to the west across Bloomfield Avenue in the City of Norwalk. The proposed project will involve construction of a new three-story, 51-foot tall building that will be located in the central portion of the project site surrounded by surface parking and landscaping.

The City of Santa Fe Springs General Plan does not identify any significant views or scenic vistas in the proposed project area. Additionally, the project site is not located along a designated scenic highway, as determined by the California Department of Transportation.¹ Finally, there are a number of intervening tall structures in the immediate project vicinity that currently obstruct views of mountains in the distance, including a seven-story commercial office building to the southwest along Imperial Highway, a six- to seven-story commercial office building just west of the vacant land across Bloomfield Avenue, and a three- to four-story commercial office/industrial building directly to the north of the project site.

Although the aesthetics and general character of the project site will change due to the construction of a 51-foot tall structure (55-feet to the top of mechanical equipment screening) where no permanent structure currently exists, based on the lack of identified significant views, scenic vistas, or designated scenic highways in the project area, as well as the intervening view obstructions from taller buildings in the immediate project area, less than significant project and cumulative impacts are anticipated to occur with development of the proposed project.

Recommended Mitigation: None

¹ California Department of Transportation, *California Scenic Highway Program*, http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm (July 24, 2013).

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings within a state scenic highway?

Finding: No impact

Roadways in the immediate vicinity of the project site include Bloomfield Avenue, a Major Highway, and Imperial Highway, a Major Highway. The I-605 (San Gabriel River) and I-5 (Santa Ana) Freeways are both within 2.5 miles west of the proposed project. None of these roadways have been designated as a State or County scenic highway or scenic corridor by either the California Department of Transportation or the City of Santa Fe Springs General Plan, respectively.

The project site and the project area are developed with no natural landforms or features remaining. The project site is fully improved and paved with the exception of landscaping and ornamental trees along the property frontage and along the perimeter of the project site. As such, there are no specific trees, rock outcroppings, or other natural features on the project site that would be considered scenic resources. Finally, as there are no permanent structures currently existing on the project site, there are no historically significant buildings that could be affected by the proposed project.

As a result, the proposed project will have no significant project or cumulative impacts on scenic resources, including, but not limited to, specific trees, rock outcroppings, and historic buildings within a state scenic highway.

Recommended Mitigation: None

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Finding: Less than significant with mitigation incorporated

The project site is currently used as both a truck storage lot and as a City yard for the City of Norwalk Public Service Department. Commercial and industrial land uses abut the project site on the north, south, and east sides, while vacant land is located directly to the west across Bloomfield Avenue in the City of Norwalk. With the exception of the vacant land to the west, the existing visual character of the project site and its surroundings is one of commercial and industrial uses. The project site consists of pavement with temporarily stored items and vehicles, and it appears more industrial in visual character than the surrounding and adjacent commercial and light industrial warehouse buildings and business centers. The visual character of the vacant land to the west appears as if a previous commercial or industrial use may have existed at one time. The vacant land does not have visually scenic natural landforms or features and contains multiple driveways and remnants of a defunct surface parking lot.

The proposed project will involve construction of a new three-story, 51-foot tall building (55-feet to the top of mechanical equipment screening) that will be located in the central portion of the project site surrounded by surface parking and landscaping. During the construction phase, views across the project site from surrounding areas would be disrupted. Graded surfaces, construction debris, construction equipment, and truck traffic would be visible. Additionally, soil may be stockpiled and equipment for minor grading activities would be staged on the project site. Construction-related activities would be visible from the surrounding office, commercial, and light industrial uses and motorists traveling along Bloomfield Avenue. However, implementation of the below mitigation measures related to screening of construction activities will reduce any construction related impacts to a less than significant level.

In relation to long-term operations, the commercial visual character of the project site with implementation of the project, in contrast to the industrial visual character of the existing storage uses onsite, will be more consistent with the existing commercial and light industrial visual character of the surrounding uses and area. A new three-story MOB will appear visually consistent with the existing three- to four-story commercial office/industrial building directly to the north, the one- and two-story commercial business center directly to the east, the two-story commercial business center directly to the south, as well as other commercial and light industrial buildings in the area. Although the land to the west is currently vacant, the land is for sale and suited for a six-story commercial office building, which would also appear consistent with the proposed project when or if developed.

As the project will develop a building and parking lot that do not currently exist on the project site, poor maintenance of the proposed building, surface parking lot, and landscaping during operation of the MOB may result in a degraded visual character of the project site. However, with implementation of the below mitigation measures related to maintenance practices for the project during operation, all potential impacts would be reduced to a less than significant level. Compliance with the mitigation measures will also ensure that any signage proposed for the building will be compliant with City sign regulations and with the surrounding area.

Recommended Mitigation: The following mitigations will reduce the potential aesthetic impacts to levels that are less than significant.

- During the construction/demolition phase of the project, equipment, materials, and temporary facilities (such as construction trailers, staging sites, and portable toilets) shall be stored on the project site and appropriately screened by temporary opaque construction fencing.
- The exterior building walls and any fencing must be maintained free of graffiti at all times. Any graffiti found shall be removed or painted over within 24 hours of observation.
- The landscape areas must be maintained free of debris and trash at all times.

- All signage and advertising must comply with the City of Santa Fe Springs Zoning Requirements and shall require issuance of all necessary permits for installation.
- d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Finding: Less than significant impact

Lighting and glare at the existing project site are minimal or non-existent due to the use of the site as a storage lot without any permanent structures. Light sources from existing surrounding uses in the area include nighttime lighting for large commercial and industrial buildings and their associated parking lots for security purposes along both Bloomfield Avenue and Imperial Highway, as well as public roadway lighting and vehicular lighting along Bloomfield Avenue and Imperial Highway, both Major Highways. Glare sources from existing surrounding uses include glass windows on all surrounding buildings, especially those six- to seven-story structures along Imperial Highway to the west of the project site.

There are no light or glare sensitive land uses located in the vicinity of the project site. The nearest residential uses, which are considered to be light/glare sensitive, are multi-family apartment units located approximately 740 feet to the south of the project site within the City of Norwalk. However, the project site is not visible from most of the apartment units in the complex due to orientation or intervening buildings and foliage, which obscure views of the project site. A few apartment units along Imperial Highway may have very minimal views of the proposed project, but these views are largely obscured by the intervening commercial building at the northeast corner of Bloomfield Avenue and Imperial Highway.

Lighting for the proposed project will include security lighting on the building and in the parking lot, street lighting, and vehicular lights associated with the construction and operation of the proposed project. The proposed use will be similar to those currently existing in the project vicinity and will not create a substantial new source of light. Any night lighting on the project site will be for security purposes and will be directed on-site and/or shielded such that it will not adversely impact surrounding properties outside of the project site. The project would also be minimally visible or not visible from the only light sensitive residential uses in the area to the south. Additionally, the project buildings will not include a substantial amount of glass that could create a significant impact from glare. No lighting or glare impacts are anticipated during construction, but any potential impacts will be temporary and minimal since construction activities will be occurring during the daytime. As a result, due to the project site location and proposed building location in relation to the nearest sensitive residential units, as well as the type and character of lighting proposed for the building, the proposed project will result in less than significant project and cumulative impacts to views in the area due to the creation of a substantial new source of light or glare.

Recommended Mitigation: None

II. AGRICULTURE AND FORESTRY RESOURCES -- Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Finding: No impact

The project site and surrounding properties are not currently used for agricultural activities. The project site has been previously graded and disturbed since the 1950s. The soils underlying the project site are mapped as Perkins-Rincon association.² This soil classification is not considered to be Prime Farmland soil or soil of Statewide Importance in Los Angeles County.³ According to the Farmland Mapping and Monitoring Program maps, the project site and surrounding area are not considered to be Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.⁴ As a result, the proposed project will not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, thus resulting in no significant or cumulative impacts to farmland and lands used for agricultural purposes.

Recommended Mitigation: None

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Finding: No impact

The project site and surrounding properties are not currently used for agricultural activities. The project site has been previously graded and disturbed since the 1950s. The *Industrial* General Plan designation and *M-2* (Heavy Manufacturing) zoning do not permit agricultural land uses within the project site or on the adjacent parcels. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural uses, in return for lower property tax assessments. Because the project site does not currently include agricultural uses, the site does not meet the requirements to enter into a Williamson Act contract. Therefore, the proposed project will not conflict with existing zoning that supports an agricultural use or a Williamson Act contract, and will result in no significant or cumulative impact to agricultural lands.

Recommended Mitigation: None

² URS Corporation Americas, *Draft Phase I Environmental Site Assessment* (Los Angeles: URS Corporation Americas, 2012), 7.

³ California Department of Conservation, *Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance*, http://www.conservation.ca.gov/dlrp/fmmp/pubs/soils/Documents/LOSANGELES_ssurgo.pdf (August 31, 2009).

⁴ California Department of Conservation, California Important Farmland Finder, <http://maps.conservation.ca.gov/ciff/ciff.html> (July 26, 2013).

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Finding: No impact

The project site and surrounding properties are not currently used for forest land, timberland, or Timberland Production. The project site has been previously graded and disturbed since the 1950s. The project site and the City of Santa Fe Springs are part of a larger urban area and no forest lands are located within the entire City. There are no areas of the City that are zoned for forest land or timberland preservation. The proposed project would not include changes in the environment that would result in conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, the proposed project will result in no significant or cumulative impacts to forest land or timberland uses and zones.

Recommended Mitigation: None

- d) Result in the loss of forest land or conversion of forest land to non-forest use?

Finding: No impact

The project site and surrounding properties are not currently used for forest land. The project site has been previously graded and disturbed since the 1950s. The City of Santa Fe Springs is void of any designated forest land or forest use and no loss or conversion of existing forest lands will result from the implementation of the proposed project. Therefore, the project will result in no significant or cumulative impact to forest land or uses.

Recommended Mitigation: None

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Finding: No impact

The project site and surrounding properties are not currently used for farmland or forest land. The project site has been previously graded and disturbed since the 1950s. No agricultural activities, farmland uses, or forest land uses are located in the City of Santa Fe Springs. The project would not include changes in the environment that would result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, the proposed project will result in no significant or cumulative impacts to Farmland or forest land.

Recommended Mitigation: None

III. AIR QUALITY -- Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?

Finding: Less than significant impact

Air quality in the United States is governed by the Federal Clean Air Act (CAA), administered by the United States Environmental Protection Agency (USEPA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA), administered by the California Air Resources Board (CARB) at the state level and by the Air Quality Management Districts at the regional and local levels.

In California, the CARB, which became part of the California Environmental Protection Agency (CalEPA) in 1991, is responsible for meeting the state requirements of the Federal CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CARB regulates mobile air pollution sources, such as motor vehicles.

Each area designated as non-attainment under the CCAA is required to prepare plans demonstrating how the area will meet the state air quality standards by its attainment dates. The Air Quality Management Plan (AQMP) is the region's plan for improving air quality in the region.

The South Coast Air Quality Management District (SCAQMD) monitors air quality within the project area. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB), specifically for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. The proposed project is located within the Los Angeles County portion of the SCAB.

Regional construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) approved by the SCAQMD. CalEEMod is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutants associated with both construction and operation (including vehicle use) from a variety of land use projects. CalEEMod default assumptions were utilized (e.g., equipment mix) to estimate construction emissions. Operational emissions were based on the size of the proposed project and the estimated average daily tri rate for the proposed MOB. As calculated, the proposed project is estimated to generate 1,227 new net daily passenger vehicle trips.⁵

⁵ Source: Linscott Law & Greenspan Engineers, *Interhealth Corporation MOB Project Traffic Impact Study*, 22 August 2013.

Construction Air Quality

Activities for each construction phase over the project site would occur sequentially without overlap. The following list of construction phases are expected to generate pollutant emissions non-concurrently:

- Site preparation
- Grading
- Building construction
- Paving
- Architectural coating

The regional construction emissions are presented in **Table 1: Regional Construction Emissions** for several criteria pollutants, including volatile organic compounds (VOC), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO_x), and particulate matter (PM_{2.5} and PM₁₀), all of which can pose potential health risks to humans at high levels which exceed the established SCAQMD daily significance thresholds, which are also shown in **Table 1**. VOC emissions would primarily result from architectural coating activities. NO_x and CO emissions would primarily result from the onsite equipment and truck exhaust. Fugitive dust emissions would primarily result from site preparation activities. The analysis assumes compliance with SCAQMD Rule 403 (Fugitive Dust).

In sum, **Table 1** shows that daily construction activities for the proposed project will not exceed the established thresholds and thus will result in a less than significant impact to air quality for all pollutants. Implementation of standard construction practices will further reduce the less than significant impact of the construction related activities. Furthermore, all construction related impacts are temporary, only occurring during the construction/demolition phase of the proposed project. Additionally, due to the project's less than significant impact, the project will not contribute considerably to any cumulative impacts relating to construction air quality. Other related projects will have to perform individual environmental analyses, obtain approval from the City, and implement standard construction practices to ensure impacts are not cumulatively considerable.

TABLE 1
REGIONAL CONSTRUCTION EMISSIONS ^[1]

Construction Phase	Pollutant (Pounds per day)					
	VOC	NO _x	CO	SO _x	PM _{2.5}	PM ₁₀
Site Preparation	3.1	33.1	19.6	<1	1.5	1.9
Grading	3.2	31.7	21.0	<1	5.0	8.0
Building Construction	6.1	29.7	23.8	<1	2.0	2.5
Paving	2.9	20.5	13.4	<1	1.2	1.4
Architectural Coating	44.4	2.8	2.7	<1	0.3	0.3
Total	44.4	33.1	23.8	<1	5.0	8.0
Regional Significance Threshold	75	100	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No

[1] Source: Terry A. Hayes and Associates, Inc., *Memorandum Re: InterHealth Corp. Santa Fe Springs Medical Office Building Project – Air Quality Analysis*, 26 August 2013.

Operational Air Quality

Due to the nature of the proposed project, operational or long-term project-related emissions would be generated primarily by mobile sources (motor vehicles). For comparison purposes, operational emissions were estimated for Future No Project (2015) and Future With Project (2015) conditions to show the cumulative emissions of all uses in the project vicinity if the project was not operational (not constructed) in year 2015 and if the project was operational (as proposed) in year 2015.⁶ Regional operational emissions are presented in **Table 2: Regional Operational Emissions**, along with the SCAQMD significance thresholds. The majority of operational emissions would be generated by vehicle trips associated with the proposed project. Additional emissions would be generated by area sources (e.g., landscaping maintenance) and energy use.

As shown in **Table 2**, the estimated daily operational emissions for the proposed project would not exceed established SCAQMD thresholds for any pollutant in 2015 either with or without development of the project. Therefore, the proposed project will result in a less than significant operational impact to air quality

⁶ Cumulative air pollutant emission calculations are based on cumulative traffic calculations obtained from the project traffic study prepared by Linscott Law & Greenspan Engineers, *Interhealth Corporation MOB Project Traffic Impact Study*, 20 November 2013, which includes projected ambient growth traffic conditions in 2015 and anticipated traffic produced by all related projects proposed to be developed in the project area by 2015. See *Section XVI: Transportation/Traffic* of this Initial Study for more information.

TABLE 2
REGIONAL OPERATIONAL EMISSIONS^[1]

Scenario and Source	Pollutant (Pounds per day)					
	VOC	NOx	CO	SOx	PM _{2.5}	PM ₁₀
Future No Project (2015)						
Area	--	--	--	--	--	--
Energy	--	--	--	--	--	--
Mobile	0.7	0.6	2.3	<1	0.1	0.3
Total	0.7	0.6	2.3	<1	0.1	0.3
Regional Significance Threshold	55	55	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No
Future With Project (2015)						
Area	0.9	<1	<1	0.0	<1	<1
Energy	<1	0.1	0.1	<1	<1	<1
Mobile	21.7	18.9	73.2	0.2	3.1	10.9
Total	22.6	19.0	73.3	0.2	3.1	10.9
Net Emissions ^[2]	22.0	18.4	71.0	0.2	3.0	10.6
Regional Significance Threshold	55	55	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No
<p>[1] Source: Terry A. Hayes and Associates, Inc., <i>Memorandum Re: InterHealth Corp. Santa Fe Springs Medical Office Building Project – Air Quality Analysis</i>, 26 August 2013.</p> <p>[2] “Net emissions” account for the elimination of the current uses and all associated operational pollutant emissions on the project site in favor of development of the proposed project and all associated operational pollutant emissions.</p>						

Consistency with the AQMP

Consistency with the AQMP is determined by consistency with the General Plan, meeting pollutant emission thresholds, and not increasing air quality violations. Based on calculations in the above **Table 1: Regional Construction Emissions** and **Table 2: Regional Operational Emissions** for construction and operational emissions during the life of the proposed project, the proposed project will result in a less than significant impact, and will not increase air quality violations. Additionally, the proposed project will not change the current M-2 (Heavy Manufacturing) zoning or *Industrial* land use designation on the project site, and as such, will be consistent with the General Plan. Therefore, the proposed project would be considered consistent

with the AQMP due to consistency with the General Plan, meeting pollutant emission thresholds, and not increasing air quality violations, resulting in a less than significant air quality impact due to conflict or obstruction with the implementation of the applicable AQMP.

Recommended Mitigation: Compliance with all regulatory agency requirements relating to construction dust control, equipment exhaust emissions, and trucks, as well as operational air filtration, will be implemented as required and necessary. No additional mitigation measures are required.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Finding: Less than significant impact

As analyzed in *Section III.a, Air Quality* above, the proposed project will not exceed daily thresholds for regional construction and operational air quality, and will be consistent with the AQMP. As such, the proposed project will not violate any air quality standards and will not contribute cumulatively or substantially to an existing or projected air quality violation. Therefore, the proposed project will result in a less than significant air quality impact.

Recommended Mitigation: Compliance with all regulatory agency requirements relating to construction dust control, equipment exhaust emissions, and trucks, as well as operational air filtration, will be implemented as required and necessary. No additional mitigation measures are required.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Finding: Less than significant impact

The SCAB is a designated non-attainment area for ozone and particulates. Established thresholds for criteria pollutants consider the cumulative net increase of criteria pollutants in the project region. As analyzed in *Section III.a, Air Quality* above, the proposed project will not cumulatively exceed the established pollutant thresholds for any criteria pollutant during short-term construction or long-term operation of the project. Therefore, the potential cumulative air quality impacts are anticipated to be less than significant.

Recommended Mitigation: Compliance with all regulatory agency requirements relating to construction dust control, equipment exhaust emissions, and trucks, as well as operational air filtration, will be implemented as required and necessary. No additional mitigation measures are required.

- d) Expose sensitive receptors to substantial pollutant concentrations?

Finding: Less than significant impact

The project site is located in a developed area of the City, populated mostly by commercial and industrial uses. Immediately adjacent to the project site are commercial and industrial uses. To the north, the project site is bordered by a multi-tenant commercial warehouse with associated parking; to the east, the project site is bordered by a multi-tenant commercial business center with associated parking; to the south, the project site is bordered by a multi-tenant commercial business center with associated parking; and to the west across Bloomfield Avenue (within the City of Norwalk), there is vacant land with a driveway and remnant pavement slabs, intended for commercial offices.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Locations that may contain a high concentration of highly sensitive population groups are called “sensitive receptors” and include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. The nearest sensitive receptors to the project site are multi-family residential units located approximately 740 feet to the south of the project site within the City of Norwalk. The project site is not visible from the residential uses. The nearest school is Southeast Academy High School approximately $\frac{3}{4}$ mile southeast of the project site, located within the City of Norwalk. The nearest school within the City of Santa Fe Springs is St. Pius X Pre/Elementary School, approximately $1\frac{1}{2}$ miles to the northwest of the project site. The nearest hospital is Norwalk Community Hospital, approximately $\frac{1}{2}$ mile south of the project site.

The proposed project is consistent with existing adjacent uses and is not anticipated to expose sensitive receptors to substantial pollutant concentrations. The proposed project will not introduce a new significant source of air pollution into the project vicinity and will not substantially reduce the existing ambient air quality. The significance of localized project impacts under CEQA depends on whether ambient carbon monoxide levels in the vicinity of the project are above or below State and/or Federal standards for that criteria pollutant and the proximity of the emissions source to sensitive receptors. As determined in the Traffic Impact Study for the project (refer to **Section XVI, Transportation/Traffic**), the proposed project’s trip generation will not have a significant impact on any of the studied intersections and therefore will not result in a carbon monoxide “hot spot” that could trigger or worsen exceedance of the State’s one-hour or eight-hour carbon monoxide standards. Since the proposed project will not result in any significant net increase in peak hour traffic impacts, no significant change in the existing Level of Service (LOS) for any area intersections will occur (refer to **Section XVI, Transportation/Traffic**). Therefore, the proposed project will not result in the cumulative exceedance of established SCAQMD thresholds of significance for any of the identified criteria pollutants, and will not expose sensitive receptors to substantial pollutant concentrations, thus resulting in a less than significant impact.

Recommended Mitigation: None

- e) Create objectionable odors affecting a substantial number of people?

Finding: Less than significant impact

Land uses that are typically associated with odor complaints include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding. Medical office uses, such as that of the proposed project, are typically interior uses and do not generate substantial odors. The proposed project would be consistent and compatible with existing land uses surrounding the project site. The proposed project will not introduce a new stationary source of air pollution into the proposed project vicinity that may cause objectionable odors. Odorous emissions anticipated from the proposed project are primarily from mobile sources (vehicles) coming to and from the project site, which are currently existing and common sources of emissions in the proposed project area. Additionally, trash receptacles and/or dumpsters that service the proposed project may create objectionable odors.

The nearest sensitive receptors to the project site are multi-family residential units located approximately 740 feet to the south of the project site, south of Imperial Highway, within the City of Norwalk. The project site is largely not visible from these residential units due to intervening buildings and trees, and odors from the project site (primarily from mobile sources) would largely be unnoticed due to existing odors from mobile sources along Imperial Highway (a Major Highway). Additionally, as previously established in *Section III.a, Air Quality*, the proposed project will not result in the exceedance of established SCAQMD thresholds for any of the identified criteria pollutants, therefore, odors associated with these emissions would not exceed tolerable levels to sensitive receptors.

As required by the Municipal Code, the trash receptacles for the proposed MOB will not be visible from the street or adjoining properties. The trash receptacles will be located at the northeast corner of the property (back of the property) across the parking lot from the MOB; not visible from Bloomfield Avenue; and enclosed, gated, and landscaped with trees so that the receptacles are not visible from the adjoining properties. As such, required compliance with the Code will ensure odors from the trash receptacles will not become a nuisance. Therefore, the proposed project will have a less than significant air quality impact due to the creation of objectionable odors that might affect a substantial number of people.

Recommended Mitigation: None

IV. BIOLOGICAL RESOURCES -- Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Finding: No impact

The project site is located in a commercial/industrial district in the central portion of the City. Commercial development abuts the site on the north, east, and south sides. Vacant land intended for commercial use is located to the west of the project site across Bloomfield Avenue. The project site has been previously graded and disturbed since the 1950s and is currently nearly 100 percent paved.

The plans, policies and regulations considered significant to the project site regarding both plant and animal species and their habitats, are administered by the Regional Water Quality Control Board (RWQCB) and the California Department of Fish and Wildlife (CDFW). The RWQCB monitors and regulates those discharges of fill material into waters of the State that do not fall under the jurisdiction of the Army Corps of Engineers pursuant to Section 404 of the Clean Water Act. However, no jurisdiction of the RWQCB that would require analysis is known to exist on the project site or surrounding area.

CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which support fish or wildlife. During grading and construction for the previous uses and structures on the project site, as well as the current storage yard and current structures on surrounding properties, the project site and the surrounding area were heavily disturbed and the integrity of any plant or animal habitat was likely destroyed. As such, the project site and area have limited biological value and would contribute little to wildlife movement corridors.

Review of the State of California's Natural Diversity Database (CNDDDB) did not reveal the presence of sensitive or endangered species on the project site or on the surrounding area.⁷ As a result, no impacts on any candidate, sensitive, or special status species will result from the project's development.

Recommended Mitigation: None

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Finding: No impact

The project site is located in a commercial/industrial district in the central portion of the City. Commercial development abuts the site on the north, east, and south sides. Vacant land intended for commercial use is located to the west of the project site across Bloomfield Avenue. The

⁷ California Department of Fish and Wildlife, *California Natural Diversity Database – CNDDDB Quick Viewer*, accessed 26 July 2013.

project site has been previously graded and disturbed since the 1950s and is currently nearly 100 percent paved.

There are no native or natural riparian plant habitats found within the project site or in the surrounding properties. There are no “blue line” streams or “Waters of the U.S.” located within the project site or surrounding area.⁸ Further, during grading and construction for the previous uses and structures on the project site, as well as the current storage yard and current structures on surrounding properties, the project site and the surrounding area were heavily disturbed and the integrity of any plant habitat was likely destroyed. As such, the project site and area have limited biological value.

Review of the CNDDDB did not reveal the presence of sensitive or endangered species on the project site or on the surrounding area.⁹ As a result, no impacts on any natural or riparian habitats are anticipated from implementation of the project.

Recommended Mitigation: None

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Finding: No impact

Pursuant to Section 404 of the Clean Water Act, the Army Corps of Engineers (“Corps”) regulates the discharge of dredged and/or fill material into waters of the United States. The project site is located in a commercial/industrial district in the central portion of the City. Commercial development abuts the site on the north, east, and south sides. Vacant land intended for commercial use is located to the west of the project site across Bloomfield Avenue. The project site has been previously graded and disturbed since the 1950s and is currently nearly 100 percent paved.

There are no federally protected wetlands, “blue line” streams, or “Waters of the U.S.” located within the project site or surrounding area.¹⁰ Further, during grading and construction for the previous uses and structures on the project site, as well as the current storage yard and current structures on surrounding properties, the project site and the surrounding area were heavily disturbed and the integrity of any water habitat was destroyed. As such, the project site and area have limited biological value. As a result, the proposed project will not impact any protected wetland area or designated blue-line stream.

Recommended Mitigation: None

⁸ United States Geological Survey (USGS), Whittier Quadrangle 7.5-Minute Series, released April 5, 2012.

⁹ California Department of Fish and Wildlife, *California Natural Diversity Database – CNDDDB Quick Viewer*, accessed 26 July 2013.

¹⁰ United States Geological Survey (USGS), Whittier Quadrangle 7.5-Minute Series, released April 5, 2012.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Finding: No impact

The project site is located in a commercial/industrial district in the central portion of the City. Commercial development abuts the site on the north, east, and south sides. Vacant land intended for commercial use is located to the west of the project site across Bloomfield Avenue. The project site has been previously graded and disturbed since the 1950s and is currently nearly 100 percent paved. As such, no natural open space areas are located on-site or in the surrounding area that would potentially serve as an animal migration corridor. Therefore, the proposed project will not interfere substantially with the movement of any wildlife species or with established migratory corridors or nursery sites and will result in no biological resource impact.

Recommended Mitigation: None

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Finding: No impact

The City of Santa Fe Springs requires approval for removal of any trees within the City limits. The project site has been previously graded and disturbed since the 1950s and is currently nearly 100 percent paved. The proposed project will also comply with all City landscape requirements with regard to tree planting and will be subject to approval of a Landscape Plan by the City. Therefore, the proposed project will not conflict with any local policies or ordinances protecting biological resources, including any tree preservation policies or ordinances, and no additional mitigation is required beyond existing requirements already adopted by the City.

Recommended Mitigation: None

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Finding: No impact

According to the California Department of Fish and Wildlife, the project site is not included in any local, regional, or State habitat conservation plans or Natural Community Conservation Plans (NCCP).¹¹ As indicated previously, the project site is located within an urban area and no

¹¹ California Department of Fish and Wildlife, Habitat Conservation Planning website:
<http://www.dfg.ca.gov/habcon/nccp/>

natural habitats are found within the project site or within the surrounding properties. Therefore, the project will result in no impacts on local, regional, or State habitat conservation plans.

Recommended Mitigation: None

V. CULTURAL RESOURCES -- Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines?

Finding: No impact

The State of California, through the Office of Historic Preservation (OHP), maintains an inventory of sites and structures that are considered to be historical resources, known as the California Register. A “historical resource” is a resource listed in, or determined to be eligible for listing in the California Register, a local register, or determined by a lead agency to be a historic resource as defined in Public Resources Code Section 5020.1 (j) or 5024.1. The U.S. Department of the Interior, National Park Service also maintains an inventory of historical resources known as the National Register of Historic Places (National Register). There are currently two locations in the City of Santa Fe Springs recorded on the National Register including the Clark Estate at 10211 Pioneer Boulevard and the Hawkins-Nimocks Estate-Patricio Ontiveros Adobe at 12100 Telegraph Road, none of which are near or in the vicinity of the project site.

A “substantial adverse change” is defined under Section 15064.5 (b) (1) as a physical demolition, destruction, relocation or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

As a storage yard, there are currently no permanent structures on the project site. As such, no structures could be considered historically significant. Further, the project site is not listed by the OHP as being included in the National Register or California Register, or as being a State Landmark or Point of Interest.¹² Due to the lack of permanent structures, as well as the lack of historical resources on the project site, the proposed project will not result in the demolition, destruction, relocation or alteration of a historical resource. Per the definition provided by Section 15064.5, the proposed project will not result in a substantial adverse change to a historical resource and will result in no impact to historical resources.

Recommended Mitigation: None

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

¹² California State Parks, Office of Historic Preservation, California Historical Resources website: <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>

Finding: No impact

Prior to European contact, the local Gabrielino Indians lived in more than 50 villages located throughout the Los Angeles Basin. Two village sites were located in the West Whittier-Los Nietos area to the north of the City of Santa Fe Springs: *Naxaaw'na* and *Sehat*. The sites of *Naxaaw'na* and *Sehat* are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River.¹³ No village sites are known or suspected to be present within or adjacent to the project site.

The proposed project includes construction of a medical office building that is not anticipated to have a basement or subterranean level. This will reduce the amount of excavation necessary at the project site, which will reduce possible effects of the proposed project on any archaeological resources. Additionally, no significant archaeological sites are likely to be discovered given the degree of previous disturbance. Therefore, no impacts on archaeological resources are anticipated from the proposed project.

Recommended Mitigation: None

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Finding: No impact

No known paleontological resources are known to exist at or adjacent to the project site.¹⁴ The proposed project includes construction of a medical office building that is not anticipated to have a basement or subterranean level. This will reduce the amount of excavation necessary at the project site, which will reduce possible effects of the proposed project on any paleontological resources. The potential for paleontological resources in the area is considered low due to the degree of previous disturbance. Therefore, no impacts on paleontological resources are anticipated from the proposed project.

Recommended Mitigation: None

- d) Disturb any human remains, including those interred outside of formal cemeteries?

Finding: No impact

¹³ U.S. Department of the Interior, National Park Service. National Register of Historic Places. www.nationalregisterofhistoricplaces.com

¹⁴ Based on findings in the *Draft Phase I Environmental Site Assessment*, dated July 10, 2012, completed by URS, which states that the site was already previously excavated for installment of underground storage tanks (USTs), which were removed from the site by the Los Angeles County Department of Public Works. No paleontological resources were known to have been found during installation or during removal of the USTs by L.A. County Public Works.

No known human remains are known to exist at or adjacent to the project site. The project site lies within a commercial/industrial sector of the City of Santa Fe Springs, and has undergone prior disturbance, grading, and site preparation. Based on previous site disturbance, no buried human remains are known or have been found to exist at the project site or surrounding area. Additionally, there are no formal or active cemeteries in the project area. The nearest cemetery to the project site is Little Lake Cemetery (operated by the Little Lake Cemetery District), which is located on the east side of Pioneer Boulevard and south of Florence Avenue, approximately 1.3 miles to the northwest of the project site. Therefore, the proposed project will not result in a significant impact to interred human remains.

Recommended Mitigation: None

VI. GEOLOGY AND SOILS -- Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Finding: Less than significant impact

According to the Report of Geotechnical Investigation prepared for the proposed project, the project site is not located within a currently established Alquist-Priolo Earthquake Fault Zone for surface rupture hazards.¹⁵ This claim is further backed by the City of Santa Fe Springs General Plan, Safety Element, which states that no active faults are known to exist or pass through the City of Santa Fe Springs.

The closest Alquist-Priolo Earthquake Fault Zone, established for the Whittier fault of the Elsinore fault zone, is located 5.2 miles northeast of the project site. The Newport-Inglewood-Rose Canyon Fault Zone, which runs northwest/southeast along western California is approximately 11 miles to the southwest and the Sierra Madre Fault Zone, which runs east/west through Los Angeles County, is approximately 15 miles to the north. The City is underlain by the Santa Fe Springs Blind Thrust Fault, which is a segment of the Puente Hills Blind Thrust Fault that was responsible for the Whittier Narrows Earthquake in 1987. Based on available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the site. Therefore, the potential for surface rupture due to fault

¹⁵ AMEC Environment & Infrastructure, Inc. *Report of Geotechnical Investigation Proposed Medical Office Building*. September 25, 2013.

plane displacement propagating to the surface at the project site during the design life of the proposed MOB is considered low. Additionally, structures on fault traces of Earthquake Fault Zones are prohibited per the Alquist-Priolo Special Studies Act of 1972.

The proposed project has been appropriately located with respect to the existing Earthquake Fault Zones in the area, within a long established and developed commercial/industrial district of the City where, historically, people and structures have not been exposed to loss, injury, or death due to rupture of known earthquake faults. The project site will continue to be exposed to potential ground-shaking in the event of an earthquake. The degree of ground-shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project site, the degree of impact will not be significantly different from that anticipated for the surrounding areas. Therefore, the proposed project is anticipated to result in a less than significant geologic hazards impact due to fault rupture.

Recommended Mitigation: None

- ii) Strong seismic ground shaking?

Finding: Less than significant impact

The major cause of structural damage from earthquakes is groundshaking. The amount of ground motion expected at a building site can vary from minimal to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. The project site is not located within an Alquist-Priolo Earthquake Fault Zone, and as such, is less likely to incur excessively strong seismic ground shaking that would expose people or structures to the risk of loss, injury, or death. However, the project site is located within the seismically active Southern California region, in which a certain degree of ground shaking is common and likely to occur due to earthquakes caused by movement of faults. According to the City General Plan, "Ground shaking in Santa Fe Springs can be expected from any moderate earthquake in the Los Angeles basin." However, as required, the design and construction of the proposed project will be in conformance with all current building codes and engineering practices, which will mitigate the effects of any potential ground shaking. Therefore, with adherence to all required building codes imposed by the City, the proposed project will result in a less than significant geologic hazards impact due to seismic ground shaking and mitigation measures are not required.

Recommended Mitigation: None

iii) Seismic-related ground failure, including liquefaction?

Finding: Less than significant impact

Liquefaction and ground failure potential have been found to be greatest where the groundwater level is shallow, and loose fine sands occur within 50 feet of the ground surface. Liquefaction potential decreases within increasing grain size and clay and gravel content, but increases as the ground acceleration and duration of shaking increase.

According to the County of Los Angeles Seismic Safety Element (1990), the project site is classified as having very low liquefaction susceptibility. Additionally, according to the Seismic Hazard Zones Map prepared for the Whittier 7.5 Minute Quadrangle (1999) by the California Department of Conservation, the project site is located outside an area where historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacements such that mitigation would be required. As described in the Report of Geotechnical Investigation prepared for the proposed project, the soils encountered during borings at the project site are generally medium dense to dense. As such, the potential for liquefaction adversely impacting the project site is considered to be low.¹⁶

Furthermore, according to the City of Santa Fe Springs General Plan, “Liquefaction within the City is generally not a hazard as the water table is generally deeper than 50 feet. Areas immediately adjacent to the San Gabriel River may have moderate liquefaction risk.” The project site is not adjacent to the San Gabriel River and, similar to the majority of the City, likely contains a water table that is deeper than 50 feet. Although, it is possible for groundwater levels to rise shallower than 50 feet below ground surface due to water “banking”¹⁷ for local municipalities, current groundwater fluctuations are now primarily governed by seasonal rainfall. Groundwater was not encountered in recent borings drilled to depths of 25 feet below ground surface.¹⁸

Finally, the proposed project does not involve excavation for subterranean levels and will be in conformance with all City requirements with regard to grading and compaction. Therefore, the proposed project will result in a less than significant

¹⁶ AMEC Environment & Infrastructure, Inc. *Report of Geotechnical Investigation Proposed Medical Office Building*. September 25, 2013.

¹⁷ Water banking is an institutional mechanism used to facilitate the legal transfer and market exchange of various types of surface, groundwater, and storage entitlements. The term “water banking” is widely used to refer to a variety of water management practices. In general, no single or common definition exists for water banking, probably because there are such a wide range of approaches to water banking.

¹⁸ AMEC Environment & Infrastructure, Inc. *Report of Geotechnical Investigation Proposed Medical Office Building*. September 25, 2013.

geologic hazards impact due to seismic-related ground failure, including liquefaction.

Recommended Mitigation: None

iv) Landslides

Finding: Less than significant impact

The project site and project area are relatively flat, and there are no known landslides near the project site, nor is the project site in the path of any known or potential landslides. According to the County of Los Angeles Seismic Safety Element (1990), the project site is not within an area identified as having a potential for slope instability. Additionally, according to the California Department of Conservation's landslide and slope instability map, the project site is not within an area identified to have potential for seismic slope instability.¹⁹ Therefore, the proposed project will result in a less than significant geologic impact due to landslides.

Recommended Mitigation: None.

b) Result in substantial soil erosion or the loss of topsoil?

Finding: Less than significant impact

The project site is relatively flat and currently covered with almost 100 percent impervious surfaces, including asphalt pavement with only minor landscaping. The project site will continue to remain covered in almost 100 percent impervious surfaces, including the proposed MOB and asphalt pavement, with minor landscaping. The pervious landscape areas proposed on the project site represent approximately 16 percent of the total area, which would likely represent a minor increase in pervious surface area at the site. However, the minor increase in pervious surfaces will not be substantial, and as such, it is not anticipated that there will be a substantial increase in stormwater runoff generated from the site that could result in an increase in soil erosion or loss of topsoil. Furthermore, since the project site is relatively flat, there is a low risk of soil erosion or loss of topsoil on adjacent sites due to runoff from the project site, as would be the case in hillside areas. Similar to current conditions, the proposed project will comply with City and County regulations regarding adequate drainage of surface water by sufficiently sloping all surfaces and providing positive drainage away from the proposed building to the street drainage system, which would minimize infiltration of water beneath footings, floor slabs, and pavement. Given the developed character of the project site and the proposed project's required compliance

¹⁹ California Department of Conservation. *Map of Localities in Los Angeles Region Where Slope Failures and Debris Flooding During February-March 1978 Rains Caused Serious Property Damage and Loss of Life*. Published 1978.

with City and County regulations, less than significant impacts related to soil erosion or loss of topsoil are anticipated.

Recommended Mitigation: None.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Finding: Less than significant impact with mitigation incorporated

A geotechnical investigation was completed for the proposed project, which included subsurface exploration (borings) to 25 feet below existing grade, engineering analyses, and laboratory tests for moisture content and dry density determinations, fines content, direct shear, consolidation, hydroconsolidation, Expansion Index, Stabilometer (R-Value), and corrosivity.

Approximately 12 inches of base course was encountered below the existing 3- to 4-inch thick asphalt concrete paving on the project site. Other than the base course, fill materials were not encountered, however, fill soils could be present between borings and at other unexplored locations, particularly in areas where underground utilities are present. The underlying natural soils consist predominately of medium dense to dense silty and poorly graded sand with alternating layers of stiff to hard sandy and clayey silt to the depth explored. The upper onsite silty sand soils are somewhat susceptible to hydroconsolidation (collapse) and may become somewhat weaker and more compressible when wet. Groundwater was not encountered within the 25-foot depth explored at the site. The onsite soils are classified as moderately corrosive to ferrous metals, non-aggressive to copper, and the sulfate attack potential on concrete is negligible. Finally, the project site is not considered susceptible to subsidence associated with peat oxidation or hydrocompaction.²⁰

As mentioned, fill soils were not encountered at the project site; however, fill soils may be present at locations not explored. Since records of the placement and compaction of fill soils at the site are not available, any fill soils encountered would not be considered suitable for support of the proposed MOB, pavement, or other concrete walks and slabs on grade, and as such, would be removed and replaced as properly compacted fill in compliance with established City requirements. The proposed MOB would also be supported on conventional spread/continuous footings in the properly compacted fill and/or undisturbed natural soils in compliance with established City requirements. Full compliance with City requirements would ensure soil stability for the proposed project. However, since the upper onsite silty sand soils are somewhat susceptible to hydroconsolidation (collapse), the mitigation measure below should be implemented for the proposed project, if not already required through City regulations.

²⁰ AMEC Environment & Infrastructure, Inc. *Report of Geotechnical Investigation Proposed Medical Office Building*. September 25, 2013.

Furthermore, as identified previously, no area of the project site is located within identified areas of landslides and liquefaction, and according to the geotechnical investigation prepared for the project, the potential for geologic hazards such as slope instability, seiche, tsunamis, inundation, and subsidence affecting the proposed improvements is considered to be low.²¹ Therefore, with implementation of the following mitigation measure and compliance with all City regulations with regard to foundation design and support, the proposed project will result in a less than significant impact.

Recommended Mitigation: Environmental impacts related to the project site's susceptibility to hydroconsolidation will be mitigated to a less than significant level by implementation of the following measure:

- Good drainage of surface water shall be provided by adequately sloping all surfaces and providing positive drainage away from the proposed building. Such drainage will be important to minimize infiltration of water beneath footings, floor slabs, and pavement.
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Finding: Less than significant impact

The project site has been developed with several uses since the 1950s, which included construction of foundations, slabs, pavement, and buildings. As such, it is anticipated that the underlying soil on the project site is suitable for development. According to the Expansion Index test conducted as part of the geotechnical investigation prepared for the proposed project, the Expansion Index of the soils underlying the project site is 5.²² A soil Expansion Index of below 20 is considered to have very low potential for expansion. Additionally, the foundation for the proposed building on the project site will be constructed in compliance with all City regulations and requirements. Therefore, the impacts of the proposed project related to expansive underlying soil are less than significant.

Recommended Mitigation: None.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Finding: No impact

The project site is currently serviced by wastewater disposal sewers. The proposed project will not utilize septic tanks on the project site. Therefore, the proposed project will not result in any

²¹ Ibid.

²² AMEC Environment & Infrastructure, Inc. *Report of Geotechnical Investigation Proposed Medical Office Building*. September 25, 2013.

incremental or cumulative impacts due to the installation of a septic tank on soils incapable of adequately supporting it.

Recommended Mitigation: None

VII. GREENHOUSE GAS EMISSIONS - Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Finding: Less than significant impact

Greenhouse gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. Simply put, the greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F.

In addition to CO₂, CH₄, and N₂O, GHGs include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and water vapor. Of all the GHGs, CO₂ is the most abundant pollutant that contributes to climate change through fossil fuel combustion. CO₂ comprised 81 percent of the total GHG emissions in California in 2002 and non-fossil fuel CO₂ comprised 2.3 percent.²³ The other GHGs are less abundant but have higher global warming potential than CO₂. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e. The CO₂e of CH₄ and N₂O represented 6.4 and 6.8 percent, respectively, of the 2002 California GHG emissions. Other high global warming potential gases represented 3.5 percent of these emissions.²⁴ In addition, there are a number of man-made pollutants, such as CO, NOX, non-methane VOC, and SO₂, that have indirect effects on terrestrial or solar radiation absorption by influencing the formation or destruction of other climate change emissions.

In response to growing scientific and political concern with global climate change, California adopted a series of laws to reduce emissions of GHGs into the atmosphere including Assembly Bill 1493, Executive Order S-3-05, Assembly Bill 32, CEQA Guidelines Amendments, Senate Bill 375, the California Air Resources Board (CARB) Guidance, and the South Coast Air Quality Management District (SCAQMD) Guidance.

²³ California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.

²⁴ Ibid.

The greenhouse gas emissions for the proposed project are based on the operational air quality impacts, as determined in *Section III, Air Quality* above. The majority of emissions would be associated with mobile sources followed by general electricity generation, solid waste decomposition from project-related trash, electricity generation associated with the water cycle, natural gas usage, and construction activity. The greenhouse gas emissions were estimated for the proposed project under Future No Project (2015) and Future With Project (2015) conditions to compare the cumulative greenhouse emissions both with and without the project during the buildout year. Greenhouse gas emissions are presented in **Table 3: Greenhouse Gas Emissions**.

The regional significance threshold for greenhouse gas emissions is 10,000 metric tons per year of Carbon Dioxide Equivalent. Mobile sources for emissions are predicted to be lower in 2015 when compared to the present day due to engine turnover and associated improvements in engine technology. As shown in **Table 3**, when the proposed project is built and operational, the greenhouse gas emissions from the proposed project will not exceed the regional significance threshold of 10,000 metric tons of Carbon Dioxide Equivalent per year²⁵ and therefore would result in a less than significant impact, both incrementally and cumulatively.

²⁵ The SCAQMD has not approved a GHG significance threshold for the development of non-SCAQMD and non-industrial uses. However, the 10,000 metric tons per year threshold, as suggested by the Market Advisory Committee for inclusion in a GHG Cap and Trade System in California, is being used as the most appropriate threshold for such a metropolitan area development to determine if the proposed project's GHG emissions are "cumulatively considerable".

TABLE 3
GREENHOUSE GAS EMISSIONS ^[1]

Scenario and Source	Carbon Dioxide Equivalent (Metric Tons Per Year)
Future No Project Conditions (2015)	
Mobile	73
General Electricity	--
Water Cycle Electricity	--
Natural Gas	--
Solid Waste Decomposition	--
Construction ^[2]	--
Total	73
Future Plus Project Conditions (2015)	
Mobile	2,327
General Electricity	284
Water Cycle Electricity	43
Natural Gas	21
Solid Waste Decomposition	172
Construction ^[2]	11
Total	2,858
Net Emissions	2,784
<small>[1] Source: Terry A. Hayes and Associates, Inc., <i>Memorandum Re: InterHealth Corp. Santa Fe Springs Medical Office Building Project – Air Quality Analysis</i>. 26 August 2013. [2] Total construction emissions were amortized over 30 years per SCAQMD guidance to obtain an annual emission rate.</small>	

Recommended Mitigation: None.

- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Finding: Less than significant impact

The proposed project, which consists of development of an approximately 35,076 square foot medical office building and approval of a Code Amendment, would meet the objectives and overall intent of reducing greenhouse gases consistent with direction from and measures of the California Climate Action Team and the California Air Pollution Control Officers Association (CAPCOA).

Project consistency with the Climate Action Team's greenhouse gas emission reduction strategies include:

- **Diesel Anti-Idling:** The proposed project will comply with State law, which restricts diesel truck idling to five minutes or less. Diesel trucks making deliveries to the project site would be subject to this Statewide law. Construction vehicles would also be subject to this regulation
- **Achieve 50 Percent Statewide Recycling Goal:** The proposed project will comply with the City of Santa Fe Springs Construction and Demolition Recycling Requirements, which require a goal to reuse or recycle at least 75 percent of project waste.
- **Urban Forestry:** The proposed project will include planting new landscape trees along the front yard landscape setback, around the perimeter of the proposed MOB, and throughout the surface parking lot of the proposed project.
- **Smart Land Use and Intelligent Transportation Systems (ITS):** The proposed project is located in close proximity to residential uses and basic commercial services. The proposed project will also provide new and additional employment opportunities, which will improve the region's job-housing balance. The proposed project will be located in close proximity to public transit opportunities, located an approximately 5-minute walk (according to Mapquest.com) from the Norwalk/Santa Fe Springs Metrolink station to the southeast.

Project consistency with the CAPCOA greenhouse gas reduction measures include:

- **T3 – Minimum Parking:** The proposed project will include 179 surface parking spaces, including 12 handicap parking spaces to comply with the Americans with Disabilities Act. The 179 parking spaces will exceed the 175 parking spaces required by the City Code for the proposed use.
- **T8 – Landscaping:** The proposed project will comply with all required City codes and Ordinances, including the required City of Santa Fe Springs Landscape Guidelines and California AB 1881 (the Model Water Efficient Landscape Ordinance). As required, all project landscaping designs and plans will consider xeriscape materials and methods, including consideration of the use of drought resistant native trees, and trees with low emissions and high carbon sequestration potential.

Furthermore, the City's building permit process for the proposed project will ensure that all standards related to greenhouse gas emissions will be complied with before issuance of a building permit and certificate of occupancy.

Therefore, the proposed project will not conflict with any applicable plans, policies, or regulations aimed at reducing greenhouse gas emissions, and will result in a less than significant impact, both incrementally and cumulatively.

Recommended Mitigation: None

VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Finding: Less than significant impact

Hazardous materials, as defined by the California Code of Regulations (CCR), are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into four categories, based on their properties, including: 1) Toxic, which causes human health effects, 2) Ignitable, which has the ability to burn, 3) Corrosive, which causes severe burns or damage to materials, and 4) Reactive, which causes explosions or generates toxic gases.

There are currently no permanent structures on the project site. As such, the proposed project would not require demolition of any old buildings that may contain lead-based paint or asbestos-containing materials (ACMs). Grading and construction activities associated with the proposed project may involve the limited transport, storage, usage, or disposal of hazardous materials, such as the fueling/servicing of construction equipment. However, such activity is short-term or one-time in nature and is subject to federal, State, and local health and safety requirements. Adherence to federal, State, and local health and safety requirements would reduce the potential impacts associated with construction activities to less than significant.

As a medical office building, the proposed project would generate medical waste, which is waste that is generated or produced as a result of diagnosis, treatment, or immunization of human beings, including biohazardous waste (e.g., blood and blood-contaminated materials) and “sharps” waste (e.g., needles). However, the proposed project will be required to adhere to federal, State, and local health and safety requirements and basic compliance measures, including the possibility of obtaining a Hazardous Waste Generator Permit from the Certified Unified Program Agency (CUPA) and filing a Hazardous Material Business Plan (HMBP) Statement with the City of Sante Fe Springs Fire Department, as required for all businesses in the City and mandated by Chapter 6.95 of the California Health and Safety Code. Adherence to federal, State, and local health and safety requirements and issuance of all required permits for the proposed project would reduce the potential impacts associated with generation and transport of hazardous waste during operational activities to less than significant.

Therefore, the proposed project will result in a less than significant impact, both incrementally and cumulatively, as a result of hazardous materials transport or disposal, and no mitigation measures are required.

Recommended Mitigation: None

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Finding: Less than significant impact with mitigation incorporated

The proposed project consists of development of a medical office building. No major toxic, ignitable, corrosive, or reactive hazardous materials will be handled at the project site that would pose a potential hazardous materials impact due to the reasonably foreseeable upset involving the release of these hazardous materials. As noted in the previous section, all medical waste produced at the medical office building will be disposed of in accordance with all federal, State, and local health and safety requirements. Thus, the proposed project will not result in any significant impacts related to the release of hazardous materials from the proposed use.

However, there are a number of landfills located in the vicinity of the project site that could result in potential methane releases in the absence of mitigation. Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane is an odorless, combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. Methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air. According to the City of Santa Fe Springs Methane Zone map, a northern portion of the project site is located within 1,000 feet of the Kalico No. 3: Greenstone Avenue Landfill to the northeast. As such, the project site falls within a "Methane Zone". Based on the Phase I Environmental Site Assessment performed on the project site, there is no indication of a release from the landfills or that the landfills have created impacts to soil or groundwater that appear to have affected the project site.²⁶ However, due to the proximity of the landfills in the site vicinity and in accordance with City of Santa Fe Springs Municipal Code Section 117.131, implementation of the following mitigation measures would reduce any potential significant impacts involving release of hazardous materials into the environment to a less than significant level.

Recommended Mitigation: Environmental impacts related to the project site's location within a Methane Zone will be mitigated to a less than significant level by implementation of the following measures:

- A soils gas investigation shall be required as part of the granting of a Planning entitlement or building permit. If deemed necessary by the findings of the soils gas investigation, the installation of a methane monitoring system shall be required beneath future subject property buildings.

²⁶ URS Corporation Americas. *Draft Phase I Environmental Site Assessment 12438 Bloomfield Avenue Santa Fe Springs, California 90650*. July 10, 2012.

- The proposed project shall conform with all requirements of the City of Santa Fe Springs Municipal Code Section 117.131 (Ordinance No. 955), pertaining to the Methane Zone Program, administered by the Fire Department.
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Finding: No impact

There are no schools within ¼-mile from the project site. The nearest school to the project site is the Southeast Academy High School approximately ¾ mile to the southeast, located within the City of Norwalk. The nearest school to the project site within the City of Santa Fe Springs is St. Pius X Pre/Elementary School, approximately 1½ miles to the northwest. There are no known new schools proposed for the proposed project area. Therefore, no significant adverse or cumulative impacts concerning a release of hazardous materials that would potentially affect a nearby school are anticipated.

Recommended Mitigation: None

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

Finding: Less than significant impact

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites.²⁷ Government Code section 65962.5 requires that the List is updated, at a minimum, annually. There are four sites²⁸ within the City of Santa Fe Springs that are identified on the Cortese List. However, the project site is not identified on the Cortese List as having a hazardous materials problem that might need remediation. Therefore, the proposed project will not result in a significant impact due to identification on the Cortese List.

In a search for facilities listed by other regulatory agencies as potentially having environmental concerns, the project site was identified as *Industrial Asphalt of California* in the Los Angeles County Hazardous Materials System (HMS) database and as *Johnny Johnson* in the Los Angeles HMS and Statewide Environmental Evaluation and Planning System Underground Storage Tank

²⁷ California Environmental Protection Agency (Cal/EPA) website:
<http://www.calepa.ca.gov/sitecleanup/corteselist>. October 15, 2013.

²⁸ According to the Cortese List, the four sites include "Waste Disposal, Inc." at 12731 Los Nietos Rd, "McKesson Chemical Company" at 9005 Sorenson Avenue, "Neville Chemical Company" at 12800 Imperial Highway, and "Angeles Chemical Company Inc." at 8915 Sorenson Avenue (provided by the Department of Toxic Substances Control - EnviroStor).

(SWEEPS UST) databases.²⁹ However, the facility status is listed as closed in both Los Angeles County HMS listings. The SWEEPS UST listing does not provide additional details regarding former USTs at the project site; however, according to the Phase I Environmental Site Assessment prepared for the project site, three USTs were removed from the central portion of the project site in May 1987, including two 7,500-gallon gasoline USTs and one 550-gallon waste oil UST. The removal was completed under Los Angeles County Department of Public Works permit #2585B. A total of five confirmation soil samples were taken from beneath the former USTs at the time of removal and were analyzed for total petroleum hydrocarbons (TPH). The soil samples collected from beneath the two former gasoline USTs were also analyzed for lead. TPH and lead were not detected in the samples analyzed. The Los Angeles County Department of Public Works issued a no further action letter for the UST removal on July 8, 1987. As a result, it is concluded in the Phase I Environmental Site Assessment for the project site, that no recognized environmental conditions (RECs) were found in connection with current or historic operations at the project site.³⁰ Therefore, the project site is not considered to be a hazardous materials site, and implementation of the proposed project would not create a significant hazard to the public or the environment, resulting in a less than significant impact.

Recommended Mitigation: None

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Finding: No impact

The project site is not located within two miles of an operational public use airport. The nearest public airport is the Fullerton Muni Airport (FUL), which is located approximately 6.3 miles to the southeast of the project site. The Long Beach/Daugherty Field Airport (LGB) is located approximately 9.4 miles to the southwest of the project site. The Compton/Woodley Airport (CPM) is located approximately 10.7 miles to the southwest, the El Monte Airport (EMT) is located approximately 10.8 miles to the northeast, and the Los Angeles International Airport (LAX) is located approximately 19.7 miles to the west. The proposed project's implementation will not present a safety hazard to aircraft and/or airport operations at a public use airport. Therefore, no significant adverse or cumulative impacts are anticipated.

Recommended Mitigation: None

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Finding: No impact

²⁹ URS Corporation Americas. *Draft Phase I Environmental Site Assessment 12438 Bloomfield Avenue Santa Fe Springs, California 90650*. July 10, 2012.

³⁰ Ibid.

The project site is not located within the vicinity of a private airstrip. The nearest private airstrip is the Los Alamos Airfield (SLI), which is located approximately 9.8 miles to the southwest of the project site. The proposed project's implementation will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip. Therefore, no significant adverse or cumulative impacts are anticipated.

Recommended Mitigation: None

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Finding: No impact

The City of Santa Fe Springs adopted the *City of Santa Fe Springs Natural Hazards Mitigation Plan* (Mitigation Plan), which includes resources and information to assist City residents, public and private sector organizations, and others interested in participating in planning for natural hazards, such as earthquakes and flooding. The Mitigation Plan provides a list of activities that may assist the City of Santa Fe Springs in reducing risk and preventing loss from future natural hazard events.

The project site is served by Bloomfield Avenue (a public street) and the proposed project will provide two ingress/egress driveways along Bloomfield Avenue for public and emergency access. There will also be a third driveway on the southeast corner of the project site, providing access to the adjacent easterly and southeasterly properties, which then provide access to Imperial Highway (a public street). All surface parking lot driveway aisles for the proposed project have been designed with a sufficient and approved width to provide proper fire access to the Santa Fe Springs Fire Department. Operations of the proposed MOB will not involve handling of toxic, ignitable, corrosive, or reactive hazardous materials that if improperly handled or damaged could cause serious secondary dangers to the public during a natural hazard.

As a private facility on private property, it is anticipated and expected that at no time during the construction or operational phases of the proposed project will Bloomfield Avenue be closed to traffic. As such, the proposed project will not obstruct access on public streets to any of the critical or essential facilities listed in the Mitigation Plan, which are vital to the continued delivery of key government services during an emergency.³¹ Therefore, the proposed project will not impair implementation of or physically interfere with the City's adopted emergency response plan and no significant adverse or cumulative impacts are anticipated.

Recommended Mitigation: None

³¹ City of Santa Fe Springs. *Cit of Santa Fe Springs Natural Hazards Mitigation Plan*. Adopted October 11, 2004.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Finding: No impact

During grading and construction activities for previous and current uses on the project site, the land was disturbed and all natural vegetation was removed which would reduce the potential for wildland fires. The project site is also surrounded by existing commercial/industrial development within a built-up, urbanized area. There are no areas of native vegetation found within the project site or in the surrounding properties that could provide a fuel source for a wildfire. The proposed project, including a medical office building and a surrounding surface parking lot, will be designed in accordance with all requirements of the Santa Fe Springs Fire Department. Therefore, there are no significant or cumulative impacts associated with potential wildfires from off-site locations.

Recommended Mitigation: None.

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

- a) Violate any water quality standards or waste discharge requirements?

Finding: Less than significant impact

The project site is located within an urbanized, commercial/industrial section of the City where storm water is degraded when runoff mixes with pollutants across the streets and parking areas. Potential water quality issues are associated with storm water runoff across surface parking areas that have accumulated grease and trash, and from roofs covered by asphalt materials.

Currently, the northern portion of the project site is occupied by Big Truck, as a truck storage lot. The southern portion of the project site is occupied by the City of Norwalk Public Services Department as a City storage yard. There are currently no permanent buildings located onsite. Various roll-off bins and storage trailers are located within the City yard and are used by the City of Norwalk for storage of various materials including gardening equipment for Parks and Recreation, old electrical equipment, and construction materials/equipment. As such, the project site is currently made up largely of impervious paved surfaces and minimal landscaping.

The proposed project includes development of an approximately 35,076 square foot medical office building with associated surface parking and landscaping, and approval of a Code Amendment for building materials. Although the amount of impervious vs. pervious surface area on the project site will remain similar to existing conditions, pervious surface area will likely increase under the proposed project due to an increased amount of landscaped areas. The increase in pervious surface area is anticipated to decrease the total amount of runoff from the site that drains into the storm water system. Additionally, due to the change in use of the site to a

medical office building from a vehicle/equipment storage yard, the quality of the runoff from the project site is anticipated to improve, as there will be less deposits of oil and fuel on the paved surfaces. Therefore, the proposed project will have less adverse impacts on water quality than from current conditions, therefore resulting in a less than significant impact with regard to violation of water quality standards or waste discharge requirements.

Furthermore, the proposed project will be required to comply with National Pollutant Discharge Elimination System (NPDES) permitting requirements provided by the state and the U.S. Environmental Protection Agency. The project applicant would be required to submit a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the NPDES. The SWPPP would detail the treatment measures and BMPs to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of project development.

Finally, as required by federal law and Chapter 52 of the Santa Fe Springs Code of Ordinances, the proposed project will also be required to implement specific Best Management Practices (BMPs) identified by either the *City of Santa Fe Springs BMP Checklist*, the *California Stormwater Quality Association BMP Handbook*, or Appendix B of the *Los Angeles County Department of Public Works BMPs for Industrial and Commercial Facilities*, to the maximum extent practicable. BMPs are good housekeeping solutions that include the proper handling, storage, and disposal of materials to prevent storm water pollution. Examples include: covering outdoor storage, routinely sweeping storage areas, keeping absorbent material onsite to clean up spills or leaks, or having spill prevention and control procedures in place. It is anticipated that grass swale will be utilized for storm water management on the site and that fossil filters and underground infiltrator chambers are not required. Therefore, with implementation of required and necessary BMPs in accordance with federal and City regulations, the proposed project would not violate any water quality standards or waste discharge requirements, resulting in a less than significant impact. Additionally, due to the project's less than significant impact, the project will not contribute considerably to any cumulative impacts relating to water quality or water discharge, thus resulting in a less than significant cumulative impact.

Recommended Mitigation: None

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Finding: No impact

The project site is located in the Central Subbasin of the Coastal Plain of Los Angeles groundwater Basin. Groundwater is present within the Holocene and Pleistocene age alluvial deposits beneath the site. According to the California Geological Survey (CGS), the historic high groundwater level was at a depth of about 10 feet. Groundwater wells in the County of Los

Angeles Department of Public Works (LADPW) and the Water Replenishment District of Southern California (WRD) databases report historic high water levels of 68 feet below ground surface (bgs) or deeper. The wells are within one mile of the project site and levels were recorded between 1959 and 2013. According to the WRD for Norwalk Community Hospital, located 0.6 miles south of the project site, water levels in the Central Subbasin have steadily risen since the 1960s, and peaked in the mid to late 1990s to current levels.

The proposed project involves development of a medical office building, and as such, is not anticipated to extract groundwater, including for irrigation of landscaping. Therefore, the proposed project will not deplete local groundwater supplies. The project will connect to the City's water supply system via either a 6 inch water main or 12 inch water main in Bloomfield Avenue. The proposed project will not increase impervious surface at the project site from current conditions, and as such, will not interfere with groundwater recharge at the site. Additionally, the City's Urban Water Management Plan (UWMP) evaluated the City's existing and planned water sources, and water distribution systems with respect to their ability to meet the City's and the proposed project's water demands. The project is being developed by-right (with respect to land use) and will not change the zoning or the General Plan land use designation on the site, and thus, will not be interfering with the water resources allocated and planned for the intended use on the site as part of the UWMP. Therefore, the proposed project will not result in significant or cumulative groundwater impacts based on substantial depletion of groundwater supplies or interference with groundwater recharge.

Recommended Mitigation: None

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Finding: No impact

Currently, the storm water at the project site is diverted off the paved areas via sheet flow to storm drains in Bloomfield Avenue. The project site is currently made up of mostly 100 percent impervious paved surfaces with minimal pervious landscaping.

The proposed project includes development of approximately 35,076 square feet of MOB with associated surface parking and landscaping. The project will not alter the existing drainage pattern on the site, which flows in the southerly direction. The project will develop grass swales and parkway storm drain inlets for stormwater management to direct and collect the runoff from the site. The two proposed parkway storm drain inlets towards the southern end of the project site will have a peak design flow for Q25 (Peak Design Flow Rate for 25-year Storm Frequency) of 0.98 cubic feet per second (cfs) and 4.69 cfs, respectively, on the project site. With implementation of grass swales as a BMP, the peak mitigation flow rate (QPM) anticipated for the parkway storm drain inlets will be 0.06 cfs and 0.27 cfs, respectively, which are well within peak design flow rates.

Due to the proposed project's increase in landscape area on the project site in comparison to current conditions, the development will not increase the amount of impervious surface area at the project site, and thus will not alter the existing storm water drainage patterns across the site, which will continue to drain to Bloomfield Avenue. The increased pervious surface area due to landscaping will not permeate the surface, rather, the stormwater would be directed to onsite drainage infrastructure, following the existing pattern of drainage on the site, and then to the existing local storm drain system.

Additionally, the proposed project will be required to comply with the City and County requirements with regard to curb and gutter designs and adequate sloping on the site to provide positive drainage away from the building to minimize infiltration of water beneath footings, floor slabs, and pavement. The project applicant would be required to submit a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the NPDES. The SWPPP would detail the treatment measures and BMPs to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of project development. The drainage system for the project is designed to control the flow rate of on-site runoff so as not to exceed the pre-development condition so that the drainage pattern of the area will not be altered to the extent flooding will occur.

Furthermore, there are no natural lakes or streams within or adjacent to the project area. The nearest surface water body is the San Gabriel River, located approximately 2 3/4 –mile west of the project site. The project area is an urbanized commercial/industrial section of the City, and as such, no natural drainage or riparian areas remain within the project area due to past and existing development and disturbance of land. As such, the proposed project will not alter the course of any stream or river in the area. Therefore, the proposed project is not anticipated to have any significant or cumulative impacts on drainage patterns in the area that would result in substantial erosion or siltation on or off-site.

Recommended Mitigation: None.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Finding: No impact

Currently, the storm water at the project site is diverted off the paved areas via sheet flow to storm drains in Bloomfield Avenue and Imperial Highway, which are the nearest surrounding streets. The project site is currently made up of mostly 100 percent impervious paved surfaces with minimal pervious landscaping.

The proposed project includes development of approximately 35,076 square feet of MOB with associated surface parking and landscaping. The project will not alter the existing drainage pattern on the site, which flows in the southerly direction. The project will develop grass swales and parkway storm drain inlets for stormwater management to direct and collect the runoff from

the site. The two proposed parkway storm drain inlets will have a peak design flow for Q25 (Peak Design Flow Rate for 25-year Storm Frequency) of 0.98 cubic feet per second (cfs) and 4.69 cfs, respectively, on the project site. With implementation of grass swales as a BMP, the peak mitigation flow rate (QPM) anticipated for the parkway storm drain inlets will be 0.06 cfs and 0.27 cfs, respectively, which are well within peak design flow rates.

Due to the proposed project's increase in landscape area on the project site in comparison to current conditions, the development will not increase the amount of impervious surface area at the project site, and thus will not alter the existing storm water drainage patterns across the site, which will continue to drain to Bloomfield Avenue. The increased pervious surface area due to landscaping will not permeate the surface, rather, the stormwater would be directed to onsite drainage infrastructure, following the existing pattern of drainage on the site, and then to the existing local storm drain system.

Additionally, the proposed project will be required to comply with the City and County requirements with regard to curb and gutter designs and adequate sloping on the site to provide positive drainage away from the building to minimize infiltration of water beneath footings, floor slabs, and pavement. The project applicant would be required to submit a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the NPDES. The SWPPP would detail the treatment measures and BMPs to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of project development. The drainage system for the project is designed to control the flow rate of on-site runoff so as not to exceed the pre-development condition so that the drainage pattern of the area will not be altered to the extent flooding will occur.

Furthermore, there are no natural lakes or streams within or adjacent to the project area. The nearest surface water body is the San Gabriel River, located approximately 2 3/4 –mile west of the project site. The project area is an urbanized commercial/industrial section of the City, and as such, no natural drainage or riparian areas remain within the project area due to past and existing development and disturbance of land. As such, the proposed project will not alter the course of any stream or river in the area.

Therefore, the proposed project is not anticipated to have any significant or cumulative impacts on drainage patterns, runoff rate, or amount, in the area that would result in flooding on or off-site.

Recommended Mitigation: None

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Finding: No impact

No significant change in the amount of surface runoff volumes within the project site is anticipated due to the nature and extent of the existing impervious surfaces. Currently, the

project site is comprised of mostly 100 percent impervious paved surfaces with minimal pervious landscaping.

The proposed project includes development of approximately 35,076 square feet of MOB with associated surface parking and landscaping. The project will develop grass swales and parkway storm drain inlets for stormwater management to direct and collect the runoff from the site. The two proposed parkway storm drain inlets will have a peak design flow for Q25 (Peak Design Flow Rate for 25-year Storm Frequency) of 0.98 cubic feet per second (cfs) and 4.69 cfs, respectively, on the project site. With implementation of grass swales as a BMP, the peak mitigation flow rate (QPM) anticipated for the parkway storm drain inlets will be 0.06 cfs and 0.27 cfs, respectively, which are well within peak design flow rates. As such, the drainage system is designed to control the flow rate of on-site runoff so as not to exceed the pre-development condition so that the capacity of the existing or planned storm drain system will not be exceeded.

Additionally, landscaping will represent approximately 16 to 20 percent of the land area of the project site under the proposed project. Due to the proposed project's increase in landscape area on the project site in comparison to current conditions, the development will decrease the amount of impervious surface area at the project site, and thus will decrease runoff water draining into the local storm water drainage system along Bloomfield Avenue. Additionally, due to the change in use of the site to a medical office building from a vehicle/equipment storage yard, the general water quality of the runoff from the project site is anticipated to improve, as there will be less deposits of oil and fuel on the paved surfaces. Finally, the paved surfaces will be reconstructed so that they conform to all required City and County requirements with regard to curb and gutter designs, storm water contamination prevention improvements, and adequate sloping on the site.

The project applicant would be required to submit a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the NPDES. The SWPPP would detail the treatment measures and BMPs to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of project development. The drainage system for the project is designed to control the flow rate of on-site runoff so as not to exceed the pre-development condition so that the drainage pattern of the area will not be altered to the extent flooding will occur. Therefore, no significant or cumulative impacts are anticipated.

Recommended Mitigation: None

f) Otherwise substantially degrade water quality?

Finding: No impact

Currently, the northern portion of the project site is occupied by Big Truck, as a truck storage lot. The southern portion of the project site is occupied by the City of Norwalk Public Services Department as a City storage yard. There are currently no permanent buildings located onsite.

Various roll-off bins and storage trailers are located within the City yard and are used by the City of Norwalk for storage of various materials including gardening equipment for Parks and Recreation, old electrical equipment, and construction materials/equipment. The proposed project will be comprised of a medical office building, a surface parking lot, and landscaping. Due to the change in use of the site to a medical office building from a vehicle/equipment storage yard, the quality of the runoff from the project site is anticipated to improve, as there will be less deposits of oil, fuel, gardening chemicals, and debris on the paved surfaces. Additionally, the paved surfaces will be reconstructed so that they conform to all required City and County requirements with regard to storm water contamination prevention improvements. With respect to groundwater, according to the most recent City of Santa Fe Springs Water Utility Authority Annual Water Quality Report (2012), groundwater supplies are considered most vulnerable to certain land uses, including chemical/petroleum processing/storage, automobile repair shops, automobile gas stations, dry cleaners, fleet/truck/bus terminals, landfills/dumps, motor pools, sewer collection systems, water supply wells, electrical/electronic manufacturing, metal plating/finishing/fabricating, furniture repair/manufacturing, machine shops, plastics/synthetics producers, airport maintenance/fueling areas, food processing, photograph processing/printing, and hardware/lumber/parts stores. The proposed medical office building will not contain any of these uses. Therefore, no significant or cumulative impacts are anticipated.

Recommended Mitigation: None

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Finding: No impact

As a medical office building, the proposed project does not include a residential component that would be affected by a 100-year flood hazard area. Regardless, the project site is not located within a Federal Emergency Management Agency (FEMA)-designated 100- or 500-year flood zone.³² The project site is in an area of moderate to minimal flooding potential (Zone X). Zone X, as defined by FEMA, is an area of 0.2% annual chance flood; or in an area subject to shallow (flood depth less than one foot) 100-year flooding or drainage areas less than one square mile. Therefore, the proposed project is not anticipated to have significant adverse or cumulative impacts by placing housing within a 100-year flood hazard area.

Recommended Mitigation: None

- h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Finding: No impact

³² URS Corporation Americas. *Draft Phase I Environmental Site Assessment 12438 Bloomfield Avenue Santa Fe Springs, California 90650*. July 10, 2012.

The project site is not located within a Federal Emergency Management Agency (FEMA)-designated 100- or 500-year flood zone.³³ The project site is in an area of moderate to minimal flooding potential (Zone X). Zone X, as defined by FEMA, is an area of 0.2% annual chance flood; or in an area subject to shallow (flood depth less than one foot) 100-year flooding or drainage areas less than one square mile. Further, the project site is not within a Local Flooding Zone, as designated on “Map 3C” of the City’s General Plan, Safety Element.³⁴ No wetlands were identified or observed on the project site and the site is not located within a coastal zone.³⁵ Therefore, the proposed project is not anticipated to have significant adverse or cumulative impacts by placing structures within a 100-year flood hazard area or redirecting flood flows.

Recommended Mitigation: None

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Finding: No impact

The project site is not located within a Federal Emergency Management Agency (FEMA)-designated 100- or 500-year flood zone.³⁶ The project site is in an area of moderate to minimal flooding potential (Zone X). Zone X, as defined by FEMA, is an area of 0.2% annual chance flood; or in an area subject to shallow (flood depth less than one foot) 100-year flooding or drainage areas less than one square mile. No wetlands were identified or observed on the project site and the site is not located within a coastal zone.³⁷

According to the City of Santa Fe Springs Safety Element of the General Plan (1994), the Whittier Narrows Dam is located 5 miles to the northwest of the City of Santa Fe Springs' northern boundary. In the unlikely event of dam failure, the water flow direction would be southerly toward the City. However, according to the General Plan, the area of inundation (approximated depth level of 5 feet is predicted) would be bounded by Norwalk Boulevard on the east and the Los Angeles River on the west, within the northern and western portions of the City. The project site and proposed project would not be within this predicted dam failure flood area, and as such, would be at very minimal risk of inundation due to the dam's failure.³⁸ Therefore, the proposed project will not result in a significant adverse or cumulative impact by exposing people or structures to a significant risk of loss, injury, or death involving flooding.

Recommended Mitigation: None

³³ URS Corporation Americas. *Draft Phase I Environmental Site Assessment 12438 Bloomfield Avenue Santa Fe Springs, California 90650*. July 10, 2012.

³⁴ City of Santa Fe Springs. *The General Plan of the City of Santa Fe Springs, California, Safety Element*. Adopted April 14, 1994.

³⁵ Ibid.

³⁶ Ibid.

³⁷ Ibid.

³⁸ The project site lies outside of the dam failure flood area according to Map 3A: City of Santa Fe Springs Dam Failure Flood Inundation Map, within the Safety Element of the General Plan.

j) Inundation by seiche, tsunami, or mudflow?

Finding: No impact

The project site is not located within a Federal Emergency Management Agency (FEMA)-designated 100- or 500-year flood zone.³⁹ The project site is in an area of moderate to minimal flooding potential (Zone X). Zone X, as defined by FEMA, is an area of 0.2% annual chance flood; or in an area subject to shallow (flood depth less than one foot) 100-year flooding or drainage areas less than one square mile. No wetlands were identified or observed on the project site and the site is not located within a coastal zone.⁴⁰

According to the City of Santa Fe Springs Safety Element of the General Plan (1994) and the County of Los Angeles Seismic Safety Element (1990), the project site is not located within a potential inundation area for seiche (oscillating waves that form in an enclosed or semi-enclosed body of water).⁴¹ Furthermore, the project site is not located in close proximity to the coast. As such, and according to the California Geological Survey (CGS), tsunamis (seismic sea waves) are not considered a significant hazard at the project site.⁴² Finally, according to the County of Los Angeles Seismic Safety Element (1990), the site is not within an area identified as having a potential for slope instability, which would result in mudflow. There are no known landslides near the site, nor is the site in the path of any known or potential landslides or mudflows.⁴³ Therefore, the proposed project will not result in a significant adverse or cumulative impact by exposing people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

Recommended Mitigation: None

X. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?

Finding: No impact

The predominant land uses in the City in terms of total land area are manufacturing and industrial uses, though residential uses provide housing for 16,816 residents.⁴⁴ The project site is

³⁹ URS Corporation Americas. *Draft Phase I Environmental Site Assessment 12438 Bloomfield Avenue Santa Fe Springs, California 90650*. July 10, 2012.

⁴⁰ Ibid.

⁴¹ Ibid.

⁴² Ibid.

⁴³ Ibid.

⁴⁴ State of California. Department of Finance, Demographic Unit. *Table 2, Report E-5. City and County Population and Housing Estimates*. January 2013 <<http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>>

located in the midst of a commercial/industrial district located in the central portion of the City. Commercial and industrial development abuts the project site on the east, south, and north sides. Vacant land is located to the west of the project site across Bloomfield Avenue in the City of Norwalk, which is suited for a 6-story office building. The project site is situated in an area with only Manufacturing (M) or Commercial (C) zoning and Industrial or Commercial General Plan land use designations. There are no residential zones or land use designations in the vicinity of the project site within the City of Santa Fe Springs. The nearest residential units are multi-family residential units located approximately 740 feet to the south of the project site within the City of Norwalk.

The proposed medical office building will be located completely within the established commercial/industrial district of the City and will not encroach into residentially used, zoned, or designated land in either the City of Santa Fe Springs or the City of Norwalk. The proposed use of the MOB will be compatible with surrounding commercial/industrial uses and the building will be designed and constructed in a manner that is consistent with the existing neighborhood appearance and scale. Additionally, the proposed project will not involve the permanent closure of any existing roadways or otherwise result in the division of an established residential neighborhood. Therefore, no impacts will result from the proposed project's implementation with respect to the division of an established community.

Recommended Mitigation: None

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Finding: Less than significant with mitigation incorporated

The project site is located within the central commercial/industrial portion of the City of Santa Fe Springs. The project site is not located within any Special Study Areas, adopted specific plan areas, or coastal zones. Like most areas of the City, the project site falls within a Consolidated Redevelopment Project Area (CRPA), which promotes enhancing the tax base, creating jobs, and aesthetically improving commercial and industrial properties in the City, all of which the proposed project satisfies, including the creation of approximately 100 new jobs on the site.⁴⁵ The proposed project does not include any Change of Zone from the current M-2 (Heavy Manufacturing) zoning or General Plan Amendment requests from the current *Industrial* land use designation. The zoning and land use designation on the project site permit a wide range of commercial and industrial activities, and as such, the proposed project is permitted “by-right” on the project site. Further, the *Industrial* land use designation in the City’s General Plan encourages development of offices of all types, which would include medical office buildings.⁴⁶

⁴⁵ City of Santa Fe Springs. *Ordinance No. 1010*. Adopted and passed July 15, 2009.

⁴⁶ City of Santa Fe Springs. *The General Plan of the City of Santa Fe Springs, California, Land Use Element*. Adopted June 24, 1993.

Overall, the proposed project falls within the purview of the planned uses for the project site as set forth in the City's General Plan through its land use designation as well as its established zoning. As an additional safeguard to ensure land use consistency, like many new developments in the City, the proposed project will require approval of a Development Plan Approval (DPA) from the Planning and Development Department to ensure that the proposed MOB is consistent with the underlying M-2 zoning, the *Industrial* land use designation, and the provisions of the General Plan Land Use Element.

It is anticipated that the design of the proposed MOB will use metal materials on the facade of the building and potentially within the building. However, according to Section 155.461 of the City of Santa Fe Springs Municipal Zoning Code, as adopted under Ordinance No. 822, metal building are not permitted in any zone except when subject to a Development Plan Approval composed of filled land where, due to geotechnical reasons, no other construction method is reasonably feasible, and in the construction of portable metal sheds not visible from the street that do not require a building permit. The project site and proposed project do not fall into either of the exceptions presented, and thus, the proposed project will not be in compliance with Chapter 155: Zoning of the Municipal Code, resulting in a significant impact with regard to conflict with an applicable land use regulation. With implementation of the below mitigation measure, however, the significant impact would be reduced to a less than significant level, thus avoiding conflict with the applicable land use regulation.

Therefore, with implementation of the recommended mitigation measure, the proposed project will not have any anticipated land use impacts due to conflict with a land use plan, policy, or regulation.

Recommended Mitigation: Environmental impacts may result from conflict with the Zoning Code with relation to the use of metal materials on the proposed project building. However, the potential impacts will be mitigated to a less than significant level by incorporating the following mitigation measure in compliance with local requirements:

- The design of the proposed building shall either avoid the use of metal materials in conformance with the Municipal Zoning Code, or shall otherwise obtain approval for an amendment to the Municipal Zoning Code to permit the use of metal materials.
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Finding: No impact

The project site is located in the midst of an existing urbanized commercial/industrial area. According to the California Department of Fish and Wildlife, neither the project area nor the project site are included in any local, regional, or state habitat conservation plans.⁴⁷ Further, the

⁴⁷ California Department of Fish and Game website: <<http://www.dfg.ca.gov/about/data.html>>

project site is not located within a Natural Community Conservation Plan (NCCP).⁴⁸ Therefore, no impacts are anticipated.

Recommended Mitigation: None

XI. MINERAL RESOURCES -- Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

Finding: No impact

The Santa Fe Springs General Plan identified 149 active producer well sites, 47 active water injection wells, 133 inactive producer wells, and eight inactive water injection well sites throughout the City's oil fields, as well as eight oil industry tank farms and compression plants. A large number of active and plugged wells are located to the north of the project area; however, according to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), there are no new, active producer, active injector, dry, or plugged oil or gas wells underlying the project site.⁴⁹ Further, there are no geothermal resources located within the City of Santa Fe Springs, in the project area, or at the project site.⁵⁰ Finally, the project site is not located within a Significant Mineral Aggregate Resource Area (SMARA), nor is it located in an area with active mineral extraction activities. According to the California Department of Conservation, Office of Mine Reclamation, there are no mines located within the City of Santa Fe Springs, in the project area, or at the project site.⁵¹ Therefore, no significant or cumulative impacts on mineral resources will result.

Recommended Mitigation: None

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Finding: No impact

There are no active mineral, oil, or energy extraction and/or generation activities located within the project site that are delineated in the Santa Fe Springs General Plan. Therefore, the proposed

⁴⁸ California Department of Fish and Game website: <<http://www.dfg.ca.gov/habcon/nccp/>>

⁴⁹ California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. *DOGGR Online Mapping System*. Accessed October 5, 2013 <

<http://www.conservation.ca.gov/dog/maps/Pages/GISMapping2.aspx>>

⁵⁰ California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. *Geothermal Resources - Maps*. Accessed October 5, 2013 < <http://www.conservation.ca.gov/omr/Pages/index.aspx>>

⁵¹ California Department of Conservation, Office of Mine Reclamation. *Mines On Line (MOL)*. Accessed October 5, 2013 < <http://www.conservation.ca.gov/omr/Pages/index.aspx>>

project will not result in a significant or cumulative impact to the availability of a locally-important mineral resource recovery site.

Recommended Mitigation: None

XII. NOISE - Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Finding: Less than significant impact

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The “A-weighted scale,” abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}). CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single-event duration, single-event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the average energy noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely evoke community awareness. A 10-dBA increase is subjectively heard as a doubling in loudness and would cause a community response.

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors near the project site include:

- Los Angeles County Mental Health Facility, located approximately 420 feet to the northwest
- Residences near the intersection of Imperial Highway and Bloomfield Avenue, located approximately 460 feet to the south
- A government services complex (e.g., County of Los Angeles Buildings), located approximately 460 feet to the southwest
- Residences near the intersection of Imperial Highway and Balsam Street, located approximately 1,000 feet to the west
- The Norwalk Library, located approximately 1,675 feet to the southwest

Pertinent to the construction analysis, although not considered typical noise-sensitive land uses, commercial/industrial land uses are located on the adjacent north, east, and west properties. A vacant lot is located to the west across Bloomfield Avenue.

The existing noise environment near these receptors is predominantly characterized by vehicular traffic and typical urban noise (e.g., sirens). Sound measurements were taken using a SoundPro DL Sound Level Meter on June 23, 2014 to determine existing noise levels in the project vicinity. Daytime measurements were used to establish existing ambient noise conditions and to provide a baseline for evaluating impacts. As shown in **Table 4: Existing Noise Levels**, daytime existing ambient sound levels ranged between 55.8 and 72.1 dBA L_{eq} .

TABLE 4
EXISTING NOISE LEVELS^[1]

LOCATION	SOUND LEVELS (dBA, L_{eq})
Los Angeles County Mental Health Facility	69.1
Residences at Imperial Highway and Bloomfield Avenue	72.1
Government Services Complex	55.8
Norwalk Library	63.2

[1] Source: Terry A. Hayes and Associates, Inc., *Interhealth Corporation Santa Fe Springs Medical Office Building Project - Noise and Vibration Assessment*. 7 July 2014.

Construction Noise

Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of numerous pieces of noise-generating equipment. Typical noise levels from various types of equipment that may be used during construction are listed in **Table 5: Maximum Noise Levels of Common Construction Machines**. This table shows noise levels at distances of 50 and 100 feet from the construction noise source.

TABLE 5
MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION MACHINES^[1]

NOISE SOURCE	NOISE LEVEL (dBA)	
	50 FEET	100 FEET
Front Loader	80	74
Trucks	89	83
Jackhammers	90	84
Generators	77	71
Back Hoe	84	78
Tractor	88	82
Scraper/Grader	87	81
Paver	87	81

[1] Source: Terry A. Hayes and Associates, Inc., *Interhealth Corporation Santa Fe Springs Medical Office Building Project - Noise and Vibration Assessment*. 7 July 2014.

The noise levels shown in **Table 6: Typical Outdoor Construction Noise Levels** take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels expected for each phase of construction. When considered as an entire process with multiple pieces of equipment, excavation activity would generate a noise level of approximately 89 dBA L_{eq} at 50 feet.

TABLE 6
TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS^[1]

CONSTRUCTION PHASE	NOISE LEVEL AT 50 FEET (dBA)
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

[1] Source: Terry A. Hayes and Associates, Inc., *Interhealth Corporation Santa Fe Springs Medical Office Building Project - Noise and Vibration Assessment*. 7 July 2014.

The City of Santa Fe Springs has not adopted noise standards specific to construction in the City Code or adopted CEQA significance thresholds. Although this is not a transit project, the Federal Transit Administration (FTA) has published guidance for assessing construction noise.⁵² The FTA guidance states that the one-hour L_{eq} should not exceed 90 dBA at residences or 100 dBA at commercial and industrial land uses. This analysis considers non-residential sensitive receptors (e.g., Norwalk Library) as residences. The noise level during the construction period at each receptor location was calculated by making a distance adjustment to the construction source sound level. **Table 7: Construction Noise Levels** presents the estimated noise levels at land uses adjacent to the project site and sensitive receptors near the project site. Construction noise

⁵²FTA, *Transit Noise and Vibration Impact Assessment*, May 2006.

levels would not exceed the FTA guidance. Therefore, the proposed project would result in a less than significant impact related to construction noise.

TABLE 7
CONSTRUCTION NOISE LEVELS^[1]

LAND USE/SENSITIVE RECEPTOR	DISTANCE (FEET)	MAXIMUM NOISE LEVEL (dBA)	FTA IMPACT CRITERIA
Commercial/Industrial Land Use to the East	Adjacent	89.0	100
Commercial/Industrial Land Use to the South	Adjacent	89.0	100
Commercial/Industrial Land Use to the North	100	83.0	100
Los Angeles County Mental Health Facility	420	70.5	90
Residences at Imperial Highway and Bloomfield Avenue	460	69.7	90
Government Services Complex	870	64.2	100
Residences at Imperial Highway and Balsam	1,000	63.0	90
Norwalk Library	1,675	58.5	90

[1] Source: Terry A. Hayes and Associates, Inc., *Interhealth Corporation Santa Fe Springs Medical Office Building Project - Noise and Vibration Assessment*. 7 July 2014.

Operational Noise

Operational sources of noise include on-road vehicles, parking lots, and mechanical equipment. Each of these sources have been assessed below.

Mobile Sources. The proposed project is expected to generate 1,227 net trips per weekday (80 AM peak-hour trips and 125 PM peak-hour trips). To ascertain mobile noise impacts, future roadway noise levels were calculated based upon the proximity to noise-sensitive uses and with the most increases in traffic volume from the proposed project to represent the worst-case conditions. The Federal Highway Administration RD-77-108 noise calculation formulas were used to predict future noise levels. Results of the analysis are summarized in **Table 8: Estimated Community Noise Equivalent Level**. The greatest project-related noise increase would be 0.3 dBA CNEL and would occur along Bloomfield Avenue between Florence Avenue and Imperial Highway. The roadway noise increase attributed to the proposed project would not be audible at this segment or any other roadway segment. Therefore, the proposed project would result in a less than significant impact related to mobile sources.

TABLE 8
ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL^[1]

ROADWAY SEGMENT	ESTIMATED dBA (CNEL)		
	EXISTING (2013)	FUTURE WITH PROJECT (2015)	IMPACT
Bloomfield Avenue between Florence Avenue and Imperial Highway	71.7	72.0	0.3
Bloomfield Avenue between Civic Center Drive and Imperial Highway	71.1	71.3	0.2
Imperial Highway between Norwalk Boulevard and Bloomfield Avenue	73.2	73.4	0.2
Imperial Highway between Bloomfield Avenue and Shoemaker Avenue	73.0	73.1	0.1

[1] Source: Terry A. Hayes and Associates, Inc., *Interhealth Corporation Santa Fe Springs Medical Office Building Project - Noise and Vibration Assessment*. 7 July 2014.

Parking Sources. A total of 179 surface parking spaces are planned to be provided as part of the proposed project. Noise sources associated with parking include car alarms, car horns, slamming of car doors, engine revs, and tire squeals. Instantaneous noise events, such as car alarm and horn noise, would generate sound levels as high as 83 dBA at a distance of 25 feet. However, car alarm and horn noise would be short-term and intermittent. Automobile movements would comprise the most continuous noise source. Automobile movements would generate a noise level of approximately 58 dBA L_{eq} at a distance of 50 feet.⁵³ This would result in a noise level of approximately 39 dBA L_{eq} at the nearest noise-sensitive land uses (i.e., Los Angeles County Mental Health Facility and residences near the intersection of Imperial Highway and Bloomfield Avenue). The existing noise levels at the Los Angeles County Mental Health Facility and residences were 69.1 dBA and 72.1 dBA L_{eq} , respectively. The increase in existing noise levels at these land uses would be less than 1.0 dBA and would not be audible. Therefore, the proposed Project would result in a less than significant impact related to surface parking lot activity.

Mechanical Equipment Sources. Potential stationary noise sources related to the long-term operations of the proposed project include air conditioning equipment. Air conditioning equipment typically generates noise level of approximately 61 dBA L_{eq} or less at 50 feet. This would result in a noise level of approximately 42 dBA L_{eq} at the nearest noise-sensitive land uses (i.e., Los Angeles County Mental Health Facility and residences near the intersection of Imperial Highway and Bloomfield Avenue). The existing noise levels at the Los Angeles County Mental Health Facility and residences were 69.1 dBA and 72.1 dBA L_{eq} , respectively. The increase in existing noise levels at these land uses would be less than 1.0 dBA and would not be audible. Therefore, the proposed project would result in a less than significant impact related to mechanical equipment.

Recommended Mitigation: Compliance with all regulatory agency requirements, City Noise Ordinance requirements, and other City standard conditions of approval relating to the emission

⁵³The reference parking noise level is based on a series of one-hour noise measurements completed 50 feet from vehicles accessing a parking area.

or creation of noise, maximum noise levels, and construction and operational noise will be implemented as required and necessary. No additional mitigation measures are required.

- b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Finding: Less than significant impact

Construction

Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures.

The City of Santa Fe Springs has not adopted standards specific to construction noise or vibration in the City Code or adopted CEQA significance thresholds. Although this is not a transit project, the FTA has published guidance for assessing construction vibration. According to the FTA, non-engineered timber and masonry buildings can be exposed to ground-borne vibration levels of 0.2 inches per second without experiencing structural damage.⁵⁴

Typical vibration levels associated with construction equipment are provided in **Table 9: Vibration Velocities for Construction Equipment**. Heavy equipment (e.g., a large bulldozer) generates vibration levels of 0.089 inches per second peak particle velocity (PPV) at a distance of 25 feet. The nearest structure to the project site would be adjacent and to the east. It is not anticipated that heavy-duty construction equipment would operate within 20 feet of the adjacent structure. The vibration level from a large bulldozer would be approximately 0.12 inches per second at 20 feet. Construction vibration would not exceed the 0.2 inches per second PPV damage threshold at the adjacent structure. Therefore, the proposed project would result in a less than significant impact related to construction vibration.

⁵⁴FTA, *Transit Noise and Vibration Impact Assessment*, May 2006.

TABLE 9
VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT^[1]

EQUIPMENT	PPV AT 25 FEET (INCHES/SECOND)
Large Bulldozer	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
[1] Source: Terry A. Hayes and Associates, Inc., <i>Interhealth Corporation Santa Fe Springs Medical Office Building Project - Noise and Vibration Assessment</i> . 7 July 2014.	

Operational Vibration

The proposed project would not include significant stationary sources of vibration, such as heavy equipment operations. Operational vibration in the project vicinity would be generated by vehicular travel on the local roadways. Similar to existing conditions, traffic-related vibration levels would not be perceptible by sensitive receptors. Therefore, the proposed project would result in a less than significant impact related to operational vibration levels.

Recommended Mitigation: None

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Finding: Less than significant impact

Potential permanent increases in ambient noise levels were assessed above in *Section XII.a, Noise* for on-road vehicles, parking activity, and mechanical equipment. As discussed previously, operational activity would not result in a significant impact. Therefore, the proposed project would result in a less than significant impact related to substantial permanent increase in ambient noise levels.

Recommended Mitigation: See *Section XII.a, Noise*

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Finding: Less than significant impact

Potential temporary increases in ambient noise levels were assessed above in *Section XII.a, Noise* for construction equipment. As discussed previously, construction activity would not result in a significant impact. Therefore, the proposed project would result in a less than significant impact related to substantial temporary increase in ambient noise levels.

Recommended Mitigation: See *Section XII.a, Noise*

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Finding: No impact

The project site is not located within two miles of an operational public use airport. The nearest public airport is the Fullerton Muni Airport (FUL), which is located approximately 6.3 miles to the southeast of the project site. The Long Beach/Daugherty Field Airport (LGB) is located approximately 9.4 miles to the southwest of the project site. The Compton/Woodley Airport (CPM) is located approximately 10.7 miles to the southwest, the El Monte Airport (EMT) is located approximately 10.8 miles to the northeast, and the Los Angeles International Airport (LAX) is located approximately 19.7 miles to the west. Therefore, no significant adverse or cumulative impacts are anticipated.

Recommended Mitigation: None

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Finding: No impact

The project site is not located within the vicinity of a private airstrip. The nearest private airstrip is the Los Alamitos Airfield (SLI), which is located approximately 9.8 miles to the southwest of the project site. Therefore, no significant adverse or cumulative impacts are anticipated.

Recommended Mitigation: None

XIII. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Finding: Less than significant impact

The proposed project will include development of a medical office building (MOB), which will not include residential dwelling units, and thus, will not directly contribute to a substantial population growth in the City by creating new housing.

The proposed project is anticipated to employ approximately 100 new employees in the form of high quality healthcare, professional, and management jobs or other jobs typically present within a medical office building (e.g., administrative, clerical, building maintenance, etc). However, it

is not anticipated that a substantial number of new residents will move into the City due to the proposed project. In 2012, the total number of jobs in the City of Santa Fe Springs decreased by 12.4 percent from 2007, to a current total of approximately 45,817 jobs in the City.⁵⁵ The 100 jobs anticipated to be provided by the proposed project will add to the inventory of jobs available in the City. In examining employment trends, approximately 10.48 percent of jobs in the City are taken by local residents within the City, while 89.52 percent of jobs are taken by commuter residents from other jurisdictions.⁵⁶ It is anticipated that these same proportions will apply to the 100 anticipated jobs created by the proposed project. Furthermore, the current unemployment rate is approximately 10.8 percent (as of July 2013)⁵⁷ in the City, which is higher than the State unemployment rate of 8.9%⁵⁸. As such, any new employment will be a benefit to the local community given the area's high unemployment rate (10.8%). Therefore, the project will not have a significant direct affect on any regional population, housing, and employment projections prepared for the City by the Southern California Association of Governments (SCAG).

Indirect growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. Since the City of Santa Fe Springs is 100% urban and contains an existing network of utilities, improved roadways, and public services, which will serve the proposed project, indirect growth-inducing impacts are not anticipated.

Finally, as discussed previously in *Section X, Land Use and Planning*, the project site is located within the central commercial/industrial portion of the City of Santa Fe Springs. The proposed project does not include any Change of Zone from the current M-2 (Heavy Manufacturing) zoning or General Plan Amendment requests from the current *Industrial* land use designation. The zoning and land use designation on the project site permit a wide range of commercial and industrial activities, and as such, the proposed project is permitted “by-right” on the project site. Further, the *Industrial* land use designation in the City’s General Plan encourages development of offices of all types, which would include medical office buildings.⁵⁹ Overall, the proposed project falls within the purview of the population growth anticipated for the planned uses on the project site as set forth in the City's General Plan through its land use designation. As an additional safeguard to ensure land use and population growth consistency, like many new developments in the City, the proposed project will require approval of a Development Plan Approval (DPA) from the Planning and Development Department to ensure that the proposed MOB is consistent with the underlying M-2 zoning, the *Industrial* land use designation, and the anticipated population growth of the General Plan.

⁵⁵ Southern California Association of Governments (SCAG). *Profile of the City of Santa Fe Springs*. May, 2013. <<http://www.scag.ca.gov/Documents/SantaFeSprings.pdf>> accessed September, 2013.

⁵⁶ Southern California Association of Governments (SCAG). *Profile of the City of Santa Fe Springs*. May, 2013. <<http://www.scag.ca.gov/Documents/SantaFeSprings.pdf>> accessed September, 2013.

⁵⁷ City-Data.com. *Santa Fe Springs, California*. 2013. <<http://www.city-data.com/city/Santa-Fe-Springs-California.html>> accessed September, 2013.

⁵⁸ U.S. Bureau of Labor Statistics. *California, Unemployment Rate - Seasonally Adjusted*. November 7, 2013.

⁵⁹ City of Santa Fe Springs. *The General Plan of the City of Santa Fe Springs, California, Land Use Element*. Adopted June 24, 1993.

As a result, less than significant growth-inducing impacts are anticipated from the proposed project, either directly or indirectly. Similarly, due to the project's less than significant impact, the project is not anticipated to contribute considerably to cumulative growth that may be caused by the related projects in the area, which consist of both residential and commercial/industrial projects.

Recommended Mitigation: None

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Finding: No impact

There are currently no residential structures built on the project site. The project site is currently developed and zoned for non-residential uses. As such, no housing units will be displaced by the proposed project and no significant or cumulative impacts related to housing displacement will result from the proposed project's implementation.

Recommended Mitigation: None

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Finding: No impact

There are currently no residential structures built on the project site. The project site is currently developed and zoned for non-residential uses. As such, no housing units will be displaced by the proposed project and no significant or cumulative impacts related to housing displacement will result from the proposed project's implementation.

Recommended Mitigation: None

XIV. PUBLIC SERVICES -- Would the project:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- i) Fire protection?

Finding: Less than significant impact

The proposed project will consist of construction and operation of a new medical office building on a site that currently contains no permanent structures. The project will have primary site access from Bloomfield Avenue. Driveway aisles proposed within the project site will range from 26 feet wide to 27 feet-8 inches wide to accommodate Fire Department access onto and within the site. The project does not include development of residential units or new residences. The project does not include development of any above-ground storage tanks or high voltage power transmission lines, which may increase the urban fire hazard on the site. And, as is the case for the entire City, there is minimal to no risk for significant brush wildfires at the project site.⁶⁰ The project site is located with a Methane Zone, which was discussed and mitigated earlier in *Section VIII.b, Hazards and Hazardous Materials*.

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. Currently, the Department has 53 firefighters, three fire prevention personnel, and seven environmental protection personnel.⁶¹ The Fire Department currently operates from four stations: Fire Station No. 1 (11300 Greenstone Avenue), Fire Station No. 2 (8634 Dice Road), Fire Station No. 3 (15517 Carmenita Road), and Fire Station No. 4 (11736 Telegraph Road). The nearest fire station to the project site is Fire Station No. 1, which is approximately 1.5 miles to the northeast in driving distance (on existing roadways) from the project site (approximately 3,912 feet direct line distance). Within the City's respective districts, the response times range from approximately four minutes, 38 seconds to five minutes, 57 seconds.⁶²

Due to the relatively close proximity of Fire Station No. 1 to the project site, and the sufficient ability of the Fire Department to currently handle emergencies within the City, the proposed project will not have a significant adverse impact on Fire Department coverage, the Department's ability to serve the public during an emergency, or the Department's service ratios and response times. The proposed project is being developed within a highly urbanized area, on an existing site with currently existing uses that will be removed to accommodate the project. The project is not changing the zoning or General Plan land use designation of the site, and as such, has already been planned for by the Fire Department as a commercial/industrial property. Development of the proposed project will not require expansion of roadways that may require an expansion of Fire Department coverage and will not require the construction of new Fire Department facilities. With development of the project and existing accommodation for the site as a commercial/industrial use and property, the Fire Department's service ratio

⁶⁰ As stated in the City of Santa Fe Springs General Plan, *Safety Element*.

⁶¹ As stated on the Santa Fe Springs Firefighters website
[<http://www.sfsfirefighters.org/index.cfm?section=24&pagenum=160>]

⁶² Molina, Sandra. *Whittier Daily News*. 6 February 2014 [<http://www.whittierdailynews.com/government-and-politics/20140206/reopened-fire-station-in-santa-fe-springs-helps-improve-emergency-response-times>]

will not be impacted and the City's average response time (ranging from four minutes, 38 seconds to five minutes, 57 seconds) will be maintained for both the project site and all surrounding commercial and industrial properties that are currently served by the Fire Department. As a result of the project, no existing fire stations will require alteration or expansion and no new fire stations will need to be constructed.

Ultimately, the applicant will be required to conform to all Fire Department requirements, which will be imposed on the project through standard conditions of approval and compliance measures. Such requirements would include providing sprinklers within the building to the satisfaction of the Fire Department, and providing any required fire hydrants around or on the site at a minimum of 300 feet apart, to the satisfaction of the Fire Department. In addition, the new construction of the proposed project will be undertaken pursuant to current Building Code requirements. Therefore, compliance with all existing Fire Department requirements for the proposed project will ensure that no impacts on the Fire Department will result from the proposed project's implementation. Additionally, due to the project's less than significant impact, the project will not have a considerable contribution to any cumulative impacts relating to fire protection.

Recommended Mitigation: None

ii) Police protection?

Finding: Less than significant impact

The City of Santa Fe Springs Department of Police Services (DPS) is responsible for the 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 City of Santa Fe Springs is divided into three law enforcement Public Service Areas. The project site is located within Public Service Area 2, which covers the portion of the City south of Telegraph Road and north of Imperial Highway, headed by Sergeant Jim De Masi and a team of police officers and public safety officers.

The proposed project consists of development of a medical office building. The project site, which is currently used for commercial and City (of Norwalk) storage purposes, will continue to be used for commercial/medical office purposes under the proposed project. The project is not changing the zoning or General Plan land use designation of the site, and as such, has already been planned for by the DPS as a commercial/industrial property within a commercial/industrial district. Additionally, the proposed project will be developed in a highly urbanized area on a project site that currently has sufficient police protection services. No additional streets or infrastructure will be developed for the project, which would require the expansion of police service coverage. Since the project

will not significantly change the DPS safety plan for the area, it is anticipated that current service ratios and response times will be maintained.

The project would not include development of new residential units (especially multi-family residential) that would create a greater need for police services due to an increase in the permanent, resident population in the project area. Additionally, according to the Safety Element of the City General Plan, specific types of business uses tend to create higher levels of crime incidence, including alcohol sales, banking institutions, entertainment, guns and ammunition sales, and multi-tenant retail sales.⁶³ The medical office use proposed on the site will not encourage any higher level of crime incidence that may require more extensive police coverage for the area beyond current conditions. As such, it is not anticipated that the proposed project will increase the need for additional police services in the area. Ultimately, the contractors and operators of the facility will be required to conform to all DPS requirements, which will be imposed on the project through standard conditions of approval and compliance measures. Such conditions would include submittal and approval of a proposed lighting (photometric) and security plan for the project site to ensure adequate lighting and security for public safety on the site.

Therefore, police protection adequacy is not expected to decrease significantly with the addition of the proposed project to the area. And with conformance to all standard conditions of approval, the project is anticipated to have a less than significant impact to police projection services related to acceptable service ratios, response times, or other performance objectives relative to police protection. Additionally, due to the project's less than significant impact, the project will not have a considerable contribution to any cumulative impacts relating to police protection.

Recommended Mitigation: None

iii) Schools?

Finding: No impact

A project would require additional environmental analysis for school services if it would result in a substantial direct net increase of residential units. The proposed project includes development of a medical office building and will not result in a direct increase of residential units or residential population in the City.

Further, as analyzed in **Section XIII, Population and Housing**, since the project site is in a highly urbanized area, the proposed project will not significantly induce *indirect* residential population growth in the City, which is generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved

⁶³ City of Santa Fe Springs General Plan, *Safety Element*, Table 9B: City of Santa Fe Springs Crime Characteristics - High Risk Locations.

roadways, and expanded public services. The project is not changing the zoning or General Plan land use designation of the site, and as such, has already been planned for in the General Plan for commercial/industrial uses.

Therefore, the proposed project will not involve any development and/or uses that could potentially affect school enrollments, and no significant or cumulative impacts on schools will result from the proposed project's implementation.

Recommended Mitigation: None

iv) Parks?

Finding: No impact

According to the Open Space/Conservation Element of the City General Plan, there are approximately 149 acres of schools, parks, and recreation facilities developed within the City limits. Since the publication of the Open Space/Conservation Element, the amount of open space may have fluctuated to a minor extent. There are six public parks and a number of small pocket parks ("parkettes") within the City, in addition to joint use school/park facilities and community/cultural sites, which all provide recreational space and activities for residents.

A project would require additional environmental analysis for park systems if it would result in a substantial net increase in residential units and a resulting increased demand for recreational facilities at the time of project construction. The proposed project includes development of a medical office building and will not result in a direct increase of residential units or residential population in the City.

Further, as analyzed in **Section XIII, Population and Housing**, since the project site is in a highly urbanized area, the proposed project will not significantly induce *indirect* residential population growth in the City, which is generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services.

Ultimately, the proposed project will not have any significant impacts on the planned or existing open space ratio of open space acreage-to-residents in the City. According to the Open Space/Conservation Element, the City already exceeds the open space ratios per resident suggested by the National Recreation and Parks Association (NRPA) and the Southern California Association of Governments (SCAG). The project is not changing the zoning or General Plan land use designation of the site, and as such, has already been planned for in the General Plan for commercial/industrial uses. And the project does not require the removal of any existing open space/recreational areas for development.

Therefore, the proposed project will not involve any development and/or uses that could potentially affect park or recreational system demand and usage, and no significant or

cumulative impacts on parks or recreational facilities will result from the proposed project's implementation.

Recommended Mitigation: None

v) Other public facilities?

Finding: No impact

The proposed project will not result in the need for additional or special government services. The proposed project is not anticipated to result in an increased demand on other public facilities based on the fact that the proposed project will not include development of residential units and will not result in significant direct or indirect population growth. Therefore, the proposed project will not result in significant incremental or cumulative impacts to other public facilities. Governmental service impacts related to waste management, water service, and electricity service are discussed in *Section XVII, Utilities and Service Systems*.

Recommended Mitigation: None

XV. RECREATION – Would the project:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Finding: No impact

The City of Santa Fe Springs Parks and Recreation Services operates six public parks. In addition, there are a number of "parkettes" that are more passive in nature. As the project site is within an industrial/commercial district of the City, there are no parks or related recreational facilities in the immediate vicinity of the project site. The nearest parks to the project site are Mayberry Amelia Park in the City of Whittier and John Zimmerman Park in the City of Norwalk. The nearest City park to the project site is Little Lake Park, approximately 1.5 miles to the northwest.

A project would require additional environmental analysis for park and recreation systems if it would result in a substantial net increase in residential units and a resulting increased demand for recreational facilities at the time of project construction. The proposed project includes development of a medical office building and will not result in a direct increase of residential units or residential population in the City.

Further, as analyzed in *Section XIII, Population and Housing*, since the project site is in a highly urbanized area, the proposed project will not significantly induce *indirect* residential

population growth in the City, which is generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services.

Therefore, the proposed project will not involve any development and/or uses that could potentially increase demand for or usage of public park facilities and services. As a result, no significant or cumulative impacts are anticipated from implementation of the proposed project.

Recommended Mitigation: None

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Finding: No impact

A project would require additional environmental analysis for park and recreation systems if it would result in a substantial net increase in residential units and a resulting increased demand for recreational facilities at the time of project construction. The proposed project includes development of a medical office building and will not result in a direct increase of residential units or residential population in the City. Additionally, no recreational facilities are proposed to be developed in conjunction with the MOB, as part of the project.

Further, as analyzed in *Section XIII, Population and Housing*, since the project site is in a highly urbanized area, the proposed project will not significantly induce *indirect* residential population growth in the City, which is generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services.

Therefore, due to the fact that the proposed project will not include or require the construction or development of any new recreational facilities nor the expansion of existing recreational facilities, the proposed project will not result in a significant or cumulative recreational impact due to an adverse physical effect on the environment.

Recommended Mitigation: None

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Finding: Less than significant impact with mitigation incorporated

The proposed project will include development of an approximately 35,076 square foot medical office building, which could potentially affect traffic conditions in the area.

The traffic impact analysis (traffic study) was prepared to evaluate the potential traffic impacts of the proposed project following City of Santa Fe Springs traffic study guidelines and consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program.⁶⁴ The impact of the proposed project is determined by comparing the changes in traffic conditions at selected study intersections in the project vicinity. The amount of new traffic added to an intersection by the proposed project determines the significance of the project traffic impact. Potential traffic impacts caused by the proposed project that exceed limits established by the City of Santa Fe Springs traffic impact criteria are deemed significant traffic impacts.

The Intersection Capacity Utilization (ICU) method was used to determine Volume-to-Capacity (V/C) ratios and corresponding Levels of Service (LOS) at 11 key intersections (based upon coordination with the Cities of Santa Fe Springs and Norwalk staff) analyzed in the project vicinity. All of these intersections provide local access to the proposed project. While the project site is situated within the jurisdiction of the City of Santa Fe Springs, the traffic study also evaluates potential traffic impacts associated with the proposed project at study intersections located in the City of Norwalk, since the proposed project is situated immediately opposite this jurisdiction.

Construction of the proposed MOB (along with removal of the existing uses on the project site) is expected to commence in 2014 with occupancy and operation in 2015. During a weekday P.M. peak hour, the proposed project is expected to generate a net increase of 125 vehicle trips (35 inbound trips and 90 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 1,227 daily vehicle trip ends during a typical weekday (approximately 614 inbound trips and 614 outbound trips).⁶⁵ Using criteria adopted by the City of Santa Fe Springs, it has been determined that the change in traffic flow generated by the proposed project under “Existing With Ambient Growth Plus Project Conditions” (i.e., existing traffic in the current year, plus ambient growth traffic to the year 2015, plus traffic from the proposed project) is not expected to create significant impacts at any of the 11 study intersections. Incremental, but not significant, impacts are noted at the study intersections. As such, no traffic mitigation measures are required or recommended with implementation of the proposed project.

Under “Future Cumulative Conditions” (i.e., existing traffic in the current year, plus ambient growth traffic to the year 2015, plus traffic from the proposed project, plus reasonably

⁶⁴ Linscott, Law & Greenspan, Engineers. *Traffic Impact Study InterHealth Corporation MOB Project*. November 20, 2013. As reviewed by the Cities of Santa Fe Springs and Norwalk.

⁶⁵ Estimates of the traffic generated by the proposed project were calculated using the industry standard traffic generation rates developed by the Institute of Transportation Engineers (ITE) “Trip Generation”, 9th Edition, 2012.

anticipated traffic from other present and future related development projects in the area⁶⁶) will significantly impact four of the 11 intersections before implementation of mitigation:⁶⁷

- Int. No. 6: Bloomfield Ave./Imperial Hwy. A.M. Peak Hour: V/C = 0.904, LOS E
P.M. Peak Hour: V/C = 0.838, LOS D
- Int. No. 9: Shoemaker Ave./Florence Ave. A.M. Peak Hour: V/C = 0.818, LOS D
- Int. No. 10: Shoemaker Ave./Imperial Hwy. A.M. Peak Hour: V/C = 0.818, LOS D
- Int. No. 11: Carmenita Rd./Imperial Hwy. P.M. Peak Hour: V/C = 0.971, LOS E

To mitigate the cumulative impacts on these four intersections, the recommended cumulative traffic mitigation program below includes physical roadway improvements and traffic signal operational improvements. The proposed project would be required to participate on a fair-share basis towards implementation of these measures to mitigate cumulative traffic impacts. It is noted that the cost of cumulative mitigation measures and fair-share contributions likely will require agreements between the City of Santa Fe Springs and any other jurisdictions that may share responsibility for the study intersections.

With regard to public transit circulation, bus service within the project area is currently provided by Metro and Norwalk Transit. Rail transit service within the project area is currently provided by Metrolink, with the Norwalk/Santa Fe Springs station located approximately ¼-mile away from the project site. As required by the *2010 Congestion Management Program (CMP)*, a review has been made of the potential impacts of the proposed project on transit service. Pursuant to CMP guidelines, the proposed project is forecast to generate demand for 4 transit trips during the weekday A.M. peak hour and 6 transit trips during the weekday P.M. peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 60 weekday daily transit trips. A total of eight bus/train transit lines are provided adjacent to or in close proximity to the project site. These eight transit lines provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) generally 34 and 29 buses/trains during the weekday A.M. and P.M. peak hours. Therefore, based on the above calculated weekday A.M. and P.M. peak hour trips, this would correspond to less than one additional transit rider per bus/train.⁶⁸ It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus/train, no project impacts on existing or future transit services in the project area are expected to occur due to implementation of the proposed project.

⁶⁶ "Related projects" are other known development projects in the area (either proposed or approved) that provide a context in which to evaluate cumulative impacts of the proposed project. The related projects in the City of Santa Fe Springs consist of a total of approximately 700 residential dwelling units and approximately 982,433 square feet of industrial uses. The list of related projects considered can be found in the referenced Traffic Impact Study (page 22).

⁶⁷ Linscott, Law & Greenspan, Engineers. *Traffic Impact Study InterHealth Corporation MOB Project*. November 20, 2013. As reviewed by the Cities of Santa Fe Springs and Norwalk.

⁶⁸ Ibid.

With regard to pedestrian access and circulation, the proposed project is designed to encourage pedestrian activity and walking as a transportation mode. The project will not impede existing pedestrian access to the project site or surrounding properties. Walkways are planned within the proposed project, which will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. The proposed project and project site are situated along or near the Bloomfield Avenue and Imperial Highway corridors where office, retail, restaurant, and other commercial businesses are located in close proximity, as well as the Metrolink Santa Fe Springs/Norwalk station, which is located approximately ¼-mile away. The pedestrian walkways for the proposed project will be appropriately landscaped and adorned to provide a friendly and safe walking environment. Therefore, no project impacts on existing or future pedestrian pathways in the project area are expected to occur due to implementation of the proposed project.

Recommended Mitigation: Although the implementation of the proposed project is not anticipated to result in significant impacts, there will be significant cumulative impacts at four intersections in the project vicinity. However, these significant cumulative impacts can be offset and fully mitigated to a less than significant level by the following cumulative transportation mitigation measures.⁶⁹

- Bloomfield Avenue/Imperial Highway: Fair-share contribution towards restriping the southbound approach to the intersection to provide a second left-turn lane. The resulting lane configurations at the southbound approach would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. A traffic signal modification may be required to accommodate this improvement.
- Shoemaker Avenue/Florence Avenue: Fair-share contribution towards restriping the eastbound approach to the intersection to provide a right-turn only lane. The resulting lane configuration of the eastbound approach would provide one left-turn lane, two through lanes, and one right-turn only lane.
- Shoemaker Avenue/Imperial Highway: Fair share contribution towards restriping the southbound approach to the intersection to provide a second left-turn lane and restriping the northbound approach to accommodate better alignment for the through travel lane. The resulting lane configuration at the southbound approach would provide two left-turn lanes and one shared through/right-turn lane. The resulting lane configuration at the northbound approach would provide one left-turn lane and one shared through/right-turn lane. A traffic signal modification may be required to accommodate these improvements.

⁶⁹ Further details and articulation on the recommended mitigation measures can be found in the referenced traffic study.

- Carmenita Avenue/Imperial Highway: Fair share contribution towards restriping the northbound approach to the intersection to provide a right-turn only lane. The resulting lane configuration at the northbound approach would provide one left-turn lane, two through lanes, and one right-turn only lane. It may be necessary to modify the raised median islands, both north and south of the intersection, to accommodate this improvement.

It should be noted that due to shared jurisdiction between the City of Santa Fe Springs, City of Norwalk, and County Department of Public Works at some intersections, all respective agencies with jurisdiction over an intersection must approve the mitigation measure recommended.

- b) Conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Finding: Less than significant impact

The County of Los Angeles Congestion Management Program (CMP) is a State-mandated program that was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network that includes all State highways and some arterials within the County of Los Angeles. If the level of service standard deteriorates on the CMP network, then the City of Santa Fe Springs must prepare a deficiency plan to be in conformance with the Los Angeles County CMP. The intent of the CMP is to provide information to decision makers to assist in the allocation of transportation funds through the State Transportation Improvement Program (STIP) process.

There are three CMP intersection monitoring locations in the project vicinity, including the intersections of Carmenita Road/Imperial Highway (CMP Station No. 94), Firestone Boulevard/Imperial Highway (CMP Station No. 113), and Norwalk Boulevard/Imperial Highway (CMP Station No. 114). There are also two CMP freeway monitoring locations in the project vicinity, including the I-5 Freeway at Lemoran Avenue (CMP Station No. 1002) and the I-605 Freeway north of Telegraph Road (CMP Station No. 1075). The CMP Traffic Impact Assessment (TIA) guidelines require that intersection monitoring locations must be examined if a proposed project will add 50 or more weekday A.M. or P.M. peak hour trips and that freeway monitoring locations must be examined if a proposed project will add 150 or more trips weekday A.M. or P.M. peak hour trips (in either direction). The proposed project will not add 50 or more trips during either the weekday A.M. or P.M. peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections; therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required, and less than significant impacts would result.⁷⁰ Similarly, the proposed project will not add 150 or more trips (in either direction) during either the weekday A.M. or P.M. peak hours to CMP freeway monitoring locations; therefore, no further review of potential impacts to freeway monitoring

⁷⁰ Linscott, Law & Greenspan, Engineers. *Traffic Impact Study InterHealth Corporation MOB Project*. November 20, 2013. As reviewed by the Cities of Santa Fe Springs and Norwalk.

locations that are part of the CMP highway system is required, and less than significant impacts would result.⁷¹

Finally, although not required to reduce potential significant impacts, the proposed project will be required to comply with the CMP Transportation Demand Management (TDM) Ordinance, which applies to all new non-residential development in Los Angeles County and requires certain TDM-friendly development standards such as carpool/vanpool preferential parking. The applicable development standards are triggered when a new project exceeds established gross square footage thresholds. TDM measures are aimed at decreasing the number of vehicular trips generated by persons traveling to/from the site by offering facilities, services, and actions designed to increase the use of alternative transportation modes (e.g., transit, rail, walking, bicycling, etc.) and ridesharing.

Recommended Mitigation: None

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Finding: No impact

The project site does not lie within the flight path of an airport or airfield. The nearest airport is the Fullerton Muni Airport (FUL), which is located approximately 6.3 miles to the southeast of the project site. The Long Beach/Daugherty Field Airport (LGB) is located approximately 9.4 miles to the southwest of the project site. The proposed project's implementation will not present a safety hazard to aircraft and/or airport operations or air traffic patterns at an airport. Therefore, no significant adverse or cumulative impacts are anticipated.

Recommended Mitigation: None

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Finding: Less than significant impact with mitigation incorporated

The proposed project will include development of a 35,076 medical office building on a project site with existing public street access along Bloomfield Avenue. The project site is located within a commercial/industrial district of the City and will be compatible with the commercial/industrial uses in the vicinity of the project site. The proposed project will not create new public streets or physically alter the orientation of any public streets that may result in sharp curves or other hazardous design features. The project will be designed to provide daily and emergency access for the MOB, and all associated pathways, driveways, and parking lots are designed to cause the least amount of circulation hazards. Circulation plans will be approved by

⁷¹ Linscott, Law & Greenspan, Engineers. *Traffic Impact Study InterHealth Corporation MOB Project*. November 20, 2013. As reviewed by the Cities of Santa Fe Springs and Norwalk.

the City of Santa Fe Springs Planning and Development Department and Department of Public Works during the Development Plan Approval, CEQA clearance, and plan checking processes required for development of the project.

Additionally, as determined in *Section XVI.a, Transportation/Traffic*, the proposed project will not result in any significant traffic impacts during the build-out/operational year, considering ambient growth. As such, the implementation of the proposed project would not result in such an increase in traffic on the surrounding streets so as to increase hazards due to dangerous intersections and congested traffic conditions. Although the project will have significant cumulative traffic impacts in combination with all related projects in the area during the build-out/operational year, these impacts can be mitigated to a less than significant level with mitigation measures recommended above. With fair-share contribution to the traffic mitigation measures, which consist of restriping improvements and potential traffic signal/median modifications, the cumulative impacts of the proposed project would not contribute to dangerous intersections caused by increased or congested traffic conditions. Therefore, with implementation of the mitigation measures recommended under *Section XVI.a, Transportation/Traffic*, the proposed project will result in less than significant incremental and cumulative impacts due to design feature hazards.

Recommended Mitigation: See *Section XVI.a, Transportation/Traffic*

e) Result in inadequate emergency access?

Finding: No impact

The proposed project is designed to meet the access requirements of the City of Santa Fe Springs Fire Department and Police Services Department. The project will provide two public and emergency access driveways along the east side of Bloomfield Avenue (along the western project site frontage). The northerly project driveway, near the northwest corner of the project site, will accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements), with the southbound left-turn ingress movement made via the two-way left-turn lane provided along Bloomfield Avenue. The southerly project driveway, near the southwest corner of the project site, will accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements), with the southbound left-turn ingress movement made via the two-way left-turn lane provided along Bloomfield Avenue. Both driveways will be constructed to City of Santa Fe Springs design standards. The project will also include an internal driveway at the southeast corner of the project site that will accommodate access to the adjoining property to the east and the Southern California Edison electrical building situated at the southeast corner of the project site.

As determined by the Fire Department in review of plans for the site, the site access from Bloomfield Avenue and the driveway aisles proposed within the project site, ranging from 26 feet wide to 27 feet-8 inches wide, are sufficient to accommodate Fire Department access onto and within the site.

Ultimately, the contractors and operators of the facility will be required to conform to all Fire Department and Police Services Department requirements, which will be imposed on the project through standard conditions of approval and compliance measures. Therefore, compliance with all existing Fire and Police Services Department requirements for the proposed project will ensure that no impacts to emergency access will result from the proposed project's implementation. Additionally, since the project will have no impact, the project will not have a considerable contribution to any cumulative impacts relating to emergency access. Other related projects will have to perform individual environmental analyses, obtain approval from the City, and conform to all Fire and Police Services Department requirements to ensure impacts are not cumulatively considerable. As a result, no additional mitigation measures are required.

Recommended Mitigation: None

- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Finding: Less than significant impact

With regard to public transit circulation, bus service within the project area is currently provided by Metro and Norwalk Transit. Rail transit service within the project area is currently provided by Metrolink, with the Norwalk/Santa Fe Springs station located approximately ¼-mile away from the project site. The proposed project is forecast to generate demand for 4 transit trips during the weekday A.M. peak hour and 6 transit trips during the weekday P.M. peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 60 weekday daily transit trips. A total of eight bus/train transit lines are provided adjacent to or in close proximity to the project site. These eight transit lines provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) generally 34 and 29 buses/trains during the weekday A.M. and P.M. peak hours. Therefore, based on the above calculated weekday A.M. and P.M. peak hour trips, this would correspond to less than one additional transit rider per bus/train.⁷² It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus/train, no project impacts on existing or future transit services in the project area are expected to occur due to implementation of the proposed project.

With regard to pedestrian access and circulation, the proposed project is designed to encourage pedestrian activity and walking as a transportation mode. The project will not impede existing pedestrian access to the project site or surrounding properties. Walkways are planned within the proposed project, which will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. The proposed project and project site are situated along the Bloomfield Avenue and Imperial Highway corridors where office, retail, restaurant, and other commercial businesses are located in close proximity, as well as the

⁷² Linscott, Law & Greenspan, Engineers. *Traffic Impact Study InterHealth Corporation MOB Project*. November 20, 2013. As reviewed by the Cities of Santa Fe Springs and Norwalk.

Metrolink Santa Fe Springs/Norwalk station, which is located approximately ¼-mile away. The pedestrian walkways for the proposed project will be appropriately landscaped and adorned to provide a friendly and safe walking environment. Therefore, no project impacts on existing or future pedestrian pathways in the project area are expected to occur due to implementation of the proposed project.

With regard to bikeways and bike paths, the project site does not lie within the Bikeway Planning Area designated in the City of Santa Fe Springs General Plan, which centers around the civic center, Lake Center Athletic Park, Little Lake Park, and Santa Fe Springs Park to the northwest of the project site.⁷³ As such, the proposed project will not impact any existing or future bike paths, bike trails, bike lanes, or bikeways detailed in the City's Bikeway Plan.

Therefore, the proposed project will not conflict with any adopted policies, plans, or programs regarding public transit, pedestrian access, or the City Bikeway Plan, or otherwise decrease the performance or safety of such facilities, resulting in a less than significant impact. Additionally, due to the project's less than significant impact, the project will not have a considerable contribution to any cumulative impacts relating to public transit, bicycle, or pedestrian facilities. Other related projects will have to perform individual environmental analyses and obtain approval from the City to ensure impacts are not cumulatively considerable. As a result, no mitigation measures are required.

Recommended Mitigation: None

XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Finding: Less than significant impact

The County Sanitation Districts of Los Angeles County (LACSD) treat wastewater from the City of Santa Fe Springs.⁷⁴ Local sewer lines are maintained by the City of Santa Fe Springs, while the LACSD owns, operates, and maintains the large trunk sewers of the regional wastewater conveyance system. The wastewater generated in the project area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia (91) Freeway, provides preliminary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd)⁷⁵ and currently processes an average flow

⁷³ City of Santa Fe Springs. *General Plan, Circulation Element*. Adopted January 11, 1994.

⁷⁴ Los Angeles County Sanitation Districts. <http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=4445>

⁷⁵ Los Angeles County Sanitation Districts.

http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/los_coyotes.asp <Accessed November 2013>

of approximately 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 400 mgd for primary and secondary treatment, and currently processes an average flow of 280 mgd.⁷⁶ The Long Beach WRP has a design capacity of 25 mgd⁷⁷ for primary, secondary, and tertiary treatment, and currently processes an average flow of 20.2 mgd.

There is no wastewater currently generated from the project site as there are no permanent structures on the site. The proposed 35,076 square foot medical office building (MOB) is anticipated to generate approximately 8,769 gpd (or 0.008769 mgd) of wastewater, which represents an increase of wastewater generation at the site when compared to existing conditions.⁷⁸ However, the wastewater generated by the proposed project would fall within the design capacity of the Los Coyotes WRP, the JWPCP, and the Long Beach WRP. With the 5.7 mgd capacity remaining at the Los Coyotes WRP (where the project wastewater will most likely be conveyed), the project's approximately 0.008769 mgd of wastewater generation represents approximately 0.154% of the remaining capacity at the Los Coyotes WRP. Therefore, the existing wastewater treatment provider would have adequate capacity to serve the maximum net increase of 8,769 gpd resulting from the proposed project. In addition, all of the new plumbing fixtures that will be installed in the building will consist of water conserving fixtures as required by the current City Code requirements. As a result, the proposed project would not exceed wastewater treatment requirements and would result in a less than significant impact to wastewater treatment in the proposed project area.

Additionally, due to the project's less than significant impact, the project will not contribute considerably to any cumulative impacts relating to wastewater generation. Other related projects in the City of Santa Fe Springs, made up of residential and industrial uses, would generate a total approximately 178,649 gpd (or 0.178649 mgd) of wastewater.⁷⁹ The combination of the proposed project and related projects in the City would represent a wastewater generation of 3.29% (percent) of the remaining capacity at the Los Coyotes WRP, if under worst case scenario, all related project wastewater was routed to Los Coyotes WRP. All related projects will have to perform individual environmental analyses and obtain approval from the City to ensure impacts are not cumulatively considerable. As a result, no additional mitigation measures are required.

⁷⁶ Los Angeles County Sanitation Districts. <http://www.lacsd.org/wastewater/wwfacilities/jwpcp/> <Accessed November 2013>

⁷⁷ Los Angeles County Sanitation District. http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/long_beach.asp <Accessed November 2013>

⁷⁸ Derived from the Los Angeles CEQA Threshold Guide, Exhibit M.2-12 Sewage Generation Factors. 2006. Pg. M.2-24. The generation rates for 'Medical Office/Clinic' is as follows: 250 gpd/1000 gross square feet of area. As the largest City in the County of Los Angeles, the City of Los Angeles CEQA policies and thresholds are stringent and sufficient measurements to estimate the wastewater generation for projects in Los Angeles County.

⁷⁹ Derived from the Los Angeles CEQA Threshold Guide, Exhibit M.2-12 Sewage Generation Factors. 2006. Pg. M.2-24. The generation rates used are as follows: Residential: Duplex/Townhouse/SFD - 3 Bd. = 230 gpd/DU; Residential: Apt - 3 Bedroom = 200 gpd/DU; and Warehouse = 20 gpd/1000 Gr. sq. ft. As the largest City in the County of Los Angeles, the City of Los Angeles CEQA policies and thresholds are stringent and sufficient measurements to estimate the wastewater generation for projects in Los Angeles County.

Recommended Mitigation: None

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Finding: No impact

The proposed project will include development of a 35,076 square foot medical office building on the project site. The proposed project is anticipated to generate approximately 8,769 gpd (or 0.008769 mgd) of wastewater. However, the wastewater generated by the proposed project would fall within the design capacity of the Los Coyotes WRP, the JWPCP, and the Long Beach WRP, as analyzed in *Section XVII.a, Utilities and Service Systems* above. With the 5.7 mgd capacity remaining at the Los Coyotes WRP (where the project wastewater will be conveyed), the project's approximately 0.008769 mgd of wastewater generation represents approximately 0.00154% of the remaining capacity at the Los Coyotes WRP. Therefore, the existing wastewater treatment provider would have adequate capacity to serve the maximum net increase of 8,769 gpd resulting from the proposed project.

With respect to water facilities, the City of Santa Fe Springs is essentially built out and current entitlements are adequate to meet foreseeable demands into the future under normal circumstances. Because the land use proposed (i.e., MOB) for the project site is consistent with the City's General Plan and zoning, the uses have been taken into account in the planned growth of the water system as outlined in the 2010-2014 Urban Water Management Plan (UWMP). The proposed project, if approved, would ensure that land use patterns would continue in accordance with approved General Plan and zoning designations, and no changes are proposed with respect to those designations. However, because the project site is currently underutilized with an existing storage yard (with no permanent structures), it is anticipated that redevelopment would result in increased development intensity over existing levels, even though the project area is essentially built out.

Water consumption for the proposed project was estimated from the wastewater generation rate determined above. In order to present a conservative analysis, water consumption is assumed to be 120 percent of the wastewater generated for the proposed land use.⁸⁰ Conventional methodologies generally use water factors reflecting a 10 percent increase over wastewater rates, however, this analysis is assuming a more conservative approach.⁸¹ As such, the proposed project is anticipated to generate a water demand of approximately 10,523 gpd or 11.79 acre-feet per year (AFY).

⁸⁰ Derived from the Los Angeles CEQA Threshold Guide, Exhibit M.2-12 Sewage Generation Factors. 2006. Pg. M.2-24. The generation rates for 'Medical Office/Clinic' is as follows: 250 gpd/1000 gross square feet of area. As the largest City in the County of Los Angeles, the City of Los Angeles CEQA policies and thresholds are stringent and sufficient measurements to estimate the water demand for projects in Los Angeles County.

⁸¹ Derived from the Los Angeles CEQA Threshold Guide, Exhibit M.2-12 Sewage Generation Factors. 2006.

The City of Santa Fe Springs has approximately 6,015 service connections through a pipeline network of approximately 108 miles. The large industrial makeup of the City creates high daytime water demands and low nighttime water demands. The City's potable system is supplied by one local water well, two connections from the Metropolitan Water District of Southern California (MWD), a connection from the Central Basin Municipal Water District's (CBMWD) groundwater treatment facility in Whittier Narrows, and two four-million gallon reservoirs, each reservoir with a booster pumping station.^{82 83} In addition to the potable water system, the City utilizes reclaimed water for irrigation needs in many locations, of which the City shares maintenance of reclaimed water mains with Central Basin Municipal Water District contractors.⁸⁴ In 2015, the projected year of opening and operation of the proposed medical office building, the total planned water supply from all sources is 7,407 AFY.⁸⁵ The approximately 11.79 AFY of water demand anticipated from the proposed project represents less than one percent, approximately 0.159% (rounded), of the total planned water supply from all sources in 2015, representing a less than significant impact to water supply. Due to increased water supply in the future, the proposed project would represent an even smaller percentage, 0.129%, of the total water supply from all sources in the year 2030 UWMP planning horizon. Additionally, the proposed project must comply with any mandatory water conservation measures (e.g., toilet requirements, irrigation requirements, etc.) required by the Department of Public Works, Maintenance Services Division or Water Utility Authority regarding water system operation and maintenance.

Additionally, due to the project's less than significant impact, the project will not contribute considerably to any cumulative impacts relating to water demand. Other related projects in the City of Santa Fe Springs, made up of residential and industrial uses, are anticipated to demand a total approximately 240 AFY of water (potable or undrinkable).⁸⁶ The combination of the proposed project and related projects in the City would represent a water demand of 3.40% (percent) of the City's planned water supply in the year 2015, and less in the year 2030 UWMP planning horizon. All related projects will have to perform individual environmental analyses, obtain approval from the City, and comply with mandatory water conservation measures to ensure impacts are not cumulatively considerable.

Therefore, the proposed project will not require the construction of new water or wastewater treatment facilities and will result in no significant or cumulatively considerable impact with

⁸² City of Santa Fe Springs, Department of Public Works, Utility Services Division. *Urban Water Management Plan (2010-2014)*. Resolution 9329, adopted June 23, 2011.

⁸³ City of Santa Fe Springs Water Utility Authority. *Annual Water Quality Report 2012*. Viewed December 16, 2013.

⁸⁴ City of Santa Fe Springs, Department of Public Works, Utility Services Division. *Urban Water Management Plan (2010-2014)*. Resolution 9329, adopted June 23, 2011.

⁸⁵ *Ibid.*

⁸⁶ Derived from the Los Angeles CEQA Threshold Guide, Exhibit M.2-12 Sewage Generation Factors. 2006. Pg. M.2-24. Water consumption/demand is assumed to be 120 percent of the wastewater generated for the proposed land use. As the largest City in the County of Los Angeles, the City of Los Angeles CEQA policies and thresholds are stringent and sufficient measurements to estimate the wastewater generation for projects in Los Angeles County.

respect to construction of new water or wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

Recommended Mitigation: None

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Finding: No impact

The proposed project includes development of an approximately 35,076 square foot medical office building with associated surface parking and landscaping. Currently, the storm water at the project site is diverted off the paved areas via sheet flow to storm drains in Bloomfield Avenue and Imperial Highway, which are the nearest surrounding streets. The project site is currently made up of mostly 100 percent impervious paved surfaces with minimal pervious landscaping. Under the proposed project, pervious surface area will increase, as landscaping will represent approximately 16 percent of the project site land area. As such, the development will not increase the amount of impervious surface area at the project site, and thus will not increase the amount of surface runoff or alter the existing storm water drainage patterns across the site, which will continue to drain to Bloomfield Avenue. Additionally, the proposed project will be required to comply with the City and County requirements with regard to curb and gutter designs and adequate sloping on the site to provide positive drainage away from the building to minimize infiltration of water beneath footings, floor slabs, and pavement. Therefore, the proposed project will not require the construction of new storm water drainage facilities or expansion of existing facilities, and will result in no significant or cumulatively considerable impacts. As such, no mitigation measures are required.

Recommended Mitigation: None

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Finding: Less than significant impact

With respect to water facilities, entitlements, and resources, the City of Santa Fe Springs is essentially built out and current entitlements are adequate to meet foreseeable demands into the future under normal circumstances. Because the medical office land use proposed for the project site is consistent with the City's General Plan and zoning, the uses have been taken into account in the planned growth of the water system as outlined in the 2010-2014 Urban Water Management Plan (UWMP). The proposed project, if approved, would ensure that land use patterns would continue in accordance with the approved General Plan and zoning designations, and no changes are proposed with respect to those designations. However, because the project site is currently underutilized with an existing storage yard (with no permanent structures), it is

anticipated that redevelopment would result in increased development intensity over existing levels, even though the project area is essentially built out.

Water consumption for the proposed project was estimated from the wastewater generation rate. In order to present a conservative analysis, water consumption is assumed to be 120 percent of the wastewater generated for the proposed land use.⁸⁷ Conventional methodologies generally use water factors reflecting a 10 percent increase over wastewater rates, however, this analysis is assuming a more conservative approach.⁸⁸ As such, the proposed project is anticipated to generate a water demand of approximately 10,523 gpd or 11.79 acre-feet per year (AFY).

The City of Santa Fe Springs has approximately 6,015 service connections through a pipeline network of approximately 108 miles. The large industrial makeup of the City creates high daytime water demands and low nighttime water demands. The City's potable system is supplied by one local water well, two MWD connections, a connection from the CBMWD groundwater treatment facility in Whittier Narrows, and two four-million gallon reservoirs, each reservoir with a booster pumping station.^{89 90} In addition to the potable water system, the City utilizes reclaimed water for irrigation needs in many locations, of which the City shares maintenance of reclaimed water mains with CBMWD contractors.⁹¹ In 2015, the projected year of opening and operation of the proposed MOB, the total planned water supply from all sources is 7,407 AFY.⁹² The approximately 11.79 AFY of water demand anticipated from the proposed project represents less than one percent, approximately 0.159% (rounded), of the total planned water supply from all sources in 2015, representing a less than significant impact to water supply. Due to increased water supply in the future, the proposed project would represent an even smaller percentage, 0.129%, of the total water supply from all sources in the year 2030 UWMP planning horizon. Additionally, the proposed project must comply with any mandatory water conservation measures (e.g., toilet requirements, irrigation requirements, etc.) required by the Department of Public Works, Maintenance Services Division or Water Utility Authority regarding water system operation and maintenance.

Additionally, due to the project's less than significant impact, the project will not contribute considerably to any cumulative impacts relating to water demand. Other related projects in the City of Santa Fe Springs, made up of residential and industrial uses, are anticipated to demand a total approximately 240 AFY of water (potable or undrinkable).⁹³ The combination of the

⁸⁷ Derived from the Los Angeles CEQA Threshold Guide, Exhibit M.2-12 Sewage Generation Factors. 2006. Pg. M.2-24. The generation rates for "Medical Office/Clinic" is as follows: 250 gpd/1000 gross square feet of area. As the largest City in the County of Los Angeles, the City of Los Angeles CEQA policies and thresholds are stringent and sufficient measurements to estimate the water demand for projects in Los Angeles County.

⁸⁸ Derived from the Los Angeles CEQA Threshold Guide, Exhibit M.2-12 Sewage Generation Factors. 2006.

⁸⁹ City of Santa Fe Springs, Department of Public Works, Utility Services Division. *Urban Water Management Plan (2010-2014)*. Resolution 9329, adopted June 23, 2011.

⁹⁰ City of Santa Fe Springs Water Utility Authority. *Annual Water Quality Report 2012*. Viewed December 16, 2013.

⁹¹ City of Santa Fe Springs, Department of Public Works, Utility Services Division. *Urban Water Management Plan (2010-2014)*. Resolution 9329, adopted June 23, 2011.

⁹² Ibid.

⁹³ Derived from the Los Angeles CEQA Threshold Guide, Exhibit M.2-12 Sewage Generation Factors. 2006. Pg.

proposed project and related projects in the City would represent a water demand of 3.40% (percent) of the City's planned water supply in the year 2015, and less in the year 2030 UWMP planning horizon due to increased water supply. All related projects will have to perform individual environmental analyses, obtain approval from the City, and comply with mandatory water conservation measures to ensure impacts are not cumulatively considerable.

Therefore, the proposed project will result in less than significant and cumulative impacts with respect to water supply availability. As such, no mitigation measures are required.

Recommended Mitigation: None

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Finding: Less than significant impact

The County Sanitation Districts of Los Angeles County (LACSD) treat wastewater from the City of Santa Fe Springs.⁹⁴ Local sewer lines are maintained by the City of Santa Fe Springs, while the LACSD owns, operates, and maintains the large trunk sewers of the regional wastewater conveyance system. The wastewater generated in the project area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia (91) Freeway, provides preliminary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd)⁹⁵ and currently processes an average flow of approximately 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 400 mgd for primary and secondary treatment, and currently processes an average flow of 280 mgd.⁹⁶ The Long Beach WRP has a design capacity of 25 mgd⁹⁷ for primary, secondary, and tertiary treatment, and currently processes an average flow of 20.2 mgd. The JWPCP and Long Beach WRP are alternative treatment plants in the area that may accept the wastewater generated from the proposed project, as necessary.

There is no wastewater currently generated from the project site as there are no permanent structures on the site. The proposed 35,076 square foot medical office building (MOB) is

M.2-24. Water consumption/demand is assumed to be 120 percent of the wastewater generated for the proposed land use. As the largest City in the County of Los Angeles, the City of Los Angeles CEQA policies and thresholds are stringent and sufficient measurements to estimate the wastewater generation for projects in Los Angeles County.

⁹⁴ Los Angeles County Sanitation Districts. <http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=4445>

⁹⁵ Los Angeles County Sanitation Districts.

http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/los_coyotes.asp <Accessed November 2013>

⁹⁶ Los Angeles County Sanitation Districts. <http://www.lacsd.org/wastewater/wwfacilities/jwpcp/> <Accessed November 2013>

⁹⁷ Los Angeles County Sanitation District.

http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/long_beach.asp <Accessed November 2013>

anticipated to generate approximately 8,769 gpd (or 0.008769 mgd) of wastewater, which represents an increase of wastewater generation at the site when compared to existing conditions.⁹⁸ However, the wastewater generated by the proposed project would fall within the design capacity of the Los Coyotes WRP, the JWPCP, and/or the Long Beach WRP. With the 5.7 mgd capacity remaining at the Los Coyotes WRP (where the project wastewater will primarily be conveyed), the project's approximately 0.008769 mgd of wastewater generation represents approximately 0.154% of the remaining capacity at the Los Coyotes WRP. Therefore, the existing wastewater treatment provider would have adequate capacity to serve the maximum net increase of 8,769 gpd resulting from the proposed project. In addition, all of the new plumbing fixtures that will be installed in the building will consist of water conserving fixtures as required by the current City Code requirements. As a result, the proposed project would not exceed wastewater treatment requirements and would result in a less than significant impact with respect to the wastewater treatment provider's capacity.

Additionally, due to the project's less than significant impact, the project will not contribute considerably to any cumulative impacts relating to wastewater generation. Other related projects in the City of Santa Fe Springs, made up of residential and industrial uses, would generate a total approximately 178,649 gpd (or 0.178649 mgd) of wastewater.⁹⁹ The combination of the proposed project and related projects in the City would represent a wastewater generation of 3.29% (percent) of the remaining capacity at the Los Coyotes WRP, if under worst case scenario, all related project wastewater was routed to Los Coyotes WRP. All related projects will have to perform individual environmental analyses and obtain approval from the City to ensure impacts are not cumulatively considerable. As a result, no mitigation measures are required.

Recommended Mitigation: None

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Finding: Less than significant impact

Waste disposal sites or landfills in Los Angeles County are operated by the Los Angeles County Sanitation Districts (LACSD) and by private companies. In 2012, over 80% of the City of Santa Fe Springs' solid waste is hauled to Puente Hills Landfill, Savage Canyon (Whittier) Landfill, and Sunshine Canyon City/County Landfill.¹⁰⁰ The remaining approximately 20% is disposed of

⁹⁸ Derived from the Los Angeles CEQA Threshold Guide, Exhibit M.2-12 Sewage Generation Factors. 2006. Pg. M.2-24. The generation rates for 'Medical Office/Clinic' is as follows: 250 gpd/1000 gross square feet of area. As the largest City in the County of Los Angeles, the City of Los Angeles CEQA policies and thresholds are stringent and sufficient measurements to estimate the wastewater generation for projects in Los Angeles County.

⁹⁹ Derived from the Los Angeles CEQA Threshold Guide, Exhibit M.2-12 Sewage Generation Factors. 2006. Pg. M.2-24. The generation rates used are as follows: Residential: Duplex/Townhouse/SFD - 3 Bd. = 230 gpd/DU; Residential: Apt - 3 Bedroom = 200 gpd/DU; and Warehouse = 20 gpd/1000 Gr. sq. ft. As the largest City in the County of Los Angeles, the City of Los Angeles CEQA policies and thresholds are stringent and sufficient measurements to estimate the wastewater generation for projects in Los Angeles County.

¹⁰⁰ California Department of Resources Recycling and Recovery (CalRecycle). *Disposal Reporting System (DRS)*.

at 11 other landfills (as well as other non-landfill treatment centers).¹⁰¹ Since over 80% of the City's solid waste is hauled to the three aforementioned landfills, it can be assumed for worst case scenario, that the proposed project's solid waste will go to one of these three landfills.

The proposed project will include development of an approximately 35,076 square foot medical office building, estimated to employ approximately 100 full-time employees. During operation, the proposed project is anticipated to generate approximately 4,034 pounds (or 2 tons) per day of solid waste using a conservative generation rate for professional offices.¹⁰² It is anticipated that since there are no permanent structures on the site, that the demolition solid waste from existing uses will be minimal. Additionally, the project construction is required to comply with City of Santa Fe Springs Ordinance No. 914, regarding the identification of materials that will be reused, recycled, or disposed from the project, with a required goal to reuse or recycle at least 75% of the project construction waste.

According to the *County of Los Angeles Countywide Integrated Waste Management Plan 2012 Annual Report*, the Puente Hills Landfill has a maximum permitted daily capacity of 13,200 tons, and in 2012, received a daily average of 6,625 tons.¹⁰³ The remaining capacity at the landfill is about 6,096,969 tons, estimating approximately 1 year of remaining life.¹⁰⁴ ¹⁰⁵ The Savage Canyon (Whittier) Landfill has a maximum permitted daily capacity of 350 tons, and in 2012, received a daily average of 240 tons.¹⁰⁶ The remaining capacity at the landfill is about 3,556,023 tons, estimating approximately 13 years of remaining life.¹⁰⁷ ¹⁰⁸ There is also an expansion planned for this landfill that would extend it's life by an additional 35 years. The Sunshine Canyon City/County Landfill has a maximum permitted daily capacity of 12,100 tons, and in 2012, received a daily average of 7,221 tons.¹⁰⁹ The remaining capacity at the landfill is about 74,367,562, estimating approximately 20 years of remaining life.¹¹⁰ ¹¹¹

<<http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JUrDspFa.aspx>>. 2012 data was used since 2013 data is not available on the DRS.

¹⁰¹ Ibid.

¹⁰² A solid waste generation rate of 0.084 lbs/sq. ft./day was used for "Professional office" uses per the generation rates provided by CalRecycle: <http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Commercial.htm>

¹⁰³ Los Angeles County Department of Public Works. County of Los Angeles Countywide Integrated Waste Management Plan 2012 Annual Report. Published August 2013

<<http://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=590&hp=yes&type=PDF>>

¹⁰⁴ Ibid.

¹⁰⁵ Remaining life was calculated as of December 31, 2012.

¹⁰⁶ Los Angeles County Department of Public Works. County of Los Angeles Countywide Integrated Waste Management Plan 2012 Annual Report. Published August 2013

<<http://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=590&hp=yes&type=PDF>>

¹⁰⁷ Ibid.

¹⁰⁸ Remaining life was calculated as of December 31, 2012.

¹⁰⁹ Los Angeles County Department of Public Works. County of Los Angeles Countywide Integrated Waste Management Plan 2012 Annual Report. Published August 2013

<<http://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=590&hp=yes&type=PDF>>

¹¹⁰ Ibid.

¹¹¹ Remaining life was calculated as of December 31, 2012.

Assuming (worst case) that no solid waste can be sent to the Puente Hills Landfill due to decreasing capacity, and that most, if not all, of the proposed project's solid waste will be sent to either the Savage Canyon (Whittier) Landfill or the Sunshine Canyon City/County Landfill, the project would represent a small percentage of the maximum permitted daily capacity and the average daily intake for either landfill. For the Savage Canyon (Whittier) Landfill, the project solid waste would represent approximately 0.57% of the maximum permitted daily capacity and 0.83% of the average daily intake (using 2012 figures). For the Sunshine Canyon City/County Landfill, the project solid waste would represent approximately 0.017% of the maximum permitted daily capacity and 0.028% of the average daily intake (using 2012 figures). As such, the proposed project's generation of solid waste and contribution to the daily intake at either landfill is marginal and less than significant, and would fall within the total remaining capacity planned at both landfills. Either landfill would have sufficient capacity to absorb the project's solid waste generation without any significant impacts. The project's contribution to solid waste disposal at the landfills would likely be further reduced due to recycling programs that may be implemented during operation of the MOB, which is not considered in the calculations above.

Additionally, since the project's solid waste generation is marginal and the project will have a less than significant impact to area landfill capacities, it is anticipated that the project would not contribute considerably to cumulative impacts. Further, the related projects in the City of Santa Fe Springs, which consist of residential and industrial land uses, are anticipated to generate approximately 69,963 pounds (or 34 tons) per day of solid waste.¹¹² In combination, the proposed project and related projects in the City would represent approximately 10.3% of maximum permitted daily capacity taken in at the Savage Canyon Landfill and approximately 0.30% of the maximum permitted daily capacity taken in at the Sunshine Canyon Landfill. As such, the cumulative generation of solid waste could be absorbed into either landfill (but especially Sunshine Canyon) without significant impacts to capacities and remaining life. The cumulative contributions to solid waste disposal at the landfills would likely be further reduced due to City and individual recycling programs. Therefore, mitigation measures are not required.

Recommended Mitigation: None

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Finding: Less than significant impact

The proposed project will comply with all applicable federal, state, and local laws and regulations related to solid waste generation, collection and disposal. To comply with federal, state, and local statutes and regulations related to solid waste, the proposed project would have to institute measures, through City and CEQA approvals, to conform to the California Integrated Waste Management Act and City Ordinance No. 914 requirements for recycling and diversion of

¹¹² A solid waste generation rate of 12.23 lb/household/day was used for "Residential" uses per the generation rates provided by CalRecycle: <http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Residential.htm>. A rate of 62.5 lb/1000 sf/day was used for "Industrial" uses per the generation rates provided by CalRecycle: <http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Industrial.htm>.

construction and operational solid waste. In addition, all new construction must have recycling storage as part of the City development and planning review process. These mandatory requirements would reduce potential impacts to less than significant levels, and no supplemental mitigation is required.

Recommended Mitigation: None

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE – Would the project:

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures included herein.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of mitigation measures contained herein.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures included herein.
- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources. or the habitat upon which any wildlife depends.

APPENDIX A MITIGATION MONITORING PROGRAM

AESTHETICS

MM AES-1: During the construction/demolition phase of the project, equipment, materials, and temporary facilities (such as construction trailers, staging sites, and portable toilets) shall be stored on the project site and appropriately screened by temporary opaque construction fencing.

Monitoring Phase:	Construction
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Building Department

MM AES-2: The exterior building walls and any fencing must be maintained free of graffiti at all times. Any graffiti found shall be removed or painted over within 24 hours of observation.

Monitoring Phase:	Operation
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Building Department

MM AES-3: The landscape areas must be maintained free of debris and trash at all times.

Monitoring Phase:	Operation
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Building Department

MM AES-4: All signage and advertising must comply with the City of Santa Fe Springs Zoning Requirements and shall require issuance of all necessary permits for installation.

Monitoring Phase:	Pre-Construction, Construction
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Building Department

GEOLOGY, SOILS, AND SEISMICITY

MM GEO-1: Good drainage of surface water shall be provided by adequately sloping all surfaces and providing positive drainage away from the proposed building. Such drainage will be important to minimize infiltration of water beneath footings, floor slabs, and pavement.

Monitoring Phase:	Construction
Monitoring Agency:	Building Department
Enforcement Agency:	Building Department

HAZARDS AND HAZARDOUS MATERIALS

MM HAZ-1: A soils gas investigation shall be required as part of the granting of a Planning entitlement or building permit. If deemed necessary by the findings of the soils gas investigation, the installation of a methane monitoring system shall be required beneath future subject property buildings.

Monitoring Phase:	Pre-Construction, Construction
Monitoring Agency:	Department of Fire
Enforcement Agency:	Department of Fire

MM HAZ-2: The proposed project shall conform with all requirements of the City of Santa Fe Springs Municipal Code Section 117.131 (Ordinance No. 955), pertaining to the Methane Zone Program, administered by the Fire Department.

Monitoring Phase:	Pre-Construction, Construction
Monitoring Agency:	Department of Fire
Enforcement Agency:	Department of Fire

LAND USE AND PLANNING

MM LUP-1: The design of the proposed building shall either avoid the use of metal materials in conformance with the Municipal Zoning Code, or shall otherwise obtain approval for an amendment to the Municipal Zoning Code to permit the use of metal materials.

Monitoring Phase:	Pre-Construction
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Planning and Development Department

TRANSPORTATION/TRAFFIC

MM TRF-1: Bloomfield Avenue and Imperial Highway: The project shall make a fair share contribution towards restriping the southbound approach to the intersection to provide a second left-turn lane. The resulting lane configuration at the southbound approach would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. A traffic signal modification shall be implemented if required to accommodate this improvement. As this intersection is under shared jurisdiction between the City of Santa Fe Springs and City of Norwalk, the

improvements shall require approval from both jurisdictions for implementation. A suitable and comparable substitute traffic mitigation measure, approved by both jurisdictions, can be implemented if necessary.

Monitoring Phase:	Pre-Construction, Construction
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Department of Public Works

MM TRF-2: Shoemaker Avenue and Florence Avenue: The project shall make a fair share contribution towards restriping the eastbound approach to the intersection to provide a right-turn only lane. The resulting lane configuration of the eastbound approach would provide one left-turn lane, two through lanes, and one right-turn only lane.

Monitoring Phase:	Pre-Construction, Construction
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Department of Public Works

MM TRF-3: Shoemaker Avenue and Imperial Highway: The project shall make a fair share contribution towards restriping the southbound approach to the intersection to provide a second left-turn lane and restriping the northbound approach to accommodate better alignment for the through travel lane. The resulting lane configuration at the southbound approach would provide two left-turn lanes and one shared through/right-turn lane. The resulting lane configuration at the northbound approach would provide one left-turn lane and one shared through/right-turn lane. A traffic signal modification shall be implemented if required to accommodate these improvements. As this intersection is under shared jurisdiction between the City of Santa Fe Springs and County of Los Angeles, the improvements shall require approval from both jurisdictions for implementation. A suitable and comparable substitute traffic mitigation measure, approved by both jurisdictions, can be implemented if necessary.

Monitoring Phase:	Pre-Construction, Construction
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Department of Public Works

MM TRF-4: Carmenita Avenue and Imperial Highway: The project shall make a fair share contribution towards restriping the northbound approach to the intersection to provide a right-turn only lane. The resulting lane configuration at the northbound approach would provide one left-turn lane, two through lanes, and one right-turn only lane. Modification of the raised medians, both north and south of the intersection, shall be implemented if required to accommodate this improvement. As this intersection is under shared jurisdiction between the City of Santa Fe Springs and County of Los Angeles, the improvements shall require approval from both jurisdictions for implementation. A suitable and comparable substitute

traffic mitigation measure, approved by both jurisdictions, can be implemented if necessary.

Monitoring Phase:	Pre-Construction, Construction
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Department of Public Works

MM TRF-5: The Metro Bus Operations Control Special Events Coordinator shall be contacted at (213) 922-4632 regarding construction activities that may impact Metro bus lines. For closures that last more than six months, Metro's Stops and Zones Department shall also be notified at (213) 922-5188. Other municipal bus operators shall also be included in construction outreach efforts.

Monitoring Phase:	Construction
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Department of Public Works

MM TRF-6: Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, shall require a transportation permit from Caltrans. If possible, large size truck trips shall be limited to off-peak commute periods.

Monitoring Phase:	Construction
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Department of Public Works

UTILITIES AND SERVICE SYSTEMS

MM UTI-1: The developer shall contact the County Sanitation Districts of Los Angeles County, Industrial Waste Section at (562) 908-4288, extension 2900, to determine if an Industrial Waste Discharge Permit is necessary and required. If necessary, the developer shall forward copies of final plans and supporting information for the proposed project to the County Sanitation Districts for review and approval before beginning project construction.

Monitoring Phase:	Pre-Construction, Construction
Monitoring Agency:	Planning and Development Department
Enforcement Agency:	Department of Public Works

APPENDIX B RESPONSE TO COMMENTS

The following responses are provided to address comments received from several public agencies on the Draft Mitigated Negative Declaration/Initial Study Part II during the public review period (9/17/14 - 10/17/14). The comment letters/emails are provided as part of this *Appendix B*. All revisions made to the Mitigation Monitoring Program in response to comments have been implemented in *Appendix A: Mitigation Monitoring Program*.

COUNTY OF LOS ANGELES FIRE DEPARTMENT COMMENT DATED OCTOBER 7, 2014

The County of Los Angeles Fire Department Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division all indicated that the proposed project is not within their respective jurisdictions, would not appear to have any impacts, or did not provide a comment on the analyses. As such, there is no response necessary.

L.A. COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) COMMENT DATED OCTOBER 14, 2014

Metro provided a comment that the Metro Bus Operations Control Special Events Coordinator, as well as Municipal bus operators, should be contacted regarding construction activities that may impact bus lines in the area. As such, a new required Mitigation Measure, MM TRF-5, has been added to the Transportation/Traffic section of *Appendix A: Mitigation Monitoring Program* to ensure that the developer is required to take such actions. The language of the Mitigation Measure shall also be added to the "Recommended Mitigation" Section of Section XVI.a. Transportation/Traffic of the MND/Initial Study Part II.

The new Mitigation Measure reads as follows:

"The Metro Bus Operations Control Special Events Coordinator shall be contacted at (213) 922-4632 regarding construction activities that may impact Metro bus lines. For closures that last more than six months, Metro's Stops and Zones Department shall also be notified at (213) 922-5188. Other municipal bus operators shall also be included in construction outreach efforts."

COUNTY OF LOS ANGELES, DEPARTMENT OF PUBLIC WORKS (DPW) COMMENT DATED OCTOBER 16, 2014

1) As requested by DPW, the following statement in Section XVII, *Utilities and Service Systems*, Item a, which reads:

"Local sewer lines are maintained by the City of Santa Fe Springs, while the LACSD owns, operates and maintains the large trunk sewers of the regional wastewater conveyance system."

Shall be revised to read:

"Local sewer lines are operated and maintained by the Los Angeles County Department of Public Works Consolidated Sewer Maintenance District, while the LACSD owns, operates and maintains the large trunk sewers of the regional wastewater conveyance system."

2) As requested by DPW, the following statement in Section XVII, *Utilities and Service Systems*, Item e, which reads:

"Local sewer lines are maintained by the City of Santa Fe Springs, while the LACSD owns, operates and maintains the large trunk sewers of the regional wastewater conveyance system."

Shall be revised to read:

"Local sewer lines are operated and maintained by the Los Angeles County Department of Public Works Consolidated Sewer Maintenance District, while the LACSD owns, operates and maintains the large trunk sewers of the regional wastewater conveyance system."

3) DPW commented that the Puente Hills Landfill is no longer in operation, and as such, all references to this landfill shall be removed or revised in the document, as follows:

a) As requested by DPW, the following statement in Section XVII, *Utilities and Service Systems*, Item f, which reads:

"Waste disposal sites or landfills in Los Angeles County are operated by the Los Angeles County Sanitation Districts (LACSD) and by private companies. In 2012, over 80% of the City of Santa Fe Springs' solid waste is hauled to Puente Hills Landfill, Savage Canyon (Whittier) Landfill, and Sunshine Canyon City/County Landfill. The remaining approximately 20% is disposed of at 11 other landfills (as well as other non-landfill treatment centers). Since over 80% of the City's solid waste is hauled to the three aforementioned landfills, it can be assumed for worst case scenario, that the proposed project's solid waste will go to one of these three landfills."

Shall be revised to read:

"Waste disposal sites or landfills in Los Angeles County are operated by the Los Angeles County Sanitation Districts (LACSD) and by private companies. In 2012, over 80% of the City of Santa Fe Springs' solid waste was hauled to Puente Hills Landfill, Savage Canyon (Whittier) Landfill, and Sunshine Canyon City/County Landfill. The remaining approximately 20% was disposed of at 11 other landfills (as well as other non-landfill treatment centers). The Puente Hills Landfill stopped its operation in 2013; even with the closure of this landfill, it can be assumed that the proposed project's solid waste will go to the other two aforementioned landfills."

b) As requested by DPW, the following statement in Section XVII, *Utilities and Service Systems*, Item f, shall be **deleted**:

"According to the *County of Los Angeles Countywide Integrated Waste Management Plan 2012 Annual Report*, the Puente Hills Landfill has a maximum permitted daily capacity of 13,200 tons, and in 2012, received a daily average of 6,625 tons. The remaining capacity at the landfill is about 6,096,969 tons, estimating approximately 1 year of remaining life."

c) As requested by DPW, the following statement in Section XVII, *Utilities and Service Systems*, Item f, which reads:

"Assuming (worst case) that no solid waste can be sent to the Puente Hills Landfill due to decreasing capacity, and that most, if not all, of the proposed project's solid waste will be sent to either the Savage Canyon (Whittier) Landfill or the Sunshine Canyon City/County Landfill, the project would represent a small percentage of the maximum permitted daily capacity and the average daily intake for either landfill."

Shall be revised to read:

"All of the proposed project's solid waste will be sent to either the Savage Canyon (Whittier) Landfill or the Sunshine Canyon City/County Landfill, however the project is not expected to have a significant impact on the capacity of these landfills since the project would represent a small percentage of the maximum permitted daily capacity and the average daily intake for either landfill."

4) DPW provided a comment requesting submittal of the project traffic impact analysis, dated November 20, 2013, as well as conceptual plans of proposed traffic mitigation measures at County/City roadway intersections so that the County can determine the feasibility of those physical Mitigation Measures. As such, the project traffic impact analysis has been updated and revised (dated October 31, 2014) to include not only the requested conceptual plans reflecting the required traffic Mitigation Measures for those County/City intersections, but also to reflect responses to comments received from the City of Norwalk and Caltrans. In addition, both the November 20, 2013 traffic impact study and the revised traffic impact study (dated 10/31/14) employed the County's analysis methodology, as indicated in the comment. The revised project traffic impact analysis (dated 10/31/14) was submitted to Andrew Ngumba of the County's Traffic and Lighting Division, as requested in the comment.

**COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY (LACSD)
COMMENT DATED OCTOBER 16, 2014**

1) LACSD provided a comment that the proposed project may require a permit for Industrial Wastewater Discharge. As such, a new required Mitigation Measure, MM UTI-1, has been added to the Utilities and Service Systems section of *Appendix A: Mitigation Monitoring Program* to ensure that the developer is required to take such actions, if necessary.

2) The LACSD provided more accurate and up-to-date information with respect to wastewater facilities serving the project site, as follows:

a) The statement in Section XVII, *Utilities and Service Systems*, Item a, which reads:

"The wastewater generated in the project area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia (91) Freeway, provides preliminary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of approximately 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 400 mgd for primary and secondary treatment, and currently processes an average flow of 280 mgd. The Long Beach WRP has a design capacity of 25 mgd for primary, secondary, and tertiary treatment, and currently processes an average flow of 20.2 mgd."

Shall be revised to read:

"The wastewater generated by the proposed project will discharge to a local sewer line, which is not maintained by the LACSD, for conveyance to the LACSD's Bloomfield Avenue Trunk Sewer, located in Imperial Highway at Bloomfield Avenue. This 15-inch diameter trunk sewer has a design capacity of 1.6 million gallons per day (mgd) and conveyed a peak flow of 0.2 mgd when last measured in 2013. The wastewater will be treated by the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia (91) Freeway in the City of Cerritos, provides preliminary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of approximately 22.1 mgd."

b) The statement in Section XVII, *Utilities and Service Systems*, Item a, which reads:

"There is no wastewater currently generated from the project site as there are no permanent structures on the site. The proposed 35,076 square foot medical office building (MOB) is anticipated to generate approximately 8,769 gpd (or 0.008769 mgd) of wastewater, which represents an increase of wastewater generation at the site when compared to existing conditions. However, the wastewater generated by the proposed project would fall within the design capacity of the Los Coyotes WRP, the JWPCP, and the Long Beach WRP. With the 5.7 mgd capacity remaining at the Los Coyotes WRP (where the project wastewater will most likely be conveyed), the project's approximately 0.008769 mgd of wastewater generation represents approximately 0.154% of the remaining capacity at the Los Coyotes WRP. Therefore, the existing wastewater treatment provider would have adequate capacity to serve the maximum net increase of 8,769 gpd resulting from the proposed project."

Shall be revised to read:

"There is no wastewater currently generated from the project site as there are no permanent structures on the site. The proposed 35,076 square foot medical office building (MOB) is anticipated to generate an average wastewater flow of approximately 10,523 gpd (or 0.010523 mgd), which represents an increase of wastewater generation at the site when compared to existing conditions. However, the wastewater generated by the proposed project would fall within the design capacity of the Los Coyotes WRP. With the 15.4 mgd capacity remaining at the Los Coyotes WRP, the project's approximately 0.010523 mgd of wastewater generation represents approximately 0.068% of the remaining capacity at the Los Coyotes WRP. Therefore, the existing wastewater treatment provider would have adequate capacity to serve the maximum net increase of 10,523 gpd resulting from the proposed project."

c) The statement in Section XVII, *Utilities and Service Systems*, Item a, which reads:

The combination of the proposed project and related projects in the City would represent a wastewater generation of 3.29% (percent) of the remaining capacity at the Los Coyotes WRP, if under worst case scenario, all related project wastewater was routed to Los Coyotes WRP.

Shall be revised to read:

The combination of the proposed project and related projects in the City would represent a wastewater generation of 1.16% (percent) of the remaining capacity at the Los Coyotes WRP, if under worst case scenario, all related project wastewater was routed to Los Coyotes WRP.

d) The statement in Section XVII, *Utilities and Service Systems*, Item b, which reads:

The proposed project will include development of a 35,076 square foot medical office building on the project site. The proposed project is anticipated to generate approximately 8,769 gpd (or 0.008769 mgd) of wastewater. However, the wastewater generated by the proposed project would fall within the design capacity of the Los Coyotes WRP, the JWPCP, and the Long Beach WRP, as analyzed in *Section XVII.a, Utilities and Service Systems* above. With the 5.7 mgd capacity remaining at the Los Coyotes WRP (where the project wastewater will be conveyed), the project's approximately 0.008769 mgd of wastewater generation represents approximately 0.00154% of the remaining capacity at the Los Coyotes WRP. Therefore, the existing wastewater treatment provider would have adequate capacity to serve the maximum net increase of 8,769 gpd resulting from the proposed project.

Shall be revised to read:

The proposed project will include development of a 35,076 square foot medical office building on the project site. The proposed project is anticipated to generate approximately 10,523 gpd (or 0.010523 mgd) of wastewater flow. However, the wastewater generated by the proposed project would fall within the design capacity of the Los Coyotes WRP, as analyzed in *Section XVII.a, Utilities and Service Systems* above. With the 15.4 mgd capacity remaining at the Los Coyotes WRP (where the project wastewater will be conveyed), the project's approximately 0.010523 mgd of wastewater flow generation represents approximately 0.068% of the remaining capacity at the Los Coyotes WRP. Therefore, the existing wastewater treatment provider would have

adequate capacity to serve the maximum net increase of 10,523 gpd resulting from the proposed project.

e) The statement in Section XVII, *Utilities and Service Systems*, Item e, which reads:

The wastewater generated in the project area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia (91) Freeway, provides preliminary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of approximately 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 400 mgd for primary and secondary treatment, and currently processes an average flow of 280 mgd. The Long Beach WRP has a design capacity of 25 mgd for primary, secondary, and tertiary treatment, and currently processes an average flow of 20.2 mgd. The JWPCP and Long Beach WRP are alternative treatment plants in the area that may accept the wastewater generated from the proposed project, as necessary.

Shall be revised to read:

"The wastewater generated by the proposed project will discharge to a local sewer line, which is not maintained by the LACSD, for conveyance to the LACSD's Bloomfield Avenue Trunk Sewer, located in Imperial Highway at Bloomfield Avenue. This 15-inch diameter trunk sewer has a design capacity of 1.6 million gallons per day (mgd) and conveyed to a peak flow of 0.2 mgd when last measured in 2013. The wastewater will then be treated by the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia (91) Freeway in the City Cerritos, provides preliminary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of approximately 22.1 mgd."

f) The statement in Section XVII, *Utilities and Service Systems*, Item e, which reads:

There is no wastewater currently generated from the project site as there are no permanent structures on the site. The proposed 35,076 square foot medical office building (MOB) is anticipated to generate approximately 8,769 gpd (or 0.008769 mgd) of wastewater, which represents an increase of wastewater generation at the site when compared to existing conditions. However, the wastewater generated by the proposed project would fall within the design capacity of the Los Coyotes WRP, the JWPCP, and/or the Long Beach WRP. With the 5.7 mgd capacity remaining at the Los Coyotes WRP (where the project wastewater will primarily be conveyed), the project's approximately 0.008769 mgd of wastewater generation represents approximately 0.154% of the remaining capacity at the Los Coyotes WRP. Therefore, the existing wastewater treatment provider would have adequate capacity to serve the maximum net increase of 8,769 gpd resulting from the proposed project. In addition, all of the new plumbing fixtures that will be installed in the building will consist of water conserving fixtures as required by the current City Code requirements. As a result, the proposed project would not exceed wastewater treatment

requirements and would result in a less than significant impact with respect to the wastewater treatment provider's capacity.

Shall be revised to read:

There is no wastewater currently generated from the project site as there are no permanent structures on the site. The proposed 35,076 square foot medical office building (MOB) is anticipated to generate approximately 10,523 gpd (or 0.010523 mgd) of wastewater flow, which represents an increase of wastewater generation at the site when compared to existing conditions. However, the wastewater generated by the proposed project would fall within the design capacity of the Los Coyotes WRP. With the 15.4 mgd capacity remaining at the Los Coyotes WRP (where the project wastewater will be conveyed), the project's approximately 0.010523 mgd of wastewater generation represents approximately 0.068% of the remaining capacity at the Los Coyotes WRP. Therefore, the existing wastewater treatment provider would have adequate capacity to serve the maximum net increase of 10,523 gpd resulting from the proposed project. In addition, all of the new plumbing fixtures that will be installed in the building will consist of water conserving fixtures as required by the current City Code requirements. As a result, the proposed project would not exceed wastewater treatment requirements and would result in a less than significant impact with respect to the wastewater treatment provider's capacity.

g) The statement in Section XVII, *Utilities and Service Systems*, Item e, which reads:

The combination of the proposed project and related projects in the City would represent a wastewater generation of 3.29% (percent) of the remaining capacity at the Los Coyotes WRP, if under worst case scenario, all related project wastewater was routed to Los Coyotes WRP.

Shall be revised to read:

The combination of the proposed project and related projects in the City would represent a wastewater generation of 1.16% (percent) of the remaining capacity at the Los Coyotes WRP, if under worst case scenario, all related project wastewater was routed to Los Coyotes WRP.

h) The Recommended Mitigation in Section XVII, *Utilities and Service Systems*, Item e, which reads:

Recommended Mitigation: None

Shall be revised to read:

Recommended Mitigation: Although all project and cumulative impacts were analyzed and determined to be less than significant with respect to wastewater treatment facilities, the following mitigation measure shall be implemented to ensure all necessary permits are obtained before the beginning of construction.

- The developer shall contact the County Sanitation Districts of Los Angeles County, Industrial Waste Section at (562) 908-4288, extension 2900, to determine if an Industrial

Waste Discharge Permit is necessary and required. If necessary, the developer shall forward copies of final plans and supporting information for the proposed project to the County Sanitation Districts for review and approval before beginning project construction.

3) The LACSD provided a comment stating that a potential sewer connection fee may be charged in connection with development of the proposed project. The comment has been noted and the fee will be paid by the developer if required during the permitting process.

4) The LACSD provided a comment stating that there is no guarantee of wastewater service and that the LACSD intends to provide wastewater service up to the levels that are legally permitted. The comment has been noted, but does not require a response.

**STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS)
COMMENT DATED OCTOBER 20, 2014**

1) Caltrans provided a comment that the traffic impact analysis associated with the MND/Initial Study shall be submitted for review. As such, the project traffic impact study has been updated and revised (dated 10/31/14) to include not only the comments from Caltrans, but also comments received from the City of Norwalk and the Los Angeles County Department of Public Works. The revised project traffic impact study (dated 10/31/14) was submitted to Alan Lin, District 7 - Office of Transportation Planning, as requested in the comment.

2) Caltrans provided a comment requesting disclosure of the 11 study intersections analyzed in the traffic impact analysis. The revised traffic impact study (dated 10/31/14) has been submitted to Caltrans for review and contains the locations of the 11 study intersections originally studied (as noted in the November 20, 2013 traffic impact study), which include:

- I-5 Freeway Northbound (NB) Off-Ramp/Imperial Highway (NB off-ramp closed permanently by Caltrans in September 2013) – Caltrans/City of Norwalk
- Norwalk Boulevard/Imperial Highway – City of Norwalk
- Norwalk Boulevard/Adoree Street-I-5 Freeway NB On-Off Ramps – Caltrans/City of Norwalk
- San Antonio Drive-Union Street/I-5 Freeway Southbound (SB) On-Ramp – Caltrans/City of Norwalk
- Bloomfield Avenue/Florence Avenue – City of Santa Fe Springs
- Bloomfield Avenue/Imperial Highway – City of Santa Fe Springs/City of Norwalk
- Bloomfield Avenue/Civic Center Drive – City of Norwalk
- Bloomfield Avenue/I-5 Freeway NB On-Ramp – Caltrans/City of Norwalk
- Shoemaker Avenue/Florence Avenue – City of Santa Fe Springs
- Shoemaker Avenue/Imperial Highway – City of Santa Fe Springs/County of Los Angeles
- Carmenita Road/Imperial Highway – City of Santa Fe Springs/County of Los Angeles

As noted above, a total of four locations under shared Caltrans jurisdiction have been included in the traffic analysis.

3) Caltrans commented that a queuing analysis should be conducted for the off-ramps of the nearby freeway to determine if the project or cumulative traffic would cause potential safety issues due to queuing. A queuing analysis in compliance with Caltrans methodology has been conducted and incorporated into the revised traffic impact study (dated 10/31/14), which was submitted to Alan Lin, District 7 - Office of Transportation Planning for review.

4) Caltrans provided a comment indicating there may be a potential cumulative traffic impact resulting from the project and all related (cumulative) projects in the area. As discussed in the MND/Initial Study Part II, as well as the traffic impact study, the current analysis considers existing traffic, future project traffic, future ambient growth traffic, and future traffic generated by all related projects in the area. Under future cumulative conditions, a total of four intersections were found to be significantly impacted. However, it was determined that by contributing the project's fair share portion of cost to implement cumulative mitigation measures at the four impacted intersections, the significant cumulative impacts would be reduced to a less-than-significant level. The project Applicant will work with the City of Santa Fe Springs to contribute a fair-share portion of funds to implement the cumulative mitigation measures proposed/required.

Additionally, as discussed in the current traffic impact study, not only were related projects located within the City of Santa Fe Springs considered in the traffic impact analysis, but related projects within the County of Los Angeles and City of Norwalk jurisdictions were also considered and conservatively assumed to be built and operational by year 2015.

A revised traffic impact study (dated 10/31/14) was submitted to Alan Lin, District 7 - Office of Transportation Planning for further review.

5) Caltrans provided a comment that the preparer of the traffic impact study should consult as early as possible to determine the appropriate requirements and criteria of significance to be used in the traffic impact study. The current traffic impact study utilizes the Los Angeles County analysis methodology and thresholds of significance as required by the Lead Agency (City of Santa Fe Springs). In addition, the revised traffic impact study includes Caltrans and City of Norwalk analysis methodologies. The traffic engineer for the project has prepared a revised traffic impact study (dated 10/31/14) that was submitted to Alan Lin, District 7, Office of Transportation Planning for further review.

Based on recent coordination with Caltrans, it is important to note that analyses of Caltrans facilities should be conducted when and if a proposed project is expected to add 50 or more peak hour trips in either direction on a freeway mainline segment or 10 or more peak hour trips to a freeway ramp location. While the proposed project in its entirety at build-out is expected to result in an increase of 80 AM peak hour vehicle trips and 125 PM peak hour vehicle trips, the project is not expected to generate 50 or more vehicle trips on the mainline (I-5 Freeway) during either the AM or PM commuter peak hours. Thus, as the threshold for preparation of a Caltrans freeway mainline analysis is not exceeded, no further analysis of the mainline freeway system is

required. In addition, while the proposed project will not add 10 or more vehicle trips during either the commuter AM or PM commuter peak hours at any freeway ramp location, which is the threshold for preparation of a Caltrans ramp analysis, the revised traffic impact study includes a review of freeway ramp vehicle queuing, as requested.

6) Caltrans commented that the project shall be designed to discharge clean run-off water from the project site and that discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

The MND/Initial Study addresses hydrology, run-off water, and storm water under the Hydrology and Water Quality section, which discussed that the project is required to be in compliance with all State, County, and local regulations relating to storm water run-off. Through compliance with these various established regulations, the proposed project will not have any significant impacts during construction or operation of the project. No additional Mitigation Measures are required to reduce potential impacts.

7) Caltrans provided a comment that transportation of heavy construction equipment and/or materials on oversized-transport vehicles on State highways will require a transportation permit from Caltrans, and that large size truck trips be limited to off-peak commute periods.

The recommendations from Caltrans have been incorporated as a new required Mitigation Measure, MM TRF-6, which has been added to the Transportation/Traffic section of *Appendix A: Mitigation Monitoring Program* to ensure that the developer is required to take such actions, if necessary. The language of the Mitigation Measure shall also be added to the "Recommended Mitigation" Section of Section XVI.a. Transportation/Traffic of the MND/Initial Study Part II.

The new Mitigation Measure reads as follows:

"Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, shall require a transportation permit from Caltrans. If possible, large size truck trips shall be limited to off-peak commute periods."



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED

OCT 14 2014

Planning Dept.

October 7, 2014

Wayne Morrell, Planner
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Dear Mr. Morrell:

MITIGATED NEGATIVE DECLARATION, "INTERHEALTH CORPORATION MEDICAL OFFICE BUILDING," IT INCLUDES THE CONSTRUCTION OF AN APPROXIMATELY 35,076 SQUARE FOOT, THREE-STORY MEDICAL OFFICE BUILDING WITH AN ASSOCIATED SURFACE PARKING LOT AND LANDSCAPING, BLOOMFIELD AVENUE AND IMPERIAL HIGHWAY, SANTA FE SPRINGS (FFER #201400169)

The Mitigated Negative Declaration has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. The subject property is entirely within the City of Santa Fe Springs, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

LAND DEVELOPMENT UNIT:

1. This project is located entirely in the City of Santa Fe Springs. Therefore, the City of Santa Fe Springs Fire Department has jurisdiction concerning this project

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUDAHY

DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENDDORA
HAWAIIAN GARDENS
HAWTHORNE

HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRWINDALE
LA CANADA FLINTRIDGE
LA HABRA

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

and will be setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.

2. The County of Los Angeles Fire Department, Land Development Unit, appreciates the opportunity to comment on this project.
3. The statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit, are the review of, and comment on all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities, located within non-contract cities. The County of Los Angeles Fire Department, Land Development Unit, may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.
4. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Claudia Soiza, at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no jurisdiction in the City of Santa Fe Springs.

Wayne Morrell, Planner
October 7, 2014
Page 3

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Frank Vidales".

FRANK VIDALES, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:jl

Wayne M. Morrell

From: DevReview <DevReview@metro.net>
Sent: Tuesday, October 14, 2014 3:56 PM
To: Wayne M. Morrell
Subject: InterHealth Corporation Medical Office Building MND
Attachments: InterHealth Corporation Medical Office Building - LACMTA Comments.pdf

Hello Wayne,

Attached is our agency's comments regarding the InterHealth Corporation Medical Office Building project. A hard copy is also sent via U.S. Mail.

Cheers,

Xin Tong
Development Review
LA Metro, Planning Department
One Gateway Plaza | Mail Stop: 99-18-3
P: 213.922.8804 | F: 213.922.2228
DevReview@metro.net



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 14, 2014

Wayne Morrell
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

RE: InterHealth Corporation Medical Office Building Mitigated Negative Declaration & Initial Study Part II

Dear Mr. Morrell,

Thank you for the opportunity to comment on the proposed InterHealth Corporation Medical Office Building. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues in relation to our facilities and services that may be affected by the proposed project.

Metro bus lines operate on Bloomfield Avenue, adjacent to the proposed project. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus services that are present. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. (For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5188). Other municipal bus operators may also be impacted and should be included in construction outreach efforts.

If you have any questions regarding this response, please contact Xin Tong at 213-922-8804 or by email at DevReview@metro.net.

LACMTA Development Review
One Gateway Plaza MS 99-18-3
Los Angeles, CA 90012-2952

Sincerely,

Xin Tong
Development Review Coordinator, Planning Department

Wayne M. Morrell

From: Mardirosian, Teni <tmardirosian@dpw.lacounty.gov>
Sent: Thursday, October 16, 2014 9:42 AM
To: Wayne M. Morrell
Cc: Dubiel, Matthew; Cruz, Ruben; Sarda, Juan
Subject: 12438 Bloomfield Avenue- InterHealth Corporation-IS-MND - LACODPW Comments
Attachments: 2014-10-16, 12438 BLOOMFIELD AVENUE , LACODPW Comments.pdf

Dear Mr. Morrell,

Attached please find LA County Public Works' comments for the IS/MND for the InterHealth Corporation Office Building Project located at 12438 Bloomfield Avenue. Feel free to contact me if you have any questions.

Thank you,

Teni Mardirosian

County of Los Angeles, Department of Public Works
Land Development Division
CUP/CEQA/B&T Planning Unit
Office: (626) 458 – 4910

October 16, 2014

Mr. Wayne Morrell
City of Santa Fe Springs
Planning Division
11710 Telegraph Road
Santa Fe Springs, CA, 90670-3679

**INITIAL STUDY- MITIGATED NEGATIVE DECLARATION (IS-MND)
INTERHEALTH CORPORATION MEDICAL OFFICE BUILDING
12438 BLOOMFIELD AVENUE
CITY OF SANTA FE**

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS COMMENTS

We completed our review of the IS-MND for the InterHealth Corporation Medical Office Building located at 12438 Bloomfield Avenue in the City of Santa Fe Springs. The proposed project includes the construction of an approximately 35,076-square-foot, three-story medical office building with associated surface parking lot and landscaping. Existing uses on the site will be demolished to accommodate the project.

The following are County of Los Angeles, Department of Public Works' comments for your consideration and relate to the environmental document only:

For specific revisions, additions, or deletions of wording directly from the project document, the specific section, subsection, and/or item along with the page number is first referenced then the excerpt from the document is copied within quotations using the following nomenclature:

Deletions are represented by a ~~strikethrough~~.
Additions are represented by *italics* along with an underline.
Revisions are represented by a combination of the above.

Utilities and Service Systems

1. Section XVII, Utilities and Service Systems, Item a, page 71 of 81; Revise the statement as follows:

"Local sewer lines are *operated and* maintained by the ~~City of Santa Fe Springs~~ *Los Angeles County Department of Public Works Consolidated Sewer Maintenance District*, while the LACSD owns, operates and maintains the large trunk sewers of the regional wastewater conveyance system".

2. Section XVII, Utilities and Service Systems, Item e, page 77 of 81; Revise the statement as follows:

~~“Local sewer lines are operated and maintained by the City of Santa Fe Springs~~
Los Angeles County Department of Public Works Consolidated Sewer Maintenance District, while the LACSD owns, operates and maintains the large trunk sewers of the regional wastewater conveyance system”.

If you have any questions regarding the utilities and service systems comments one and two, please contact Anna Marie Gilmore of Sewer Maintenance Division at (626) 300-3360 or agilmore@dpw.lacounty.gov.

3. Section XVII, Utilities and Service Systems, Item f: Puente Hills Landfill is no longer in operation, remove all the references to this landfill in the document as shown below:

On page 78 of 81:

~~“Waste disposal sites or landfills in Los Angeles County are operated by the Los Angeles County Sanitation District (LACSD) and by private companies. In 2012, over 80% of the City of Santa Fe Springs’ solid waste was hauled to Puente Hills Landfill, Savage Canyon (Whittier) Landfill and Sunshine Canyon City/County Landfill....Since over 80% of the City’s solid waste is hauled to the three two aforementioned landfills, The Puente Hills Landfill stopped its operation in 2013; even with the closure of this landfill, it can be assumed for worst case scenario, that the proposed project’s solid waste will go to one of these three other two aforementioned landfills”.~~

On page 79 of 81:

~~“According to the County of Los Angeles Countywide Integrated Waste Management Plan 2012 Annual Report, the Puente Hills Landfill has a maximum permitted daily capacity of 13,200 tons and in 2012, received a daily average of 6,625 tons. The remaining capacity at the landfill is about 6,096,969 tons, estimating approximately 1 year of remaining life”.~~

On page 80 of 81:

~~Assuming (worst case) that no solid waste can be sent to the Puente Hills Landfill due to decreasing capacity, and that most, if not all, of All of the proposed project’s solid waste will be sent to either Savage Canyon (Whittier) Landfill or the Sunshine Canyon City/County Landfill, however the project is not expected to have a significant impact on the capacity of these landfills since the project would~~

Mr. Wayne Morrell
October 16, 2014
Page 2

represent a small percentage of the maximum permitted daily capacity and the average daily intake for either landfill”.

If you have any questions regarding the utilities and service systems comment three, please contact Dave Nguyen of Environmental Programs Division at (626) 458-5189 or dnguyen@dpw.lacounty.gov.

Transportation/Traffic

1. The applicant shall submit the project traffic impact analysis dated November 20, 2013 for review and approval along with the proposed mitigation measures at the County/City roadway intersections to ascertain their adequacy. All physical mitigation measures proposed shall be accompanied by conceptual plans to determine their feasibility.

The County's methodology shall be used when evaluating the County intersections. A copy of our Traffic Impact Analysis Report guidelines may be obtained on the Public Works' website at <http://dpw.lacounty.gov/Traffic>.

If you have any questions regarding the transportation/traffic comment, please contact Andrew Ngumba of Traffic and Lighting Division at (626) 300-4851 or angumba@dpw.lacounty.gov.

If you have any other questions or require additional information, please contact Teni Mardirosian of Land Development Division at (626) 458-4910 or tmardirosian@dpw.lacounty.gov.

TM:

\\PW01\Public\ldpub\SUBPCHECK\Plan Checking Files\Single Lots\12438 BLOOMFIELD AVENUE\IS-MND\12438 BLOOMFIELD AVENUE.docx



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

RECEIVED

OCT 17 2014

Planning Dept.

October 16, 2014

Ref File No.: 3093212

Mr. Wayne M. Morrell
Director of Planning
City of Santa Fe Springs
11710 East Telegraph Road
Santa Fe Springs, CA 90670

Dear Mr. Morrell:

InterHealth Corporation Medical Office Building

The County Sanitation Districts of Los Angeles County (Districts) received a Mitigated Negative Declaration for the subject project on October 16, 2014. The proposed development is located within the jurisdictional boundaries of District No. 18. We offer the following comments regarding sewerage service:

1. The proposed project may require a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at extension 2900, in order to reach a determination on this matter. If this permit is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction. For additional Industrial Wastewater Discharge Permit information, go to http://www.lacsd.org/wastewater/industrial_waste/permit.asp.
2. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Bloomfield Avenue Trunk Sewer, located in Imperial Highway at Bloomfield Avenue. This 15-inch diameter trunk sewer has a design capacity of 1.6 million gallons per day (mgd) and conveyed a peak flow of 0.2 mgd when last measured in 2013.
3. The wastewater generated by the proposed project will be treated at the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a design capacity of 37.5 mgd and currently processes an average flow of 22.1 mgd.
4. The expected average wastewater flow from the proposed project, a 35,076 square foot medical office building, is 10,523 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link.

5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: L. Shadler
M. Tremblay
J. Ganz

Mr. Wayne Morrell
October 20, 2014
Page 2

On page 65 of the IS under footnote #66, the related projects in the City of Santa Fe Springs consist of a total of approximately 700 residential dwelling units and approximately 982,433 square feet of industrial uses. When all projects are built, there may be potential significant traffic impact to the State facilities. The decision maker should be aware of this issue and be prepared to mitigate cumulative project impact in the future. Caltrans recommends that the City establish a mechanism to address cumulative transportation impacts.

Please be reminded that although the lead agency is required to comply with Los Angeles County Congestion Management Program (CMP) standards and thresholds of significance, Caltrans does not consider the Los Angeles County's CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review. CMP requirements were developed by Los Angeles County in the context of CMP goals and objectives; it does not supersede the criteria from the responsible agency under CEQA. Caltrans' Guide directs preparers of traffic impact analysis to consult with the local District as early as possible to determine the appropriate requirements and criteria of significance to be used in the traffic impact analysis. The CMP analysis may not include site-specific safety considerations, or may not be based on an appropriate measure of effectiveness for site-specific considerations.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 140936AL.

Sincerely,



DIANNA WATSON
Branch Chief
Community Planning & LD IGR Review

TRAFFIC IMPACT STUDY
INTERHEALTH CORPORATION MOB PROJECT
City of Santa Fe Springs, California
October 31, 2014

Prepared for:
Planning Associates, Inc.
4040 Vineland Avenue, Suite 108
Studio City, California 91604

LLG Ref. 1-13-4010-1



Under the Supervision of:
Clare M. Look-Jaeger
Clare M. Look-Jaeger, P.E.
Principal

**Linscott, Law &
Greenspan, Engineers**
600 S. Lake Avenue
Suite 500
Pasadena, CA 91106
626.796.2322 T
626.792.0941 F
www.llgengineers.com

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APPENDIX

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TRAFFIC IMPACT STUDY

INTERHEALTH CORPORATION MOB PROJECT

City of Santa Fe Springs, California

October 31, 2014

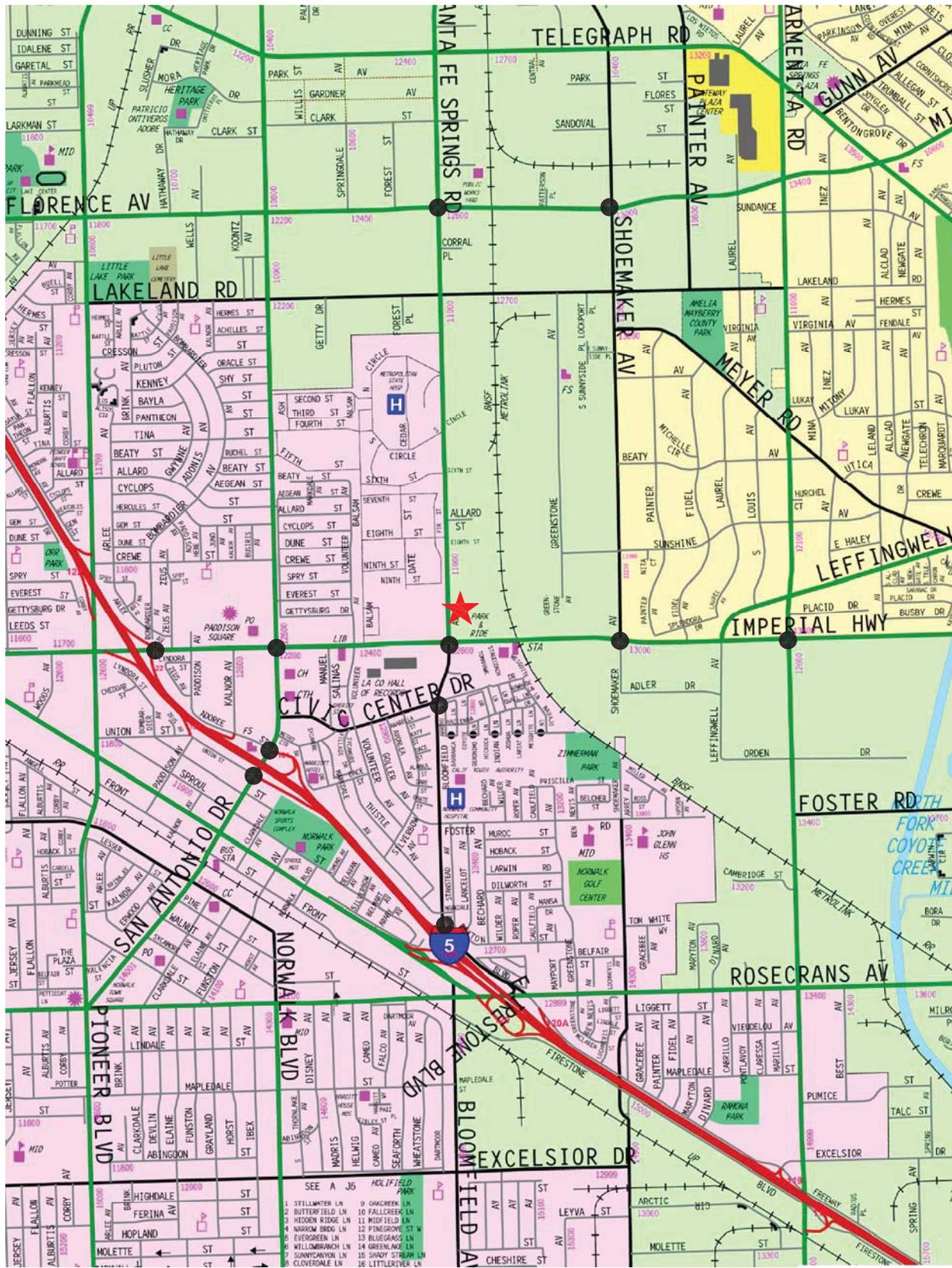
1.0 INTRODUCTION

This revised traffic analysis¹ has been conducted to identify and evaluate the potential traffic impacts of the proposed Interhealth Corporation Medical Office Building (MOB) project. The proposed project is located at 12438 Bloomfield Avenue in the City of Santa Fe Springs, California. The proposed project consists of the development of an outpatient medical office building with a total of approximately 35,076 gross square feet of building floor area. The project site location and general vicinity are shown in *Figure 1-1*.

The traffic analysis follows City of Santa Fe Springs traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program. While the project site is situated within the jurisdiction of the City of Santa Fe Springs, the traffic study also evaluates potential traffic impacts associated with the project at study intersections located in the City of Norwalk, as the proposed project is situated immediately opposite this jurisdiction. This traffic analysis evaluates potential project-related impacts at 11 key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Santa Fe Springs and City of Norwalk staff. The Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the study intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

This study presents (i) existing traffic volumes, (ii) forecasts future baseline traffic volumes, (iii) forecasts future baseline traffic volumes with the proposed project, (iv) forecasts future cumulative traffic volumes with the proposed project, and (v) recommends mitigation measures, where necessary. For the City of Norwalk intersections, the study presents (i) existing traffic volumes, (ii) forecasts existing with project traffic volumes, (iii) forecasts future baseline traffic volumes with ambient growth and cumulative projects, (iv) forecasts future cumulative traffic volumes with the proposed project, and (v) recommends mitigation measures, where necessary.

¹ This revised traffic analysis supersedes the previously prepared report, *Traffic Impact Study, InterHealth Corporation MOB Project, City of Santa Fe Springs, California*, dated November 20, 2013 and prepared by LLG Engineers.




 NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

 PROJECT SITE

 STUDY INTERSECTION

FIGURE 1-1 VICINITY MAP

1.1 Study Area

Based upon coordination with City of Santa Fe Springs and City of Norwalk staff, 11 study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The 11 study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure I-1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

- a. Immediately adjacent or in close proximity to the project site;
- b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and
- c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed Interhealth Corporation MOB project peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations.

2.0 PROJECT DESCRIPTION

2.1 Existing Project Site

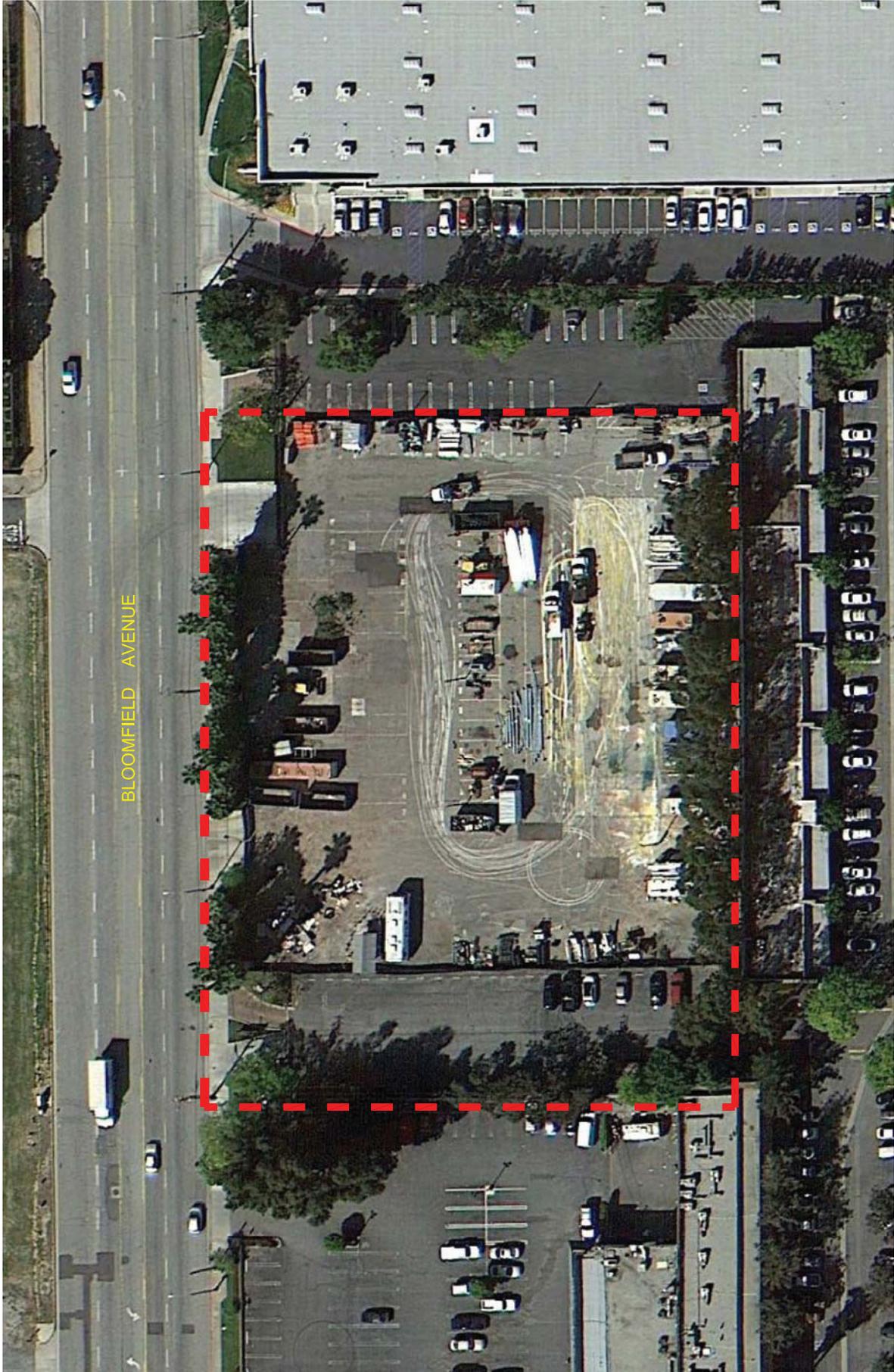
The proposed project is located at 12438 Bloomfield Avenue in the City of Santa Fe Springs, California. The project site is situated along the east side of Bloomfield Avenue, just north of Imperial Highway. As noted previously, while the project site is situated within the jurisdiction of the City of Santa Fe Springs, the City of Norwalk is situated immediately opposite the project site (i.e., west side of Bloomfield Avenue is within the City of Norwalk). The project site location and general vicinity are shown in *Figure 1-1*. The existing project site is currently occupied by a City of Norwalk City Yard facility and surface parking spaces, which will be removed to accommodate construction of the proposed project. An aerial photograph of the existing project site and adjacent street is presented in *Figure 2-1*.

Currently, the subject property contains three driveways off of Bloomfield Avenue. The two northernmost driveways provide direct access to the existing City yard on the site. The third driveway is on the southernmost portion of the site and extends as a drive aisle (flanked by parking spaces) to the back of the subject property, connecting to an existing driveway to the east on the neighboring property. The neighboring property to the east is located at 12420 Bloomfield Avenue (APN 8026-042-020), and contains a commercial/industrial office complex with multiple tenants and surface parking spaces, known as the Imperial Square Office Park. The existing City yard on the subject property is presently fenced so that it is not accessible from the southern driveway. The commercial development to the south of the subject property does not have access to and cannot utilize the southern driveway.

Although the site will be redeveloped and the existing southern driveway will be repaved and restriped to accommodate the project, the driveway will remain in the same location and will not impede access to the neighboring property to the east. To assure this, in approving the proposed project, the City of Santa Fe Springs has drafted a Condition of Approval that the owner/developer of the project shall "enter into a reciprocal easement agreement with the adjacent parcel to the east (APN 8026-042-020)." This reciprocal easement agreement would allow continued and future access to the driveway on the subject property so that patrons or employees of the Imperial Square Office Park will continue to have the ability to access the complex from Bloomfield Avenue.

2.2 Project Description

InterHealth Corporation, a non-profit holding company, with a focused service area for residents of Whittier, Santa Fe Springs, Pico Rivera, Montebello, La Mirada, Hacienda Heights, the City of Industry, La Habra and beyond, seeks to obtain entitlements to construct a medical office building within the City of Santa Fe Springs. The proposed project consists of the development of a medical office building with a total of approximately 35,076 square feet of floor area. Construction of the proposed project is expected to commence in year 2014 with occupancy in the year 2015. The site plan for the proposed project is illustrated in *Figure 2-2*.



BLOOMFIELD AVENUE

MAP SOURCE: GOOGLE EARTH



NOT TO SCALE

FIGURE 2-1 EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

INTERHEALTH CORPORATION MOB PROJECT

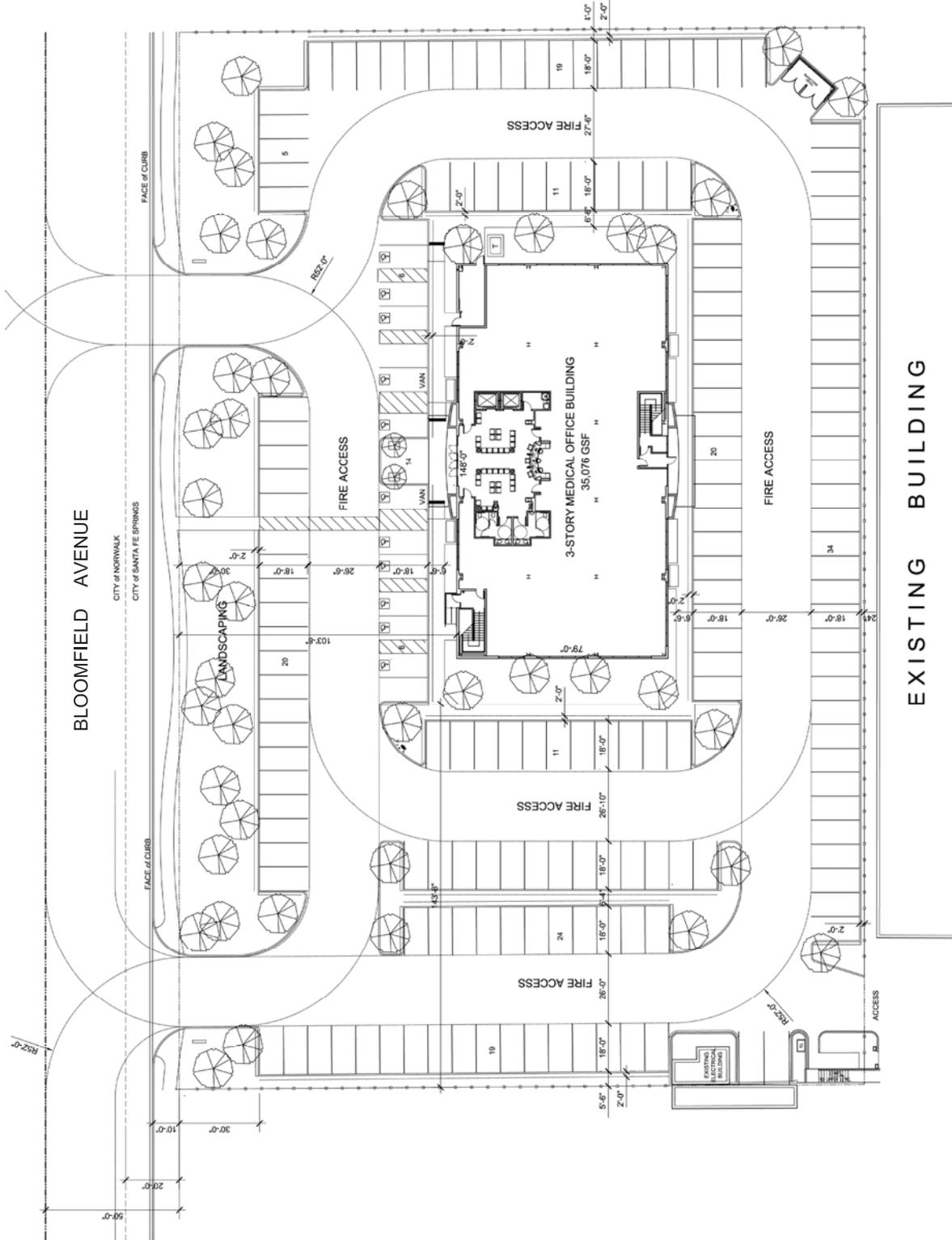


FIGURE 2-2 PROJECT SITE PLAN

SOURCE: BURGHARD DESIGN GROUP ARCHITECTS, INC.



NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

INTERHEALTH CORPORATION MOB PROJECT

Vehicular access to the existing City of Norwalk Yard site and the adjoining property to the east is currently provided via a total of three driveways along the east side of Bloomfield Avenue. A total of two driveways are planned to accommodate access to and from the project site. Further discussion of the project's site access and circulation scheme is provided in Subsection 2.1, above and Section 3.0 herein.

2.3 Project Parking

The number of parking spaces required to support the Interhealth Corporation MOB project was calculated using the parking Code requirements as contained in *Chapter 155 Zoning* of the City of Santa Fe Springs Municipal Code and compared with the proposed project parking supply. Specifically, requirements identified in Section 155.475 (Parking Facilities Required for New Uses) apply to the proposed land use associated with the medical office building project. The City's Code parking requirements for the proposed land use are as follows:

- (8) *Medical and dental clinics and offices.* Five parking spaces for each doctor or dentist plus one for each employee on the largest shift, or one for each 200 square feet of floor area, whichever is greater.

The City Code parking requirements for the proposed Interhealth Corporation MOB project is calculated as follows:

- $35,076 \text{ GSF} \div 200 \text{ SF} = 175.4 \text{ Spaces}$

Direct application of the City Code parking requirements to the proposed project results in a Code requirement of 175 parking spaces. As part of the parking supply, the project also must provide a minimum of six (6) handicap accessible spaces. This complies with the American With Disabilities Act (ADA) requirement of a minimum of six handicap spaces for parking facilities with 151 to 200 spaces, with one in every six handicap spaces being van accessible.

A total of 179 parking spaces is planned to be provided as part of the proposed project, including 12 ADA accessible spaces. Thus, the planned project parking supply satisfies both the City Code and ADA parking requirements.

3.0 SITE ACCESS AND CIRCULATION

3.1 Vehicular Site Access

The proposed site access scheme for the Interhealth Corporation MOB project is displayed in *Figure 2-2*. Access to the proposed project site will be provided via a total of two driveways. Descriptions of the planned project site access points are provided in the following paragraphs.

- *Northerly Project Driveway*

This project driveway will be located along the east side of Bloomfield Avenue along the westerly property frontage, near the northwest corner of the project site. The northerly project site driveway has been aligned with the driveway located along the west side of Bloomfield Avenue immediately opposite the project site in order to minimize potential turning movement conflicts. This driveway will accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements), with the southbound left-turn ingress movement made via the two-way left-turn lane provided along Bloomfield Avenue. The northerly project site driveway will be constructed to City of Santa Fe Springs design standards.

- *Southerly Project Driveway*

This project driveway will be located along the east side of Bloomfield Avenue along the westerly property frontage, near the southwest corner of the project site. The southerly project site driveway will be located in close proximity to the southern-most existing site driveway (i.e., the southern-most existing site driveway providing access to the adjacent property and Southern California Edison electrical building). This driveway will accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements), with the southbound left-turn ingress movement made via the two-way left-turn lane provided along Bloomfield Avenue. The southerly project site driveway will be constructed to City of Santa Fe Springs design standards.

Although the site will be redeveloped and the existing southern driveway will be repaved and restriped to accommodate the project, the driveway will remain in the same location and will not impede access to the neighboring property to the east. To assure this, in approving the proposed project, the City of Santa Fe Springs has drafted a Condition of Approval that the owner/developer of the project shall "enter into a reciprocal easement agreement with the adjacent parcel to the east (APN 8026-042-020)." This reciprocal easement agreement would allow continued and future access to the driveway on the subject property so that patrons or employees of the Imperial Square Office Park will continue to have the ability to access the complex from Bloomfield Avenue. It is noted that the project site will include an internal driveway at the southeast corner of the project site that will accommodate access to the adjoining property to the east.

3.2 Pedestrian Access

The proposed project should be designed to encourage pedestrian activity and walking as a transportation mode². As indicated in *Figure 2-2*, walkways are planned within the proposed project which will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- **Connectivity:** People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.
- **Convivial:** Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.
- **Conspicuous:** Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.
- **Comfortable:** High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.
- **Convenient:** Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

The proposed Interhealth Corporation MOB project site is situated along the Bloomfield Avenue and Imperial Highway corridors where office, retail, restaurant, and other commercial businesses are located. Further, regional and local public bus transit stops are provided near the project site along these key corridors. In addition, the proposed project site is situated in close proximity to the Metrolink Santa Fe Springs/Norwalk station which is located approximately one-quarter mile away. The proposed Interhealth Corporation MOB project site pedestrian walkways should be appropriately landscaped and adorned to provide a friendly and safe walking environment.

² For example, refer to <http://www.walkscore.com/>, which generates a walkability score of approximately 54 (Somewhat Walkable) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

I-5 (Golden State) Freeway is a major north-south oriented freeway connecting Southern California with Central and Northern California. I-5 Freeway contains three mainline freeway lanes in each direction in the project vicinity. On/off-ramps to/from I-5 Freeway in the project vicinity are provided at Imperial Highway and Norwalk Boulevard.

4.2 Local Street System

The list of 11 study intersections selected in consultation with City of Santa Fe Springs and City of Norwalk staff for analysis of potential impacts related to the proposed project is presented in **Table 4-1**. The study locations selected for analysis in the traffic study also are noted in *Figure 1-1*. All 11 study intersections are presently controlled by traffic signals. The existing roadway configurations and intersection controls at the study intersections are displayed in **Figure 4-1**.

4.3 Roadway Classifications

The City of Santa Fe Springs utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

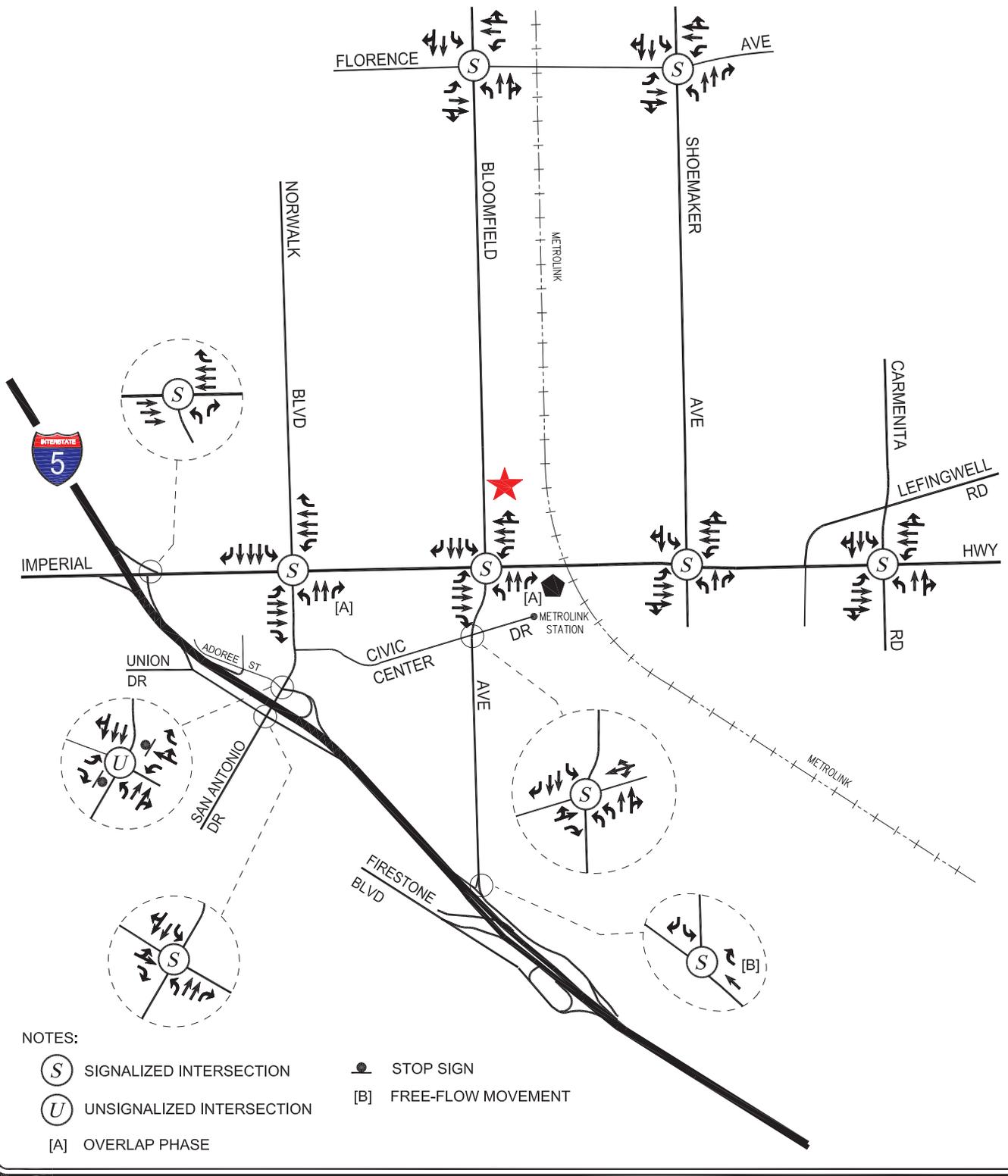
- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.
- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.
- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

Table 4-1
LIST OF STUDY INTERSECTIONS

NO.	INTERSECTION	TRAFFIC CONTROL	JURISDICTION(S)
1	I-5 Freeway Northbound (NB) Off-Ramp/Imperial Highway	[1]	City of Norwalk/Caltrans
2	Norwalk Boulevard/Imperial Highway	Signalized	City of Norwalk
3	Norwalk Boulevard/Adoree Street-I-5 Freeway NB On-Off Ramps	Signalized	City of Norwalk/Caltrans
4	San Antonio Drive-Union Street/I-5 Freeway Southbound (SB) On-Ramp	Signalized	City of Norwalk/Caltrans
5	Bloomfield Avenue/Florence Avenue	Signalized	City of Santa Fe Springs
6	Bloomfield Avenue/Imperial Highway	Signalized	City of Santa Fe Springs/City of Norwalk
7	Bloomfield Avenue/Civic Center Drive	Signalized	City of Norwalk
8	Bloomfield Avenue/I-5 Freeway NB On-Ramp	Signalized	City of Norwalk/Caltrans
9	Shoemaker Avenue/Florence Avenue	Signalized	City of Santa Fe Springs
10	Shoemaker Avenue/Imperial Highway	Signalized	City of Santa Fe Springs/County of LA
11	Carmenita Road/Imperial Highway	Signalized	City of Santa Fe Springs/County of LA

[1] The I-5 Freeway NB off-ramp at Imperial Highway was closed permanently by Caltrans in September 2013.

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NOT TO SCALE

★ PROJECT SITE

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

LINSCOTT, LAW & GREENSPAN, engineers

INTERHEALTH CORPORATION MOB PROJECT

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

4.4 Roadway Descriptions

A brief description of the important roadways in the project site vicinity is provided in the following paragraphs.

Norwalk Boulevard is a north-south oriented roadway that is located west of the project site. Norwalk Boulevard is classified as a Major Highway in the City of Santa Fe Springs' General Plan Circulation Element. Two to three through travel lanes and intermittent raised median islands are provided on the roadway in the project study area. Exclusive left-turn lanes are provided in both directions on Norwalk Boulevard at major intersections within the study area. Norwalk Boulevard is posted for a speed limit of 35 miles per hour in the project vicinity.

Bloomfield Avenue is a north-south oriented roadway that borders the project site to the west. Bloomfield Avenue is classified as a Major Highway in the City of Santa Fe Springs' General Plan Circulation Element. Two through travel lanes and a two-way left-turn lane are provided in each direction on the roadway in the project study area. Exclusive left-turn lanes are provided in both directions on Bloomfield Avenue at major intersections within the study area. Bloomfield Avenue is posted for a speed limit of 45 miles per hour north of Imperial Highway and a speed limit of 40 miles per hour south of Imperial Highway.

Shoemaker Avenue is a north-south oriented roadway that is located east of the project site. Shoemaker Avenue is classified as a Secondary Highway in the City of Santa Fe Springs' General Plan Circulation Element. Two through travel lanes are provided in each direction on the roadway north of Imperial Highway. South of Imperial Highway, one through travel lane is provided in each direction on the roadway. Exclusive left-turn lanes are provided in both directions on Shoemaker Avenue at major intersections within the study area. Shoemaker Avenue is posted for a speed limit of 40 miles per hour north of Imperial Highway and a speed limit of 30 miles per hour south of Imperial Highway.

Carmenita Road is a north-south oriented roadway that is located east of the project site. Carmenita Road is classified as a Major Highway in the City of Santa Fe Springs' General Plan Circulation Element. Two through travel lanes in each direction and a raised median island are provided on the roadway in the project study area. Exclusive left-turn lanes are provided in both directions on Carmenita Road at major intersections within the study area. Carmenita Road is posted for a speed limit of 35 miles per hour in the project vicinity.

Imperial Highway is an east-west oriented roadway that is located just south of the project site. Imperial Highway is classified as a Major Highway in the City of Santa Fe Springs' General Plan Circulation Element. Three through travel lanes are provided in each direction on the roadway in the project study area. Exclusive left-turn lanes are provided in both directions on Imperial Highway at major intersections within the study area. Intermittent raised median islands also are provided along Imperial Highway in the project vicinity. Imperial Highway is posted for a speed limit of 45 miles per hour in the project vicinity.

4.5 Public Transit Services

Public bus transit service within the project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro) and Norwalk Transit. Rail transit service within the project study area is currently provided by Metrolink with the Norwalk/Santa Fe Springs station located approximately one-quarter mile away from the project site. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in **Table 4-2**. The existing public transit routes in the proposed project site vicinity are illustrated in **Figure 4-2**. In addition, should any future construction activities potentially impact any Metro bus lines, the project applicant will be required to contact the Metro Bus Operations Control Special Events Coordinator. For any closures that last more than six months, Metro's Stops and Zones Department also shall be notified. Other municipal bus operators also will be included in outreach activities associated with construction activities, as necessary.

Table 4-2
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro 62	Downtown Los Angeles to Hawaiian Gardens via Boyle Heights, Commerce, Downey, Santa Fe Springs, Norwalk, Cerritos	Norwalk Boulevard, Imperial Highway, Bloomfield Avenue, Civic Center Drive	EB WB	4 4	3 3
Metro 270	Norwalk to Monrovia via Santa Fe Springs, Whittier, Rio Hondo College, El Monte	Bloomfield Avenue, Florence Avenue, Imperial Highway, Civic Center Drive	NB SB	2 2	1 1
Norwalk Route 1	Rio Hondo College to Bellflower via Santa Fe Springs, Norwalk	Florence Avenue, Norwalk Boulevard, Imperial Highway, Civic Center Drive	NB SB	2 2	2 2
Norwalk Route 2	NSQ/Green Line/Cerritos College/Cerritos Mall	Imperial Highway, Norwalk Boulevard, San Antonio Drive	NB SB	2 2	2 2
Norwalk Route 3	Whittier Depot/Norwalk and Alondra via Santa Fe Springs, Norwalk, Cerritos	Norwalk Boulevard, Imperial Highway, Civic Center Drive	NB SB	1 1	1 1
Norwalk Route 4	Imperial Highway/MetroLink Station	Imperial Highway, Norwalk Boulevard, Bloomfield Avenue, Carmentia Road	EB WB	4 4	3 3
MetroLink Line 91	Downtown Riverside to Los Angeles Union Station via Corona, Fullerton, Buena Park, Norwalk/Santa Fe Springs	Imperial Highway, Norwalk Boulevard	EB WB	0 1	1 0
MetroLink Orange County Line	Oceanside to Los Angeles Union Station via San Clemente, San Juan Capistrano, Laguna Niguel, Irvine, Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, Norwalk/Santa Fe Springs, Commerce	Imperial Highway, Norwalk Boulevard	EB WB	1 2	2 2
			Total	34	29

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), Norwalk Transit, and MetroLink websites, 2013.

5.0 TRAFFIC COUNTS

New manual counts of vehicular turning movements were conducted at nine of the 11 study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by a traffic count subconsultant, City Traffic Counters, at the study intersections from 7:00 to 9:00 AM to determine the AM peak commute hour, and from 4:00 to 6:00 PM to determine the PM peak commute hour. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were collected during the peak periods. The traffic counts were conducted when local schools were in session. Traffic volumes at the study intersections show the morning and afternoon peak periods typically associated with commute peak hours in the metropolitan area.

It is noted that new peak period traffic counts could not be conducted at the remaining two study intersections (No. 3, Norwalk Boulevard/Adoree Street-I-5 Freeway NB Ramps, and No. 4, San Antonio Drive/Union Street-I-5 Freeway SB On-Ramp) due to construction activities associated with the ongoing Caltrans Interstate 5 Corridor Improvement Project. In addition, since the conduct of the existing traffic counts additional freeway ramp configurations are being modified and are also under construction. Some of the freeway ramps will be permanently closed and replaced by new ramp reconfigurations. Construction is expected to be completed after the proposed project. . As such, the peak hour traffic count data for Intersection Nos. 3 and 4 were researched from previously prepared traffic studies.³ These traffic count data were adjusted by one percent (1.0%) per year reflect year 2013 conditions. Further, it is also noted that the traffic volume data at these two study intersections are not consistent from a corridor level traffic flow perspective with the recently conducted intersection traffic count at adjacent study intersections. However, as new traffic counts could not be conducted at these two locations, the older pre-recession traffic counts were employed in the analysis and can be considered very conservative for impact determination purposes. As the completion date of the Interstate 5 Corridor Improvement Project is beyond the timeframe of the proposed project and since travel patterns after the completion of the Interstate 5 Corridor Improvement Project will be completely altered, traffic impacts due to the proposed project have been analyzed based on current ramp configurations.

The existing weekday AM and PM peak commuter period manual counts of turning vehicles at the study intersections are summarized in **Table 5-1**. The existing traffic volumes at the study intersections during the weekday AM and PM peak commute hours are shown in **Figures 5-1** and **5-2**, respectively. Summary data worksheets of the manual traffic counts of the study intersections are contained in **Appendix A**.

³ Source: *The Villages at Heritage Springs Residential Development in the City of Santa Fe Springs*, April 2005, prepared by Kimley-Horn and Associates, Inc.

Table 5-1
EXISTING TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	I-5 Fwy NB Off-Ramp/ Imperial Highway [1]	06/06/2013	NB	7:15	161	4:30	187
			SB		0		0
			EB		1,649		1,490
			WB		1,670		1,829
2	Norwalk Boulevard/ Imperial Highway [1]	06/06/2013	NB	7:30	864	4:45	807
			SB		941		1,238
			EB		1,495		1,406
			WB		1,525		1,627
3	Norwalk Boulevard/ Adoree Street-I-5 Fwy NB Ramps [2]	01/19/2005	NB	7:30	2,511	4:30	2,797
			SB		2,242		3,683
			EB		269		222
			WB		486		407
4	San Antonio Drive/ Union Street-I-5 Fwy SB On-Ramp [2]	01/18/2005	NB	7:30	2,114	4:30	2,389
			SB		2,294		3,497
			EB		718		684
			WB		0		0
5	Bloomfield Avenue/ Florence Avenue [1]	06/06/2013	NB	7:00	607	4:30	804
			SB		532		872
			EB		703		1,141
			WB		1,271		996
6	Bloomfield Avenue/ Imperial Highway [1]	06/06/2013	NB	7:15	1,159	4:30	796
			SB		758		953
			EB		1,316		1,368
			WB		1,867		1,387
7	Bloomfield Avenue/ Civic Center Drive [1]	06/06/2013	NB	7:30	904	4:30	508
			SB		666		898
			EB		420		570
			WB		104		28
8	Bloomfield Avenue/ I-5 Fwy NB On-Ramp [1]	06/06/2013	NB	7:30	317	4:30	429
			SB		433		497
			EB		0		0
			WB		0		0
9	Shoemaker Avenue/ Florence Avenue [1]	06/06/2013	NB	7:00	562	4:30	624
			SB		387		589
			EB		704		1,330
			WB		1,222		812
10	Shoemaker Avenue/ Imperial Highway [1]	06/06/2013	NB	7:15	157	5:00	283
			SB		455		501
			EB		1,336		1,787
			WB		1,835		1,184

[1] Counts conducted by City Traffic Counters

[2] Counts conducted by Southland Car Counters; Source: "The Villages at Heritage Springs Residential Development in the City of Santa Fe Springs", April 2005, prepared by Kimley-Horn and Associates, Inc.

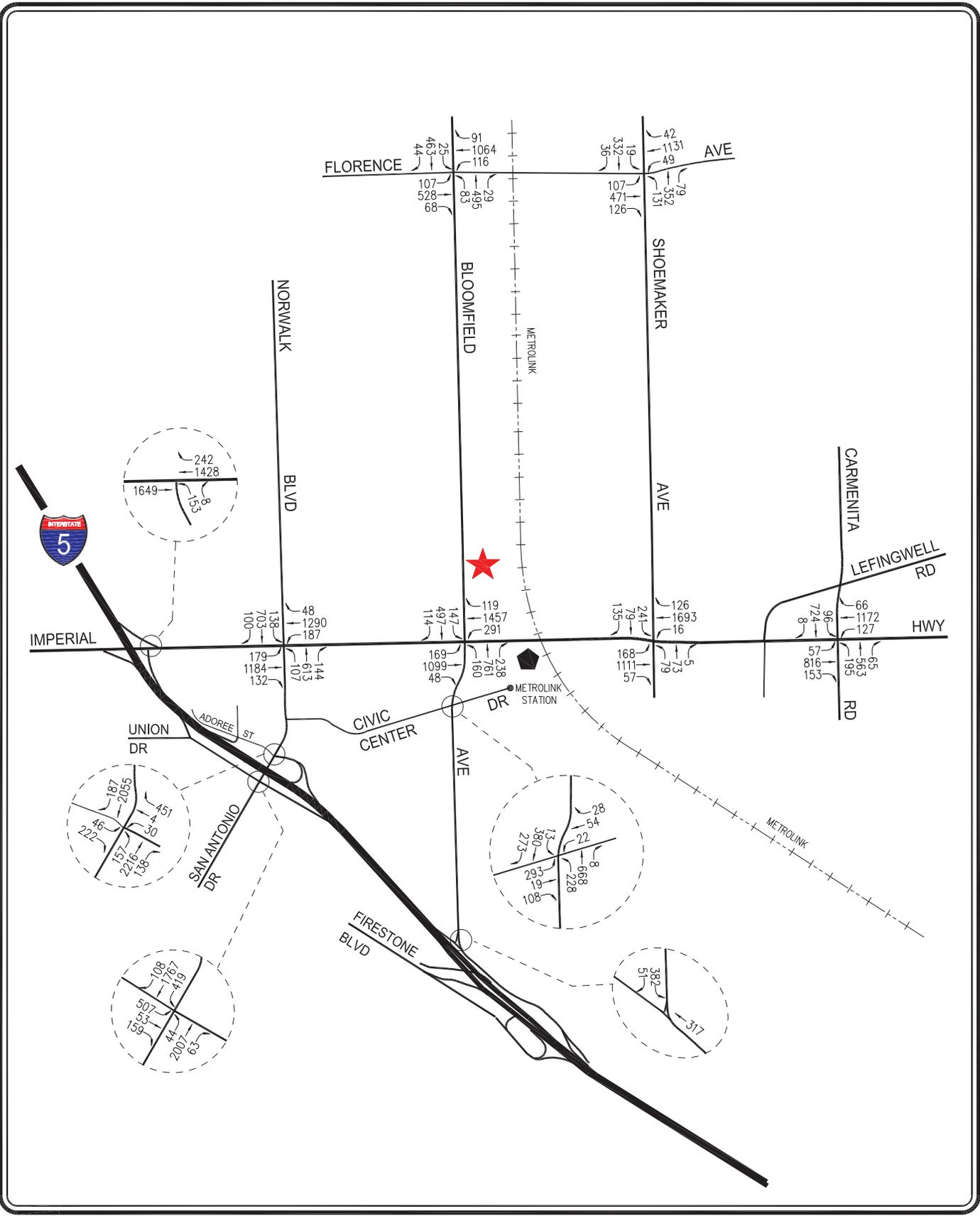
Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
11	Carmenita Road/ Imperial Highway [1]	06/06/2013	NB	7:15	823	4:45	1,319
			SB		828		830
			EB		1,026		1,707
			WB		1,365		1,141

[1] Counts conducted by City Traffic Counters

[2] Counts conducted by Southland Car Counters; Source: "The Villages at Heritage Springs Residential Development in the City of Santa Fe Springs", April 2005, prepared by Kimley-Horn and Associates, Inc.

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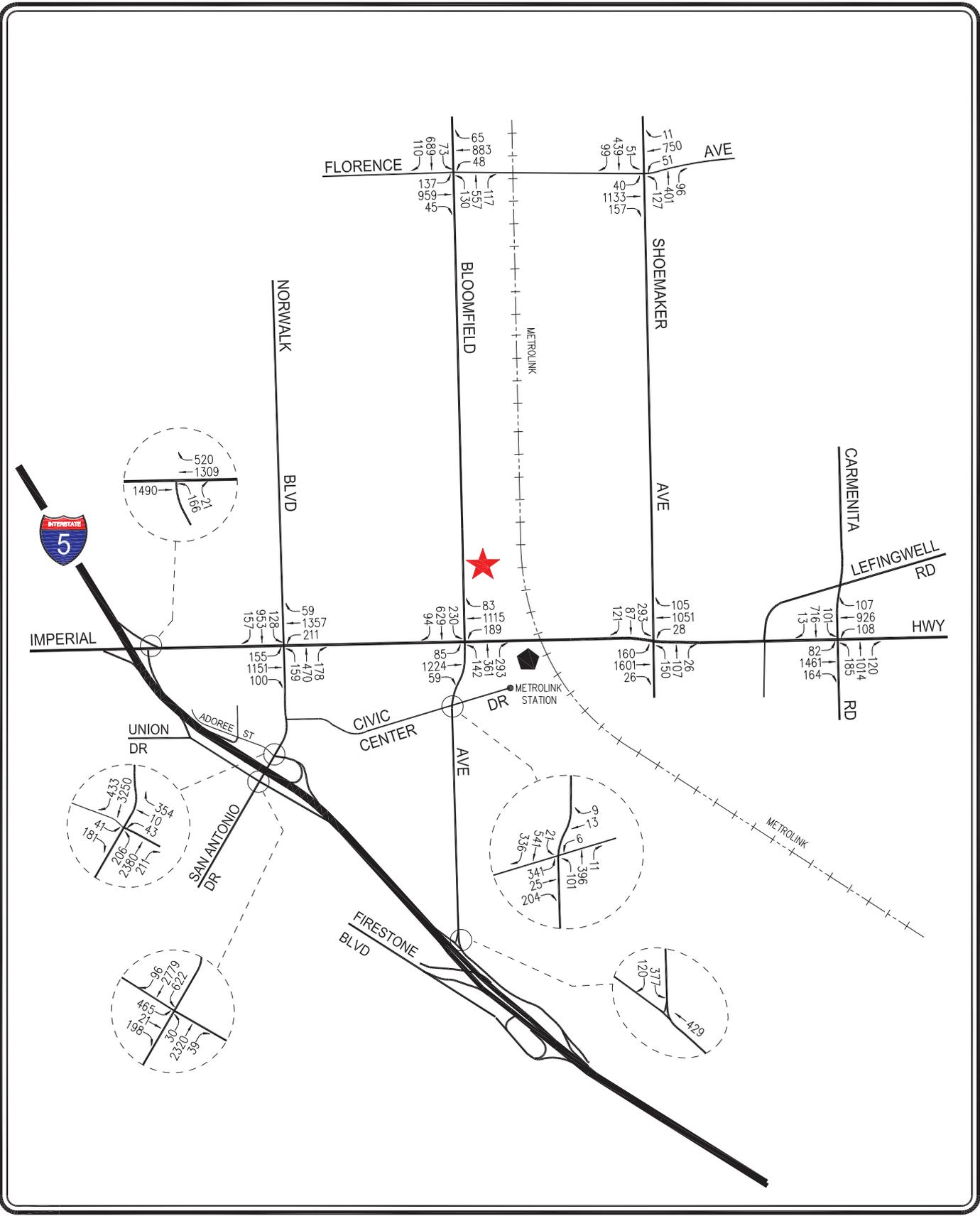
 **PROJECT SITE**

FIGURE 5-1
EXISTING TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

INTERHEALTH CORPORATION MOB PROJECT

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 NOT TO SCALE

 PROJECT SITE

FIGURE 5-2
EXISTING TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

INTERHEALTH CORPORATION MOB PROJECT

6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

“(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or

(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.”

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the “A” and “B” options outlined in CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The list of related projects was based on information on file at the City of Santa Fe Springs Planning Department, County of Los Angeles Department of Regional Planning and City of Norwalk Planning Department, as well as recently accepted traffic impact analysis reports prepared for projects in the vicinity of the proposed Interhealth Corporation MOB project site. The list of related projects in the project site area is presented in **Table 6-1**. The location of the related projects is shown in **Figure 6-1**.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*⁴. The related projects respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in **Table 6-1**. The anticipated distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours is displayed in **Figures 6-2** and **6-3**, respectively.

⁴ Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition, 2012, Washington, D.C.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]			AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
City of Santa Fe Springs														
S1	Proposed	Village at Heritage Springs Bounded by Telegraph Road to the north, Norwalk Boulevard to the west, Bloomfield Avenue to the east, Clark Street to south	Single Family Detached Single Family Attached	200 DU 450 DU	[3] [3]	1,914 2,637	38 34	113 164	151 198	127 157	75 77	202 234		
S2	Approved	11525 Shoemaker Avenue	Industrial/Warehouse	329,000 GSF	[4]	1,171	78	21	99	26	79	105		
S3	Proposed	Freeway Springs 13833 Freeway Drive	Industrial/Warehouse	448,000 GSF	[4]	1,595	106	28	134	36	107	143		
S4	Proposed	Keana Development	Apartment	50 DU	[5]	333	5	21	26	20	11	31		
S5	Proposed	Durable Properties 9951 Greentleaf Avenue	Light Industrial	38,000 GSF	[6]	264	31	4	35	4	33	37		
S6	Proposed	Smith/Norwalk Project 12039 & 12011 Smith Avenue	Light Industrial	93,820 GSF	[6]	654	76	10	86	11	80	91		
S7	Proposed	Ryder Trucks 13630 Firestone Boulevard	Light Industrial	19,000 GSF	[6]	132	15	2	17	2	16	18		
S8	Proposed	Durable USA 12926 Carmentia Road	Light Industrial	54,613 GSF	[6]	380	44	6	50	6	47	53		
County of Los Angeles														
LC1	Proposed	1400 Glengyle Street	Assisted Living	18 Occ. Beds	[7]	49	2	1	3	3	2	5		
City of Norwalk														
N1	Proposed	13922 Gracebee Avenue	Warehouse	13,529 GSF	[4]	48	3	1	4	1	3	4		
N2	Proposed	14355 Pioneer Boulevard	Medical Office Retail	4,376 GSF 891 GLSF	[8] [9]	158 38	8 1	2 0	10 1	4 1	12 2	16 3		
N3	Proposed	11913 Firestone Boulevard	Medical Office	8,032 GSF	[8]	290	15	4	19	8	21	29		
N4	Proposed	11936 Imperial Highway	Medical Office	7,082 GSF	[8]	256	13	4	17	7	18	25		
N5	Proposed	11404 Imperial Highway	New Car Sales	3,248 GSF	[10]	105	5	1	6	4	5	9		
N6	Proposed	11335 Firestone Boulevard	Car Wash	3,844 GSF	[11]	None	None	None	0	27	27	54		
N7	Proposed	12023 Orange Street	Condominium	5 DU	[12]	29	0	2	2	2	1	3		
N8	Proposed	11009 Pioneer Boulevard	Child Care	1,582 GSF	[13]	117	10	9	19	9	11	20		
TOTAL						10,170	484	393	877	455	627	1,082		

[1] Source: City of Santa Fe Springs, Los Angeles County Department of Regional Planning. Trip generation for the related projects are based on ITE "Trip Generation Manual", 9th Edition, 2012 (as referenced in the Project Data Source column).

[2] Trips are one-way traffic movements, entering or leaving.

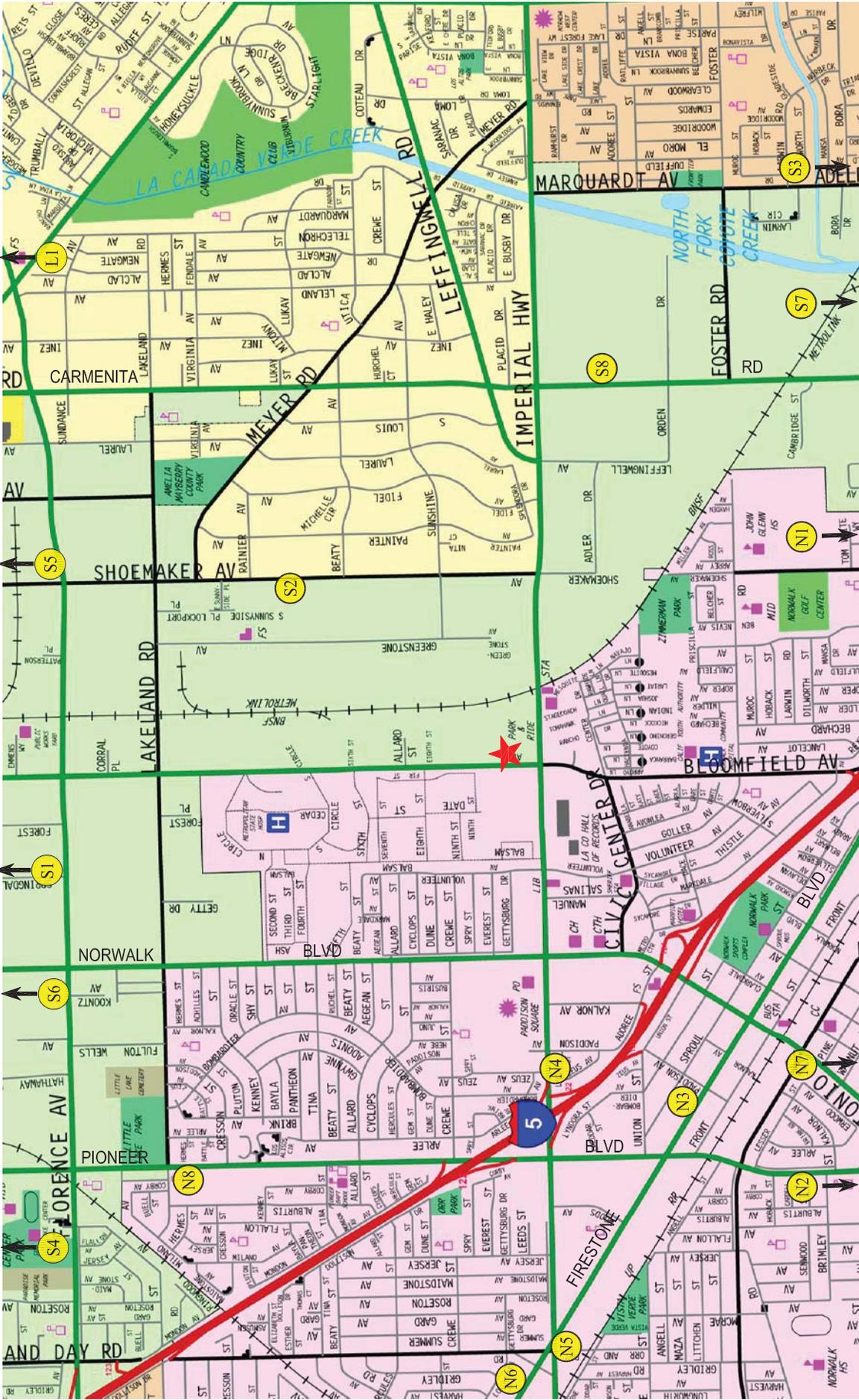
[3] Source: "The Villages at Heritage Springs Residential Development, Traffic Impact Study", prepared by Kimley-Horn and Associates, Inc., April 2005.

[4] ITE Land Use Code 150 (Warehouse) trip generation average rates.

[5] ITE Land Use Code 220 (Apartment) trip generation average rates.

[6] ITE Land Use Code 110 (Light-Industrial) trip generation average rates.

[7] ITE Land Use Code 254 (Assisted Living) trip generation average rates.

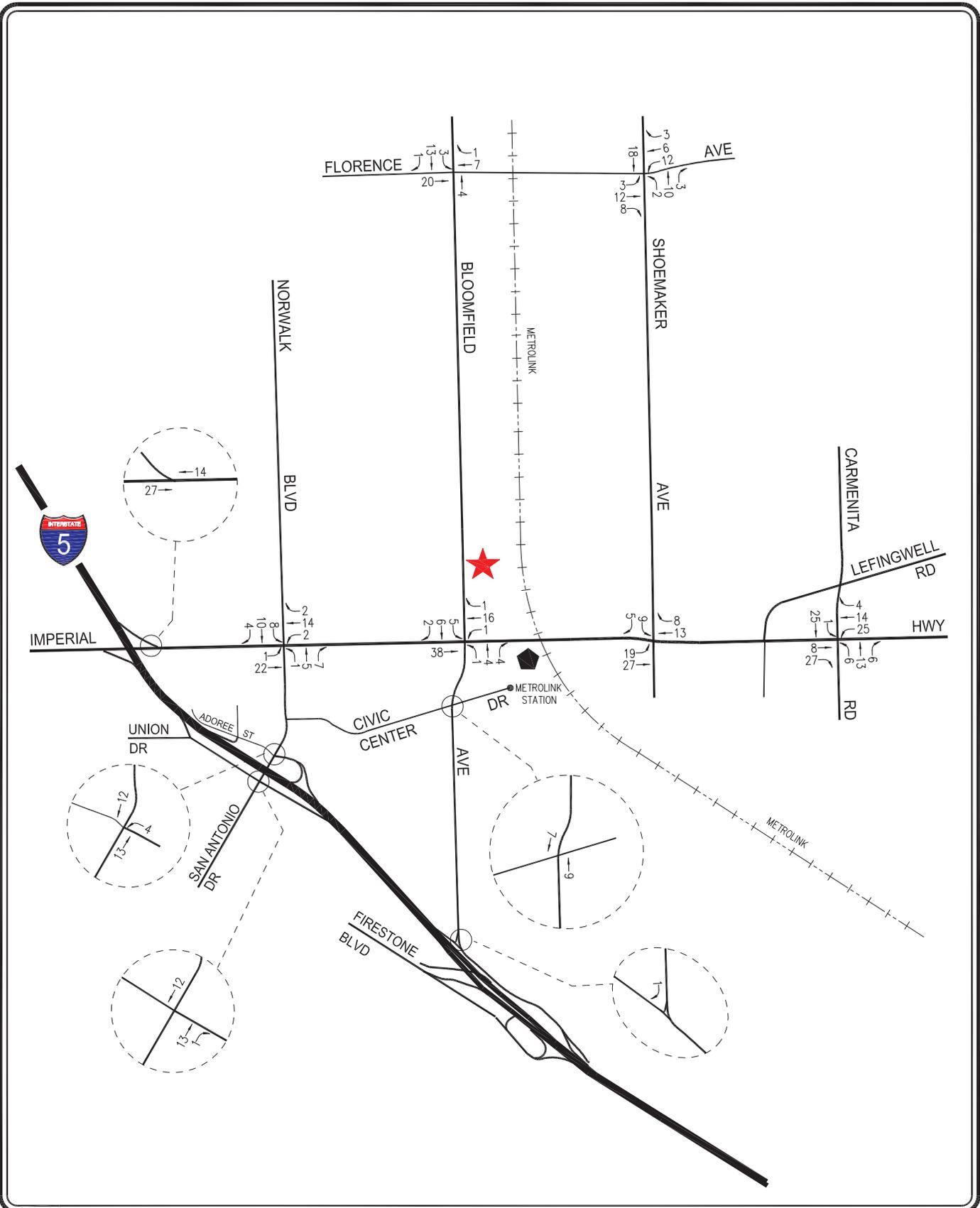


MAP SOURCE: RAND MCNALLY & COMPANY

-  NOT TO SCALE
-  PROJECT SITE
-  CITY OF SANTA FE SPRINGS
-  LOS ANGELES COUNTY
-  CITY OF NORWALK

FIGURE 6-1
LOCATION OF RELATED PROJECTS

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 NOT TO SCALE

 PROJECT SITE

FIGURE 6-2

RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

INTERHEALTH CORPORATION MOB PROJECT

6.2 Ambient Traffic Growth Factor

In order to account for area-wide regional growth not included in this analysis, the existing traffic volumes were increased at an annual rate of one percent (1.0%) to the year 2015 (i.e., the anticipated year of project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the “CMP manual”) and determined in consultation with City staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the project study area (i.e., RSA 22 Southeast/Downey), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 1.0% per year between the years 2010 and 2015. Thus, application of this annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the traffic growth rate contained in the CMP manual is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Interhealth Corporation MOB project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation* manual, 9th Edition publication. Traffic volumes expected to be generated by the proposed project were based upon rates per 1,000 gross square feet. ITE Land Use Code 720 (Medical-Dental Office) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed Interhealth Corporation MOB project.

Traffic volumes to be generated by the existing project site use were forecast based on actual site driveway counts conducted during the weekday AM and PM peak hours. The existing site manual driveway counts were conducted by a traffic count subconsultant, City Traffic Counters, from 7:00 to 9:00 AM and from 4:00 to 6:00 PM to determine the existing site weekday AM and PM peak hour traffic generation. Summary data worksheets of the existing site manual driveway traffic counts are contained in *Appendix A*.

The trip generation forecast for the proposed project is summarized in **Table 7-1**. As presented in **Table 7-1**, the proposed project is expected to generate a net increase of 80 vehicle trips (66 inbound trips and 14 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate a net increase of 125 vehicle trips (35 inbound trips and 90 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 1,227 daily trip ends during a typical weekday (approximately 614 inbound trips and 614 outbound trips).

7.2 Project Trip Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Bloomfield Avenue, Imperial Highway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Existing site parcel access ingress/egress schemes;
- Ingress/egress scheme planned for the proposed project;
- Nearby population and employment centers; and
- The InterHealth Corporation health care service areas.

The project traffic volume distribution percentages during weekday AM and PM peak hours at the study intersections are illustrated in **Figure 7-1**. The forecast project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in **Figures 7-2** and **7-3**, respectively. The traffic volume assignments presented in **Figures 7-2** and **7-3** reflect the traffic distribution characteristics shown in **Figure 7-1** and the project traffic generation forecast presented in **Table 7-1**.

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i><u>Proposed Project</u></i>								
Medical Office [3]	35,076 GSF	1,267	66	18	84	35	90	125
Subtotal Proposed		1,267	66	18	84	35	90	125
<i><u>Less Existing</u></i>								
City Yard [4]		(40)	0	(4)	(4)	---	---	---
Subtotal Existing		(40)	0	(4)	(4)	0	0	0
NET INCREASE		1,227	66	14	80	35	90	125

[1] Source: ITE "Trip Generation", 9th Edition, 2012.

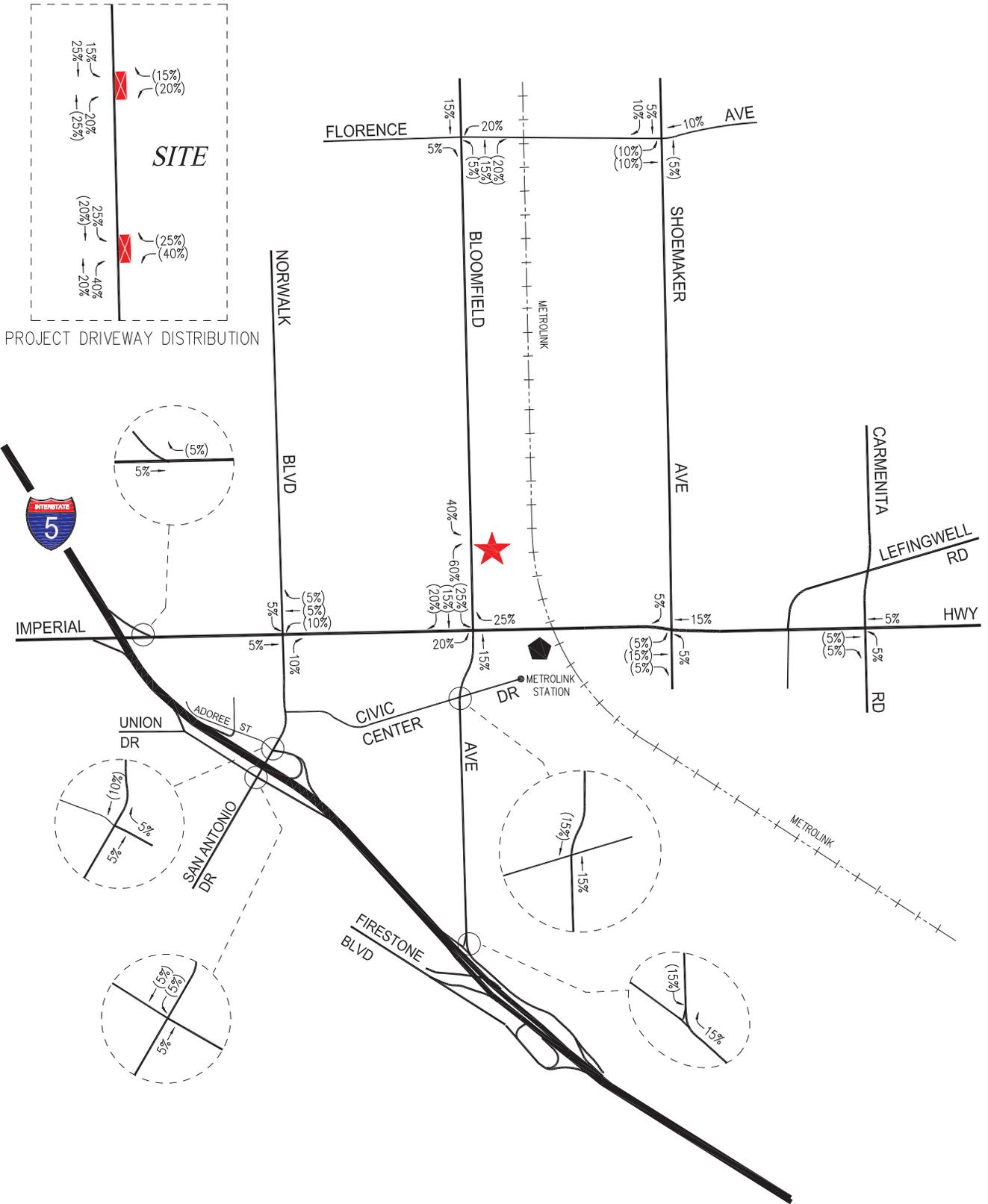
[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.

- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

[4] Existing site trip generation based on actual site driveway counts conducted during the weekday AM and PM peak hours by the traffic count subconsultant (City Traffic Counters). Copies of the existing site driveway count summary worksheets are provided in Appendix A. The existing site daily trips were forecast based on the assumption that the AM peak hour volumes represents 10 percent (10%) of the daily traffic volume.

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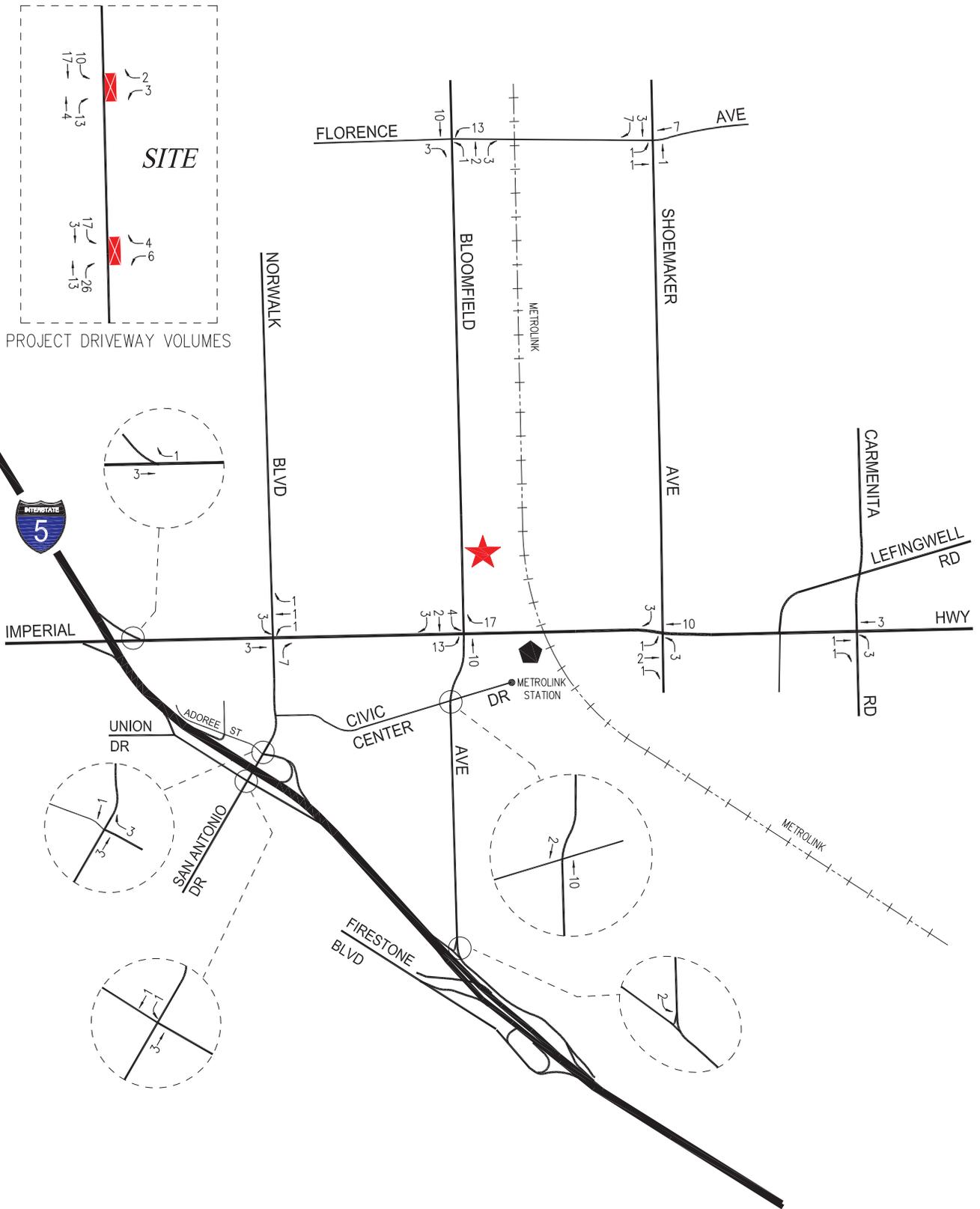

NOT TO SCALE

 PROJECT SITE
XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

INTERHEALTH CORPORATION MOB PROJECT



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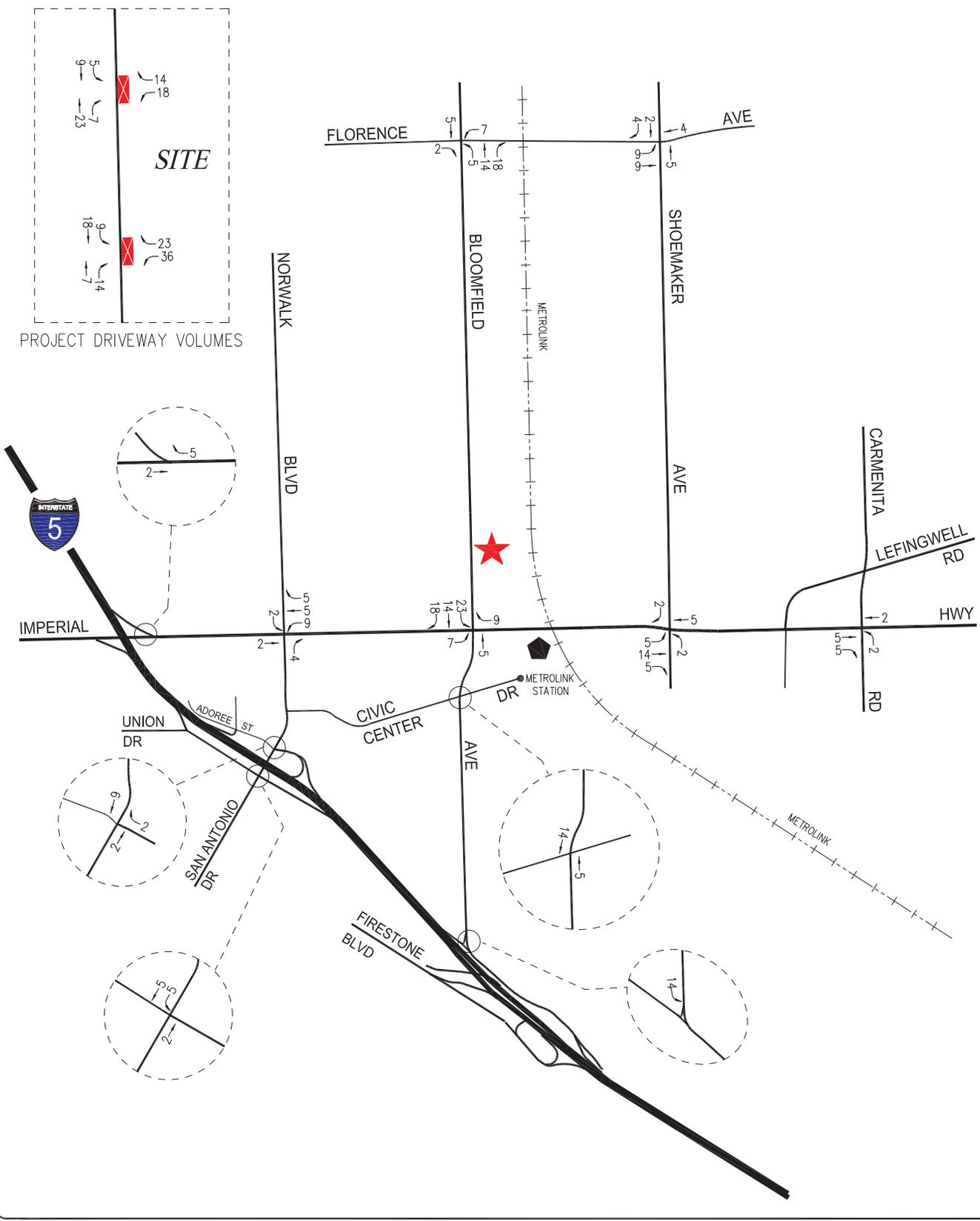
 PROJECT SITE

FIGURE 7-2
PROJECT TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

INTERHEALTH CORPORATION MOB PROJECT

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 PROJECT SITE

FIGURE 7-3
PROJECT TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

INTERHEALTH CORPORATION MOB PROJECT

8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Intersection Capacity Utilization (ICU) methodology. This method determines Volume-to-Capacity (v/c) ratio on a critical lane basis. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The LOS varies from LOS A (free flow) to LOS F (jammed condition). Descriptions of the ICU method and corresponding Levels of Service are provided in **Appendix B** and **Appendix C** for the City of Santa Fe Springs traffic analysis and City of Norwalk traffic analysis, respectively.

The ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and a dual left-turn capacity of 2,880 vph. Additionally, a clearance adjustment factor of 0.10 was added to each Level of Service calculation.

8.1 Impact Criteria and Thresholds

8.1.1 City of Santa Fe Springs Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships and service level characteristics at each study intersection.

The significance of the potential project-generated traffic impacts was identified using the City's traffic impact analysis guidelines. According to the City of Santa Fe Springs' guidelines, the impact is considered significant if the project-related increase in the v/c ratio equals or exceeds the threshold criteria presented in **Table 8-1**.

Table 8-1		
CITY OF SANTA FE SPRINGS		
INTERSECTION IMPACT THRESHOLD CRITERIA		
Final v/c	Level of Service	Project Related Increase in v/c
> 0.70 - 0.80	C	equal to or greater than 0.04
> 0.80 - 0.90	D	equal to or greater than 0.03
> 0.90	E and F	equal to or greater than 0.01

8.1.2 City of Norwalk Impact Criteria and Thresholds

Based on recent coordination with the City of Norwalk contract Traffic Engineer, it has been outlined in the City of Norwalk's General Plan that the City has established LOS "D" as a threshold standard for peak hour intersection operations. The City has also established a "target" LOS of LOS "C". The level of significance for an intersection is determined by the following:

- If an intersection is currently operating at LOS A or B and is found to operate at LOS C or better with the addition of the proposed project the impact is not considered significant. No mitigation measures are necessary.
- If an intersection is currently operating at LOS C and is found to operate at LOS D or worse with the addition of the proposed project the impact is considered significant. Mitigation measures are then necessary to bring the intersection back to LOS C operations.
- If an intersection is currently operating at LOS D or worse and is found to continue to operate at LOS D or worse with the addition of the proposed project **and** the project has resulted in an increase in the existing v/c ratio by 0.010 (1 percent) the impact is then considered significant. Mitigation measures are necessary to bring the intersection back to its existing v/c ratio.

8.2 Traffic Impact Analysis Scenarios

The following sections summarize the traffic impact analysis scenarios analyzed herein pursuant to the City of Santa Fe Springs and City of Norwalk requirements.

8.2.1 City of Santa Fe Springs Traffic Impact Analysis Scenarios

Pursuant to the City's traffic study guidelines, the study intersection calculations were prepared for the following analysis scenarios:

- (a) Existing (2013) conditions.
- (b) Condition (a) with one percent (1.0%) annual ambient traffic growth through year 2015.
- (c) Condition (b) with completion and occupancy of the proposed project.
- (d) Condition (c) with implementation of the proposed project mitigation measures, where necessary.
- (e) Condition (c) with completion and occupancy of the related projects.
- (f) Condition (e) with implementation of cumulative mitigation measures, where necessary.

It is important to note that the analysis scenarios were analyzed by evaluating the potential traffic impacts from the project only in Condition (c) prior to combining the cumulative traffic from other cumulative development projects (i.e., related projects) in the study area.

8.2.2 City of Norwalk Traffic Impact Analysis Scenarios

Pursuant to the City's requirements, the City of Norwalk study intersection calculations were prepared for the following analysis scenarios:

- (a) Existing (2013) conditions.
- (b) Condition (a) with proposed project.
- (c) Condition (b) with implementation of mitigation measures, where necessary.
- (d) Condition (a) with a one (1.0%) annual ambient traffic growth through year 2015.
- (e) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2015 and with completion and occupancy of the related projects (i.e., future without project conditions).
- (f) Condition (e) with completion and occupancy of the proposed project.
- (g) Condition (f) with implementation of the proposed project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

9.0 CITY OF SANTA FE SPRINGS TRAFFIC ANALYSIS

The traffic impact analysis prepared all of the study intersections using the ICU methodology and application of the City of Santa Fe Springs significant traffic impact criteria is summarized in **Table 9-1**. The ICU data worksheets for the analyzed intersections are contained in *Appendix B*.

9.1 Existing Conditions

As indicated in column [1] of *Table 9-1*, eight of the 11 study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The following study intersections are currently operating at LOS E or F under existing conditions during the peak hour shown below:

- Int. No. 3: Norwalk Blvd./Adoree St.-I-5 Fwy. AM Peak Hour: $v/c=1.023$, LOS F
PM Peak Hour: $v/c=1.162$, LOS F
- Int. No. 4: San Antonio Dr./Union St.-I-5 Fwy. AM Peak Hour: $v/c=1.339$, LOS F
PM Peak Hour: $v/c=1.518$, LOS F
- Int. No. 11: Carmenita Rd./Imperial Hwy. PM Peak Hour: $v/c=0.924$, LOS E

As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5-1* and *5-2*, respectively.

9.2 Existing With Ambient Growth Conditions

Growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors was assumed to be 1.0 percent (1.0%) per year through year 2015. This ambient growth incrementally increases the v/c ratios at all of the study intersections. As shown in column [2] of *Table 9-1*, eight of the 11 study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of ambient growth traffic through the year 2015. The following study intersections are expected to operate at LOS E or F under existing with ambient growth conditions during the peak hour shown below:

- Int. No. 3: Norwalk Blvd./Adoree St.-I-5 Fwy. AM Peak Hour: $v/c=1.041$, LOS F
PM Peak Hour: $v/c=1.183$, LOS F
- Int. No. 4: San Antonio Dr./Union St.-I-5 Fwy. AM Peak Hour: $v/c=1.363$, LOS F
PM Peak Hour: $v/c=1.546$, LOS F
- Int. No. 11: Carmenita Rd./Imperial Hwy. PM Peak Hour: $v/c=0.940$, LOS E

Table 9-1
CITY OF SANTA FE SPRINGS - SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4]		[5]							
			YEAR 2013 EXISTING V/C	LOS	YEAR 2015 W/AMBIENT GROWTH V/C	LOS	YEAR 2015 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT	YEAR 2015 FUTURE CUMULATIVE V/C	LOS	CHANGE V/C [(4)-(2)]	SIGNIF. IMPACT	YEAR 2015 W/REGIONAL MITIGATION V/C	LOS	CHANGE V/C [(5)-(2)]	SIGNIF. IMPACT
1	I-5 Fwy NB Off-Ramp/ Imperial Highway	AM PM	0.539 0.529	A A	[b] [b]	[b] [b]	[b] [b]	---	---	---	---	---	---	[b] [b]	---	---	---	---
2	Norwalk Boulevard/ Imperial Highway	AM PM	0.758 0.778	C C	0.772 0.791	C C	0.774 0.792	C C	0.002 0.001	NO NO	0.784 0.804	C D	0.012 0.013	NO NO	0.784 0.804	C D	0.012 0.013	---
3	Norwalk Boulevard/ Adoree Street-I-5 Fwy NB Ramps	AM PM	1.023 1.162	F F	1.041 1.183	F F	1.042 1.185	F F	0.001 0.002	NO NO	1.049 1.190	F F	0.008 0.007	NO NO	1.049 1.190	F F	0.008 0.007	---
4	San Antonio Drive/ Union Street-I-5 Fwy SB On-Ramp	AM PM	1.339 1.518	F F	1.363 1.546	F F	1.365 1.550	F F	0.002 0.004	NO NO	1.369 1.554	F F	0.006 0.008	NO NO	1.369 1.554	F F	0.006 0.008	---
5	Bloomfield Avenue/ Florence Avenue	AM PM	0.738 0.813	C D	0.751 0.827	C D	0.755 0.832	C D	0.004 0.005	NO NO	0.762 0.842	C D	0.011 0.015	NO NO	0.762 0.842	C D	0.011 0.015	---
6	Bloomfield Avenue/ Imperial Highway	AM PM	0.864 0.800	D C	0.879 0.814	D D	0.896 0.828	D D	0.017 0.014	NO NO	0.904 0.838	E D	0.025 0.024	YES YES	0.854 0.681	D B	-0.025 -0.133	YES YES
7	Bloomfield Avenue/ Civic Center Drive	AM PM	0.598 0.578	A A	0.608 0.587	B A	0.608 0.587	B A	0.000 0.000	NO NO	0.608 0.587	B A	0.000 0.000	NO NO	0.608 0.587	B A	0.000 0.000	---
8	Bloomfield Avenue/ I-5 Fwy NB On-Ramp	AM PM	0.537 0.604	A B	0.546 0.614	A B	0.547 0.623	A B	0.001 0.009	NO NO	0.551 0.627	A B	0.005 0.013	NO NO	0.551 0.627	A B	0.005 0.013	---
9	Shoemaker Avenue/ Florence Avenue	AM PM	0.730 0.783	C C	0.743 0.796	C C	0.749 0.801	C D	0.006 0.005	NO NO	0.760 0.818	C D	0.017 0.022	NO YES	0.760 0.767	C C	0.017 -0.029	---
10	Shoemaker Avenue/ Imperial Highway	AM PM	0.780 0.706	C C	0.794 0.719	C C	0.797 0.723	C C	0.003 0.004	NO NO	0.818 0.733	D C	0.024 0.014	YES NO	0.806 0.715	D C	0.012 -0.004	YES ---
11	Carmenta Road/ Imperial Highway	AM PM	0.744 0.924	C E	0.757 0.940	C E	0.760 0.942	C E	0.003 0.002	NO NO	0.781 0.971	C E	0.024 0.031	NO YES	0.781 0.924	C E	0.024 -0.016	---

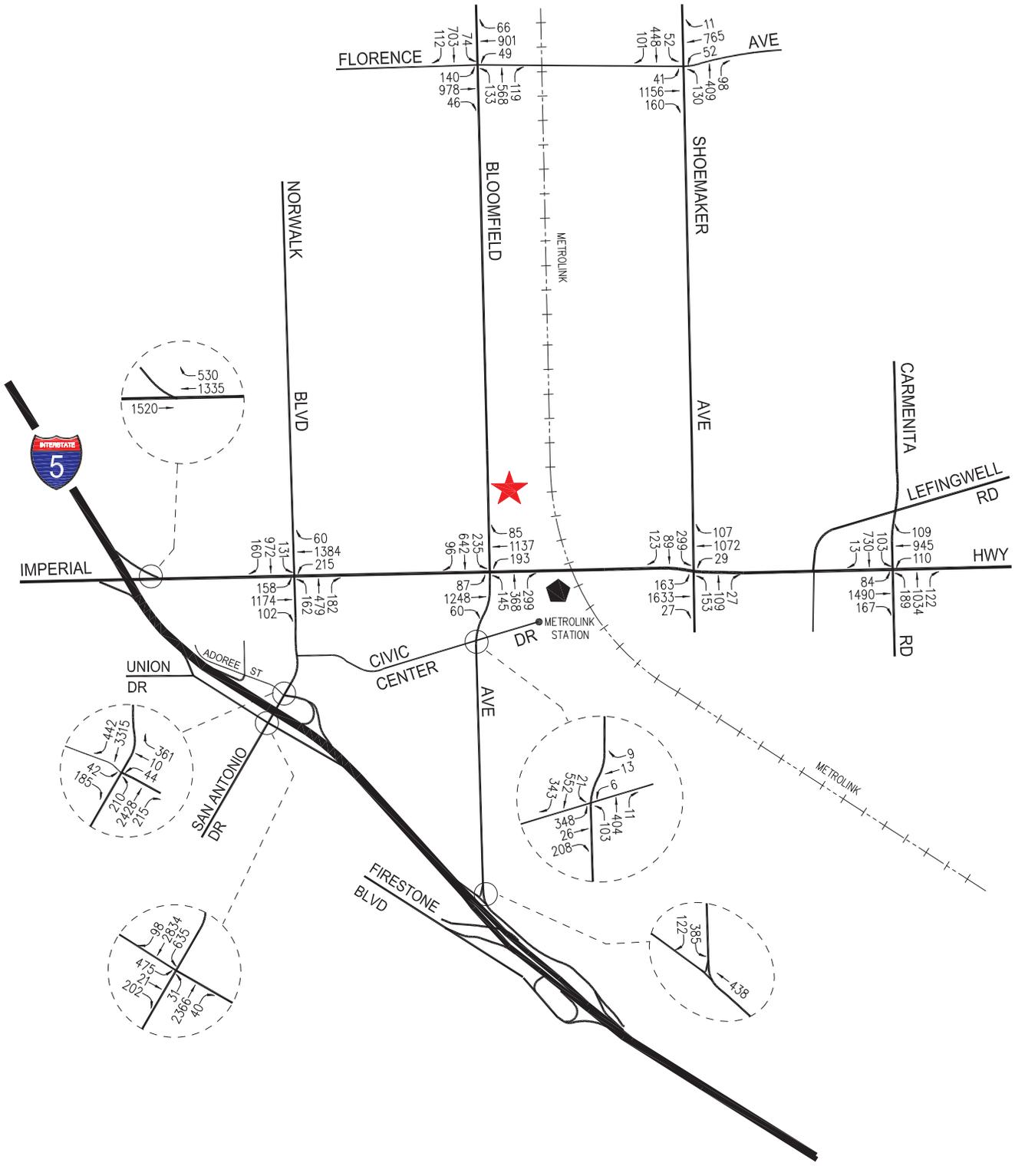
[a] According to the City's threshold criteria, an impact is considered significant if the project-related increase in the Volume-to-Capacity (V/C) ratio equals or exceeds the thresholds shown below:
 [b] This off-ramp was closed permanently by Caltrans on 9/13/13.

Level of Service
 C
 D
 E/F

Pre-Project ICU
 > 0.700 - 0.800
 > 0.800 - 0.900
 > 0.900

Project-Related Increase in V/C
 equal to or greater than 0.040
 equal to or greater than 0.020
 equal to or greater than 0.010

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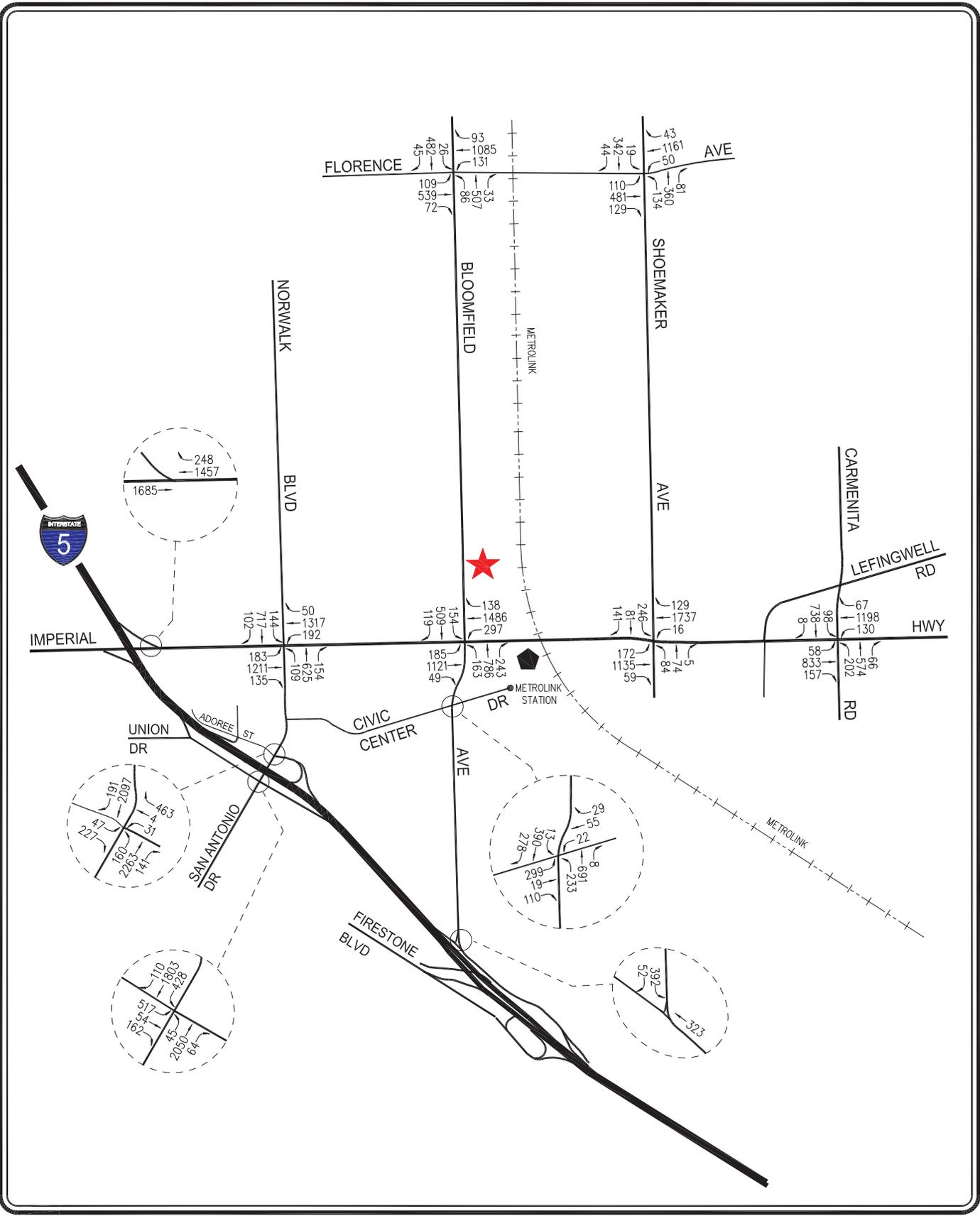
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 PROJECT SITE

FIGURE 9-2
EXISTING WITH AMBIENT GROWTH
TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
INTERHEALTH CORPORATION MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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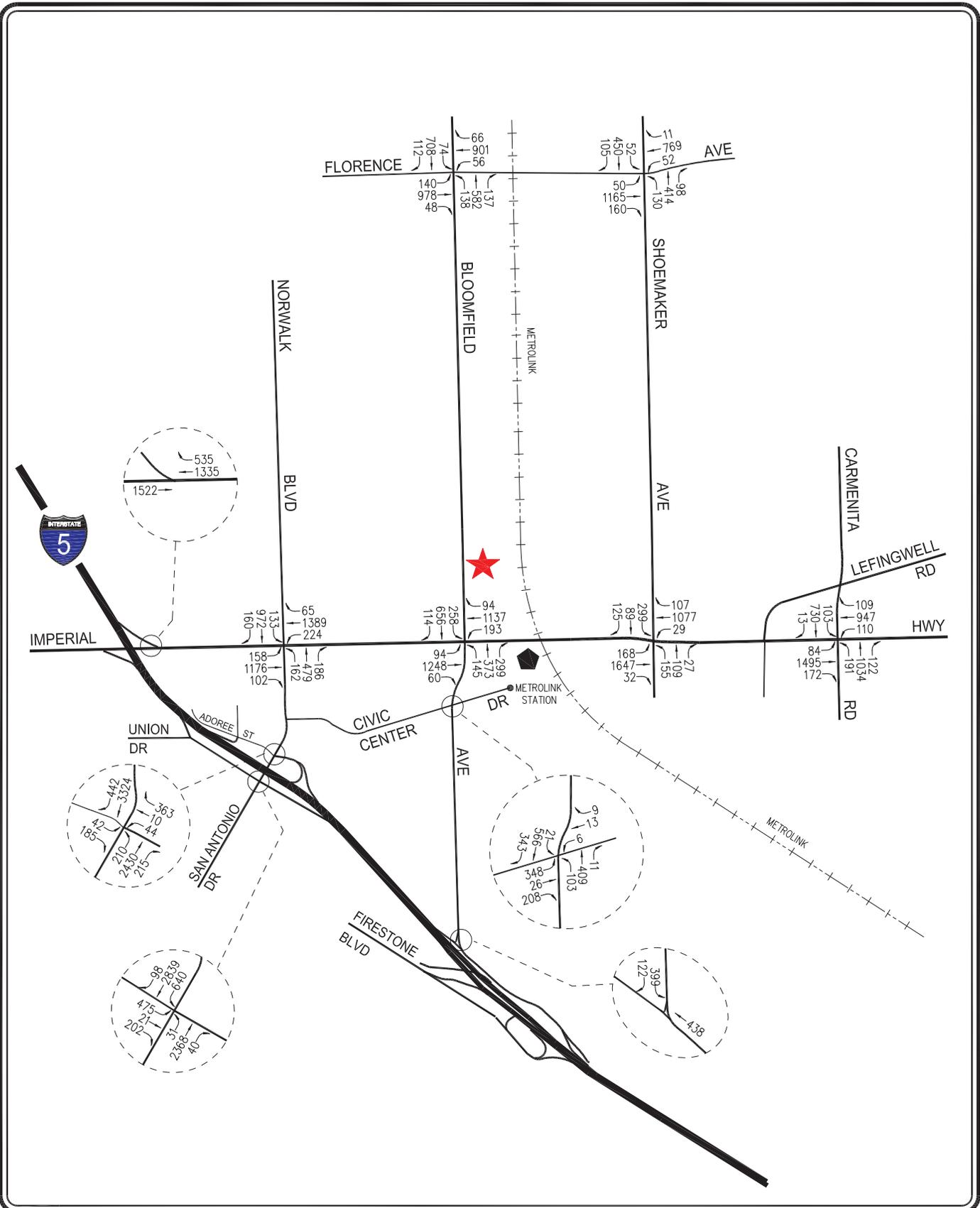
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 PROJECT SITE

FIGURE 9-3
EXISTING WITH AMBIENT GROWTH
WITH PROJECT TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 INTERHEALTH CORPORATION MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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 PROJECT SITE

FIGURE 9-4
EXISTING WITH AMBIENT GROWTH
WITH PROJECT TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 INTERHEALTH CORPORATION MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

Table 10-1
CITY OF NORWALK - SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4]		[5]						
			YEAR 2013 EXISTING V/C	YEAR 2013 EXISTING LOS	YEAR 2013 EXISTING WITH PROJECT V/C	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2015 FUTURE PRE-PROJECT W/ AG & REL. PROJECTS V/C	YEAR 2015 FUTURE WITH PROPOSED PROJECT V/C	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	YEAR 2015 FUTURE WITH PROJECT MITIGATION V/C	CHANGE V/C [(5)-(3)]				
1	I-5 Fwy NB Off-Ramp/ Imperial Highway	AM PM	0.539 0.529	A A	[a] [a]	---	---	[a] [a]	[a] [a]	---	[a] [a]	---	---				
3	Norwalk Boulevard/ Adoree Street-I-5 Fwy NB Ramps	AM PM	1.023 1.162	F F	1.024 1.164	F F	0.001 0.002	NO NO	1.048 1.188	F F	1.049 1.190	F F	0.001 0.002	NO NO	---	---	
4	San Antonio Drive/ Union Street-I-5 Fwy SB On-Ramp	AM PM	1.339 1.518	F F	1.340 1.521	F F	0.001 0.003	NO NO	1.367 1.550	F F	1.369 1.554	F F	0.002 0.004	NO NO	---	---	
6	Bloomfield Avenue/ Imperial Highway	AM PM	0.864 0.800	D C	0.881 0.814	D D	0.017 0.014	YES YES	0.887 0.823	D D	0.904 0.838	E D	0.017 0.015	YES YES	-0.008 -0.117	YES YES	
8	Bloomfield Avenue/ I-5 Fwy NB On-Ramp	AM PM	0.537 0.604	A B	0.538 0.613	A B	0.001 0.009	NO NO	0.549 0.618	A B	0.551 0.627	A B	0.002 0.009	NO NO	0.002 0.009	---	---

[a] This off-ramp was closed permanently by Caltrans on 9/13/13.

City of Norwalk intersection impact threshold criteria is as follows:
Existing v/c
>=0.700 to 0.799 LOS Project Related Increase in v/c
>=0.800 C Change to LOS D
D, E or F equal to or greater than 0.01

11.0 TRANSPORTATION MITIGATION MEASURES

11.1 Summary of Project Mitigation

As summarized in Subsection 9.3 (Existing With Ambient Growth Plus Project Conditions) herein, application of the City's threshold criteria to the with proposed project scenario indicates that the proposed project is not expected to create significant impacts at the study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections.

11.2 Summary of Cumulative Mitigation

As summarized in Subsection 9.4 (Future Cumulative Conditions) herein, it is calculated that the traffic associated with cumulative development projects is expected to create significant impacts at four of the 11 study intersections. The recommended cumulative traffic mitigation program developed for these projects includes physical roadway improvements and traffic signal operational improvements. The proposed project would be required to participate on a fair-share basis towards implementation of these measures to mitigate cumulative traffic impacts. It is noted that the cost of cumulative mitigation measures and fair-share contributions likely will require agreements between the Lead Agency (i.e., City of Santa Fe Springs) and any other jurisdictions that may share responsibility for the study intersections. The following paragraphs summarize the recommended cumulative transportation mitigation measures.

- Intersection No. 6: Bloomfield Avenue/Imperial Highway

The original recommended cumulative mitigation measure consisted of restriping the southbound approach to the intersection to provide a second left-turn lane. Based on further coordination with the City of Norwalk it was noted that the southbound dual left-turn lane improvement would preclude future plans for the installation of a bike lane along Bloomfield Avenue. It also was noted by the City of Norwalk that the Gateway Cities Council of Governments (COG) Hot Spot Study included analysis of this intersection. A conceptual improvement plan provided by the City of Norwalk reflected the installation of dual westbound left-turn lanes, longer northbound, southbound and eastbound left-turn lanes and a traffic signal modification in response to vehicle queuing. The traffic signal modification is also planned to incorporate optimized timing and an overlap traffic signal phase (i.e., northbound right-turn overlap phase to be run concurrently with the westbound left-turn phase). As shown in *Tables 9-1 and 10-1*, this mitigation measure is anticipated to reduce the forecast cumulative impacts at the subject study intersection to less than significant levels.

It is noted that this intersection is under shared jurisdiction between the City of Santa Fe Springs and City of Norwalk. Should the City of Norwalk or the City of Santa Fe Springs not approve implementation of this feasible traffic mitigation measure for any reason, a suitable substitute mitigation measure can be developed..

- Intersection No. 9: Shoemaker Avenue/Florence Avenue

The recommended cumulative mitigation consists of restriping the eastbound approach to the intersection to provide a right-turn only lane. The resulting lane configuration of the eastbound approach would provide one left-turn lane, two through lanes, and one right-turn only lane. As shown in *Table 9-1*, this cumulative mitigation measure is anticipated to reduce the forecast cumulative traffic impacts at the subject study intersection to less than significant levels.

- Intersection No. 10: Shoemaker Avenue/Imperial Highway

The recommended cumulative mitigation consists of restriping the southbound approach to the intersection to provide a second left-turn lane. The resulting lane configuration at the southbound approach would provide two left-turn lanes and one shared through/right-turn lane. The recommended cumulative mitigation also includes restriping the northbound approach to provide better alignment across the intersection while maintaining the same northbound lane configuration. It is noted that a traffic signal modification would likely be required to accommodate this recommended mitigation measure. As requested by the County of Los Angeles, *Appendix D* contains a copy of a conceptual plan for this improvement (*Appendix Figure D-1*). As shown in *Table 9-1*, this cumulative mitigation measure is anticipated to reduce the forecast cumulative impacts at the subject study intersection to less than significant levels.

It is noted that this intersection is under shared jurisdiction between the City of Santa Fe Springs and County of Los Angeles. Should the County of Los Angeles not approve implementation of this feasible cumulative traffic mitigation measure, a suitable substitute mitigation measure can be developed.

- Intersection No. 11: Carmenita Avenue/Imperial Highway

The recommended cumulative mitigation consists of restriping the northbound approach to the intersection to provide a right-turn only lane. The resulting lane configuration at the northbound approach would provide one left-turn lane, two through lanes, and one right-turn only lane. It is noted that it may be necessary to modify the raised median islands, both north and south of the intersection, to accommodate implementation of the recommended cumulative mitigation measure. As requested by the County of Los Angeles, *Appendix D* contains a copy of a conceptual plan for this improvement (*Appendix Figure D-2*). As shown in *Table 9-1*, this cumulative mitigation measure is anticipated to reduce the forecast cumulative impacts at the subject study intersection to less than significant levels.

It is noted that this intersection is under shared jurisdiction between the City of Santa Fe Springs and County of Los Angeles. Should the County of Los Angeles not allow implementation of this feasible cumulative traffic mitigation measure, a suitable substitute mitigation measure can be developed.

11.3 Fair Share Analysis

The methodology and the calculations of the project's pro-rata percentage at the study intersections that require cumulative improvement measures summarized in *Table 11-1*. The method used for these calculations is consistent with that employed by Los Angeles County and the City of Santa Fe Springs and is based on the weekday AM and PM peak hours, project generated traffic volumes on the approaches to each affected study intersection divided by the project plus other development (related) project's traffic volumes on those same approaches. It should be noted that neither existing traffic volumes nor ambient growth traffic volumes are included in the calculations. As shown in *Table 11-1*, the proposed project's fair share contribution toward the cumulative improvements is as follows:

- Intersection No. 6: Bloomfield Avenue/Imperial Highway = 29.7%
- Intersection No. 9: Shoemaker Avenue/Florence Avenue = 19.4%
- Intersection No. 10: Shoemaker Avenue/Imperial Highway = 18.6%
- Intersection No. 11: Carmenita Avenue/Imperial Highway = 6.8%

It is important to note that based on the City of Norwalk analysis methodology, a direct project significant traffic impact is noted for Intersection No. 6 and the cumulative mitigation measure also mitigates the direct project significant traffic impact. Since this intersection is under shared jurisdiction, it is recommended the further coordination occur between the City of Santa Fe Springs and the City of Norwalk in order to determine the project applicant's specific funding contribution and obtain status of additional fair-share contributions from applicants of other development projects.

Table 11-1
PRO-RATA PERCENTAGE OF CUMULATIVE MITIGATION COSTS

Pro-Rata Percentage Methodology			
<p>The project's percentage share is derived by dividing project traffic by project plus other development (related) projects traffic. It should be noted that existing traffic volumes are not included in the calculations.</p>			
$\frac{\text{Project Traffic}}{\text{Project} + \text{Other Related Projects Traffic}}$			
<p>The following equation is provided to assist in calculating the project's pro-rata percentage to implement roadway mitigation improvement measures:</p>			
$P = \frac{V_p}{V_p + (V_c - V_e)}$	<p>where: P = Project's pro-rata percentage of the cumulative mitigation improvement measures</p>	<p>V_p = AM and PM Peak Hour volume at the intersection generated by the project</p>	<p>V_c = Future Cumulative [1] AM and PM Peak Hour traffic volume at the intersection</p>
	<p>V_e = Existing and Ambient Growth AM and PM Peak Hour traffic volume (must be subtracted when included in cumulative AM and PM Peak Hour traffic volume)</p>		
Study Intersection Calculations			
<u>Intersection</u>	<u>AM and PM Traffic Volumes</u>	<u>Calculation</u>	<u>Percentage of Impact</u>
6. <u>Bloomfield Avenue/</u> <u>Imperial Highway</u>	V _p = <u>127</u> V _c = <u>10,097</u> V _e = <u>9,796</u>	$I = \frac{127}{(127) + (10,097 - 9,796)} = 29.7 \%$	
<u>Intersection</u>	<u>AM and PM Traffic Volumes</u>	<u>Calculation</u>	<u>Percentage of Impact</u>
9. <u>Shoemaker Avenue/</u> <u>Florence Avenue</u>	V _p = <u>53</u> V _c = <u>6,575</u> V _e = <u>6,355</u>	$I = \frac{53}{(53) + (6,575 - 6,355)} = 19.4 \%$	
<u>Intersection</u>	<u>AM and PM Traffic Volumes</u>	<u>Calculation</u>	<u>Percentage of Impact</u>
10. <u>Shoemaker Avenue/</u> <u>Imperial Highway</u>	V _p = <u>53</u> V _c = <u>7,921</u> V _e = <u>7,689</u>	$I = \frac{53}{(53) + (7,921 - 7,689)} = 18.6 \%$	
<u>Intersection</u>	<u>AM and PM Traffic Volumes</u>	<u>Calculation</u>	<u>Percentage of Impact</u>
11. <u>Carmenita Avenue/</u> <u>Imperial Highway</u>	V _p = <u>22</u> V _c = <u>9,520</u> V _e = <u>9,220</u>	$I = \frac{22}{(22) + (9,520 - 9,220)} = 6.8 \%$	

[1] Future cumulative traffic volumes include existing, ambient growth, project and related project volumes.

12.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July 2010.

12.1 Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

- | <u>CMP Station</u> | <u>Intersection</u> |
|--------------------|--------------------------------------|
| No. 94 | Carmenita Road/Imperial Highway |
| No. 113 | Firestone Boulevard/Imperial Highway |
| No. 114 | Norwalk Boulevard/Imperial Highway |

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

12.2 Freeways

The following CMP freeway monitoring locations in the project vicinity have been identified:

- | <u>CMP Station</u> | <u>Segment</u> |
|--------------------|---------------------------------------|
| No. 1002 | I-5 Freeway at Lemoran Avenue |
| No. 1075 | I-605 Freeway north of Telegraph Road |

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak periods. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no

further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

12.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 4.5 herein, existing transit service is provided in the vicinity of the proposed Interhealth Corporation project.

The project trip generation, as shown in *Table 7-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 4 transit trips during the weekday AM peak hour and 6 transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 60 weekday daily transit trips. Therefore, the calculations are as follows:

- Weekday AM Peak Hour = $80 \times 1.4 \times 0.035 = 4$ Transit Trips
- Weekday PM Peak Hour = $125 \times 1.4 \times 0.035 = 6$ Transit Trips
- Weekday Daily Trips = $1,227 \times 1.4 \times 0.035 = 60$ Transit Trips

As shown in *Table 4-1*, eight bus/train transit lines are provided adjacent to or in close proximity the project site. As outlined in *Table 4-1*, under the “No. of Buses/Trains During Peak Hour” column, these three transit lines provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) generally 34 and 29 buses/trains during the weekday AM and PM peak hours. Therefore, based on the above calculated weekday AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus/train. It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus/train, no project impacts on existing or future transit services in the project area are expected to occur due to the proposed project.

12.4 CMP TDM Requirement

The proposed project will be required to comply with the CMP Transportation Demand Management (TDM) Ordinance which applies to all new non-residential development and requires certain TDM-friendly development standards such as carpool/vanpool preferential parking. The applicable development standards are triggered when a new project exceeds established gross square footage thresholds.⁵ TDM measures are aimed at decreasing the number of vehicular trips generated by persons traveling to/from the site by offering facilities, services and actions designed to increase the use of alternative transportation modes (e.g., transit, rail, walking, bicycling, etc.) and ridesharing.

⁵ Source: Chapter 4, Transportation Demand Management Element, *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July 2010

13.0 CALIFORNIA DEPARTMENT OF TRANSPORTATION ANALYSIS

Based on recent coordination with Caltrans, it is noted that analyses of Caltrans facilities should be conducted when and if a proposed project is expected to add 50 or more peak hour trips in either direction on a freeway mainline segment or 10 or more peak hour trips to a freeway ramp location. While the proposed project in its entirety at build-out is expected to result in an increase of 80 AM peak hour vehicle trips and 125 PM peak hour vehicle trips, the project is not expected to generate 50 or more vehicle trips on the mainline (I-5 Freeway) during either the weekday AM or PM commute peak hours. Thus, as the threshold for preparation of a Caltrans freeway mainline analysis is not exceeded, no further analysis of the mainline freeway system is required. In addition, while the proposed project will not add 10 or more vehicle trips during either the commuter AM or PM peak hours at any freeway ramp location, which is the threshold for preparation of a Caltrans ramp analysis, this traffic analysis includes for informational purposes a review of freeway ramp vehicle queuing. As previously noted, much of I-5 Freeway in the vicinity of the proposed project is currently under construction as part of the Interstate 5 Corridor Improvement Project and many of the existing freeway ramp configurations are currently being modified and/or are under construction. Some freeway ramps will be permanently closed and replaced by ramp reconfigurations in the immediate vicinity. Construction is expected to be completed after the proposed project. Therefore, for illustration purposes, the existing ramp configurations have been maintained for purposes of evaluating the off-ramp vehicle queuing for year 2013 existing conditions and the existing with project conditions, so as to evaluate the changes in ramp queuing due to the proposed project.

The supplemental analysis of vehicle queuing on freeway off-ramps within the vicinity of the project site was also prepared to address more formally comments received from the California Department of Transportation (Caltrans) with respect to the Mitigated Negative Declaration (MND). Specifically, a detailed review was undertaken with respect to vehicle queuing on the freeway off-ramp approaches at two study locations (i.e., the I-5 Freeway Northbound Off-ramp at Imperial Highway and the I-5 Freeway Northbound Off-ramp at Norwalk Boulevard). The queuing analysis was calculated using the *Synchro 8* software package which implements the Highway Capacity Manual operational methods. In forecasting vehicle queuing, the *Synchro* software considers traffic volume data, lane configurations, traffic signal timing and phasing for signalized locations, and available vehicle storage lengths for the respective traffic movements. The queuing analysis also was prepared for the existing with project conditions. Each of the two freeway off-ramp intersection approaches were reviewed in terms of expected maximum vehicle queues (i.e., 95th percentile queues) which represent the maximum back of vehicle queues with 95th percentile traffic volumes. The corresponding maximum vehicle queue lengths were then compared with the available ramp storage lengths (as measured from the applicable freeway/frontage road gore areas to the respective off-ramp approach limit lines/merge points).

Table 14-1
 SUMMARY OF POTENTIAL FREEWAY OFF-RAMP VEHICLE QUEUING [1]
 WEEKDAY AM AND PM PEAK HOURS

RAMP LOCATION	PEAK HOUR	AVAILABLE STORAGE [2] (FEET)	YEAR 2013 EXISTING CONDITIONS		YEAR 2013 EXISTING WITH PROJECT CONDITIONS	
			95TH PERCENTILE QUEUE [3] (FEET)	ADEQUATE STORAGE YES/NO	95TH PERCENTILE QUEUE [3] (FEET)	ADEQUATE STORAGE YES/NO
I-5 Fwy NB Off-Ramp/ Imperial Highway	AM	575	100	YES	100	YES
	PM	575	113	YES	113	YES
I-5 Fwy NB Off-Ramp/ Norwalk Boulevard	AM	1,025	918	YES	928	YES
	PM	1,025	690	YES	698	YES

[1] Intersection queuing analysis based on the Highway Capacity Manual (HCM) methodologies.

[2] Available storage based on aerial measurements from Caltrans Earth.

[3] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. An average vehicle length of 25 feet is utilized.

Table 14-2
CALTRANS INTERSECTION IMPACT ANALYSIS [a]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	[1]		[2]	
				YEAR 2013 EXISTING DELAY [b]	LOS [c]	YEAR 2013 EXISTING WITH PROJECT DELAY [b]	LOS [c]
1	I-5 Freeway Northbound Off-Ramp/ Imperial Highway	Signalized	AM	6.2	A	6.2	A
			PM	6.4	A	6.4	A
3	Norwalk Boulevard/ Adoree Street - I-5 Northbound Ramps	TWSC	AM	>50.0	F	>50.0	F
			PM	>50.0	F	>50.0	F
4	San Antonio Drive/ Union Street - I-5 Southbound On-Ramp	Signalized	AM	>80.0	F	>80.0	F
			PM	>80.0	F	>80.0	F
8	Bloomfield Avenue/ I-5 Freeway NB On-Ramp	Signalized	AM	13.9	B	13.9	B
			PM	14.7	B	14.9	B

[a] Intersection analysis based on the Highway Capacity Manual operational analysis methodologies, per the Caltrans' *Guide for the Preparation of Traffic Impact Studies*, December 2002.

[b] Reported control delay values in seconds per vehicle.

[c] Signalized Intersection Levels of Service are based on the following criteria:

<u>Control Delay (s/veh)</u>	<u>LOS</u>
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

Unsignalized Intersection Levels of Service are based on the following criteria:

<u>Control Delay (s/veh)</u>	<u>LOS</u>
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

14.0 CONCLUSIONS

This traffic analysis has been prepared to identify and evaluate the potential traffic impacts of the proposed Interhealth Corporation MOB project. It is concluded that the proposed project is not expected to result in significant project-related traffic impacts at any of the 11 study intersections according to City of Santa Fe Springs analysis criteria. It also is concluded that traffic associated with cumulative development projects is expected to result in significant traffic impacts at four of the 11 study intersections according to the City of Sante Fe Springs analysis criteria. Cumulative mitigation measures are recommended to reduce these forecast future cumulative impacts to less than significant levels. The project Applicant would be required to participate on a fair-share basis towards implementation of these measures. In addition, one of the four locations anticipated to be significantly impacted by cumulative development is also expected to be significantly impacted by the proposed project according to City of Norwalk analysis criteria (i.e., Intersection No. 6: Bloomfield Avenue/Imperial Highway) as this intersection is shared jurisdiction between these two cities. The cumulative traffic mitigation measure is also anticipated to reduce the project's significant traffic impact to less than significant levels.

APPENDIX A
TRAFFIC COUNT DATA

CITY TRAFFIC COUNTERS
 626.447.4171
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 Site Code : 00000000
 Start Date : 6/6/2013
 Page No : 1

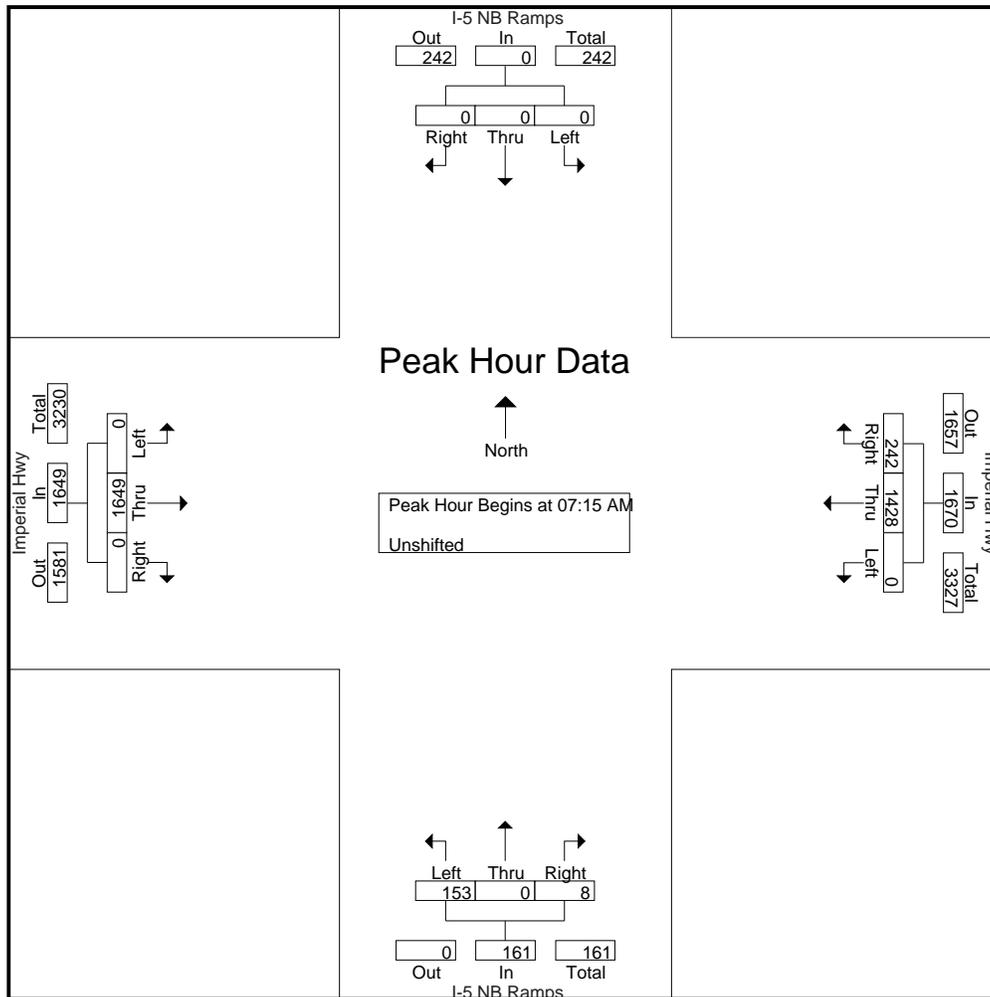
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	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	333	54	21	0	1	0	232	0	641
07:15 AM	0	0	0	0	367	81	32	0	0	0	394	0	874
07:30 AM	0	0	0	0	359	64	27	0	3	0	416	0	869
07:45 AM	0	0	0	0	357	50	38	0	1	0	428	0	874
Total	0	0	0	0	1416	249	118	0	5	0	1470	0	3258
08:00 AM	0	0	0	0	345	47	56	0	4	0	411	0	863
08:15 AM	0	0	0	0	319	56	62	0	2	0	402	0	841
08:30 AM	0	0	0	0	269	84	60	0	4	0	427	0	844
08:45 AM	0	0	0	0	265	66	31	0	0	0	341	0	703
Total	0	0	0	0	1198	253	209	0	10	0	1581	0	3251
04:00 PM	0	0	0	0	286	89	27	0	7	0	316	0	725
04:15 PM	0	0	0	0	296	101	21	0	5	0	323	0	746
04:30 PM	0	0	0	0	317	112	39	0	10	0	374	0	852
04:45 PM	0	0	0	0	323	122	29	0	2	0	349	0	825
Total	0	0	0	0	1222	424	116	0	24	0	1362	0	3148
05:00 PM	0	0	0	0	329	147	49	0	5	0	377	0	907
05:15 PM	0	0	0	0	340	139	49	0	4	0	390	0	922
05:30 PM	0	0	0	0	319	127	48	0	7	0	341	0	842
05:45 PM	0	0	0	0	326	116	38	0	18	0	309	0	807
Total	0	0	0	0	1314	529	184	0	34	0	1417	0	3478
Grand Total	0	0	0	0	5150	1455	627	0	73	0	5830	0	13135
Apprch %	0	0	0	0	78	22	89.6	0	10.4	0	100	0	
Total %	0	0	0	0	39.2	11.1	4.8	0	0.6	0	44.4	0	

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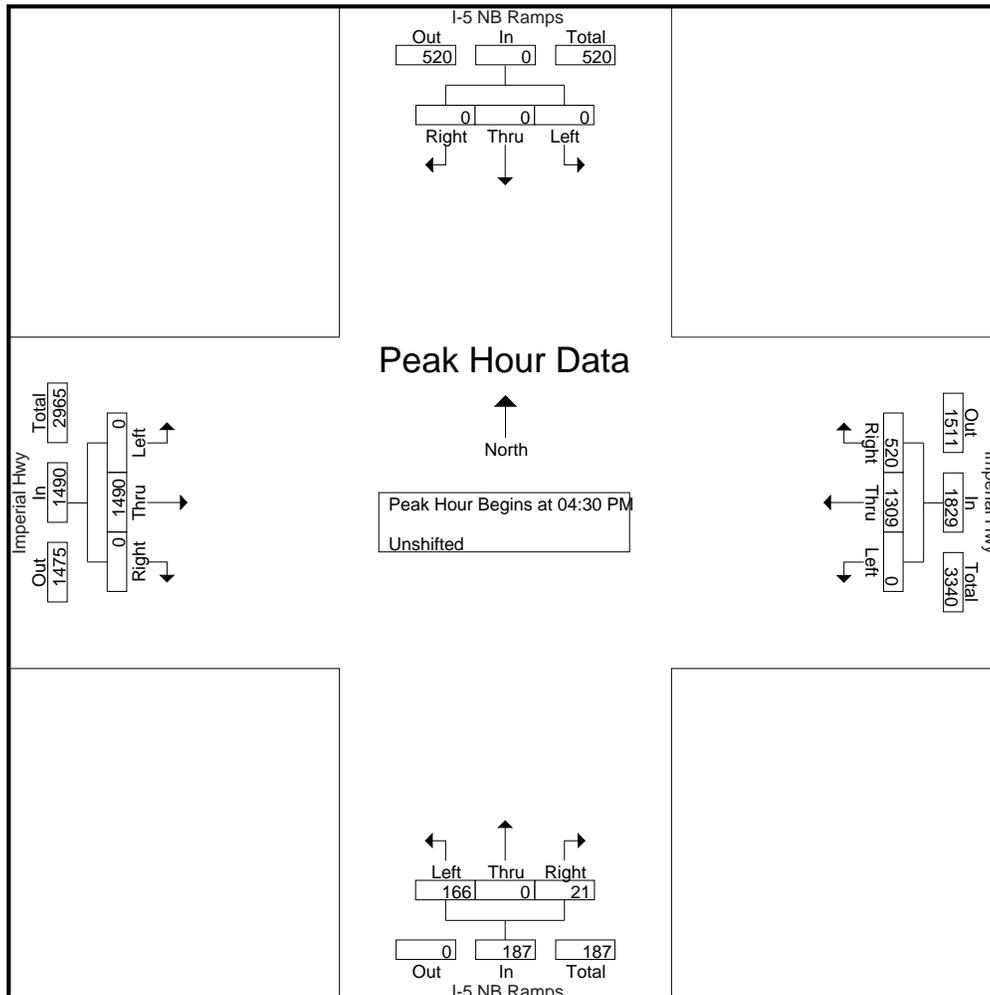
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Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	367	81	448	32	0	0	32	0	394	0	394	874
07:30 AM	0	0	0	0	0	359	64	423	27	0	3	30	0	416	0	416	869
07:45 AM	0	0	0	0	0	357	50	407	38	0	1	39	0	428	0	428	874
08:00 AM	0	0	0	0	0	345	47	392	56	0	4	60	0	411	0	411	863
Total Volume	0	0	0	0	0	1428	242	1670	153	0	8	161	0	1649	0	1649	3480
% App. Total	0	0	0	0	0	85.5	14.5		95	0	5		0	100	0		
PHF	.000	.000	.000	.000	.000	.973	.747	.932	.683	.000	.500	.671	.000	.963	.000	.963	.995



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Start Time	I-5 NB Ramps Southbound				Imperial Hwy Westbound				I-5 NB Ramps Northbound				Imperial Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	317	112	429	39	0	10	49	0	374	0	374	852
04:45 PM	0	0	0	0	0	323	122	445	29	0	2	31	0	349	0	349	825
05:00 PM	0	0	0	0	0	329	147	476	49	0	5	54	0	377	0	377	907
05:15 PM	0	0	0	0	0	340	139	479	49	0	4	53	0	390	0	390	922
Total Volume	0	0	0	0	0	1309	520	1829	166	0	21	187	0	1490	0	1490	3506
% App. Total	0	0	0	0	0	71.6	28.4		88.8	0	11.2		0	100	0		
PHF	.000	.000	.000	.000	.000	.963	.884	.955	.847	.000	.525	.866	.000	.955	.000	.955	.951



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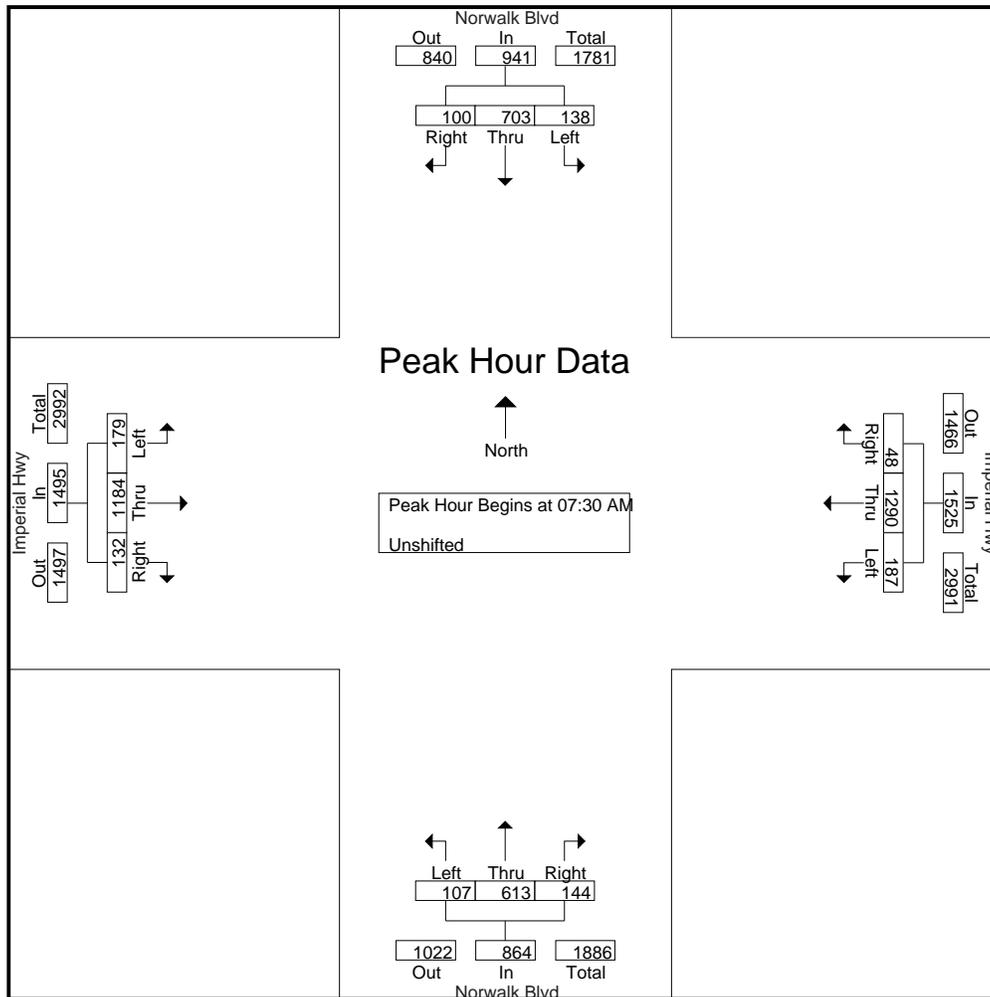
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Start Time	Norwalk Blvd Southbound			Imperial Hwy Westbound			Norwalk Blvd Northbound			Imperial Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	31	111	13	35	349	16	26	105	17	33	224	13	973
07:15 AM	21	158	13	49	381	7	20	110	18	61	274	21	1133
07:30 AM	34	167	18	50	342	10	26	152	23	43	304	28	1197
07:45 AM	33	219	26	48	339	12	25	151	36	45	308	38	1280
Total	119	655	70	182	1411	45	97	518	94	182	1110	100	4583
08:00 AM	36	140	36	50	312	12	29	165	42	48	291	34	1195
08:15 AM	35	177	20	39	297	14	27	145	43	43	281	32	1153
08:30 AM	31	144	20	44	285	14	26	135	37	44	301	31	1112
08:45 AM	27	115	11	35	289	10	39	119	36	40	254	27	1002
Total	129	576	87	168	1183	50	121	564	158	175	1127	124	4462
04:00 PM	29	214	31	44	326	14	35	148	44	38	269	33	1225
04:15 PM	36	200	25	52	305	11	35	127	46	38	254	32	1161
04:30 PM	39	225	32	61	320	10	41	130	37	28	288	27	1238
04:45 PM	37	225	43	57	335	17	42	117	50	31	272	25	1251
Total	141	864	131	214	1286	52	153	522	177	135	1083	117	4875
05:00 PM	28	245	43	50	346	11	36	109	41	41	297	21	1268
05:15 PM	25	246	38	53	335	17	40	123	46	46	285	33	1287
05:30 PM	38	237	33	51	341	14	41	121	41	37	297	21	1272
05:45 PM	32	209	27	56	339	18	44	128	37	36	270	22	1218
Total	123	937	141	210	1361	60	161	481	165	160	1149	97	5045
Grand Total	512	3032	429	774	5241	207	532	2085	594	652	4469	438	18965
Apprch %	12.9	76.3	10.8	12.4	84.2	3.3	16.6	64.9	18.5	11.7	80.4	7.9	
Total %	2.7	16	2.3	4.1	27.6	1.1	2.8	11	3.1	3.4	23.6	2.3	

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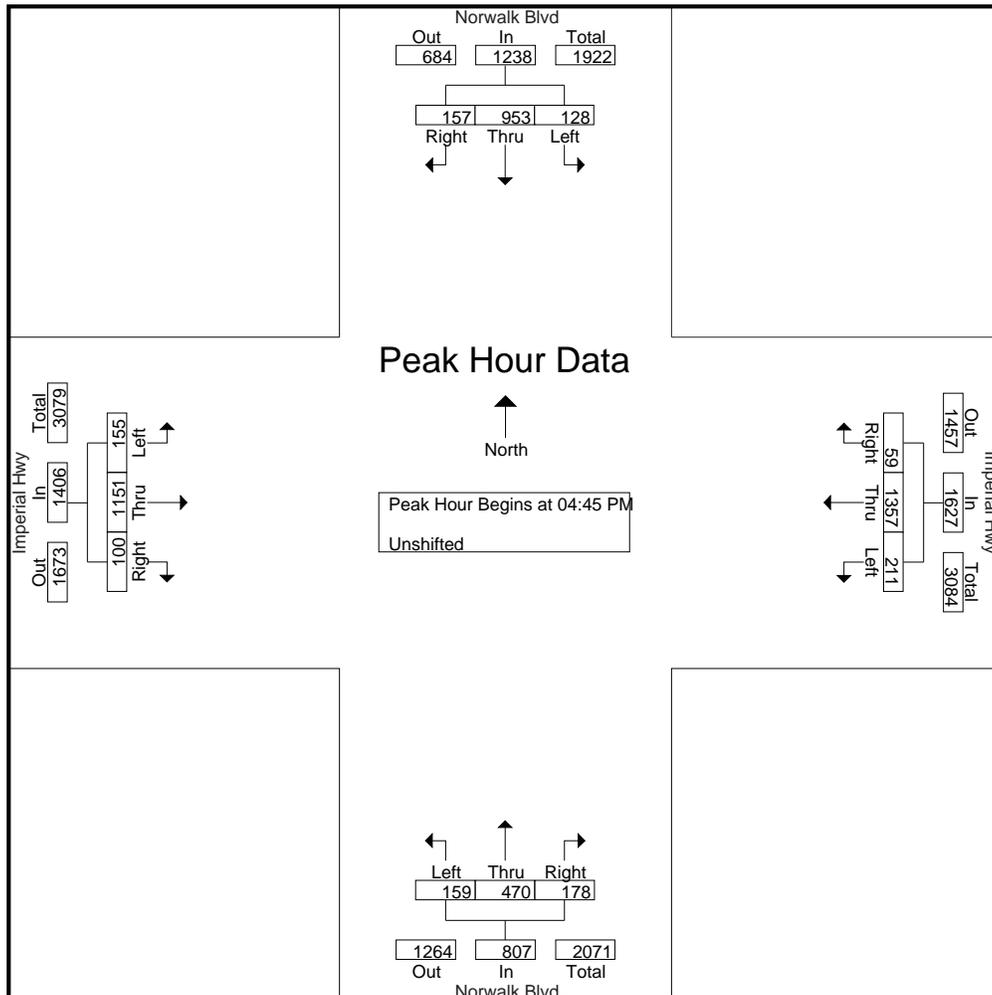
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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
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07:45 AM	33	219	26	278	48	339	12	399	25	151	36	212	45	308	38	391	1280
08:00 AM	36	140	36	212	50	312	12	374	29	165	42	236	48	291	34	373	1195
08:15 AM	35	177	20	232	39	297	14	350	27	145	43	215	43	281	32	356	1153
Total Volume	138	703	100	941	187	1290	48	1525	107	613	144	864	179	1184	132	1495	4825
% App. Total	14.7	74.7	10.6		12.3	84.6	3.1		12.4	70.9	16.7		12	79.2	8.8		
PHF	.958	.803	.694	.846	.935	.943	.857	.948	.922	.929	.837	.915	.932	.961	.868	.956	.942



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Start Time	Norwalk Blvd Southbound				Imperial Hwy Westbound				Norwalk Blvd Northbound				Imperial Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	37	225	43	305	57	335	17	409	42	117	50	209	31	272	25	328	1251
05:00 PM	28	245	43	316	50	346	11	407	36	109	41	186	41	297	21	359	1268
05:15 PM	25	246	38	309	53	335	17	405	40	123	46	209	46	285	33	364	1287
05:30 PM	38	237	33	308	51	341	14	406	41	121	41	203	37	297	21	355	1272
Total Volume	128	953	157	1238	211	1357	59	1627	159	470	178	807	155	1151	100	1406	5078
% App. Total	10.3	77	12.7		13	83.4	3.6		19.7	58.2	22.1		11	81.9	7.1		
PHF	.842	.968	.913	.979	.925	.980	.868	.994	.946	.955	.890	.965	.842	.969	.758	.966	.986



Intersection Turning Movement

Prepared by: Southland Car Counters

#26

N-S STREET: Norwalk Blvd.

DATE: 1/19/2005

LOCATION: City of Norwalk

E-W STREET: I-5 NB Ramps/Adoree St.

DAY: WEDNESDAY

PROJECT# 05-2009-016

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	0	3	0	1	0	1	1	0.5	1.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	21	167	12		177	19	3		16	2	2	53	472
7:15 AM	8	206	21		205	17	8		10	5	0	56	536
7:30 AM	23	257	15		263	14	6		30	3	0	57	668
7:45 AM	9	319	19		354	21	12		31	6	0	56	827
8:00 AM	27	317	13		240	41	9		45	3	2	67	764
8:15 AM	21	292	21		236	27	4		33	0	0	53	687
8:30 AM	16	246	16		223	18	0		23	1	0	44	587
8:45 AM	20	248	11		205	16	1		18	8	0	32	559
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	145	2052	128	0	1903	173	43	0	206	28	4	418	5100

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	80	1185	68	0	1093	103	31	0	139	12	2	233	2946
PEAK HR. FACTOR:		0.933			0.797			0.787			0.858		0.891

CONTROL: Signalized

A773

Intersection Turning Movement

Prepared by: Southland Car Counters

#20

N-S STREET: Norwalk Blvd.

DATE: 1/19/2005

LOCATION: City of Norwalk

E-W STREET: I-5 NB Ramps/Adoree St.

DAY: WEDNESDAY

PROJECT# 05-2009-016

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	0	3	0	1	0	1	1	0.5	1.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	16	253	25		395	69	3		22	5	1	38	827
4:15 PM	19	291	21		341	49	4		26	7	2	41	801
4:30 PM	27	267	21		402	54	8		8	4	1	33	825
4:45 PM	21	268	26		407	33	2		21	3	1	38	820
5:00 PM	23	272	25		391	73	8		16	2	1	43	854
5:15 PM	31	294	18		444	42	1		31	7	0	32	900
5:30 PM	21	274	25		340	41	12		17	9	1	48	788
5:45 PM	33	285	34		289	40	0		27	3	2	55	768
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	191	2204	195	0	3009	401	38	0	168	40	9	328	6583

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	102	1101	90	0	1644	202	19	0	76	16	3	146	3399
PEAK HR. FACTOR:		0.942			0.950			0.742			0.897		0.944

CONTROL: Signalized

A34

Intersection Turning Movement

Prepared by: Southland Car Counters

#27

N-S STREET: Norwalk Blvd.

DATE: 1/18/2005

LOCATION: City of Norwalk

E-W STREET: I-5 SB Ramps/Union St.

DAY: TUESDAY

PROJECT# 05-2009-017

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	1	1	2	1	.5	.5	1	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	183	6	56	156	7	45	8	12				473
7:15 AM	3	205	2	54	166	6	42	7	20				505
7:30 AM	0	266	2	39	232	4	60	4	12				619
7:45 AM	13	287	11	56	262	16	85	9	21				760
8:00 AM	2	245	15	57	253	31	67	4	22				696
8:15 AM	4	251	4	39	191	11	55	10	33				598
8:30 AM	5	225	7	44	206	6	65	0	13				571
8:45 AM	14	196	11	43	170	19	50	7	14				524
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	41	1858	58	388	1636	100	469	49	147	0	0	0	4746

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	19	1049	32	191	938	62	267	27	88	0	0	0	2673
PEAK HR. FACTOR:		0.884		0.873			0.830			0.000			0.879

CONTROL: SIGNALIZED 1

A75

Intersection Turning Movement

Prepared by: Southland Car Counters

#27

N-S STREET: Norwalk Blvd.

DATE: 1/18/2005

LOCATION: City of Norwalk

E-W STREET: I-5 SB Ramps/Union St.

DAY: TUESDAY

PROJECT# 05-2009-017

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	1	1	2	1	.5	.5	1	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	212	2	65	340	13	46	0	28				710
4:15 PM	3	264	8	65	289	11	56	3	19				718
4:30 PM	2	262	4	74	327	16	61	3	27				776
4:45 PM	5	280	7	84	344	8	50	3	28				809
5:00 PM	7	286	4	82	382	14	69	3	19				866
5:15 PM	3	285	5	80	346	9	48	1	16				793
5:30 PM	2	250	3	86	278	8	48	3	24				702
5:45 PM	2	309	3	40	267	10	53	3	22				709
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	28	2148	36	576	2573	89	431	19	183	0	0	0	6083

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	17	1113	20	320	1399	47	228	10	90	0	0	0	3244
PEAK HR. FACTOR:		0.968		0.924			0.901			0.000			0.936

CONTROL: SIGNALIZED 1

A36

CITY TRAFFIC COUNTERS
626.447.4171
www.ctcounters.com

File Name : BloomFlorence
 Site Code : 00000000
 Start Date : 6/6/2013
 Page No : 1

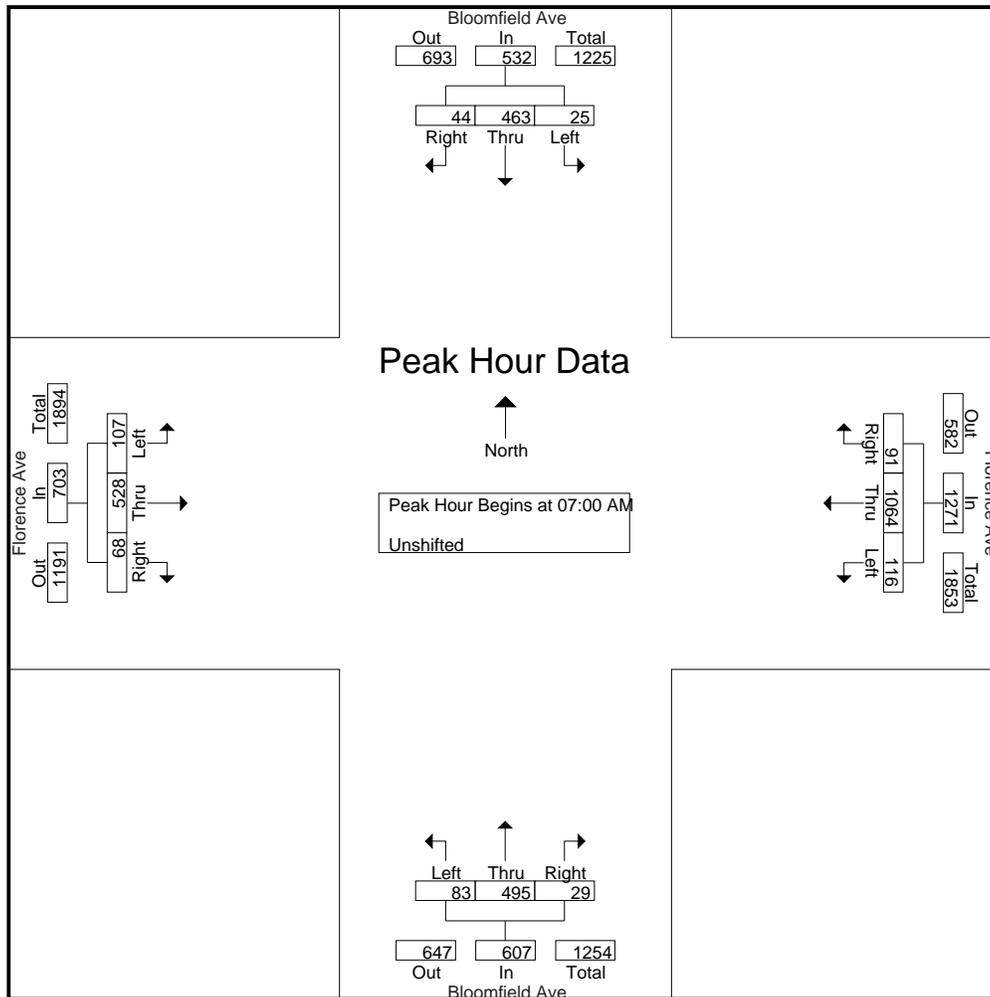
Groups Printed- Unshifted

Start Time	Bloomfield Ave Southbound			Florence Ave Westbound			Bloomfield Ave Northbound			Florence Ave Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	4	118	8	20	289	7	28	123	8	22	125	20	772
07:15 AM	9	92	11	17	291	44	19	114	4	28	147	21	797
07:30 AM	6	130	13	32	239	12	24	133	11	25	137	10	772
07:45 AM	6	123	12	47	245	28	12	125	6	32	119	17	772
Total	25	463	44	116	1064	91	83	495	29	107	528	68	3113
08:00 AM	5	132	6	12	229	23	12	136	8	38	114	9	724
08:15 AM	11	97	7	14	218	8	10	114	12	36	134	18	679
08:30 AM	6	95	15	14	212	6	16	112	16	24	145	15	676
08:45 AM	5	79	3	12	191	6	17	110	12	23	100	7	565
Total	27	403	31	52	850	43	55	472	48	121	493	49	2644
04:15 PM	18	130	10	13	200	12	18	97	20	23	226	14	781
04:30 PM	22	129	12	13	216	15	17	102	40	35	230	8	839
04:45 PM	11	195	13	14	209	33	36	161	22	32	267	13	1006
Total	51	454	35	40	625	60	71	360	82	90	723	35	2626
05:00 PM	21	201	55	11	230	10	37	170	31	39	248	16	1069
05:15 PM	19	164	30	10	228	7	40	124	24	31	214	8	899
05:30 PM	23	125	21	14	218	6	22	101	26	34	204	8	802
05:45 PM	20	122	20	12	216	5	19	90	22	29	200	11	766
Total	83	612	126	47	892	28	118	485	103	133	866	43	3536
Grand Total	186	1932	236	255	3431	222	327	1812	262	451	2610	195	11919
Apprch %	7.9	82.1	10	6.5	87.8	5.7	13.6	75.5	10.9	13.9	80.2	6	
Total %	1.6	16.2	2	2.1	28.8	1.9	2.7	15.2	2.2	3.8	21.9	1.6	

CITY TRAFFIC COUNTERS
626.447.4171
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File Name : BloomFlorence
 Site Code : 00000000
 Start Date : 6/6/2013
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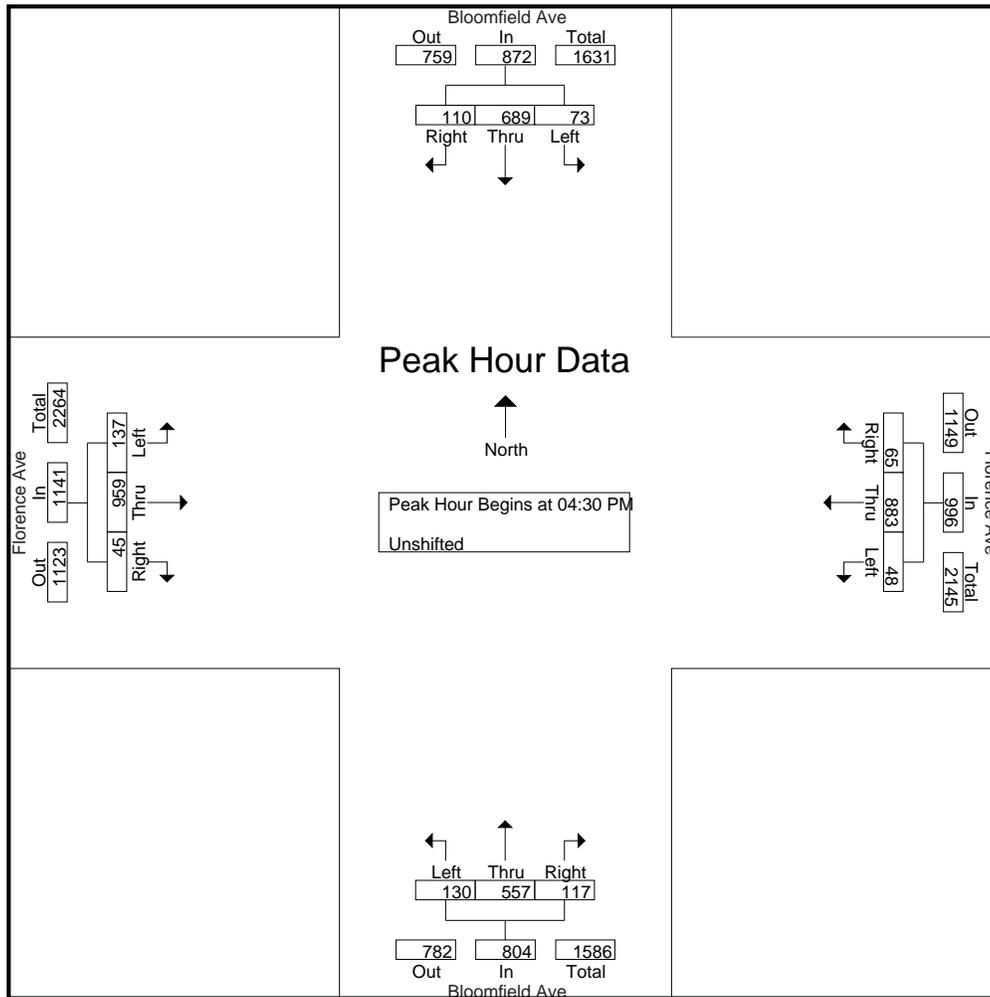
Start Time	Bloomfield Ave Southbound				Florence Ave Westbound				Bloomfield Ave Northbound				Florence Ave Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	118	8	130	20	289	7	316	28	123	8	159	22	125	20	167	772
07:15 AM	9	92	11	112	17	291	44	352	19	114	4	137	28	147	21	196	797
07:30 AM	6	130	13	149	32	239	12	283	24	133	11	168	25	137	10	172	772
07:45 AM	6	123	12	141	47	245	28	320	12	125	6	143	32	119	17	168	772
Total Volume	25	463	44	532	116	1064	91	1271	83	495	29	607	107	528	68	703	3113
% App. Total	4.7	87	8.3		9.1	83.7	7.2		13.7	81.5	4.8		15.2	75.1	9.7		
PHF	.694	.890	.846	.893	.617	.914	.517	.903	.741	.930	.659	.903	.836	.898	.810	.897	.976



CITY TRAFFIC COUNTERS
626.447.4171
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File Name : BloomFlorence
 Site Code : 00000000
 Start Date : 6/6/2013
 Page No : 3

Start Time	Bloomfield Ave Southbound				Florence Ave Westbound				Bloomfield Ave Northbound				Florence Ave Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	22	129	12	163	13	216	15	244	17	102	40	159	35	230	8	273	839
04:45 PM	11	195	13	219	14	209	33	256	36	161	22	219	32	267	13	312	1006
05:00 PM	21	201	55	277	11	230	10	251	37	170	31	238	39	248	16	303	1069
05:15 PM	19	164	30	213	10	228	7	245	40	124	24	188	31	214	8	253	899
Total Volume	73	689	110	872	48	883	65	996	130	557	117	804	137	959	45	1141	3813
% App. Total	8.4	79	12.6		4.8	88.7	6.5		16.2	69.3	14.6		12	84	3.9		
PHF	.830	.857	.500	.787	.857	.960	.492	.973	.813	.819	.731	.845	.878	.898	.703	.914	.892



CITY TRAFFIC COUNTERS
 626.447.4171
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File Name : BloomImperial
 Site Code : 00000000
 Start Date : 6/6/2013
 Page No : 1

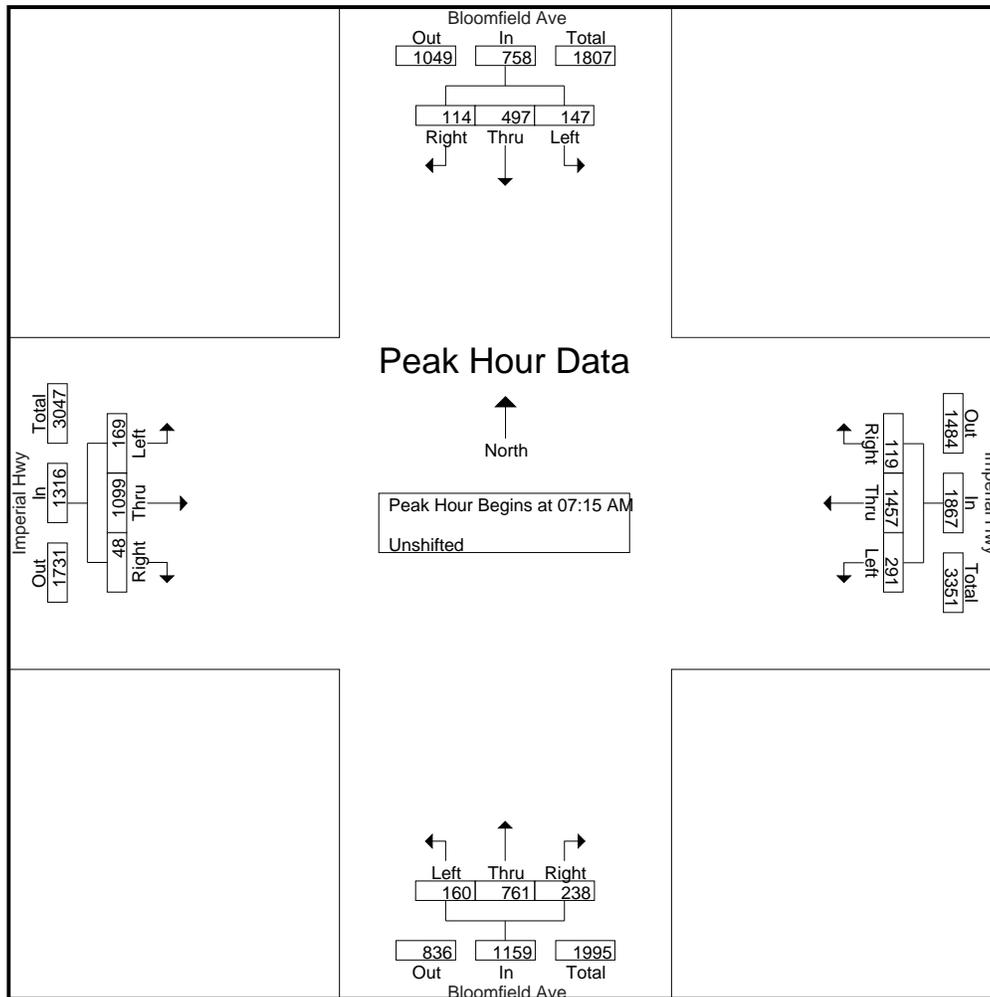
Groups Printed- Unshifted

Start Time	Bloomfield Ave Southbound			Imperial Hwy Westbound			Bloomfield Ave Northbound			Imperial Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	30	83	28	66	384	28	22	142	36	38	233	6	1096
07:15 AM	29	112	26	64	369	30	39	151	48	35	259	9	1171
07:30 AM	33	113	29	68	373	29	30	206	59	46	302	7	1295
07:45 AM	46	152	34	74	380	34	42	202	55	43	274	11	1347
Total	138	460	117	272	1506	121	133	701	198	162	1068	33	4909
08:00 AM	39	120	25	85	335	26	49	202	76	45	264	21	1287
08:15 AM	42	100	30	56	302	17	52	152	40	37	241	7	1076
08:30 AM	39	102	24	62	315	24	34	143	45	30	251	11	1080
08:45 AM	34	57	24	62	318	11	36	122	43	38	270	15	1030
Total	154	379	103	265	1270	78	171	619	204	150	1026	54	4473
04:00 PM	36	100	30	52	269	22	43	75	42	30	249	22	970
04:15 PM	31	115	31	41	253	21	41	96	57	18	272	19	995
04:30 PM	65	153	29	46	266	18	40	82	84	21	297	13	1114
04:45 PM	50	150	29	40	279	19	39	89	70	24	324	16	1129
Total	182	518	119	179	1067	80	163	342	253	93	1142	70	4208
05:00 PM	53	177	21	50	302	24	35	97	69	22	309	17	1176
05:15 PM	62	149	15	53	268	22	28	93	70	18	294	13	1085
05:30 PM	53	129	22	65	239	20	37	83	68	16	309	17	1058
05:45 PM	33	115	17	60	292	25	37	95	98	28	304	18	1122
Total	201	570	75	228	1101	91	137	368	305	84	1216	65	4441
Grand Total	675	1927	414	944	4944	370	604	2030	960	489	4452	222	18031
Apprch %	22.4	63.9	13.7	15.1	79	5.9	16.8	56.5	26.7	9.5	86.2	4.3	
Total %	3.7	10.7	2.3	5.2	27.4	2.1	3.3	11.3	5.3	2.7	24.7	1.2	

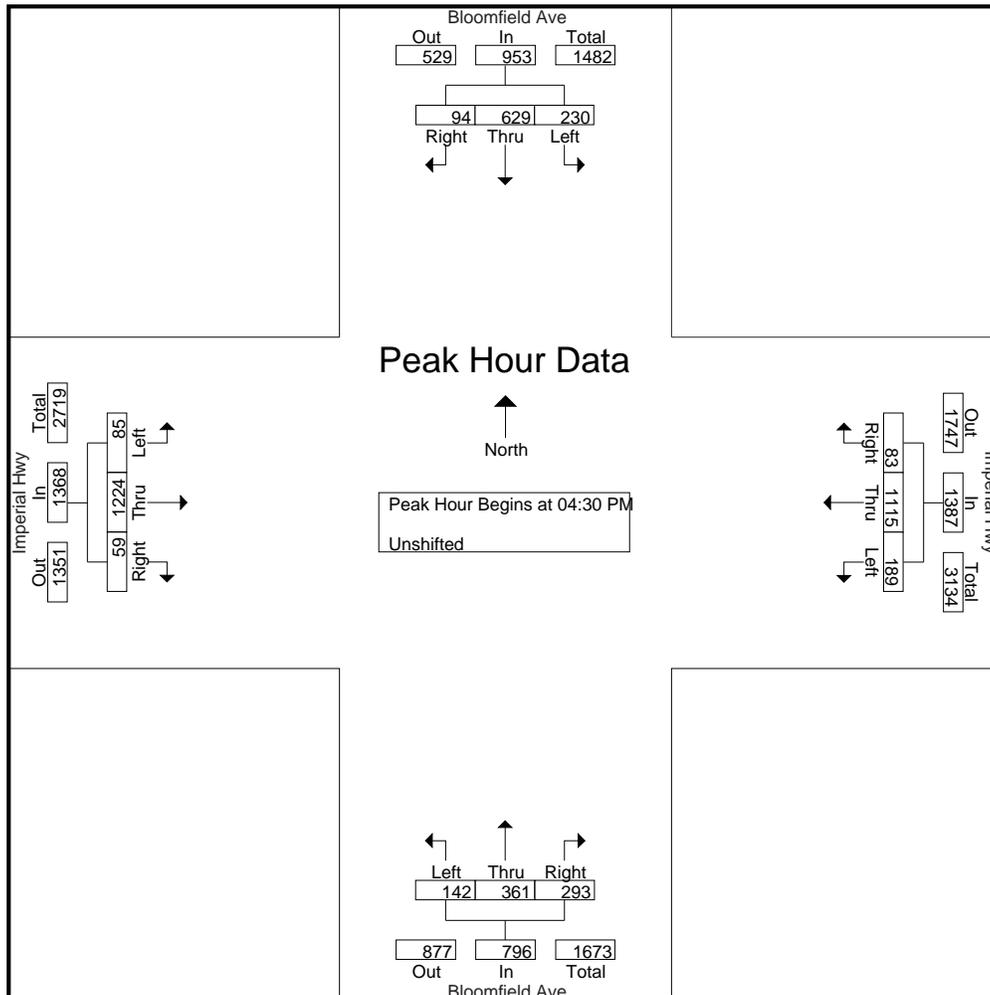
CITY TRAFFIC COUNTERS
 626.447.4171
 www.ctcounters.com

File Name : BloomImperial
 Site Code : 00000000
 Start Date : 6/6/2013
 Page No : 2

Start Time	Bloomfield Ave Southbound				Imperial Hwy Westbound				Bloomfield Ave Northbound				Imperial Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	29	112	26	167	64	369	30	463	39	151	48	238	35	259	9	303	1171
07:30 AM	33	113	29	175	68	373	29	470	30	206	59	295	46	302	7	355	1295
07:45 AM	46	152	34	232	74	380	34	488	42	202	55	299	43	274	11	328	1347
08:00 AM	39	120	25	184	85	335	26	446	49	202	76	327	45	264	21	330	1287
Total Volume	147	497	114	758	291	1457	119	1867	160	761	238	1159	169	1099	48	1316	5100
% App. Total	19.4	65.6	15		15.6	78	6.4		13.8	65.7	20.5		12.8	83.5	3.6		
PHF	.799	.817	.838	.817	.856	.959	.875	.956	.816	.924	.783	.886	.918	.910	.571	.927	.947



Start Time	Bloomfield Ave Southbound				Imperial Hwy Westbound				Bloomfield Ave Northbound				Imperial Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	65	153	29	247	46	266	18	330	40	82	84	206	21	297	13	331	1114
04:45 PM	50	150	29	229	40	279	19	338	39	89	70	198	24	324	16	364	1129
05:00 PM	53	177	21	251	50	302	24	376	35	97	69	201	22	309	17	348	1176
05:15 PM	62	149	15	226	53	268	22	343	28	93	70	191	18	294	13	325	1085
Total Volume	230	629	94	953	189	1115	83	1387	142	361	293	796	85	1224	59	1368	4504
% App. Total	24.1	66	9.9		13.6	80.4	6		17.8	45.4	36.8		6.2	89.5	4.3		
PHF	.885	.888	.810	.949	.892	.923	.865	.922	.888	.930	.872	.966	.885	.944	.868	.940	.957



CITY TRAFFIC COUNTERS
 626.447.4171
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File Name : BloomCC
 Site Code : 00000000
 Start Date : 6/6/2013
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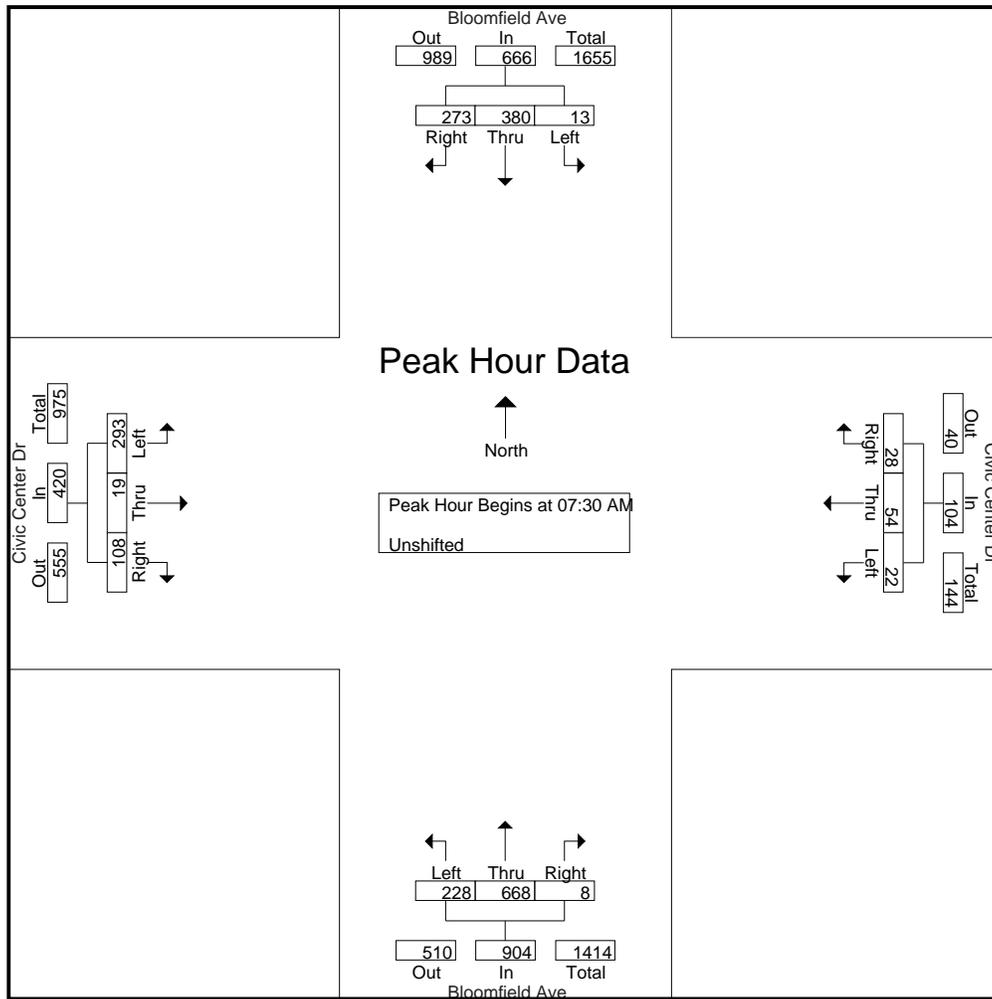
Groups Printed- Unshifted

Start Time	Bloomfield Ave Southbound			Civic Center Dr Westbound			Bloomfield Ave Northbound			Civic Center Dr Eastbound			Int. Total
	Left	Thru	Right										
07:00 AM	3	78	52	3	7	7	46	139	2	47	2	26	412
07:15 AM	1	65	46	11	18	9	40	146	2	64	4	27	433
07:30 AM	3	100	57	8	13	2	52	160	3	76	6	31	511
07:45 AM	3	104	81	10	21	12	79	175	3	79	6	29	602
Total	10	347	236	32	59	30	217	620	10	266	18	113	1958
08:00 AM	4	90	81	1	11	8	59	162	2	81	4	28	531
08:15 AM	3	86	54	3	9	6	38	171	0	57	3	20	450
08:30 AM	3	68	55	4	9	7	28	160	6	31	5	17	393
08:45 AM	5	45	43	3	9	5	25	140	1	41	6	16	339
Total	15	289	233	11	38	26	150	633	9	210	18	81	1713
04:00 PM	5	115	57	2	4	2	33	96	1	87	6	39	447
04:15 PM	2	114	63	1	8	1	32	97	3	80	4	38	443
04:30 PM	7	125	88	1	4	2	23	102	1	76	5	46	480
04:45 PM	4	113	85	2	3	3	18	117	4	77	8	57	491
Total	18	467	293	6	19	8	106	412	9	320	23	180	1861
05:00 PM	5	173	89	2	4	3	27	89	2	104	8	67	573
05:15 PM	5	130	74	1	2	1	33	88	4	84	4	34	460
05:30 PM	3	125	56	7	8	3	31	86	5	79	4	47	454
05:45 PM	3	117	57	3	4	3	29	90	3	82	9	57	457
Total	16	545	276	13	18	10	120	353	14	349	25	205	1944
Grand Total	59	1648	1038	62	134	74	593	2018	42	1145	84	579	7476
Apprch %	2.1	60	37.8	23	49.6	27.4	22.4	76.1	1.6	63.3	4.6	32	
Total %	0.8	22	13.9	0.8	1.8	1	7.9	27	0.6	15.3	1.1	7.7	

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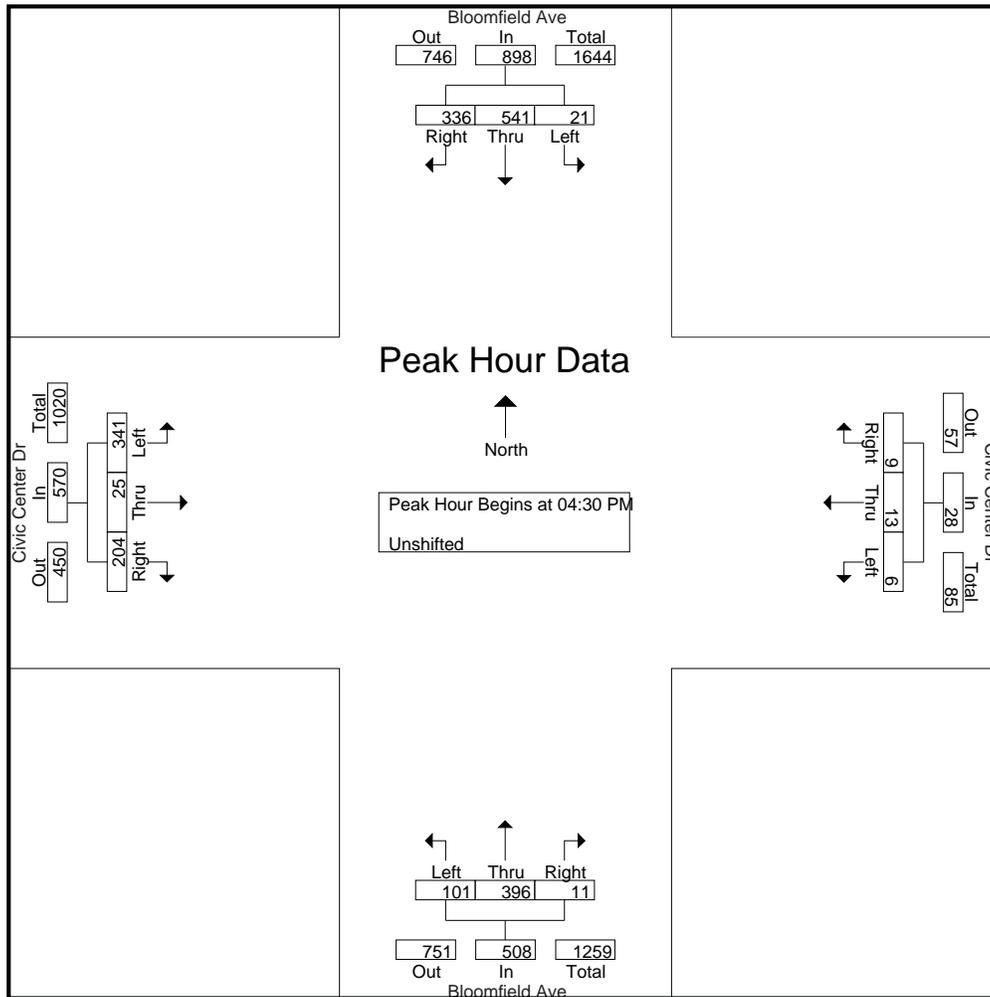
Start Time	Bloomfield Ave Southbound				Civic Center Dr Westbound				Bloomfield Ave Northbound				Civic Center Dr Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	100	57	160	8	13	2	23	52	160	3	215	76	6	31	113	511
07:45 AM	3	104	81	188	10	21	12	43	79	175	3	257	79	6	29	114	602
08:00 AM	4	90	81	175	1	11	8	20	59	162	2	223	81	4	28	113	531
08:15 AM	3	86	54	143	3	9	6	18	38	171	0	209	57	3	20	80	450
Total Volume	13	380	273	666	22	54	28	104	228	668	8	904	293	19	108	420	2094
% App. Total	2	57.1	41		21.2	51.9	26.9		25.2	73.9	0.9		69.8	4.5	25.7		
PHF	.813	.913	.843	.886	.550	.643	.583	.605	.722	.954	.667	.879	.904	.792	.871	.921	.870



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Start Time	Bloomfield Ave Southbound				Civic Center Dr Westbound				Bloomfield Ave Northbound				Civic Center Dr Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	125	88	220	1	4	2	7	23	102	1	126	76	5	46	127	480
04:45 PM	4	113	85	202	2	3	3	8	18	117	4	139	77	8	57	142	491
05:00 PM	5	173	89	267	2	4	3	9	27	89	2	118	104	8	67	179	573
05:15 PM	5	130	74	209	1	2	1	4	33	88	4	125	84	4	34	122	460
Total Volume	21	541	336	898	6	13	9	28	101	396	11	508	341	25	204	570	2004
% App. Total	2.3	60.2	37.4		21.4	46.4	32.1		19.9	78	2.2		59.8	4.4	35.8		
PHF	.750	.782	.944	.841	.750	.813	.750	.778	.765	.846	.688	.914	.820	.781	.761	.796	.874



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File Name : Bloom5NB
 Site Code : 00000000
 Start Date : 6/6/2013
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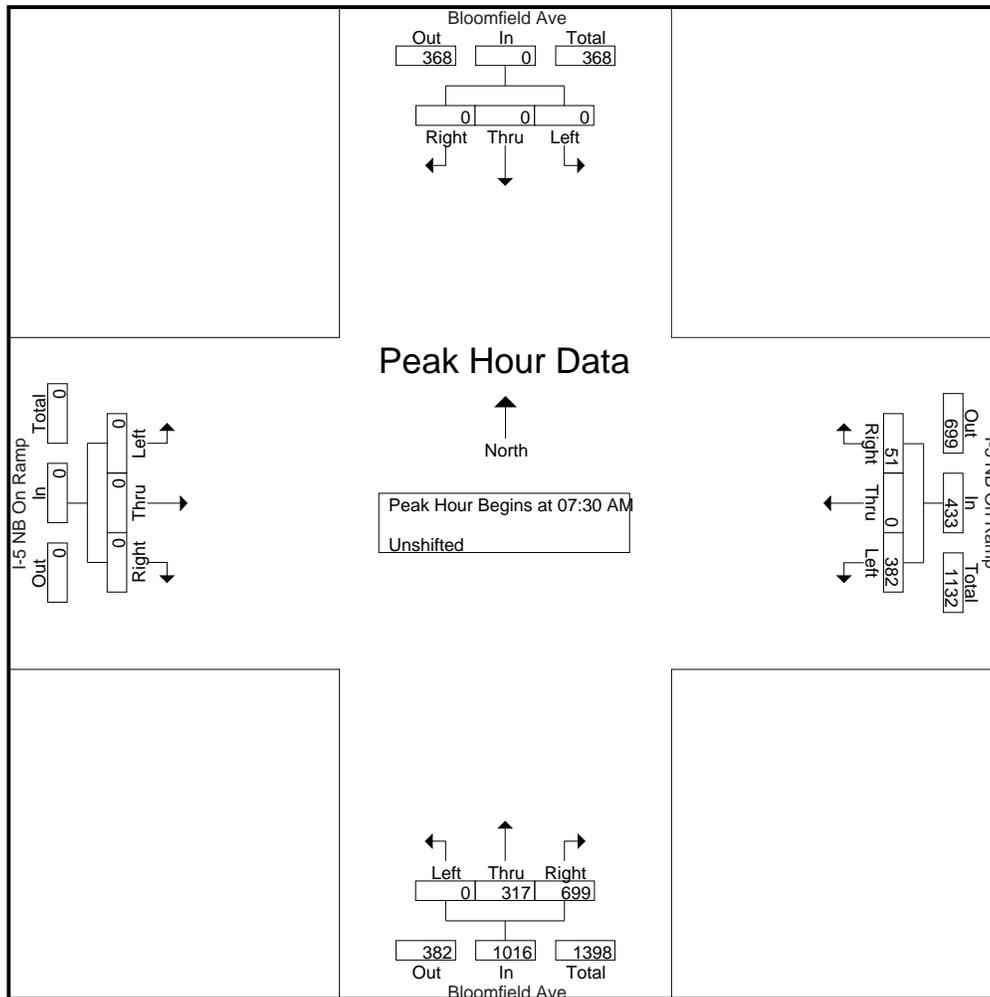
Groups Printed- Unshifted

Start Time	Bloomfield Ave Southbound			I-5 NB On Ramp Westbound			Bloomfield Ave Northbound			I-5 NB On Ramp Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	66	0	7	0	53	120	0	0	0	246
07:15 AM	0	0	0	71	0	2	0	96	129	0	0	0	298
07:30 AM	0	0	0	121	0	6	0	79	167	0	0	0	373
07:45 AM	0	0	0	101	0	24	0	88	186	0	0	0	399
Total	0	0	0	359	0	39	0	316	602	0	0	0	1316
08:00 AM	0	0	0	96	0	11	0	66	171	0	0	0	344
08:15 AM	0	0	0	64	0	10	0	84	175	0	0	0	333
08:30 AM	0	0	0	81	0	12	0	85	143	0	0	0	321
08:45 AM	0	0	0	48	0	12	0	98	142	0	0	0	300
Total	0	0	0	289	0	45	0	333	631	0	0	0	1298
04:00 PM	0	0	0	102	0	19	0	95	89	0	0	0	305
04:15 PM	0	0	0	95	0	20	0	142	77	0	0	0	334
04:30 PM	0	0	0	89	0	32	0	89	102	0	0	0	312
04:45 PM	0	0	0	95	0	24	0	106	103	0	0	0	328
Total	0	0	0	381	0	95	0	432	371	0	0	0	1279
05:00 PM	0	0	0	104	0	29	0	120	91	0	0	0	344
05:15 PM	0	0	0	89	0	35	0	114	115	0	0	0	353
05:30 PM	0	0	0	91	0	15	0	104	82	0	0	0	292
05:45 PM	0	0	0	86	0	10	0	105	107	0	0	0	308
Total	0	0	0	370	0	89	0	443	395	0	0	0	1297
Grand Total	0	0	0	1399	0	268	0	1524	1999	0	0	0	5190
Apprch %	0	0	0	83.9	0	16.1	0	43.3	56.7	0	0	0	
Total %	0	0	0	27	0	5.2	0	29.4	38.5	0	0	0	

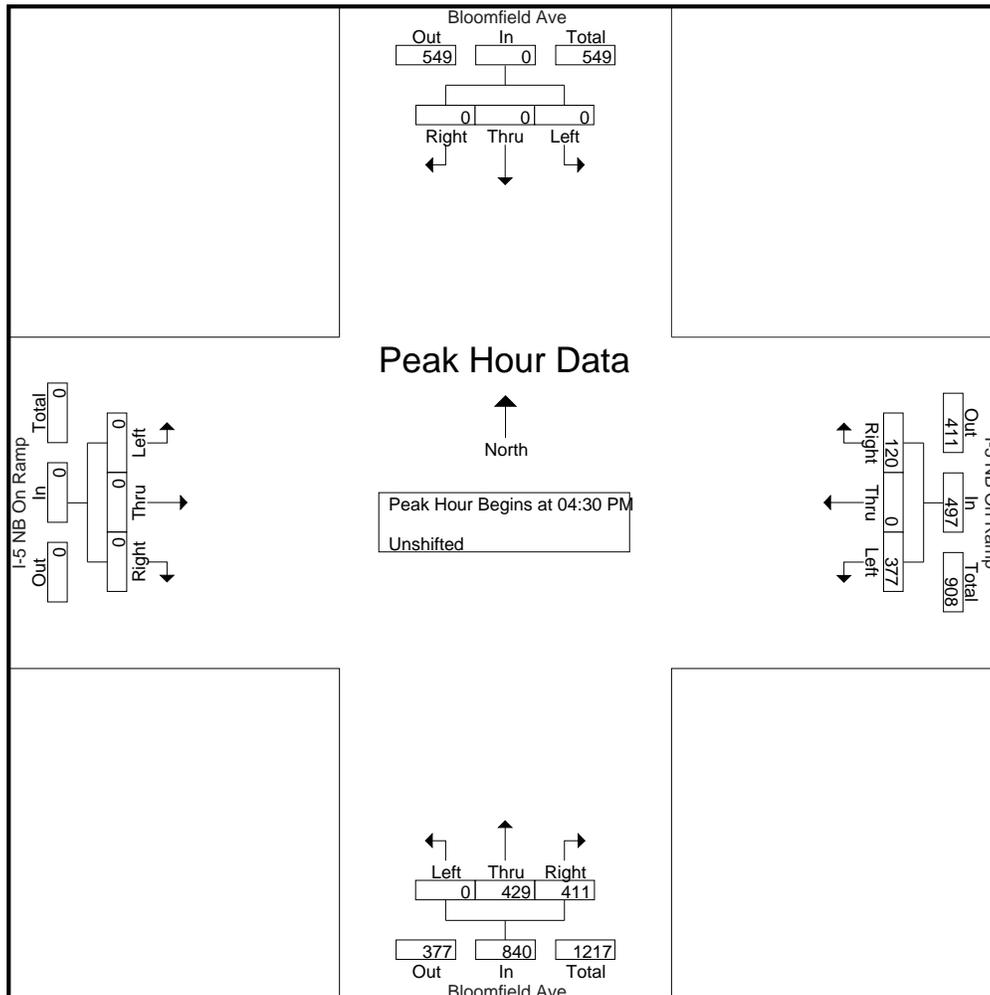
CITY TRAFFIC COUNTERS
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File Name : Bloom5NB
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Start Time	Bloomfield Ave Southbound				I-5 NB On Ramp Westbound				Bloomfield Ave Northbound				I-5 NB On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	121	0	6	127	0	79	167	246	0	0	0	0	373
07:45 AM	0	0	0	0	101	0	24	125	0	88	186	274	0	0	0	0	399
08:00 AM	0	0	0	0	96	0	11	107	0	66	171	237	0	0	0	0	344
08:15 AM	0	0	0	0	64	0	10	74	0	84	175	259	0	0	0	0	333
Total Volume	0	0	0	0	382	0	51	433	0	317	699	1016	0	0	0	0	1449
% App. Total	0	0	0	0	88.2	0	11.8		0	31.2	68.8		0	0	0		
PHF	.000	.000	.000	.000	.789	.000	.531	.852	.000	.901	.940	.927	.000	.000	.000	.000	.908



Start Time	Bloomfield Ave Southbound				I-5 NB On Ramp Westbound				Bloomfield Ave Northbound				I-5 NB On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	89	0	32	121	0	89	102	191	0	0	0	0	312
04:45 PM	0	0	0	0	95	0	24	119	0	106	103	209	0	0	0	0	328
05:00 PM	0	0	0	0	104	0	29	133	0	120	91	211	0	0	0	0	344
05:15 PM	0	0	0	0	89	0	35	124	0	114	115	229	0	0	0	0	353
Total Volume	0	0	0	0	377	0	120	497	0	429	411	840	0	0	0	0	1337
% App. Total	0	0	0	0	75.9	0	24.1		0	51.1	48.9		0	0	0		
PHF	.000	.000	.000	.000	.906	.000	.857	.934	.000	.894	.893	.917	.000	.000	.000	.000	.947



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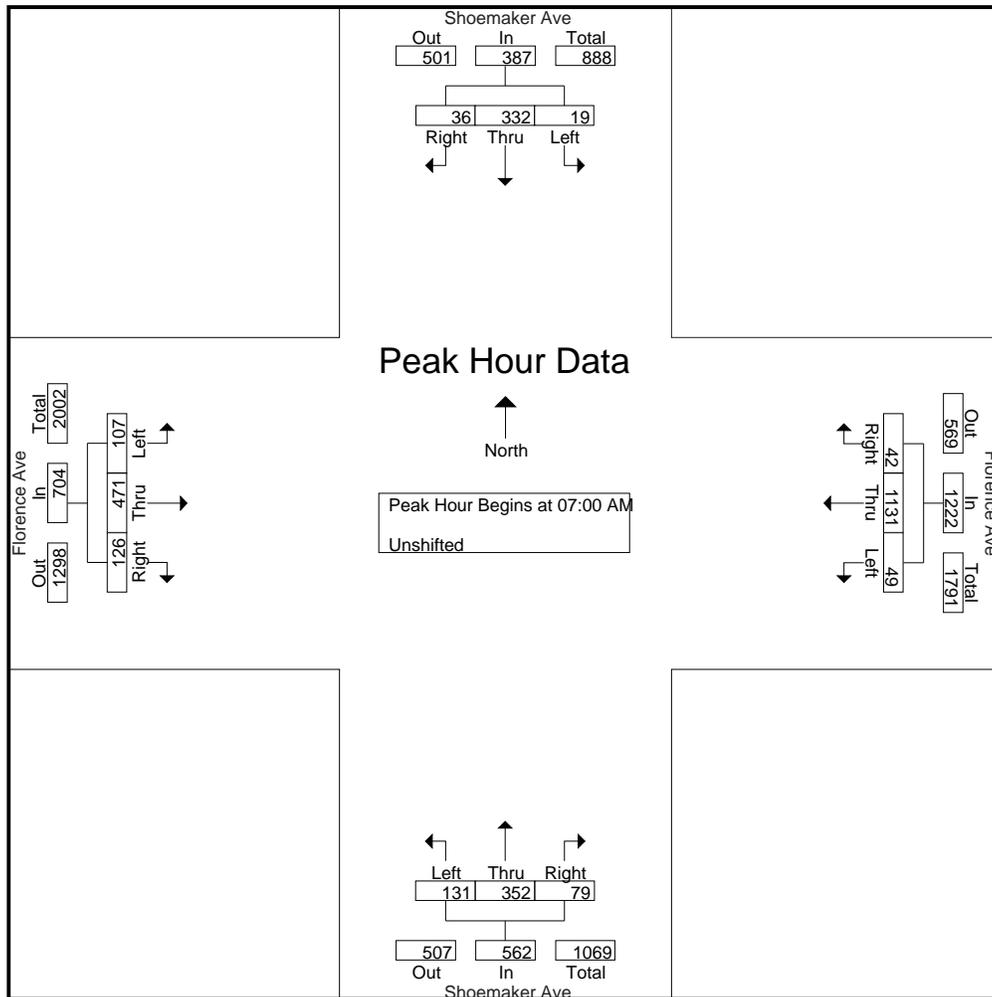
Groups Printed- Unshifted

Start Time	Shoemaker Ave Southbound			Florence Ave Westbound			Shoemaker Ave Northbound			Florence Ave Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	4	81	5	13	302	11	32	89	21	22	108	29	717
07:15 AM	6	79	10	14	309	12	34	90	19	24	120	32	749
07:30 AM	5	84	9	12	259	10	35	94	22	29	127	34	720
07:45 AM	4	88	12	10	261	9	30	79	17	32	116	31	689
Total	19	332	36	49	1131	42	131	352	79	107	471	126	2875
08:00 AM	4	73	9	8	212	6	44	85	10	27	118	32	628
08:15 AM	1	54	13	11	243	11	32	69	15	30	155	27	661
08:30 AM	1	49	7	6	219	11	30	75	9	16	119	18	560
08:45 AM	3	52	8	8	188	7	29	69	11	19	101	16	511
Total	9	228	37	33	862	35	135	298	45	92	493	93	2360
04:00 PM	16	94	27	7	175	10	33	82	14	14	287	36	795
04:15 PM	3	67	14	12	166	5	27	88	18	11	251	39	701
04:30 PM	12	94	31	18	205	3	32	97	15	11	288	53	859
04:45 PM	12	93	22	10	190	1	21	81	25	11	284	31	781
Total	43	348	94	47	736	19	113	348	72	47	1110	159	3136
05:00 PM	19	137	27	11	153	2	44	152	36	8	271	40	900
05:15 PM	8	115	19	12	202	5	30	71	20	10	290	33	815
05:30 PM	10	87	16	8	161	6	24	68	12	15	273	32	712
05:45 PM	10	80	14	9	174	5	22	64	11	14	240	28	671
Total	47	419	76	40	690	18	120	355	79	47	1074	133	3098
Grand Total	118	1327	243	169	3419	114	499	1353	275	293	3148	511	11469
Apprch %	7	78.6	14.4	4.6	92.4	3.1	23.5	63.6	12.9	7.4	79.7	12.9	
Total %	1	11.6	2.1	1.5	29.8	1	4.4	11.8	2.4	2.6	27.4	4.5	

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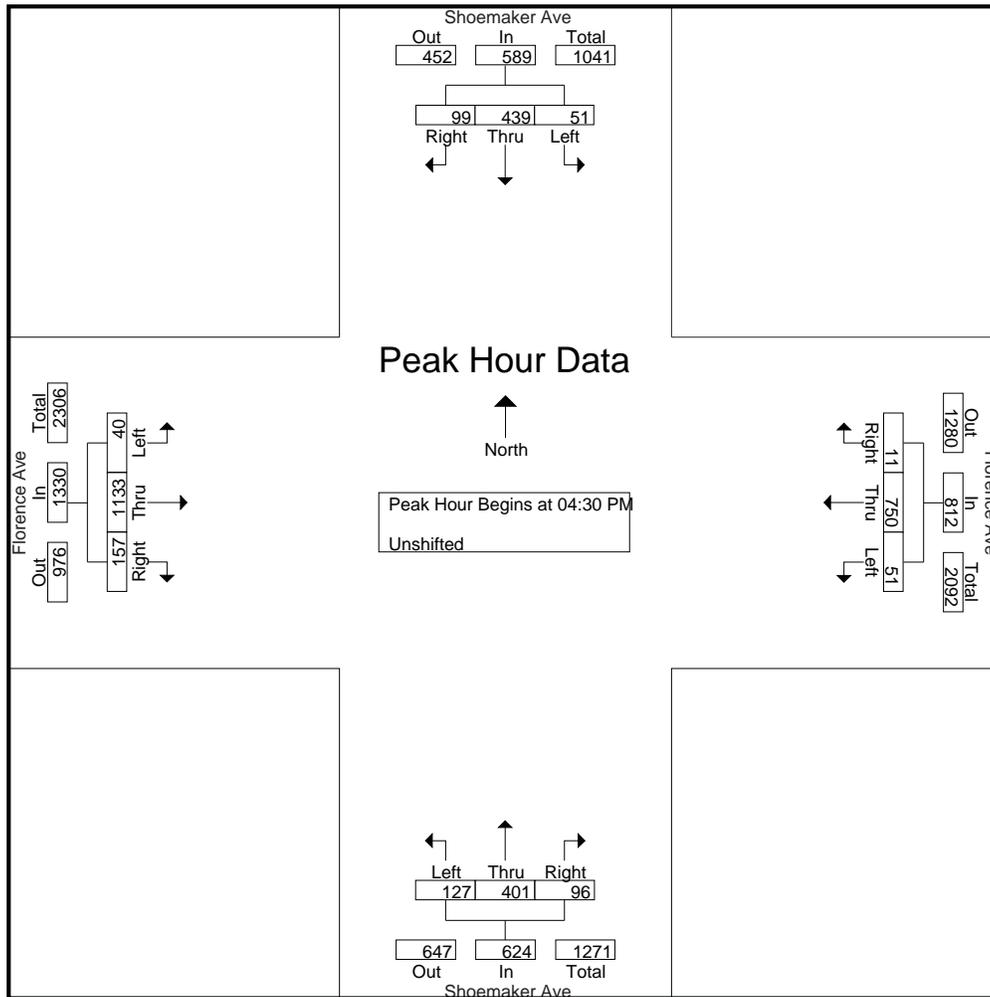
Start Time	Shoemaker Ave Southbound				Florence Ave Westbound				Shoemaker Ave Northbound				Florence Ave Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	81	5	90	13	302	11	326	32	89	21	142	22	108	29	159	717
07:15 AM	6	79	10	95	14	309	12	335	34	90	19	143	24	120	32	176	749
07:30 AM	5	84	9	98	12	259	10	281	35	94	22	151	29	127	34	190	720
07:45 AM	4	88	12	104	10	261	9	280	30	79	17	126	32	116	31	179	689
Total Volume	19	332	36	387	49	1131	42	1222	131	352	79	562	107	471	126	704	2875
% App. Total	4.9	85.8	9.3		4	92.6	3.4		23.3	62.6	14.1		15.2	66.9	17.9		
PHF	.792	.943	.750	.930	.875	.915	.875	.912	.936	.936	.898	.930	.836	.927	.926	.926	.960



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Start Time	Shoemaker Ave Southbound				Florence Ave Westbound				Shoemaker Ave Northbound				Florence Ave Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	12	94	31	137	18	205	3	226	32	97	15	144	11	288	53	352	859
04:45 PM	12	93	22	127	10	190	1	201	21	81	25	127	11	284	31	326	781
05:00 PM	19	137	27	183	11	153	2	166	44	152	36	232	8	271	40	319	900
05:15 PM	8	115	19	142	12	202	5	219	30	71	20	121	10	290	33	333	815
Total Volume	51	439	99	589	51	750	11	812	127	401	96	624	40	1133	157	1330	3355
% App. Total	8.7	74.5	16.8		6.3	92.4	1.4		20.4	64.3	15.4		3	85.2	11.8		
PHF	.671	.801	.798	.805	.708	.915	.550	.898	.722	.660	.667	.672	.909	.977	.741	.945	.932



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File Name : ShoelImperial
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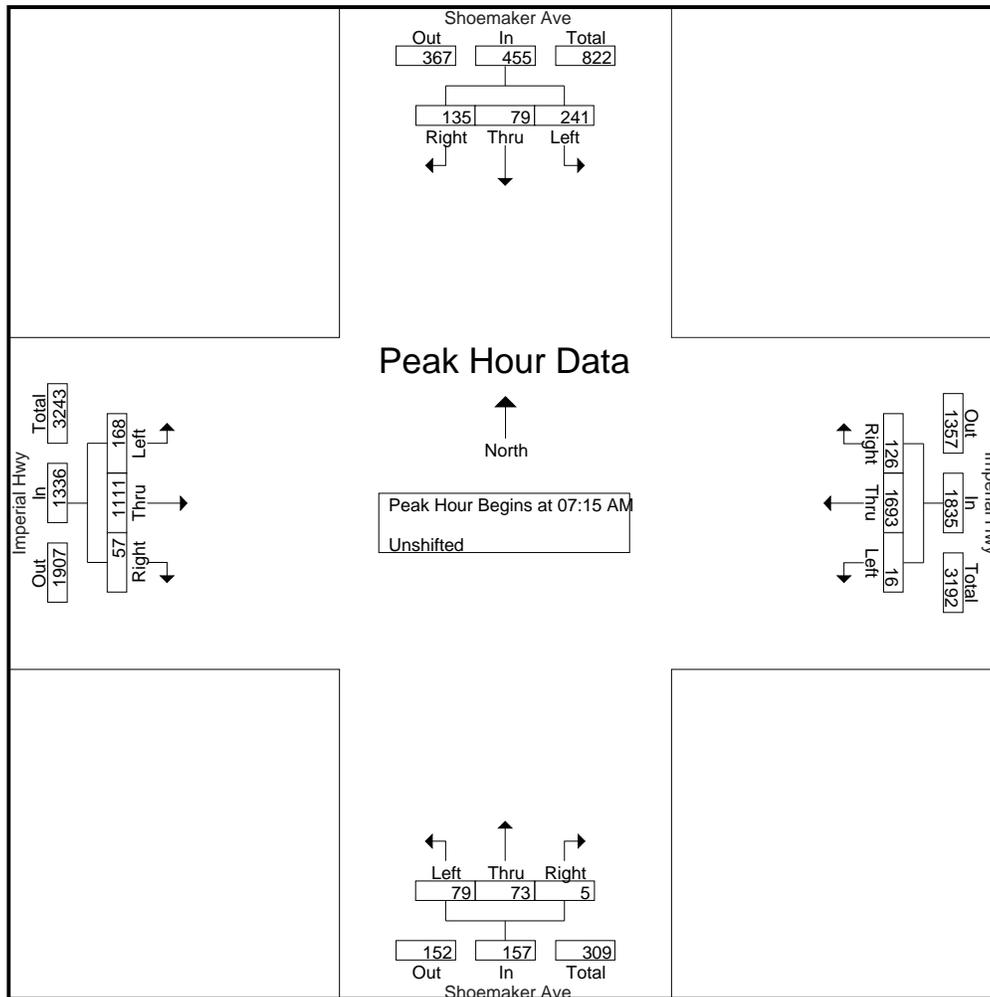
Groups Printed- Unshifted

Start Time	Shoemaker Ave Southbound			Imperial Hwy Westbound			Shoemaker Ave Northbound			Imperial Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	25	99	25	8	370	20	10	41	6	46	153	16	819
07:15 AM	53	21	41	5	420	30	17	17	3	42	204	17	870
07:30 AM	58	13	32	1	434	30	15	8	0	34	290	14	929
07:45 AM	69	27	24	5	417	26	31	19	1	40	316	12	987
Total	205	160	122	19	1641	106	73	85	10	162	963	59	3605
08:00 AM	61	18	38	5	422	40	16	29	1	52	301	14	997
08:15 AM	56	9	22	2	331	31	6	6	6	43	258	24	794
08:30 AM	45	7	29	5	356	23	11	7	2	32	268	8	793
08:45 AM	34	15	22	4	373	35	12	7	4	27	219	4	756
Total	196	49	111	16	1482	129	45	49	13	154	1046	50	3340
04:00 PM	43	42	40	8	255	23	34	25	3	44	270	17	804
04:15 PM	47	12	25	5	276	27	25	15	2	46	330	14	824
04:30 PM	56	16	26	3	265	20	31	12	0	35	365	12	841
04:45 PM	46	12	22	7	261	34	23	14	5	41	427	11	903
Total	192	82	113	23	1057	104	113	66	10	166	1392	54	3372
05:00 PM	84	25	29	8	249	24	50	26	15	33	422	5	970
05:15 PM	95	30	23	5	258	22	43	27	5	45	403	6	962
05:30 PM	56	19	47	6	271	27	29	26	3	40	380	2	906
05:45 PM	58	13	22	9	273	32	28	28	3	42	396	13	917
Total	293	87	121	28	1051	105	150	107	26	160	1601	26	3755
Grand Total	886	378	467	86	5231	444	381	307	59	642	5002	189	14072
Apprch %	51.2	21.8	27	1.5	90.8	7.7	51	41.1	7.9	11	85.8	3.2	
Total %	6.3	2.7	3.3	0.6	37.2	3.2	2.7	2.2	0.4	4.6	35.5	1.3	

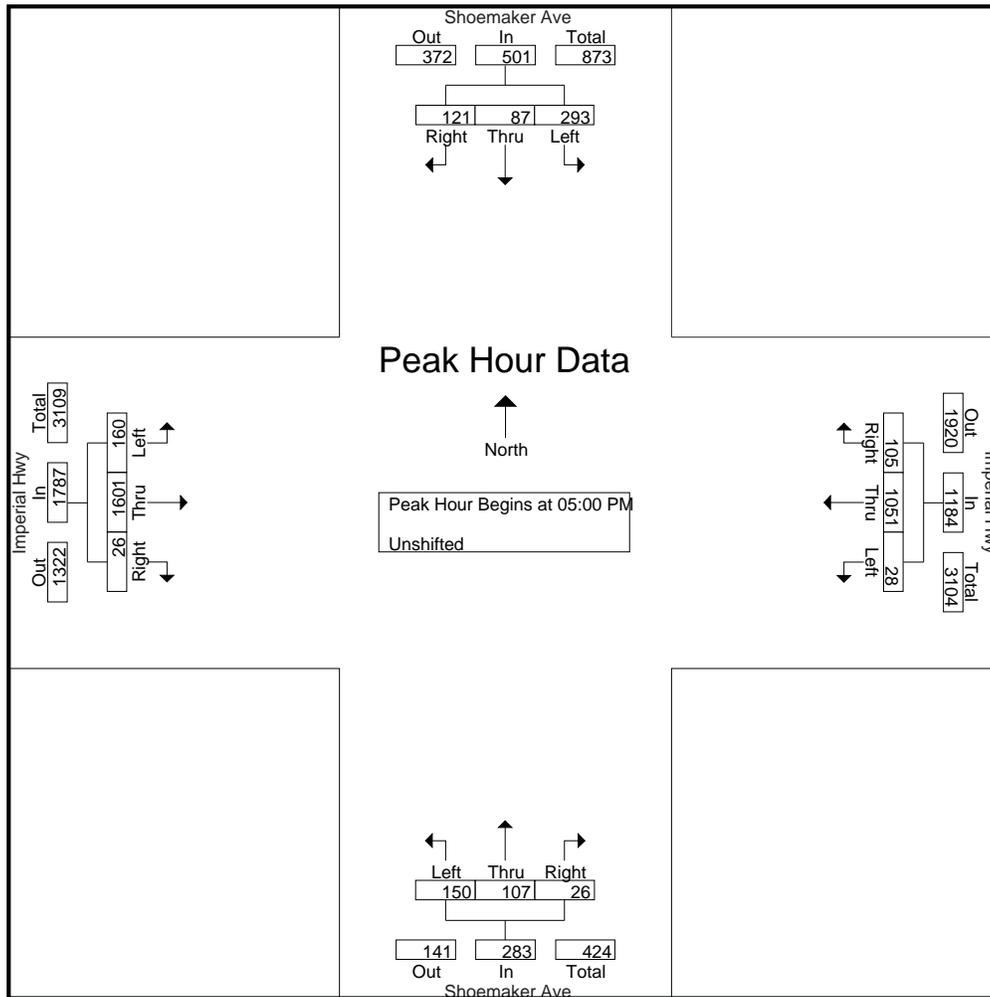
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Start Time	Shoemaker Ave Southbound				Imperial Hwy Westbound				Shoemaker Ave Northbound				Imperial Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	53	21	41	115	5	420	30	455	17	17	3	37	42	204	17	263	870
07:30 AM	58	13	32	103	1	434	30	465	15	8	0	23	34	290	14	338	929
07:45 AM	69	27	24	120	5	417	26	448	31	19	1	51	40	316	12	368	987
08:00 AM	61	18	38	117	5	422	40	467	16	29	1	46	52	301	14	367	997
Total Volume	241	79	135	455	16	1693	126	1835	79	73	5	157	168	1111	57	1336	3783
% App. Total	53	17.4	29.7		0.9	92.3	6.9		50.3	46.5	3.2		12.6	83.2	4.3		
PHF	.873	.731	.823	.948	.800	.975	.788	.982	.637	.629	.417	.770	.808	.879	.838	.908	.949



Start Time	Shoemaker Ave Southbound				Imperial Hwy Westbound				Shoemaker Ave Northbound				Imperial Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	84	25	29	138	8	249	24	281	50	26	15	91	33	422	5	460	970
05:15 PM	95	30	23	148	5	258	22	285	43	27	5	75	45	403	6	454	962
05:30 PM	56	19	47	122	6	271	27	304	29	26	3	58	40	380	2	422	906
05:45 PM	58	13	22	93	9	273	32	314	28	28	3	59	42	396	13	451	917
Total Volume	293	87	121	501	28	1051	105	1184	150	107	26	283	160	1601	26	1787	3755
% App. Total	58.5	17.4	24.2		2.4	88.8	8.9		53	37.8	9.2		9	89.6	1.5		
PHF	.771	.725	.644	.846	.778	.962	.820	.943	.750	.955	.433	.777	.889	.948	.500	.971	.968



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File Name : CarmImperial

Site Code : 00000000

Start Date : 6/6/2013

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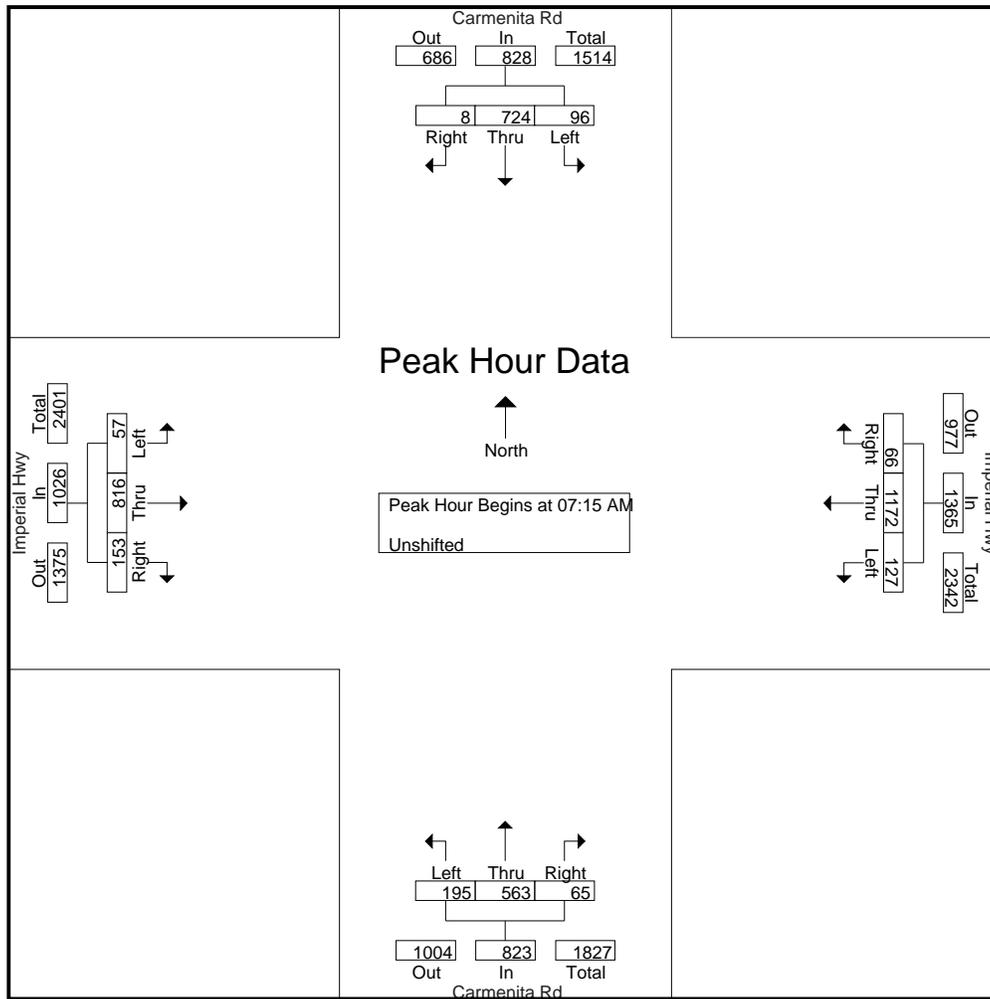
Groups Printed- Unshifted

Start Time	Carmenita Rd Southbound			Imperial Hwy Westbound			Carmenita Rd Northbound			Imperial Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	16	165	4	21	285	19	49	99	13	9	150	25	855
07:15 AM	21	211	2	29	307	11	54	127	9	14	181	38	1004
07:30 AM	22	183	1	39	299	12	44	177	18	11	217	41	1064
07:45 AM	34	180	3	28	277	14	48	142	12	14	207	42	1001
Total	93	739	10	117	1168	56	195	545	52	48	755	146	3924
08:00 AM	19	150	2	31	289	29	49	117	26	18	211	32	973
08:15 AM	23	199	3	29	246	15	45	130	17	16	190	35	948
08:30 AM	25	138	1	29	250	14	50	150	28	13	189	32	919
08:45 AM	24	128	1	22	259	23	50	115	17	11	171	34	855
Total	91	615	7	111	1044	81	194	512	88	58	761	133	3695
04:00 PM	18	115	0	26	178	25	51	211	24	25	236	38	947
04:15 PM	14	129	3	24	181	40	41	203	26	18	269	38	986
04:30 PM	34	167	2	31	193	35	53	231	40	14	317	39	1156
04:45 PM	27	159	2	34	252	36	33	222	25	17	347	46	1200
Total	93	570	7	115	804	136	178	867	115	74	1169	161	4289
05:00 PM	27	213	3	17	218	37	59	280	38	22	380	38	1332
05:15 PM	24	178	4	28	226	13	51	276	35	23	374	47	1279
05:30 PM	23	166	4	29	230	21	42	236	22	20	360	33	1186
05:45 PM	16	137	2	23	215	42	41	266	24	17	331	40	1154
Total	90	694	13	97	889	113	193	1058	119	82	1445	158	4951
Grand Total	367	2618	37	440	3905	386	760	2982	374	262	4130	598	16859
Apprch %	12.1	86.6	1.2	9.3	82.5	8.2	18.5	72.4	9.1	5.3	82.8	12	
Total %	2.2	15.5	0.2	2.6	23.2	2.3	4.5	17.7	2.2	1.6	24.5	3.5	

CITY TRAFFIC COUNTERS
 626.447.4171
 www.ctcounters.com

File Name : CarmImperial
 Site Code : 00000000
 Start Date : 6/6/2013
 Page No : 2

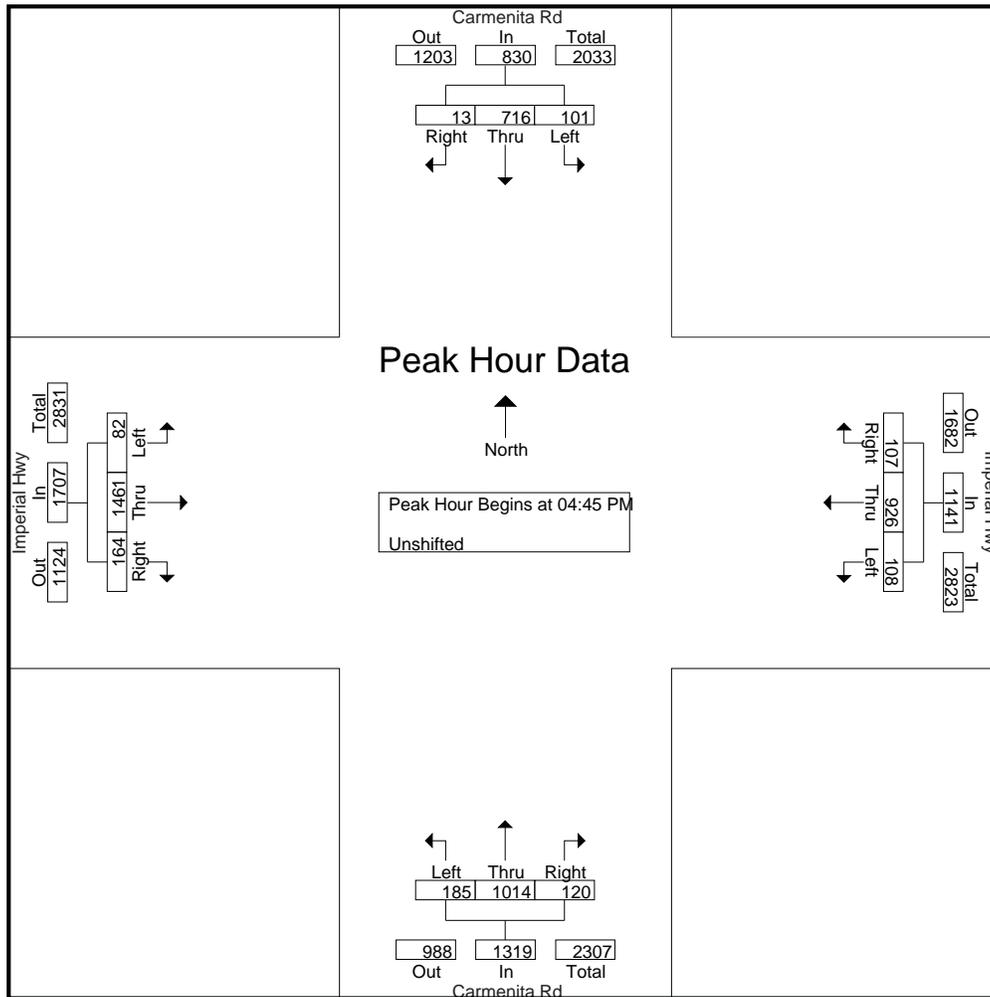
Start Time	Carmenita Rd Southbound				Imperial Hwy Westbound				Carmenita Rd Northbound				Imperial Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	211	2	234	29	307	11	347	54	127	9	190	14	181	38	233	1004
07:30 AM	22	183	1	206	39	299	12	350	44	177	18	239	11	217	41	269	1064
07:45 AM	34	180	3	217	28	277	14	319	48	142	12	202	14	207	42	263	1001
08:00 AM	19	150	2	171	31	289	29	349	49	117	26	192	18	211	32	261	973
Total Volume	96	724	8	828	127	1172	66	1365	195	563	65	823	57	816	153	1026	4042
% App. Total	11.6	87.4	1		9.3	85.9	4.8		23.7	68.4	7.9		5.6	79.5	14.9		
PHF	.706	.858	.667	.885	.814	.954	.569	.975	.903	.795	.625	.861	.792	.940	.911	.954	.950



CITY TRAFFIC COUNTERS
626.447.4171
www.ctcounters.com

File Name : CarmImperial
 Site Code : 00000000
 Start Date : 6/6/2013
 Page No : 3

Start Time	Carmenita Rd Southbound				Imperial Hwy Westbound				Carmenita Rd Northbound				Imperial Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	27	159	2	188	34	252	36	322	33	222	25	280	17	347	46	410	
05:00 PM	27	213	3	243	17	218	37	272	59	280	38	377	22	380	38	440	
05:15 PM	24	178	4	206	28	226	13	267	51	276	35	362	23	374	47	444	
05:30 PM	23	166	4	193	29	230	21	280	42	236	22	300	20	360	33	413	
Total Volume	101	716	13	830	108	926	107	1141	185	1014	120	1319	82	1461	164	1707	
% App. Total	12.2	86.3	1.6		9.5	81.2	9.4		14	76.9	9.1		4.8	85.6	9.6		
PHF	.935	.840	.813	.854	.794	.919	.723	.886	.784	.905	.789	.875	.891	.961	.872	.938	



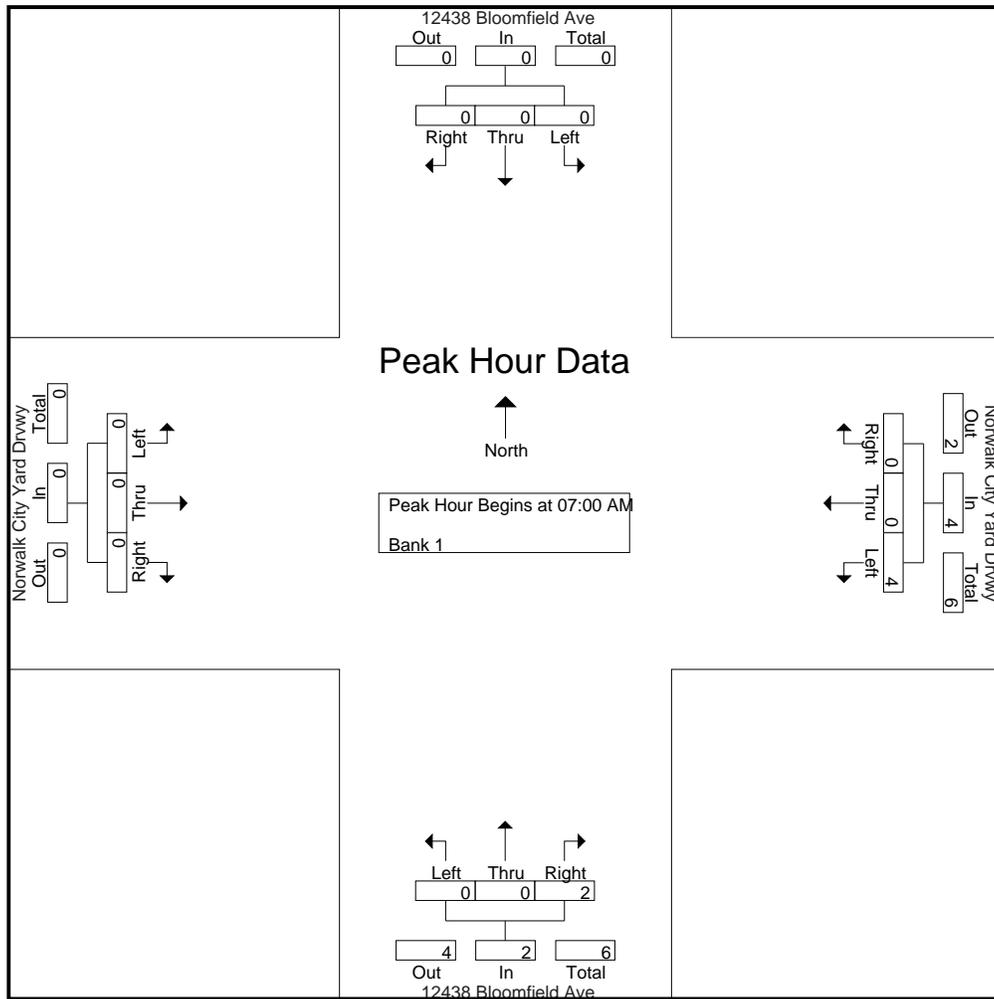
Driveway Count

Groups Printed- Bank 1

Start Time	12438 Bloomfield Ave Southbound			Norwalk City Yard Drvwy Westbound			12438 Bloomfield Ave Northbound			Norwalk City Yard Drvwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
07:15 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
07:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	4	0	0	0	0	2	0	0	0	6
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	0	2
Grand Total	0	0	0	4	0	0	0	0	4	0	0	0	8
Apprch %	0	0	0	100	0	0	0	0	100	0	0	0	
Total %	0	0	0	50	0	0	0	0	50	0	0	0	

Driveway Count

Start Time	12438 Bloomfield Ave Southbound				Norwalk City Yard Drvwy Westbound				12438 Bloomfield Ave Northbound				Norwalk City Yard Drvwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
07:15 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	4	0	0	4	0	0	2	2	0	0	0	0	6
% App. Total	0	0	0	0	100	0	0	100	0	0	100	100	0	0	0	0	100
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000	.750



APPENDIX B

CITY OF SANTA FE SPRINGS: ICU AND LEVELS OF SERVICE EXPLANATION ICU DATA WORKSHEETS - WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing. The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics		
Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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INTERSECTION CAPACITY UTILIZATION

I-5 Fwy NB Off-Ramp @ Imperial Highway
 Peak hr. AM
 Annual Growth: 1.00%

N-S St: I-5 Fwy NB Off-Ramp
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU1

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	1	2	V/C	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left [4]	153	1600	0.096	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0	0	0.000
Nb Thru [4]	0	0	0.000	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0	0	0.000
Nb Right [4]	8	1600	0.005	0	0	0.000	0	0	0	0	-	0	0	0	0	0	0	-
Sb Left	0	0	0.000	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0	0	0.000
Sb Thru	0	0	0.000	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0	0	0.000
Sb Right	0	0	-	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-
Eb Left	0	0	0.000	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0	0	0.000
Eb Thru	1649	4800	0.344 *	33	1682	0.350 *	3	1685	4800	0.351 *	0	1685	4800	0.351 *	27	1712	4800	0.357 *
Eb Right [3]	0	0	-	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-
Wb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0	0	0.000 *
Wb Thru	1428	4800	0.298	29	1457	0.303	0	1457	4800	0.303	0	1457	4800	0.303	14	1471	4800	0.306
Wb Right	242	1600	0.151	5	247	0.154	1	248	1600	0.155	0	248	1600	0.155	0	248	1600	0.155
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.539			0.450			0.451			0.451			0.457			0.457		
LOS	A			A			A			A			A			A		

01:22 PM

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Free-flow movement.
 4 This off-ramp was closed permanently by Caltrans on 9/13/13.

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INTERSECTION CAPACITY UTILIZATION

N-S St: I-5 Fwy NB Off-Ramp
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU1

I-5 Fwy NB Off-Ramp @ Imperial Highway
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC		2015 W/AMBIENT GROWTH		2015 W/PROJECT SITE TRAFFIC		2015 W/PROJECT MITIGATION		2015 W/RELATED PROJECTS		2015 W/REGIONAL MITIGATION	
	Volume	Capacity Ratio	Added Volume	Total Volume	Added Volume	Total Volume	Added Volume	Total Volume	Added Volume	Total Volume	Added Volume	Total Volume
Nb Left [4]	166	0.104	0	0	0	0	0	0	0	0	0	0
Nb Thru [4]	0	0.000	0	0	0	0	0	0	0	0	0	0
Nb Right [4]	21	0.013	0	0	0	0	0	0	0	0	0	0
Sb Left	0	0.000	0	0	0	0	0	0	0	0	0	0
Sb Thru	0	0.000	0	0	0	0	0	0	0	0	0	0
Sb Right	0	-	0	0	0	0	0	0	0	0	0	0
Eb Left	0	0.000 *	0	0	0	0	0	0	0	0	0	0
Eb Thru	1490	0.310	30	1520	2	1522	4800	0.317	23	1545	0	1545
Eb Right [3]	0	-	0	0	0	0	0	-	0	0	0	0
Wb Left	0	0.000	0	0	0	0	0	0.000 *	0	0	0	0
Wb Thru	1309	0.273	26	1335	0	1335	4800	0.278	41	1376	0	1376
Wb Right	520	0.325 *	10	530	5	535	1600	0.335 *	0	535	0	535
Yellow Allowance:		0.100 *		0.100 *		0.100 *		0.100 *		0.100 *		0.100 *
ICU		0.529		0.432		0.435		0.435		0.435		0.435
LOS		A		A		A		A		A		A

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Free-flow movement.

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INTERSECTION CAPACITY UTILIZATION

Norwalk Boulevard @ Imperial Highway
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

N-S St: Norwalk Boulevard
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU2

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION					
	1	2	V/C	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio			
Nb Left	107	1600	0.067	2	109	0.068	0	109	1600	0.068	0	109	1600	0.068	1	110	1600	0.069			
Nb Thru	613	3200	0.192 *	12	625	0.195 *	0	625	3200	0.195 *	0	625	3200	0.195 *	5	630	3200	0.197 *			
Nb Right	144	1600	0.090	3	147	0.090	7	154	1600	0.090	0	154	1600	0.090	7	161	1600	0.090			
Sb Left	138	1600	0.086 *	3	141	0.088 *	3	144	1600	0.090 *	0	144	1600	0.090 *	8	152	1600	0.095 *			
Sb Thru	703	4800	0.146	14	717	0.149	0	717	4800	0.149	0	717	4800	0.149	10	727	4800	0.151			
Sb Right	100	1600	0.063	2	102	0.064	0	102	1600	0.064	0	102	1600	0.064	4	106	1600	0.066			
Eb Left	179	1600	0.112 *	4	183	0.114 *	0	183	1600	0.114 *	0	183	1600	0.114 *	1	184	1600	0.115 *			
Eb Thru	1184	4800	0.247	24	1208	0.252	3	1211	4800	0.252	0	1211	4800	0.252	22	1233	4800	0.257			
Eb Right	132	1600	0.083	3	135	0.084	0	135	1600	0.084	0	135	1600	0.084	0	135	1600	0.084			
Wb Left	187	1600	0.117	4	191	0.119	1	192	1600	0.120	0	192	1600	0.120	2	194	1600	0.121			
Wb Thru	1290	4800	0.269 *	26	1316	0.274 *	1	1317	4800	0.274 *	0	1317	4800	0.274 *	14	1331	4800	0.277 *			
Wb Right	48	1600	0.030	1	49	0.031	1	50	1600	0.031	0	50	1600	0.031	2	52	1600	0.032			
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.758			0.772			0.774			0.774			0.774			0.784			0.784		
LOS	C			C			C			C			C			C			C		

01:21 PM

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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N-S St: Norwalk Boulevard
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU2

INTERSECTION CAPACITY UTILIZATION

Norwalk Boulevard @ Imperial Highway
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio
Nb Left	159	1600	0.099 *	3	162	0.101 *	0	162	1600	0.101 *	0	162	1600	0.101 *	0	162	1600	0.101 *
Nb Thru	470	3200	0.147	9	479	0.150	0	479	3200	0.150	0	479	3200	0.153	11	490	3200	0.153
Nb Right	178	1600	0.000	4	182	0.000	4	186	1600	0.000	0	186	1600	0.000	2	188	1600	0.000
Sb Left	128	1600	0.080	3	131	0.082	2	133	1600	0.083	0	133	1600	0.085	3	136	1600	0.085
Sb Thru	953	4800	0.199 *	19	972	0.203 *	0	972	4800	0.203 *	0	972	4800	0.204 *	8	980	4800	0.204 *
Sb Right	157	1600	0.098	3	160	0.100	0	160	1600	0.100	0	160	1600	0.103	4	164	1600	0.103
Eb Left	155	1600	0.097 *	3	158	0.099 *	0	158	1600	0.099 *	0	158	1600	0.103 *	6	164	1600	0.103 *
Eb Thru	1151	4800	0.240	23	1174	0.245	2	1176	4800	0.245	0	1176	4800	0.250	22	1198	4800	0.250
Eb Right	100	1600	0.063	2	102	0.064	0	102	1600	0.064	0	102	1600	0.064	1	103	1600	0.064
Wb Left	211	1600	0.132	4	215	0.135	9	224	1600	0.140	0	224	1600	0.145	7	231	1600	0.145
Wb Thru	1357	4800	0.283 *	27	1384	0.288 *	5	1389	4800	0.289 *	0	1389	4800	0.296 *	30	1419	4800	0.296 *
Wb Right	59	1600	0.037	1	60	0.038	5	65	1600	0.041	0	65	1600	0.046	8	73	1600	0.046
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.778			0.791			0.792			0.792			0.804			0.804		
LOS	C			C			C			C			D			D		

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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N-S St: Norwalk Boulevard
 E-W St: Adoree Street+5 Fwy NB Ramps
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU3

INTERSECTION CAPACITY UTILIZATION
 Norwalk Boulevard @ Adoree Street-I-5 Fwy NB Ramps
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	1	2	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C
	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	157	1600	0.098	3	160	0.100	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100
Nb Thru	2216	3200	0.736 *	44	2260	0.750 *	3	2263	3200	0.751 *	0	2276	3200	0.755 *	13	2276	3200	0.755 *
Nb Right	138	0	-	3	141	-	0	141	0	-	0	141	0	-	0	141	0	-
Sb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	2055	4800	0.467	41	2096	0.476	1	2097	4800	0.477	0	2109	4800	0.479	12	2109	4800	0.479
Sb Right	187	0	-	4	191	-	0	191	0	-	0	191	0	-	0	191	0	-
Eb Left	46	0	0.029	1	47	0.030	0	47	0	0.030	0	47	0	0.030	0	47	0	0.030
Eb Thru	0	1600	0.168 *	0	0	0.171 *	0	0	1600	0.171 *	0	0	1600	0.171 *	0	0	1600	0.171 *
Eb Right	222	0	-	4	227	-	0	227	0	-	0	227	0	-	0	227	0	-
Wb Left	30	1600	0.019 *	1	31	0.019 *	0	31	1600	0.019 *	4	35	1600	0.022 *	4	35	1600	0.022 *
Wb Thru	4	320	0.014	0	4	0.014	0	4	320	0.014	0	4	320	0.014	0	4	320	0.014
Wb Right	451	2880	0.157	9	460	0.160	3	463	2880	0.161	0	463	2880	0.161	0	463	2880	0.161
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.023			1.041				1.042				1.042				1.049
LOS			F			F				F				F				F

*Key conflicting movement as a part of ICU
 1 Counts conducted by Southland Car Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796-2322 Fax (626) 792-0941

N-S St: Norwalk Boulevard
 E-W St: Adoree Street+5 Fwy NB Ramps
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU3

INTERSECTION CAPACITY UTILIZATION
 Norwalk Boulevard @ Adoree Street+5 Fwy NB Ramps
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio
Nb Left	206	1600	0.129 *	4	210	0.132 *	0	210	1600	0.132 *	0	210	1600	0.132 *	0	210	1600	0.132 *
Nb Thru	2380	3200	0.810	48	2428	0.826	2	2430	3200	0.826	0	2430	3200	0.831	13	2443	3200	0.831
Nb Right	211	0	-	4	215	-	0	215	0	-	0	215	0	-	0	215	0	-
Sb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	3250	4800	0.767 *	65	3315	0.783 *	9	3324	4800	0.784 *	0	3324	4800	0.784 *	16	3340	4800	0.788 *
Sb Right	433	0	-	9	442	-	0	442	0	-	0	442	0	-	0	442	0	-
Eb Left	41	0	0.026	1	42	0.026	0	42	0	0.026	0	42	0	0.026	0	42	0	0.026
Eb Thru	0	1600	0.139 *	0	0	0.142 *	0	0	1600	0.142 *	0	0	1600	0.142 *	0	0	1600	0.142 *
Eb Right	181	0	-	4	185	-	0	185	0	-	0	185	0	-	0	185	0	-
Wb Left	43	1600	0.027 *	1	44	0.028 *	0	44	1600	0.028 *	0	44	1600	0.028 *	2	46	1600	0.029 *
Wb Thru	10	320	0.030	0	10	0.031	0	10	320	0.031	0	10	320	0.031	0	10	320	0.031
Wb Right	354	2880	0.123	7	361	0.125	2	363	2880	0.126	0	363	2880	0.126	0	363	2880	0.126
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	1.162			1.183			1.185			1.185			1.190			1.190		
LOS	F			F			F			F			F			F		

* Key conflicting movement as a part of ICU
 1 Counts conducted by Southland Car Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796.2322 Fax (626) 792-0941

N-S St: San Antonio Drive
 E-W St: Union Street-I-5 SB On-Ramp
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU4

San Antonio Drive @ Union Street-I-5 SB On-Ramp
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

INTERSECTION CAPACITY UTILIZATION

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	1	2	V/C	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	44	1600	0.028	1	45	0.028	0	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028
Nb Thru	2007	3200	0.627 *	40	2047	0.640 *	3	2050	3200	0.641 *	0	2050	3200	0.641 *	13	2063	3200	0.645 *
Nb Right	63	1600	0.039	1	64	0.040	0	64	1600	0.040	0	64	1600	0.041	1	65	1600	0.041
Sb Left	419	1600	0.262 *	8	427	0.267 *	1	428	1600	0.268 *	0	428	1600	0.268 *	0	428	1600	0.268 *
Sb Thru	1767	3200	0.552	35	1802	0.563	1	1803	3200	0.564	0	1803	3200	0.564	12	1815	3200	0.567
Sb Right	108	1600	0.068	2	110	0.069	0	110	1600	0.069	0	110	1600	0.069	0	110	1600	0.069
Eb Left	507	0	0.317	10	517	0.323	0	517	0	0.323	0	517	0	0.323	0	517	0	0.323
Eb Thru	53	1600	0.350 *	1	54	0.357 *	0	54	1600	0.357 *	0	54	1600	0.357 *	0	54	1600	0.357 *
Eb Right	159	1600	0.099	3	162	0.101	0	162	1600	0.101	0	162	1600	0.101	0	162	1600	0.101
Wb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			1.339			1.363				1.365				1.365				1.369
LOS			F			F				F				F				F

*Key conflicting movement as a part of ICU
 1 Counts conducted by Southland Car Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796-2322 Fax (626) 792-0941

N-S St: San Antonio Drive
 E-W St: Union Street-I-5 SB On-Ramp
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU4

San Antonio Drive @ Union Street-I-5 SB On-Ramp
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

INTERSECTION CAPACITY UTILIZATION

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio
Nb Left	30	1600	0.019	1	31	0.019	0	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019
Nb Thru	2320	3200	0.725 *	46	2366	0.739 *	2	2368	3200	0.740 *	0	2368	3200	0.740 *	13	2381	3200	0.744 *
Nb Right	39	1600	0.024	1	40	0.025	0	40	1600	0.025	0	40	1600	0.025	5	45	1600	0.028
Sb Left	622	1600	0.389 *	12	635	0.397 *	5	640	1600	0.400 *	0	640	1600	0.400 *	0	640	1600	0.400 *
Sb Thru	2779	3200	0.868	56	2834	0.886	5	2839	3200	0.887	0	2839	3200	0.887	16	2855	3200	0.892
Sb Right	96	1600	0.060	2	98	0.061	0	98	1600	0.061	0	98	1600	0.061	0	98	1600	0.061
Eb Left	465	0	0.291	9	475	0.297	0	475	0	0.297	0	475	0	0.297	0	475	0	0.297
Eb Thru	21	1600	0.304 *	0	21	0.310 *	0	21	1600	0.310 *	0	21	1600	0.310 *	0	21	1600	0.310 *
Eb Right	198	1600	0.124	4	202	0.126	0	202	1600	0.126	0	202	1600	0.126	0	202	1600	0.126
Wb Left	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	1.518			1.546			1.550			1.550			1.554			1.554		
LOS	F			F			F			F			F			F		

* Key conflicting movement as a part of ICU
 1 Counts conducted by Southland Car Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste 500, Pasadena 91106
 (626) 796-2322 Fax (626) 792-0941

N-S St: Bloomfield Avenue
 E-W St: Florence Avenue
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU5

INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ Florence Avenue
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	1	2	V/C	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	83	1600	0.052 *	2	85	0.053 *	1	86	1600	0.054 *	0	86	1600	0.054 *	0	86	1600	0.054 *
Nb Thru	495	3200	0.164	10	505	0.167	2	507	3200	0.169	0	507	3200	0.169	4	511	3200	0.170
Nb Right	29	0	-	1	30	-	3	33	0	-	0	33	0	-	0	33	0	-
Sb Left	25	1600	0.016	1	26	0.016	0	26	1600	0.016	0	26	1600	0.016	3	29	1600	0.018
Sb Thru	463	3200	0.158 *	9	472	0.162 *	10	482	3200	0.165 *	0	482	3200	0.165 *	13	495	3200	0.169 *
Sb Right	44	0	-	1	45	-	0	45	0	-	0	45	0	-	1	46	0	-
Eb Left	107	1600	0.067 *	2	109	0.068 *	0	109	1600	0.068 *	0	109	1600	0.068 *	0	109	1600	0.068 *
Eb Thru	528	3200	0.186	11	539	0.190	0	539	3200	0.191	0	539	3200	0.191	20	559	3200	0.197
Eb Right	68	0	-	1	69	-	3	72	0	-	0	72	0	-	0	72	0	-
Wb Left	116	1600	0.073	2	118	0.074	13	131	1600	0.082	0	131	1600	0.082	0	131	1600	0.082
Wb Thru	1064	3200	0.361 *	21	1085	0.368 *	0	1085	3200	0.368 *	0	1085	3200	0.368 *	7	1092	3200	0.371 *
Wb Right	91	0	-	2	93	-	0	93	0	-	0	93	0	-	1	94	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.738			0.751				0.755				0.755				0.762
LOS			C			C				C				C				C

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796-2322 Fax (626) 792-0941

N-S St: Bloomfield Avenue
 E-W St: Florence Avenue
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU5

INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ Florence Avenue
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	130	1600	0.081 *	3	133	0.083 *	5	138	1600	0.086 *	0	138	1600	0.086 *	0	138	1600	0.086 *
Nb Thru	557	3200	0.211	11	568	0.215	14	582	3200	0.225	0	582	3200	0.225	13	595	3200	0.229
Nb Right	117	0	-	2	119	-	18	137	0	-	0	137	0	-	0	137	0	-
Sb Left	73	1600	0.046	1	74	0.047	0	74	1600	0.047	0	74	1600	0.047	2	76	1600	0.048
Sb Thru	689	3200	0.250 *	14	703	0.255 *	5	708	3200	0.256 *	0	708	3200	0.256 *	6	714	3200	0.258 *
Sb Right	110	0	-	2	112	-	0	112	0	-	0	112	0	-	0	112	0	-
Eb Left	137	1600	0.086 *	3	140	0.087 *	0	140	1600	0.087 *	0	140	1600	0.087 *	1	141	1600	0.088 *
Eb Thru	959	3200	0.314	19	978	0.320	0	978	3200	0.321	0	978	3200	0.321	12	990	3200	0.324
Eb Right	45	0	-	1	46	-	2	48	0	-	0	48	0	-	0	48	0	-
Wb Left	48	1600	0.030	1	49	0.031	7	56	1600	0.035	0	56	1600	0.035	0	56	1600	0.035
Wb Thru	883	3200	0.296 *	18	901	0.302 *	0	901	3200	0.302 *	0	901	3200	0.302 *	22	923	3200	0.310 *
Wb Right	65	0	-	1	66	-	0	66	0	-	0	66	0	-	3	69	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.813			0.827			0.832			0.832			0.842			0.842		
LOS	D			D			D			D			D			D		

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796-2322 Fax (626) 792-0941

N-S St: Bloomfield Avenue
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU6

INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ Imperial Highway
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION [3]		
	1	2	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C
Nb Left	160	1600	0.100	3	163	0.102	0	163	1600	0.102	0	163	1600	0.103	0	84	1600	0.053
Nb Thru	761	3200	0.238 *	15	776	0.243 *	10	786	3200	0.246 *	0	786	3200	0.247 *	0	790	3200	0.247 *
Nb Right	238	1600	0.149	5	243	0.152	0	243	1600	0.152	0	243	1600	0.154	0	247	1600	0.051
Sb Left	147	1600	0.092 *	3	150	0.094 *	4	154	1600	0.096 *	0	154	1600	0.099 *	0	79	1600	0.049 *
Sb Thru	497	3200	0.155	10	507	0.158	2	509	3200	0.159	0	509	3200	0.161	0	515	3200	0.161
Sb Right	114	1600	0.071	2	116	0.073	3	119	1600	0.075	0	119	1600	0.076	0	121	1600	0.076
EB Left	169	1600	0.106 *	3	172	0.108 *	13	185	1600	0.116 *	0	185	1600	0.116 *	0	185	1600	0.116 *
EB Thru	1099	4800	0.229	22	1121	0.234	0	1121	4800	0.234	0	1121	4800	0.241	38	1159	4800	0.241
EB Right	48	1600	0.030	1	49	0.031	0	49	1600	0.031	0	49	1600	0.031	0	49	1600	0.031
WB Left	291	1600	0.182	6	297	0.186	0	297	1600	0.186	0	297	1600	0.186	1	298	1600	0.186
WB Thru	1457	4800	0.328 *	29	1486	0.335 *	0	1486	4800	0.338 *	0	1486	4800	0.342 *	16	1502	4800	0.342 *
WB Right	119	0	-	2	121	-	17	138	0	-	0	138	0	-	1	139	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *				0.100 *				0.100 *			0.100 *
ICU		0.864				0.879			0.896				0.896					0.854
LOS		D		D	D	D	D	D	D	D	D	D	D	E	D	D	D	D

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 In addition to the Gateway Cities COG improvement to provide dual westbound left-turn lanes, longer northbound and southbound left-turn pockets are proposed along with timing adjustments as part of the traffic signal modification which will increase capacity for those traffic movements.
 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste 500, Pasadena 91106
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INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ Imperial Highway
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

N-S St: Bloomfield Avenue
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU6

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION [3]		
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio
Nb Left	142	1600	0.089	3	145	0.091	0	145	1600	0.091	0	145	1600	0.091	0	65	1600	0.041 *
Nb Thru	361	3200	0.113	7	368	0.115	5	373	3200	0.117	0	373	3200	0.119	6	379	3200	0.119
Nb Right	293	1600	0.183 *	6	299	0.187 *	0	299	1600	0.187 *	0	299	1600	0.187 *	1	300	1600	0.187 *
Sb Left	230	1600	0.144 *	5	235	0.147 *	23	258	1600	0.161 *	0	258	1600	0.162 *	1	259	1600	0.162 *
Sb Thru	629	3200	0.197	13	642	0.200	14	656	3200	0.205	0	656	3200	0.207	6	662	3200	0.207 *
Sb Right	94	1600	0.059	2	96	0.060	18	114	1600	0.071	0	114	1600	0.071	0	114	1600	0.071
Eb Left	85	1600	0.053	2	87	0.054	7	94	1600	0.059	0	94	1600	0.060	2	96	1600	0.060
Eb Thru	1224	4800	0.255 *	24	1248	0.260 *	0	1248	4800	0.260 *	0	1248	4800	0.266 *	26	1274	4800	0.266 *
Eb Right	59	1600	0.037	1	60	0.038	0	60	1600	0.038	0	60	1600	0.038	1	61	1600	0.038
Wb Left	189	1600	0.118 *	4	193	0.120 *	0	193	1600	0.120 *	0	193	1600	0.123 *	4	197	1600	0.123 *
Wb Thru	1115	4800	0.250	22	1137	0.255	0	1137	4800	0.256	0	1137	4800	0.267	44	1181	4800	0.267
Wb Right	83	0	-	2	85	-	9	94	0	-	0	94	0	-	5	99	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.800			0.814			0.828			0.828			0.838			0.681		
LOS	C			D			D			D			D			B		

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 In addition to the Gateway Cities COG improvement to provide dual westbound left-turn lanes, longer northbound and southbound left-turn pockets are proposed along with timing adjustments as part of the traffic signal modification which will increase capacity for those traffic movements.
 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste 500, Pasadena 91106
 (626) 796.2322 Fax (626) 792-0941

N-S St: Bloomfield Avenue
 E-W St: Civic Center Drive
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU7

INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ Civic Center Drive
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	1	2	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C
	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	228	2880	0.079 *	5	233	0.081 *	0	233	2880	0.081 *	0	233	2880	0.081 *	0	233	2880	0.081 *
Nb Thru	668	3200	0.211	13	681	0.215	10	691	3200	0.219	0	691	3200	0.221	9	700	3200	0.221
Nb Right	8	0	-	0	8	-	0	8	0	-	0	8	0	-	0	8	0	-
Sb Left	13	1600	0.008	0	13	0.008	0	13	1600	0.008	0	13	1600	0.008	0	13	1600	0.008
Sb Thru	380	3200	0.119	8	388	0.121	2	390	3200	0.122	0	390	3200	0.124	7	397	3200	0.124
Sb Right	273	1600	0.171 *	5	278	0.174 *	0	278	1600	0.174 *	0	278	1600	0.174 *	0	278	1600	0.174 *
Eb Left	293	0	0.183 *	6	299	0.187 *	0	299	0	0.187 *	0	299	0	0.187 *	0	299	0	0.187 *
Eb Thru	19	1600	0.195	0	19	0.199	0	19	1600	0.199	0	19	1600	0.199	0	19	1600	0.199
Eb Right	108	1600	0.068	2	110	0.069	0	110	1600	0.069	0	110	1600	0.069	0	110	1600	0.069
Wb Left	22	0	0.014	0	22	0.014	0	22	0	0.014	0	22	0	0.014	0	22	0	0.014
Wb Thru	54	1600	0.065 *	1	55	0.066 *	0	55	1600	0.066 *	0	55	1600	0.066 *	0	55	1600	0.066 *
Wb Right	28	0	-	1	29	-	0	29	0	-	0	29	0	-	0	29	0	-
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.598			0.608				0.608				0.608				0.608
LOS			A			B				B				B				B

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796-2322 Fax (626) 792-0941

N-S St: Bloomfield Avenue
 E-W St: Civic Center Drive
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU7

INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ Civic Center Drive
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	101	2880	0.035 *	2	103	0.036 *	0	103	2880	0.036 *	0	103	2880	0.036 *	0	103	2880	0.036 *
Nb Thru	396	3200	0.127	8	404	0.130	5	409	3200	0.131	0	409	3200	0.133	7	416	3200	0.133
Nb Right	11	0	-	0	11	-	0	11	0	-	0	11	0	-	0	11	0	-
Sb Left	21	1600	0.013	0	21	0.013	0	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013
Sb Thru	541	3200	0.169	11	552	0.172	14	566	3200	0.177	0	566	3200	0.180	11	577	3200	0.180
Sb Right	336	1600	0.210 *	7	343	0.214 *	0	343	1600	0.214 *	0	343	1600	0.214 *	0	343	1600	0.214 *
Eb Left	341	0	0.213	7	348	0.217	0	348	0	0.217	0	348	0	0.217	0	348	0	0.217
Eb Thru	25	1600	0.229 *	1	26	0.233 *	0	26	1600	0.233 *	0	26	1600	0.233 *	0	26	1600	0.233 *
Eb Right	204	1600	0.128	4	208	0.130	0	208	1600	0.130	0	208	1600	0.130	0	208	1600	0.130
Wb Left	6	0	0.004 *	0	6	0.004 *	0	6	0	0.004 *	0	6	0	0.004 *	0	6	0	0.004 *
Wb Thru	13	1600	0.018	0	13	0.018	0	13	1600	0.018	0	13	1600	0.018	0	13	1600	0.018
Wb Right	9	0	-	0	9	-	0	9	0	-	0	9	0	-	0	9	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.578			0.587			0.587			0.587			0.587			0.587		
LOS	A			A			A			A			A			A		

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796.2322 Fax (626) 792-0941

N-S St: Bloomfield Avenue
 E-W St: I-5 Fwy NB On-Ramp
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU8

INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ I-5 Fwy NB On-Ramp
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION						
	1	2	V/C	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio				
Nb Left	0	0	0.000	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0	0	0.000				
Nb Thru	317	1600	0.198 *	6	323	0.202 *	0	323	1600	0.202 *	0	0	0	323	1600	0.206 *	0	323	1600	0.206 *		
Nb Right	0	0	-	0	0	-	0	0	0	0	-	0	0	6	6	-	0	6	6	0	-	
Sb Left	382	1600	0.239 *	8	390	0.244 *	2	392	1600	0.245 *	0	0	0	0	392	1600	0.245 *	0	392	1600	0.245 *	
Sb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0.000	0	0	0	0	0.000	
Sb Right	51	1600	0.032	1	52	0.033	0	52	1600	0.033	0	52	1600	1	53	0.033	0	53	1600	0.033	0	0.000
Eb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0.000	0	0	0	0	0.000	
Eb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0.000	0	0	0	0	0.000	
Eb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-
Wb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0.000	0	0	0	0	0.000	
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0.000	0	0	0	0	0.000	
Wb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *				0.100 *											0.100 *
ICU			0.537			0.546				0.547						0.547						0.551
LOS			A			A				A						A						A

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796.2322 Fax (626) 792-0941

N-S St: Bloomfield Avenue
 E-W St: I-5 Fwy NB On-Ramp
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU8

INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ I-5 Fwy NB On-Ramp
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0	0	0.000
Nb Thru	429	1600	0.268 *	9	438	0.273 *	0	438	1600	0.273 *	0	438	1600	0.277 *	0	438	1600	0.277 *
Nb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	377	1600	0.236 *	8	385	0.240 *	14	399	1600	0.249 *	0	399	1600	0.250 *	2	401	1600	0.250 *
Sb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0	0	0.000
Sb Right	120	1600	0.075	2	122	0.077	0	122	1600	0.077	0	122	1600	0.079	4	126	1600	0.079
Eb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0	0	0.000
Eb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0	0	0.000
Eb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0	0	0.000
Wb Thru	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0	0	0	0	0.000
Wb Right	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.604			0.614			0.623			0.623			0.627			0.627		
LOS	B			B			B			B			B			B		

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796.2322 Fax (626) 792-0941

N-S St: Shoemaker Avenue
 E-W St: Florence Avenue
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU9

INTERSECTION CAPACITY UTILIZATION

Shoemaker Avenue @ Florence Avenue
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	1	2	V/C	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	131	1600	0.082 *	3	134	0.084 *	0	134	1600	0.084 *	2	136	1600	0.085 *	0	136	1600	0.085 *
Nb Thru	352	3200	0.110	7	359	0.112	1	360	3200	0.113	10	370	3200	0.116	0	370	3200	0.116
Nb Right	79	1600	0.049	2	81	0.050	0	81	1600	0.050	3	84	1600	0.052	0	84	1600	0.052
Sb Left	19	1600	0.012	0	19	0.012	0	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012
Sb Thru	332	3200	0.115 *	7	339	0.117 *	3	342	3200	0.120 *	18	360	3200	0.126 *	0	360	3200	0.126 *
Sb Right	36	0	-	1	37	-	7	44	0	-	0	44	0	-	0	44	0	-
Eb Left	107	1600	0.067 *	2	109	0.068 *	1	110	1600	0.069 *	3	113	1600	0.071 *	0	113	1600	0.071 *
Eb Thru	471	3200	0.187	9	480	0.190	1	481	3200	0.191	12	493	3200	0.197	0	493	3200	0.197
Eb Right	126	0	-	3	129	-	0	129	0	-	8	137	0	-	0	137	0	-
Wb Left	49	1600	0.031	1	50	0.031	0	50	1600	0.031	12	62	1600	0.039	0	62	1600	0.039
Wb Thru	1131	3200	0.367 *	23	1154	0.374 *	7	1161	3200	0.376 *	6	1167	3200	0.379 *	0	1167	3200	0.379 *
Wb Right	42	0	-	1	43	-	0	43	0	-	3	46	0	-	0	46	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.730			0.743			0.749			0.749			0.760			0.760		
LOS	C			C			C			C			C			C		

01:18 PM

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796.2322 Fax (626) 792-0941

N-S St: Shoemaker Avenue
 E-W St: Florence Avenue
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU9

INTERSECTION CAPACITY UTILIZATION

Shoemaker Avenue @ Florence Avenue
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION					
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio			
Nb Left	127	1600	0.079 *	3	130	0.081 *	0	130	1600	0.081 *	0	138	1600	0.086 *	0	138	1600	0.086 *			
Nb Thru	401	3200	0.125	8	409	0.128	5	414	3200	0.129	0	414	3200	0.135	19	433	3200	0.135			
Nb Right	96	1600	0.060	2	98	0.061	0	98	1600	0.061	0	98	1600	0.061	12	110	1600	0.069			
Sb Left	51	1600	0.032	1	52	0.033	0	52	1600	0.033	0	52	1600	0.034	3	55	1600	0.034			
Sb Thru	439	3200	0.168 *	9	448	0.171 *	2	450	3200	0.173 *	0	450	3200	0.178 *	13	463	3200	0.178 *			
Sb Right	99	0	-	2	101	-	4	105	0	-	0	105	0	-	3	108	0	-			
Eb Left	40	1600	0.025	1	41	0.026	9	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031			
Eb Thru	1133	3200	0.403 *	23	1156	0.411 *	9	1165	3200	0.414 *	0	1165	3200	0.418 *	11	1176	3200	0.418 *			
Eb Right	157	0	-	3	160	-	0	160	0	-	0	160	0	-	3	163	0	-			
Wb Left	51	1600	0.032 *	1	52	0.033 *	0	52	1600	0.033 *	0	52	1600	0.035 *	4	56	1600	0.035 *			
Wb Thru	750	3200	0.238	15	765	0.243	4	769	3200	0.244	0	769	3200	0.248	14	783	3200	0.248			
Wb Right	11	0	-	0	11	-	0	11	0	-	0	11	0	-	0	11	0	-			
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.783			0.796			0.801			0.801			0.818			0.767			C		
LOS	C			C			D			D			D			C			C		

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796.2322 Fax (626) 792-0941

N-S St: Shoemaker Avenue
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU10

INTERSECTION CAPACITY UTILIZATION

Shoemaker Avenue @ Imperial Highway
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	1	2	V/C	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	79	1600	0.049	2	81	0.050	3	84	1600	0.052	0	84	1600	0.052	0	84	1600	0.052
Nb Thru	73	1600	0.046	1	74	0.047	0	74	1600	0.047	0	74	1600	0.047	0	74	1600	0.047
Nb Right	5	1600	0.003	0	5	0.003	0	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003
Sb Left	241	1600	0.151	5	246	0.154	0	246	1600	0.154	0	246	1600	0.154	9	255	1600	0.159
Sb Thru	79	1600	0.134	2	81	0.136	0	81	1600	0.138	0	81	1600	0.141	0	81	1600	0.141
Sb Right	135	0	-	3	138	-	3	141	0	-	0	141	0	-	5	146	0	-
Eb Left	168	1600	0.105	3	171	0.107	1	172	1600	0.108	0	172	1600	0.108	19	191	1600	0.120
Eb Thru	1111	4800	0.243	22	1133	0.248	2	1135	4800	0.249	0	1135	4800	0.249	27	1162	4800	0.254
Eb Right	57	0	-	1	58	-	1	59	0	-	0	59	0	-	0	59	0	-
Wb Left	16	1600	0.010	0	16	0.010	0	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010
Wb Thru	1693	4800	0.379	34	1727	0.387	10	1737	4800	0.389	0	1737	4800	0.389	13	1750	4800	0.393
Wb Right	126	0	-	3	129	-	0	129	0	-	0	129	0	-	8	137	0	-
Yellow Allowance:			0.100			0.100				0.100								0.100
ICU			0.780			0.794				0.797								0.818
LOS			C			C				C								D

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796-2322 Fax (626) 792-0941

N-S St: Shoemaker Avenue
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU10

INTERSECTION CAPACITY UTILIZATION

Shoemaker Avenue @ Imperial Highway
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC		2015 W/AMBIENT GROWTH		2015 W/PROJECT SITE TRAFFIC		2015 W/PROJECT MITIGATION		2015 W/RELATED PROJECTS		2015 W/REGIONAL MITIGATION	
	Volume	V/C Ratio	Added Volume	Total Volume	Added Volume	Total Volume	Added Volume	Total Volume	Added Volume	Total Volume	Added Volume	Total Volume
Nb Left	150	0.094	3	153	2	155	0	155	0	155	0	155
Nb Thru	107	0.067 *	2	109	0	109	0	109	0	109	0	109
Nb Right	26	0.016	1	27	0	27	0	27	0	27	0	27
Sb Left	293	0.183 *	6	299	0	299	0	299	9	308	0	308
Sb Thru	87	0.130	2	89	0	89	0	89	0	89	0	89
Sb Right	121	0	2	123	2	125	0	125	19	144	0	144
Eb Left	160	0.100	3	163	5	168	0	168	7	175	0	175
Eb Thru	1601	0.339 *	32	1633	14	1647	0	1647	21	1668	0	1668
Eb Right	26	0	1	27	5	32	0	32	0	32	0	32
Wb Left	28	0.018 *	1	29	0	29	0	29	0	29	0	29
Wb Thru	1051	0.241	21	1072	5	1077	0	1077	33	1110	0	1110
Wb Right	105	0	2	107	0	107	0	107	9	116	0	116
Yellow Allowance:		0.100 *		0.100 *		0.100 *		0.100 *		0.100 *		0.100 *
ICU		0.706		0.719		0.723		0.723		0.733		0.715
LOS		C		C		C		C		C		C

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 N. Lake Avenue, Ste. 500, Pasadena 91106
 (626) 796-2322 Fax (626) 792-0941

N-S St: Carmentita Road
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU11

INTERSECTION CAPACITY UTILIZATION

Carmentita Road @ Imperial Highway
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION							
	1	2	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C					
	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Capacity	Ratio	Volume	Capacity	Ratio	Volume	Capacity	Ratio				
Nb Left	195	1600	0.122 *	4	199	0.124 *	3	202	1600	0.126 *	0	202	1600	0.126 *	6	208	1600	0.130 *	0	208	1600	0.130 *	
Nb Thru	563	3200	0.196	11	574	0.200	0	574	3200	0.200	0	574	3200	0.200	13	587	3200	0.206	0	587	3200	0.184	
Nb Right	65	0	-	1	66	-	0	66	0	-	0	66	0	-	6	72	0	-	0	72	1600	0.045	
Sb Left	96	1600	0.060	2	98	0.061	0	98	1600	0.061	0	98	1600	0.061	1	99	1600	0.062	0	99	1600	0.062	
Sb Thru	724	3200	0.229 *	14	738	0.233 *	0	738	3200	0.233 *	0	738	3200	0.233 *	25	763	3200	0.241 *	0	763	3200	0.241 *	
Sb Right	8	0	-	0	8	-	0	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-	
Eb Left	57	1600	0.036 *	1	58	0.036 *	0	58	1600	0.036 *	0	58	1600	0.036 *	0	58	1600	0.036	0	58	1600	0.036	
Eb Thru	816	4800	0.202	16	832	0.206	1	833	4800	0.206	0	833	4800	0.206	8	841	4800	0.214 *	0	841	4800	0.214 *	
Eb Right	153	0	-	3	156	-	1	157	0	-	0	157	0	-	27	184	0	-	0	184	0	-	
Wb Left	127	1600	0.079	3	130	0.081	0	130	1600	0.081	0	130	1600	0.081	25	155	1600	0.097 *	0	155	1600	0.097 *	
Wb Thru	1172	4800	0.258 *	23	1195	0.263 *	3	1198	4800	0.264 *	0	1198	4800	0.264 *	14	1212	4800	0.267	0	1212	4800	0.267	
Wb Right	66	0	-	1	67	-	0	67	0	-	0	67	0	-	4	71	0	-	0	71	0	-	
Yellow Allowance:			0.100 *			0.100 *				0.100 *				0.100 *				0.100 *					0.100 *
ICU			0.744			0.757				0.760				0.760				0.781					0.781
LOS			C			C				C				C				C					C

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

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N-S St: Carmentita Road
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU11

INTERSECTION CAPACITY UTILIZATION

Carmentita Road @ Imperial Highway
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2015 W/AMBIENT GROWTH			2015 W/PROJECT SITE TRAFFIC			2015 W/PROJECT MITIGATION			2015 W/RELATED PROJECTS			2015 W/REGIONAL MITIGATION		
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	185	1600	0.116	4	189	0.118	2	191	1600	0.119	0	191	1600	0.119	28	219	1600	0.137
Nb Thru	1014	3200	0.354 *	20	1034	0.361 *	0	1034	3200	0.361 *	0	1034	3200	0.361 *	26	1060	3200	0.378 *
Nb Right	120	0	-	2	122	-	0	122	0	-	0	122	0	-	26	148	0	-
Sb Left	101	1600	0.063 *	2	103	0.064 *	0	103	1600	0.064 *	0	103	1600	0.064 *	4	107	1600	0.067 *
Sb Thru	716	3200	0.228	14	730	0.232	0	730	3200	0.232	0	730	3200	0.232	17	747	3200	0.238
Sb Right	13	0	-	0	13	-	0	13	0	-	0	13	0	-	0	13	0	-
Eb Left	82	1600	0.051	2	84	0.052	0	84	1600	0.052	0	84	1600	0.052	0	84	1600	0.052
Eb Thru	1461	4800	0.339 *	29	1490	0.345 *	5	1495	4800	0.347 *	0	1495	4800	0.347 *	20	1515	4800	0.353 *
Eb Right	164	0	-	3	167	-	5	172	0	-	0	172	0	-	7	179	0	-
Wb Left	108	1600	0.068 *	2	110	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	7	117	1600	0.073 *
Wb Thru	926	4800	0.215	19	945	0.220	2	947	4800	0.220	0	947	4800	0.220	13	960	4800	0.223
Wb Right	107	0	-	2	109	-	0	109	0	-	0	109	0	-	1	110	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.924			0.940			0.942			0.942			0.971			0.924		
LOS	E			E			E			E			E			E		

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

APPENDIX C

CITY OF NORWALK: ICU AND LEVELS OF SERVICE EXPLANATION ICU DATA WORKSHEETS - WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing. The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics		
Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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INTERSECTION CAPACITY UTILIZATION

I-5 Fwy NB Off-Ramp @ Imperial Highway
 Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

N-S St: I-5 Fwy NB Off-Ramp
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU1

Peak hr: AM
 Annual Growth: 1.00%

Movement	2013 EXIST. TRAFFIC			2013 EXISTING PLUS PROJECT			2013 EXIST. W/PROJECT + MITIGATION			2015 FUTURE PRE-PROJECT			2015 FUTURE WITH PROJECT			2015 FUTURE W/PROJECT + MITIGATION			
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	
Nb Left [4]	153	1600	0.096	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	
Nb Thru [4]	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	
Nb Right [4]	8	1600	0.005	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	
Sb Left	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	
Sb Thru	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	
Sb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	
Eb Left	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	
Eb Thru	1649	4800	0.344 *	3	1652	4800	0.344 *	1652	4800	0.344 *	27	1709	4800	0.356 *	3	1712	4800	0.357 *	
Eb Right [3]	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	
Wb Left	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	
Wb Thru	1428	4800	0.298	0	1428	4800	0.298	1428	4800	0.298	14	1471	4800	0.306	0	1471	4800	0.306	
Wb Right	242	1600	0.151	1	243	1600	0.152	0	243	1600	0.152	0	247	1600	0.154	1	248	1600	0.155
Yellow Allowance:			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *	
ICU			0.539			0.444			0.444			0.456			0.457			0.457	
LOS			A			A			A			A			A			A	

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Free-flow movement
 4 This off-ramp was closed permanently by Caltrans on 9/13/13.

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INTERSECTION CAPACITY UTILIZATION

I-5 Fwy NB Off-Ramp @ Imperial Highway
 Peak hr: PM
 Annual Growth: 1.00%

N-S St: I-5 Fwy NB Off-Ramp
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU1

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2013 EXISTING PLUS PROJECT			2013 EXIST. W/PROJECT + MITIGATION			2015 FUTURE PRE-PROJECT			2015 FUTURE WITH PROJECT			2015 FUTURE W/PROJECT + MITIGATION		
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left [4]	166	1600	0.104	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Nb Thru [4]	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Nb Right [4]	21	1600	0.013	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Sb Left	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Sb Thru	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Sb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Eb Left	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *
Eb Thru	1490	4800	0.310	2	1492	0.311	0	1492	0.311	23	1543	0.321	2	1545	0.322	0	1545	0.322
Eb Right [3]	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Wb Left	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Wb Thru	1309	4800	0.273	0	1309	0.273	0	1309	0.273	41	1376	0.287	0	1376	0.287	0	1376	0.287
Wb Right	520	1600	0.325 *	5	525	0.328 *	0	525	0.328 *	0	530	0.332 *	5	535	0.335 *	0	535	0.335 *
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.529			0.428			0.428			0.432			0.435			0.435		
LOS	A			A			A			A			A			A		

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Free-flow movement.
 This off-ramp was closed permanently by Caltrans on 9/13/13.

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N-S St: Norwalk Boulevard
 E-W St: Adoree Street-I-5 Fwy NB Ramps
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU3

Norwalk Boulevard @ Adoree Street-I-5 Fwy NB Ramps
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

INTERSECTION CAPACITY UTILIZATION

Movement	2013 EXIST. TRAFFIC			2013 EXISTING PLUS PROJECT			2013 EXIST. W/PROJECT + MITIGATION			2015 FUTURE PRE-PROJECT			2015 FUTURE WITH PROJECT			2015 FUTURE W/PROJECT + MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	
Nb Left	157	1600	0.098	0	157	1600	0.098	0	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100
Nb Thru	2216	3200	0.736 *	3	2219	3200	0.737 *	0	2219	3200	0.737 *	13	2273	3200	0.755 *	3	2276	3200	0.755 *
Nb Right	138	0	-	0	138	0	-	0	141	0	-	0	141	0	-	0	141	0	-
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Sb Thru	2055	4800	0.467	1	2056	4800	0.467	0	2108	4800	0.479	12	2108	4800	0.479	1	2109	4800	0.479
Sb Right	187	0	-	0	187	0	-	0	191	0	-	0	191	0	-	0	191	0	-
Eb Left	46	0	0.029	0	46	0	0.029	0	47	0	0.030	0	47	0	0.030	0	47	0	0.030
Eb Thru	0	1600	0.168 *	0	0	1600	0.168 *	0	0	1600	0.171 *	0	0	1600	0.171 *	0	0	1600	0.171 *
Eb Right	222	0	-	0	222	0	-	0	227	0	-	0	227	0	-	0	227	0	-
Wb Left	30	1600	0.019 *	0	30	1600	0.019 *	0	35	1600	0.022 *	4	35	1600	0.022 *	0	35	1600	0.022 *
Wb Thru	4	320	0.014	0	4	320	0.014	0	4	320	0.014	0	4	320	0.014	0	4	320	0.014
Wb Right	451	2880	0.157	3	454	2880	0.158	0	460	2880	0.160	0	463	2880	0.161	0	463	2880	0.161
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			
ICU	1.023			1.024			1.024			1.048			1.049			1.049			
LOS	F			F			F			F			F			F			

*Key conflicting movement as a part of ICU
 1 Counts conducted by Southland Car Counters
 2 Capacity expressed in veh/hour of green

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N-S St: Norwalk Boulevard
 E-W St: Adoree Street-I-5 Fwy NB Ramps
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU3

Norwalk Boulevard @ Adoree Street-I-5 Fwy NB Ramps
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

INTERSECTION CAPACITY UTILIZATION

Movement	2013 EXIST. TRAFFIC			2013 EXISTING PLUS PROJECT			2013 EXIST. W/PROJECT + MITIGATION			2015 FUTURE PRE-PROJECT			2015 FUTURE WITH PROJECT			2015 FUTURE W/PROJECT + MITIGATION					
	1	2	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C			
	Volume	Capacity	Ratio	Volume	Volume	Capacity	Volume	Volume	Capacity	Volume	Volume	Capacity	Volume	Volume	Capacity	Volume	Volume	Capacity	Ratio		
Nb Left	206	1600	0.129 *	0	206	1600	0.129 *	0	210	1600	0.132 *	0	210	1600	0.132 *	0	210	1600	0.132 *		
Nb Thru	2380	3200	0.810	2	2382	3200	0.810	0	2441	3200	0.830	2	2443	3200	0.831	0	2443	3200	0.831		
Nb Right	211	0	-	0	211	0	-	0	215	0	-	0	215	0	-	0	215	0	-		
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000		
Sb Thru	3250	4800	0.767 *	9	3259	4800	0.769 *	0	3331	4800	0.786 *	16	3347	4800	0.788 *	9	3340	4800	0.788 *		
Sb Right	433	0	-	0	433	0	-	0	442	0	-	0	442	0	-	0	442	0	-		
Eb Left	41	0	0.026	0	41	0	0.026	0	42	0	0.026	0	42	0	0.026	0	42	0	0.026		
Eb Thru	0	1600	0.139 *	0	0	1600	0.139 *	0	0	1600	0.142 *	0	0	1600	0.142 *	0	0	1600	0.142 *		
Eb Right	181	0	-	0	181	0	-	0	185	0	-	0	185	0	-	0	185	0	-		
Wb Left	43	1600	0.027 *	0	43	1600	0.027 *	0	46	1600	0.029 *	2	46	1600	0.029 *	0	46	1600	0.029 *		
Wb Thru	10	320	0.030	0	10	320	0.030	0	10	320	0.031	0	10	320	0.031	0	10	320	0.031		
Wb Right	354	2880	0.123	2	356	2880	0.124	0	361	2880	0.125	0	363	2880	0.126	2	363	2880	0.126		
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	1.162			1.164			1.164			1.188			1.190			1.190			1.190		
LOS	F			F			F			F			F			F			F		

*Key conflicting movement as a part of ICU
 1 Counts conducted by Southland Car Counters
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Antonio Drive @ Union Street+5 SB On-Ramp
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

N-S St: San Antonio Drive
 E-W St: Union Street+5 SB On-Ramp
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU4

Movement	2013 EXIST. TRAFFIC			2013 EXISTING PLUS PROJECT			2013 EXIST. W/PROJECT + MITIGATION			2015 FUTURE PRE-PROJECT			2015 FUTURE WITH PROJECT			2015 FUTURE W/PROJECT + MITIGATION					
	Volume	Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio			
Nb Left	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028		
Nb Thru	2007	3200	0.627 *	3	2010	3200	0.628 *	0	2010	3200	0.628 *	13	2060	3200	0.644 *	3	2063	3200	0.645 *		
Nb Right	63	1600	0.039	0	63	1600	0.039	0	63	1600	0.039	1	65	1600	0.041	0	65	1600	0.041		
Sb Left	419	1600	0.262 *	1	420	1600	0.263 *	0	420	1600	0.263 *	0	427	1600	0.267 *	1	428	1600	0.268 *		
Sb Thru	1767	3200	0.552	1	1768	3200	0.552	0	1768	3200	0.552	12	1814	3200	0.567	1	1815	3200	0.567		
Sb Right	108	1600	0.068	0	108	1600	0.068	0	108	1600	0.068	0	110	1600	0.069	0	110	1600	0.069		
Eb Left	507	0	0.317	0	507	0	0.317	0	507	0	0.317	0	517	0	0.323	0	517	0	0.323		
Eb Thru	53	1600	0.350 *	0	53	1600	0.350 *	0	53	1600	0.350 *	0	54	1600	0.357 *	0	54	1600	0.357 *		
Eb Right	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	0	162	1600	0.101	0	162	1600	0.101		
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *		
Wb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000		
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-		
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	1.339			1.340			1.340			1.367			1.369			1.369			1.369		
LOS	F			F			F			F			F			F			F		

*Key conflicting movement as a part of ICU
 1 Counts conducted by Southland Car Counters
 2 Capacity expressed in veh/hour of green

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N-S St: San Antonio Drive
 E-W St: Union Street-I-5 SB On-Ramp
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU4

San Antonio Drive @ Union Street-I-5 SB On-Ramp
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

INTERSECTION CAPACITY UTILIZATION

Movement	2013 EXIST. TRAFFIC			2013 EXISTING PLUS PROJECT			2013 EXIST. W/PROJECT + MITIGATION			2015 FUTURE PRE-PROJECT			2015 FUTURE WITH PROJECT			2015 FUTURE W/PROJECT + MITIGATION		
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	30	1600	0.019	0	30	0.019	0	31	0.019	0	31	0.019	0	31	0.019	0	31	0.019
Nb Thru	2320	3200	0.725 *	2	2322	0.726 *	0	2322	0.726 *	13	2379	0.744 *	2	2381	0.744 *	0	2381	0.744 *
Nb Right	39	1600	0.024	0	39	0.024	0	39	0.024	5	45	0.028	0	45	0.028	0	45	0.028
Sb Left	622	1600	0.389 *	5	627	0.392 *	0	627	0.392 *	0	635	0.397 *	5	640	0.400 *	0	640	0.400 *
Sb Thru	2779	3200	0.868	5	2784	0.870	0	2784	0.870	16	2850	0.891	5	2855	0.892	0	2855	0.892
Sb Right	96	1600	0.060	0	96	0.060	0	96	0.060	0	98	0.061	0	98	0.061	0	98	0.061
Eb Left	465	0	0.291	0	465	0.291	0	465	0.291	0	475	0.297	0	475	0.297	0	475	0.297
Eb Thru	21	1600	0.304 *	0	21	0.304 *	0	21	0.304 *	0	21	0.310 *	0	21	0.310 *	0	21	0.310 *
Eb Right	198	1600	0.124	0	198	0.124	0	198	0.124	0	202	0.126	0	202	0.126	0	202	0.126
Wb Left	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *
Wb Thru	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Wb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	1.518			1.521			1.521			1.550			1.554			1.554		
LOS	F			F			F			F			F			F		

*Key conflicting movement as a part of ICU
 1 Counts conducted by Southland Car Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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N-S St: Bloomfield Avenue
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU6

INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ Imperial Highway
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2013 EXISTING PLUS PROJECT			2013 EXIST. W/PROJECT + MITIGATION			2015 FUTURE PRE-PROJECT			2015 FUTURE WITH PROJECT			2015 FUTURE W/PROJECT + MITIGATION [3]				
	1	2	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C	Added	Total	V/C		
	Volume	Capacity	Ratio	Volume	Volume	Capacity	Volume	Volume	Capacity	Volume	Volume	Capacity	Volume	Volume	Capacity	Volume	Volume	Capacity	Ratio	
Nb Left	160	1600	0.100	0	160	1600	0.100	0	164	1600	0.103	0	164	1600	0.103	0	84	1600	0.053	
Nb Thru	761	3200	0.238 *	10	771	3200	0.241 *	0	780	3200	0.244 *	10	790	3200	0.247 *	0	790	3200	0.247 *	
Nb Right	238	1600	0.149	0	238	1600	0.149	0	247	1600	0.154	0	247	1600	0.154	0	247	1600	0.051	
Sb Left	147	1600	0.092 *	4	151	1600	0.094 *	0	155	1600	0.097 *	4	159	1600	0.099 *	0	79	1600	0.049 *	
Sb Thru	497	3200	0.155	2	499	3200	0.156	0	513	3200	0.160	2	515	3200	0.161	0	515	3200	0.161	
Sb Right	114	1600	0.071	3	117	1600	0.073	0	118	1600	0.074	3	121	1600	0.076	0	121	1600	0.076	
Eb Left	169	1600	0.106 *	13	182	1600	0.114 *	0	172	1600	0.108 *	13	185	1600	0.116 *	0	185	1600	0.116 *	
Eb Thru	1099	4800	0.229	0	1099	4800	0.229	0	1159	4800	0.241	0	1159	4800	0.241	0	1159	4800	0.241	
Eb Right	48	1600	0.030	0	48	1600	0.030	0	49	1600	0.031	0	49	1600	0.031	0	49	1600	0.031	
Wb Left	291	1600	0.182	0	291	1600	0.182	0	298	1600	0.186	0	298	1600	0.186	0	298	1600	0.103	
Wb Thru	1457	4800	0.328 *	0	1457	4800	0.332 *	0	1502	4800	0.338 *	16	1502	4800	0.342 *	0	1502	4800	0.342 *	
Wb Right	119	0	-	17	136	0	-	0	122	0	-	1	139	0	-	0	139	0	-	
Yellow Allowance:	0.100 *			0.100 *				0.100 *				0.100 *				0.100 *			0.100 *	
ICU																				0.854
LOS																				D

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 In addition to the Gateway Cities COG improvement to provide dual westbound left-turn lanes, longer northbound and southbound left-turn pockets are proposed along with timing adjustments as part of the traffic signal modification which will increase capacity for those traffic movements.
 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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 (626) 796.2322 Fax (626) 792-0941

N-S St: Bloomfield Avenue
 E-W St: Imperial Highway
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICU6

INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ Imperial Highway
 Peak hr: PM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2013 EXISTING PLUS PROJECT			2013 EXIST. W/PROJECT + MITIGATION			2015 FUTURE PRE-PROJECT			2015 FUTURE WITH PROJECT			2015 FUTURE W/PROJECT + MITIGATION [3]			
	1	2	V/C	Added Volume	Total Volume	Capacity Ratio	Added Volume	Total Volume	V/C	Added Volume	Total Volume	Capacity Ratio	Added Volume	Total Volume	V/C	Added Volume	Total Volume	Capacity Ratio	
Nb Left	142	1600	0.089	0	142	1600	0.089	0	142	1600	0.089	0	145	1600	0.091	0	65	1600	0.041
Nb Thru	361	3200	0.113	5	366	3200	0.114	0	366	3200	0.114	6	374	3200	0.117	5	379	3200	0.119
Nb Right	293	1600	0.183	0	293	1600	0.183	0	293	1600	0.183	1	300	1600	0.187	0	300	1600	0.119
Sb Left	230	1600	0.144	23	253	1600	0.158	0	253	1600	0.158	1	236	1600	0.147	23	259	1600	0.162
Sb Thru	629	3200	0.197	14	643	3200	0.201	0	643	3200	0.201	6	648	3200	0.202	14	662	3200	0.207
Sb Right	94	1600	0.059	18	112	1600	0.070	0	112	1600	0.070	0	96	1600	0.060	18	114	1600	0.071
Eb Left	85	1600	0.053	7	92	1600	0.058	0	92	1600	0.058	2	89	1600	0.055	7	96	1600	0.060
Eb Thru	1224	4800	0.255	0	1224	4800	0.255	0	1224	4800	0.255	26	1274	4800	0.266	0	1274	4800	0.266
Eb Right	59	1600	0.037	0	59	1600	0.037	0	59	1600	0.037	1	61	1600	0.038	0	61	1600	0.038
Wb Left	189	1600	0.118	0	189	1600	0.118	0	189	2880	0.066	4	197	1600	0.123	0	197	2880	0.068
Wb Thru	1115	4800	0.250	0	1115	4800	0.251	0	1115	4800	0.251	44	1181	4800	0.267	0	1181	4800	0.267
Wb Right	83	0	-	9	92	0	-	0	92	0	-	5	90	0	-	9	99	0	0
Yellow Allowance:	0.100			0.100			0.100		0.100			0.100		0.100		0.100			0.100
ICU																			
LOS																			

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 In addition to the Gateway Cities COG improvement to provide dual westbound left-turn lanes, longer northbound and southbound left-turn pockets are proposed along with timing adjustments as part of the traffic signal modification which will increase capacity for those traffic movements.
 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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N-S St: Bloomfield Avenue
 E-W St: I-5 Fwy NB On-Ramp
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICUB

INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ I-5 Fwy NB On-Ramp
 Peak hr: AM
 Annual Growth: 1.00%

Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Movement	2013 EXIST. TRAFFIC			2013 EXISTING PLUS PROJECT			2013 EXIST. W/PROJECT + MITIGATION			2015 FUTURE PRE-PROJECT			2015 FUTURE WITH PROJECT			2015 FUTURE W/PROJECT + MITIGATION		
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Nb Thru	317	1600	0.198 *	0	317	0.198 *	0	317	0.198 *	0	317	0.198 *	0	317	0.206 *	0	323	0.206 *
Nb Right	0	0	-	0	0	-	0	0	-	6	6	-	0	6	-	0	6	-
Sb Left	382	1600	0.239 *	2	384	0.240 *	0	384	0.240 *	0	390	0.244 *	0	392	0.245 *	0	392	0.245 *
Sb Thru	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Sb Right	51	1600	0.032	0	51	0.032	0	51	0.032	1	53	0.033	0	53	0.033	0	53	0.033
Eb Left	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Eb Thru	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Eb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Wb Left	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Wb Thru	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Wb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.537			0.538			0.538			0.549			0.551			0.551		
LOS	A			A			A			A			A			A		

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Bloomfield Avenue @ I-5 Fwy NB On-Ramp
 Date: 10/29/2014
 Date of Count: 2013
 Projection Year: 2015

Bloomfield Avenue @ I-5 Fwy NB On-Ramp
 Peak hr: PM
 Annual Growth: 1.00%

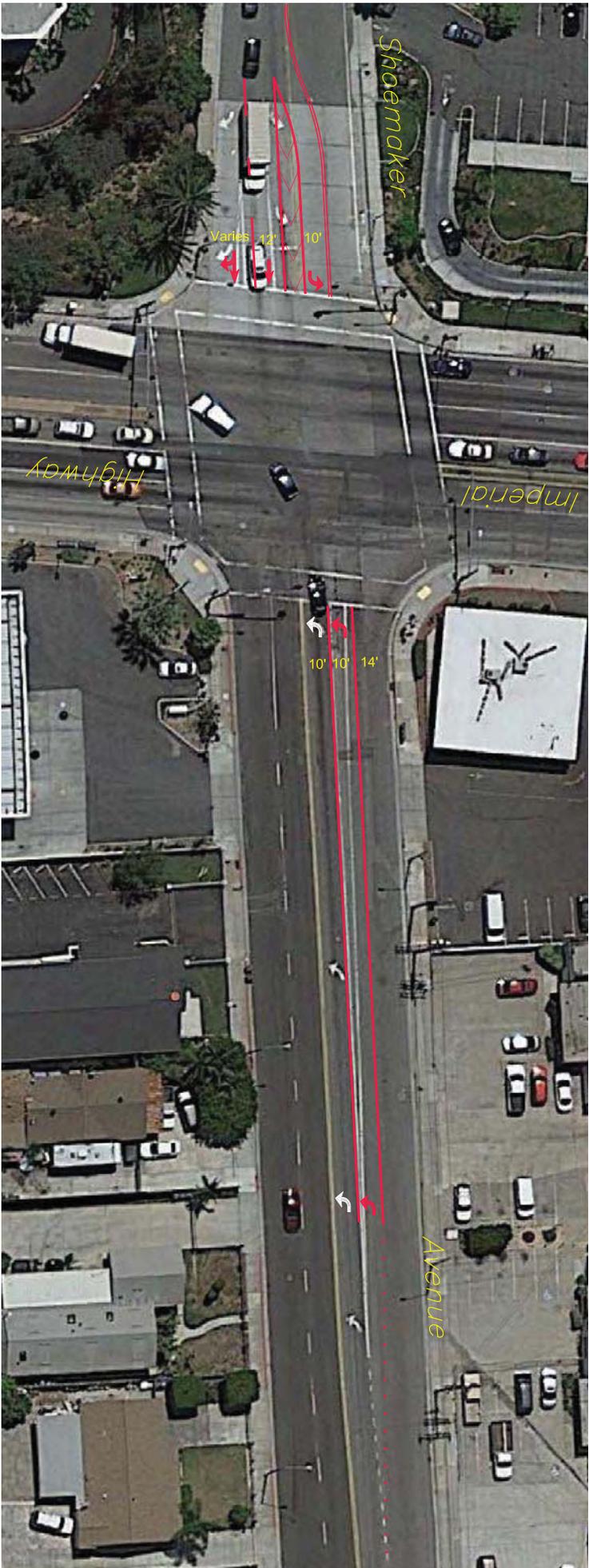
N-S St: Bloomfield Avenue
 E-W St: I-5 Fwy NB On-Ramp
 Project: InterHealth Corporation MOB Project/1-13-4018-1
 File: ICUB

Movement	2013 EXIST. TRAFFIC			2013 EXISTING PLUS PROJECT			2013 EXIST. W/PROJECT + MITIGATION			2015 FUTURE PRE-PROJECT			2015 FUTURE WITH PROJECT			2015 FUTURE W/PROJECT + MITIGATION		
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	V/C Ratio
Nb Left	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Nb Thru	429	1600	0.268 *	0	429	0.268 *	0	429	0.268 *	0	438	0.277 *	0	438	0.277 *	0	438	0.277 *
Nb Right	0	0	-	0	0	-	0	0	-	5	5	-	0	5	-	0	5	-
Sb Left	377	1600	0.236 *	14	391	0.244 *	2	387	0.242 *	14	401	0.250 *	0	401	0.250 *	0	401	0.250 *
Sb Thru	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Sb Right	120	1600	0.075	0	120	0.075	4	126	0.079	0	126	0.079	0	126	0.079	0	126	0.079
Eb Left	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Eb Thru	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Eb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Wb Left	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Wb Thru	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Wb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Yellow Allowance:	0.100 *			0.100 *			0.100 *			0.100 *			0.100 *			0.100 *		
ICU	0.604			0.613			0.613			0.618			0.627			0.627		
LOS	B			B			B			B			B			B		

*Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green

APPENDIX D

CONCEPTUAL DRAWINGS FOR LOS ANGELES COUNTY CUMULATIVE MITIGATION MEASURES



MAP SOURCE: GOOGLE EARTH



SCALE 1"=40'

LINSOTT, LAM & GREENSPAN, engineers

APPENDIX FIGURE D-1
CONCEPTUAL ROADWAY IMPROVEMENT PLAN
SHOEMAKER AVENUE/IMPERIAL HIGHWAY
INTERHEALTH CORPORATION MOB PROJECT



LINSOTT, LAM & GREENSPAN, engineers

MAP SOURCE: GOOGLE EARTH



APPENDIX FIGURE D-2
CONCEPTUAL ROADWAY IMPROVEMENT PLAN
CARMELITA ROAD/IMPERIAL HIGHWAY
INTERHEALTH CORPORATION MOB PROJECT

APPENDIX E
CALTRANS ANALYSIS WORKSHEETS

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↑			↑↑↑	↘	↙		
Volume (veh/h)	1649	0	0	1428	153	8		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	0	0	1863	1863	1863		
Adj Flow Rate, veh/h	1666	0	0	1442	155	8		
Adj No. of Lanes	3	0	0	3	1	1		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99		
Percent Heavy Veh, %	2	0	0	2	2	2		
Cap, veh/h	3284	0	0	3284	300	268		
Arrive On Green	0.65	0.00	0.00	0.65	0.17	0.17		
Sat Flow, veh/h	5421	0	0	5421	1774	1583		
Grp Volume(v), veh/h	1666	0	0	1442	155	8		
Grp Sat Flow(s),veh/h/ln	1695	0	0	1695	1774	1583		
Q Serve(g_s), s	9.3	0.0	0.0	7.6	4.3	0.2		
Cycle Q Clear(g_c), s	9.3	0.0	0.0	7.6	4.3	0.2		
Prop In Lane		0.00	0.00		1.00	1.00		
Lane Grp Cap(c), veh/h	3284	0	0	3284	300	268		
V/C Ratio(X)	0.51	0.00	0.00	0.44	0.52	0.03		
Avail Cap(c_a), veh/h	3294	0	0	3294	493	440		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	5.0	0.0	0.0	4.7	20.4	18.7		
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	1.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	8.0	0.0	0.0	6.5	4.0	0.2		
LnGrp Delay(d),s/veh	5.6	0.0	0.0	5.2	21.8	18.8		
LnGrp LOS	A			A	C	B		
Approach Vol, veh/h	1666			1442	163			
Approach Delay, s/veh	5.6			5.2	21.7			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		14.1		39.9				39.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		15.0		35.0				35.0
Max Q Clear Time (g_c+I1), s		6.3		11.3				9.6
Green Ext Time (p_c), s		0.3		23.6				25.3
Intersection Summary								
HCM 2010 Ctrl Delay			6.2					
HCM 2010 LOS			A					

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↑			↑↑↑	↑	↑		
Volume (veh/h)	1490	0	0	1309	166	21		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	0	0	1863	1863	1863		
Adj Flow Rate, veh/h	1568	0	0	1378	175	22		
Adj No. of Lanes	3	0	0	3	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	0	0	2	2	2		
Cap, veh/h	3261	0	0	3261	310	277		
Arrive On Green	0.64	0.00	0.00	0.64	0.17	0.17		
Sat Flow, veh/h	5421	0	0	5421	1774	1583		
Grp Volume(v), veh/h	1568	0	0	1378	175	22		
Grp Sat Flow(s),veh/h/ln	1695	0	0	1695	1774	1583		
Q Serve(g_s), s	8.7	0.0	0.0	7.2	4.9	0.6		
Cycle Q Clear(g_c), s	8.7	0.0	0.0	7.2	4.9	0.6		
Prop In Lane		0.00	0.00		1.00	1.00		
Lane Grp Cap(c), veh/h	3261	0	0	3261	310	277		
V/C Ratio(X)	0.48	0.00	0.00	0.42	0.56	0.08		
Avail Cap(c_a), veh/h	3276	0	0	3276	490	437		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	5.1	0.0	0.0	4.8	20.5	18.8		
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	1.6	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	7.3	0.0	0.0	6.2	4.5	0.5		
LnGrp Delay(d),s/veh	5.6	0.0	0.0	5.2	22.1	18.9		
LnGrp LOS	A			A	C	B		
Approach Vol, veh/h	1568			1378	197			
Approach Delay, s/veh	5.6			5.2	21.8			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		14.5		39.8				39.8
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		15.0		35.0				35.0
Max Q Clear Time (g_c+I1), s		6.9		10.7				9.2
Green Ext Time (p_c), s		0.3		24.1				25.6
Intersection Summary								
HCM 2010 Ctrl Delay			6.4					
HCM 2010 LOS			A					

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↑			↑↑↑	↘	↗		
Volume (veh/h)	1652	0	0	1428	153	8		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	0	0	1863	1863	1863		
Adj Flow Rate, veh/h	1669	0	0	1442	155	8		
Adj No. of Lanes	3	0	0	3	1	1		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99		
Percent Heavy Veh, %	2	0	0	2	2	2		
Cap, veh/h	3284	0	0	3284	300	268		
Arrive On Green	0.65	0.00	0.00	0.65	0.17	0.17		
Sat Flow, veh/h	5421	0	0	5421	1774	1583		
Grp Volume(v), veh/h	1669	0	0	1442	155	8		
Grp Sat Flow(s),veh/h/ln	1695	0	0	1695	1774	1583		
Q Serve(g_s), s	9.3	0.0	0.0	7.6	4.3	0.2		
Cycle Q Clear(g_c), s	9.3	0.0	0.0	7.6	4.3	0.2		
Prop In Lane		0.00	0.00		1.00	1.00		
Lane Grp Cap(c), veh/h	3284	0	0	3284	300	268		
V/C Ratio(X)	0.51	0.00	0.00	0.44	0.52	0.03		
Avail Cap(c_a), veh/h	3294	0	0	3294	493	440		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	5.0	0.0	0.0	4.7	20.4	18.7		
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	1.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	8.0	0.0	0.0	6.5	4.0	0.2		
LnGrp Delay(d),s/veh	5.6	0.0	0.0	5.2	21.8	18.8		
LnGrp LOS	A			A	C	B		
Approach Vol, veh/h	1669			1442	163			
Approach Delay, s/veh	5.6			5.2	21.7			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		14.1		39.9				39.9
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		15.0		35.0				35.0
Max Q Clear Time (g_c+I1), s		6.3		11.3				9.6
Green Ext Time (p_c), s		0.3		23.5				25.3
Intersection Summary								
HCM 2010 Ctrl Delay			6.2					
HCM 2010 LOS			A					

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↑			↑↑↑	↘	↗		
Volume (veh/h)	1492	0	0	1309	166	21		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	0	0	1863	1863	1863		
Adj Flow Rate, veh/h	1571	0	0	1378	175	22		
Adj No. of Lanes	3	0	0	3	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	0	0	2	2	2		
Cap, veh/h	3261	0	0	3261	310	277		
Arrive On Green	0.64	0.00	0.00	0.64	0.17	0.17		
Sat Flow, veh/h	5421	0	0	5421	1774	1583		
Grp Volume(v), veh/h	1571	0	0	1378	175	22		
Grp Sat Flow(s),veh/h/ln	1695	0	0	1695	1774	1583		
Q Serve(g_s), s	8.7	0.0	0.0	7.2	4.9	0.6		
Cycle Q Clear(g_c), s	8.7	0.0	0.0	7.2	4.9	0.6		
Prop In Lane		0.00	0.00		1.00	1.00		
Lane Grp Cap(c), veh/h	3261	0	0	3261	310	277		
V/C Ratio(X)	0.48	0.00	0.00	0.42	0.56	0.08		
Avail Cap(c_a), veh/h	3276	0	0	3276	490	437		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	5.1	0.0	0.0	4.8	20.5	18.8		
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	1.6	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	7.3	0.0	0.0	6.2	4.5	0.5		
LnGrp Delay(d),s/veh	5.6	0.0	0.0	5.2	22.1	18.9		
LnGrp LOS	A			A	C	B		
Approach Vol, veh/h	1571			1378	197			
Approach Delay, s/veh	5.6			5.2	21.8			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		14.5		39.8				39.8
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Green Setting (Gmax), s		15.0		35.0				35.0
Max Q Clear Time (g_c+I1), s		6.9		10.7				9.2
Green Ext Time (p_c), s		0.3		24.1				25.6
Intersection Summary								
HCM 2010 Ctrl Delay			6.4					
HCM 2010 LOS			A					

Intersection												
Int Delay, s/veh	12.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	46	0	222	30	4	451	157	2216	138	0	2055	187
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	20	0	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	25	-	175	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	0	222	30	4	451	157	2216	138	0	2055	187
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3573	4679	1121	3352	4772	1128	2242	0	-	2216	0	0
Stage 1	2149	2149	-	2530	2530	-	-	-	-	-	-	-
Stage 2	1424	2530	-	822	2242	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.54	7.14	6.99	6.54	6.94	5.34	-	-	4.14	-	-
Critical Hdwy Stg 1	7.34	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.92	3.67	4.02	3.32	3.12	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 4	1	~ 172	~ 5	~ 1	~ 198	~ 94	-	0	233	-	-
Stage 1	~ 30	87	-	~ 28	55	-	-	-	0	-	-	-
Stage 2	140	55	-	311	77	-	-	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	1	~ 172	-	~ 1	~ 194	~ 94	-	-	229	-	-
Mov Cap-2 Maneuver	-	1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	~ 30	87	-	~ 28	55	-	-	-	-	-	-	-
Stage 2	-	55	-	-	77	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s							27.9			0		
HCM LOS	-			-								
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR			
Capacity (veh/h)	~ 94	-	-	-	1	194	229	-	-			
HCM Lane V/C Ratio	1.67	-	-	-	4	2.325	-	-	-			
HCM Control Delay (s)	\$ 421.1	-	-	\$ 6913.6	\$ 650.6		0	-	-			
HCM Lane LOS	F	-	-	-	F	F	A	-	-			
HCM 95th %tile Q(veh)	12.6	-	-	-	1.4	36.7	0	-	-			

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	173.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	41	0	181	43	10	354	206	2380	211	0	3250	433
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	20	0	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	25	-	175	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	0	181	43	10	354	206	2380	211	0	3250	433
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	5074	6259	1842	4092	6475	1210	3683	0	-	2380	0	0
Stage 1	3467	3467	-	2792	2792	-	-	-	-	-	-	-
Stage 2	1607	2792	-	1300	3683	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.54	7.14	6.99	6.54	6.94	5.34	-	-	4.14	-	-
Critical Hdwy Stg 1	7.34	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.92	3.67	4.02	3.32	3.12	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	~ 55	~ 1	0	~ 175	~ 16	-	0	200	-	-
Stage 1	~ 3	17	-	~ 19	40	-	-	-	0	-	-	-
Stage 2	108	40	-	155	13	-	-	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	~ 55	-	0	~ 172	~ 16	-	-	196	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	~ 3	17	-	~ 19	40	-	-	-	-	-	-	-
Stage 2	-	40	-	-	13	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s							\$ 462.6			0		
HCM LOS												
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR			
Capacity (veh/h)	~ 16	-	-	-	-	172	196	-	-			
HCM Lane V/C Ratio	12.875	-	-	-	-	2.058	-	-	-			
HCM Control Delay (s)	\$ 5807.5	-	-	-	-	\$ 539.8	0	-	-			
HCM Lane LOS	F	-	-	-	-	F	A	-	-			
HCM 95th %tile Q(veh)	26.6	-	-	-	-	27.6	0	-	-			

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	12.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	46	0	222	30	4	454	157	2219	138	0	2056	187
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	20	0	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	25	-	175	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	0	222	30	4	454	157	2219	138	0	2056	187
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3576	4683	1122	3355	4776	1130	2243	0	-	2219	0	0
Stage 1	2150	2150	-	2533	2533	-	-	-	-	-	-	-
Stage 2	1426	2533	-	822	2243	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.54	7.14	6.99	6.54	6.94	5.34	-	-	4.14	-	-
Critical Hdwy Stg 1	7.34	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.92	3.67	4.02	3.32	3.12	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 4	1	~ 172	~ 5	~ 1	~ 198	~ 94	-	0	232	-	-
Stage 1	~ 30	86	-	~ 27	55	-	-	-	0	-	-	-
Stage 2	140	55	-	311	77	-	-	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	1	~ 172	-	~ 1	~ 194	~ 94	-	-	228	-	-
Mov Cap-2 Maneuver	-	1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	~ 30	86	-	~ 27	55	-	-	-	-	-	-	-
Stage 2	-	55	-	-	77	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s							27.8			0		
HCM LOS												
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR			
Capacity (veh/h)	~ 94	-	-	-	1	194	228	-	-			
HCM Lane V/C Ratio	1.67	-	-	-	4	2.34	-	-	-			
HCM Control Delay (s)	\$ 421.1	-	-	\$ 6913.6	\$ 657.5		0	-	-			
HCM Lane LOS	F	-	-	-	F	F	A	-	-			
HCM 95th %tile Q(veh)	12.6	-	-	-	1.4	37.1	0	-	-			

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	173.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	41	0	181	43	10	356	206	2382	211	0	3259	433
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	20	0	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	25	-	175	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	0	181	43	10	356	206	2382	211	0	3259	433
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	5084	6270	1846	4098	6486	1211	3692	0	-	2382	0	0
Stage 1	3476	3476	-	2794	2794	-	-	-	-	-	-	-
Stage 2	1608	2794	-	1304	3692	-	-	-	-	-	-	-
Critical Hdwy	6.99	6.54	7.14	6.99	6.54	6.94	5.34	-	-	4.14	-	-
Critical Hdwy Stg 1	7.34	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.92	3.67	4.02	3.32	3.12	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	~ 55	~ 1	0	~ 174	~ 16	-	0	200	-	-
Stage 1	~ 3	17	-	~ 19	40	-	-	-	0	-	-	-
Stage 2	107	40	-	154	13	-	-	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	~ 55	-	0	~ 171	~ 16	-	-	196	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	~ 3	17	-	~ 19	40	-	-	-	-	-	-	-
Stage 2	-	40	-	-	13	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s							\$ 462.3			0		
HCM LOS	-			-								
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR			
Capacity (veh/h)	~ 16	-	-	-	-	171	196	-	-			
HCM Lane V/C Ratio	12.875	-	-	-	-	2.082	-	-	-			
HCM Control Delay (s)	\$ 5807.5	-	-	-	-	\$ 550.5	0	-	-			
HCM Lane LOS	F	-	-	-	-	F	A	-	-			
HCM 95th %tile Q(veh)	26.6	-	-	-	-	27.9	0	-	-			

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	507	53	159	0	0	0	44	2007	63	419	1767	108
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	576	60	181				50	2281	72	476	2008	123
Adj No. of Lanes	0	1	1				1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	336	35	320				120	1755	776	325	2164	952
Arrive On Green	0.21	0.21	0.21				0.07	0.50	0.50	0.18	0.61	0.61
Sat Flow, veh/h	1614	168	1538				1774	3539	1564	1774	3539	1557
Grp Volume(v), veh/h	636	0	181				50	2281	72	476	2008	123
Grp Sat Flow(s),veh/h/ln	1782	0	1538				1774	1770	1564	1774	1770	1557
Q Serve(g_s), s	25.0	0.0	12.7				3.2	59.5	2.9	22.0	61.1	4.0
Cycle Q Clear(g_c), s	25.0	0.0	12.7				3.2	59.5	2.9	22.0	61.1	4.0
Prop In Lane	0.91		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	0	320				120	1755	776	325	2164	952
V/C Ratio(X)	1.71	0.00	0.56				0.42	1.30	0.09	1.46	0.93	0.13
Avail Cap(c_a), veh/h	371	0	320				325	1755	776	325	2164	952
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	42.6				53.7	30.2	16.0	49.0	20.9	9.8
Incr Delay (d2), s/veh	332.1	0.0	2.3				1.7	139.2	0.2	224.8	8.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	83.7	0.0	16.4				3.0	113.3	2.4	55.9	41.4	3.2
LnGrp Delay(d),s/veh	379.6	0.0	44.9				55.4	169.5	16.2	273.8	29.4	10.1
LnGrp LOS	F		D				E	F	B	F	C	B
Approach Vol, veh/h		817						2403			2607	
Approach Delay, s/veh		305.5						162.5			73.1	
Approach LOS		F						F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	26.0	64.5		29.5	12.1	78.4						
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0						
Max Green Setting (Gmax), s	22.0	59.5		25.0	22.0	59.5						
Max Q Clear Time (g_c+I1), s	34.0	61.5		27.0	5.2	63.1						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0						
Intersection Summary												
HCM 2010 Ctrl Delay			142.6									
HCM 2010 LOS			F									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	465	21	198	0	0	0	30	2320	39	622	2779	96
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	465	21	198				30	2320	39	622	2779	96
Adj No. of Lanes	0	1	1				1	2	1	1	2	1
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	326	15	294				93	1637	723	414	2276	1002
Arrive On Green	0.19	0.19	0.19				0.05	0.46	0.46	0.23	0.64	0.64
Sat Flow, veh/h	1701	77	1534				1774	3539	1563	1774	3539	1559
Grp Volume(v), veh/h	486	0	198				30	2320	39	622	2779	96
Grp Sat Flow(s),veh/h/ln	1778	0	1534				1774	1770	1563	1774	1770	1559
Q Serve(g_s), s	23.0	0.0	14.4				2.0	55.5	1.7	28.0	77.2	2.8
Cycle Q Clear(g_c), s	23.0	0.0	14.4				2.0	55.5	1.7	28.0	77.2	2.8
Prop In Lane	0.96		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	0	294				93	1637	723	414	2276	1002
V/C Ratio(X)	1.43	0.00	0.67				0.32	1.42	0.05	1.50	1.22	0.10
Avail Cap(c_a), veh/h	341	0	294				414	1637	723	414	2276	1002
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	45.0				54.8	32.2	17.8	46.0	21.4	8.1
Incr Delay (d2), s/veh	208.2	0.0	5.9				1.5	191.5	0.1	238.5	103.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	55.7	0.0	18.1				1.8	127.0	1.3	74.0	126.1	2.3
LnGrp Delay(d),s/veh	256.7	0.0	50.9				56.2	223.7	17.9	284.5	125.0	8.3
LnGrp LOS	F		D				E	F	B	F	F	A
Approach Vol, veh/h		684						2389			3497	
Approach Delay, s/veh		197.1						218.2			150.2	
Approach LOS		F						F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	32.0	60.5		27.5	10.3	82.2						
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0						
Max Green Setting (Gmax), s	28.0	55.5		23.0	28.0	55.5						
Max Q Clear Time (g_c+I1), s	30.0	57.5		25.0	4.0	79.2						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0						
Intersection Summary												
HCM 2010 Ctrl Delay			179.8									
HCM 2010 LOS			F									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	507	53	159	0	0	0	44	2010	63	420	1768	108
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	576	60	181				50	2284	72	477	2009	123
Adj No. of Lanes	0	1	1				1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	336	35	320				120	1755	776	325	2164	952
Arrive On Green	0.21	0.21	0.21				0.07	0.50	0.50	0.18	0.61	0.61
Sat Flow, veh/h	1614	168	1538				1774	3539	1564	1774	3539	1557
Grp Volume(v), veh/h	636	0	181				50	2284	72	477	2009	123
Grp Sat Flow(s),veh/h/ln	1782	0	1538				1774	1770	1564	1774	1770	1557
Q Serve(g_s), s	25.0	0.0	12.7				3.2	59.5	2.9	22.0	61.2	4.0
Cycle Q Clear(g_c), s	25.0	0.0	12.7				3.2	59.5	2.9	22.0	61.2	4.0
Prop In Lane	0.91		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	0	320				120	1755	776	325	2164	952
V/C Ratio(X)	1.71	0.00	0.56				0.42	1.30	0.09	1.47	0.93	0.13
Avail Cap(c_a), veh/h	371	0	320				325	1755	776	325	2164	952
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	42.6				53.7	30.2	16.0	49.0	20.9	9.8
Incr Delay (d2), s/veh	332.1	0.0	2.3				1.7	140.0	0.2	226.1	8.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	83.7	0.0	16.4				3.0	113.6	2.4	56.1	41.4	3.2
LnGrp Delay(d),s/veh	379.6	0.0	44.9				55.4	170.2	16.2	275.1	29.4	10.1
LnGrp LOS	F		D				E	F	B	F	C	B
Approach Vol, veh/h		817						2406			2609	
Approach Delay, s/veh		305.5						163.2			73.4	
Approach LOS		F						F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	26.0	64.5		29.5	12.1	78.4						
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0						
Max Green Setting (Gmax), s	22.0	59.5		25.0	22.0	59.5						
Max Q Clear Time (g_c+I1), s	34.0	61.5		27.0	5.2	63.2						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0						
Intersection Summary												
HCM 2010 Ctrl Delay			143.0									
HCM 2010 LOS			F									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	465	21	198	0	0	0	30	2322	39	627	2784	96
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	465	21	198				30	2322	39	627	2784	96
Adj No. of Lanes	0	1	1				1	2	1	1	2	1
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	326	15	294				93	1637	723	414	2276	1002
Arrive On Green	0.19	0.19	0.19				0.05	0.46	0.46	0.23	0.64	0.64
Sat Flow, veh/h	1701	77	1534				1774	3539	1563	1774	3539	1559
Grp Volume(v), veh/h	486	0	198				30	2322	39	627	2784	96
Grp Sat Flow(s),veh/h/ln	1778	0	1534				1774	1770	1563	1774	1770	1559
Q Serve(g_s), s	23.0	0.0	14.4				2.0	55.5	1.7	28.0	77.2	2.8
Cycle Q Clear(g_c), s	23.0	0.0	14.4				2.0	55.5	1.7	28.0	77.2	2.8
Prop In Lane	0.96		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	0	294				93	1637	723	414	2276	1002
V/C Ratio(X)	1.43	0.00	0.67				0.32	1.42	0.05	1.51	1.22	0.10
Avail Cap(c_a), veh/h	341	0	294				414	1637	723	414	2276	1002
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	45.0				54.8	32.2	17.8	46.0	21.4	8.1
Incr Delay (d2), s/veh	208.2	0.0	5.9				1.5	192.0	0.1	243.8	104.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	55.7	0.0	18.1				1.8	127.3	1.3	75.1	126.6	2.3
LnGrp Delay(d),s/veh	256.7	0.0	50.9				56.2	224.3	17.9	289.8	125.9	8.3
LnGrp LOS	F		D				E	F	B	F	F	A
Approach Vol, veh/h		684						2391			3507	
Approach Delay, s/veh		197.1						218.8			152.0	
Approach LOS		F						F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	32.0	60.5		27.5	10.3	82.2						
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0						
Max Green Setting (Gmax), s	28.0	55.5		23.0	28.0	55.5						
Max Q Clear Time (g_c+I1), s	30.0	57.5		25.0	4.0	79.2						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0						
Intersection Summary												
HCM 2010 Ctrl Delay			181.0									
HCM 2010 LOS			F									

								
Movement	SBL	SBR	SEL	SET	NWT	NWR		
Lane Configurations								
Volume (veh/h)	382	0	0	0	317	0		
Number	1	16			2	12		
Initial Q (Qb), veh	0	0			0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00		
Parking Bus, Adj	1.00	1.00			1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	0			1863	0		
Adj Flow Rate, veh/h	420	0			348	0		
Adj No. of Lanes	1	0			1	0		
Peak Hour Factor	0.91	0.91			0.91	0.91		
Percent Heavy Veh, %	2	0			2	0		
Cap, veh/h	690	0			724	0		
Arrive On Green	0.39	0.00			0.39	0.00		
Sat Flow, veh/h	1774				1863	0		
Grp Volume(v), veh/h	420				348	0		
Grp Sat Flow(s),veh/h/ln	1774				1863	0		
Q Serve(g_s), s	8.5				6.3	0.0		
Cycle Q Clear(g_c), s	8.5				6.3	0.0		
Prop In Lane	1.00					0.00		
Lane Grp Cap(c), veh/h	690				724	0		
V/C Ratio(X)	0.61				0.48	0.00		
Avail Cap(c_a), veh/h	690				724	0		
HCM Platoon Ratio	1.00				1.00	1.00		
Upstream Filter(I)	1.00				1.00	0.00		
Uniform Delay (d), s/veh	11.0				10.3	0.0		
Incr Delay (d2), s/veh	4.0				2.3	0.0		
Initial Q Delay(d3),s/veh	0.0				0.0	0.0		
%ile BackOfQ(95%),veh/ln	8.5				6.6	0.0		
LnGrp Delay(d),s/veh	15.0				12.6	0.0		
LnGrp LOS	B				B			
Approach Vol, veh/h	420				348			
Approach Delay, s/veh	15.0				12.6			
Approach LOS	B				B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2						
Phs Duration (G+Y+Rc), s	22.5	22.5						
Change Period (Y+Rc), s	5.0	5.0						
Max Green Setting (Gmax), s	17.5	17.5						
Max Q Clear Time (g_c+I1), s	8.5	8.3						
Green Ext Time (p_c), s	0.3	0.9						
Intersection Summary								
HCM 2010 Ctrl Delay			13.9					
HCM 2010 LOS			B					

								
Movement	SBL	SBR	SEL	SET	NWT	NWR		
Lane Configurations								
Volume (veh/h)	377	0	0	0	429	0		
Number	1	16			2	12		
Initial Q (Qb), veh	0	0			0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00		
Parking Bus, Adj	1.00	1.00			1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	0			1863	0		
Adj Flow Rate, veh/h	397	0			452	0		
Adj No. of Lanes	1	0			1	0		
Peak Hour Factor	0.95	0.95			0.95	0.95		
Percent Heavy Veh, %	2	0			2	0		
Cap, veh/h	690	0			724	0		
Arrive On Green	0.39	0.00			0.39	0.00		
Sat Flow, veh/h	1774				1863	0		
Grp Volume(v), veh/h	397				452	0		
Grp Sat Flow(s),veh/h/ln	1774				1863	0		
Q Serve(g_s), s	7.9				8.8	0.0		
Cycle Q Clear(g_c), s	7.9				8.8	0.0		
Prop In Lane	1.00					0.00		
Lane Grp Cap(c), veh/h	690				724	0		
V/C Ratio(X)	0.58				0.62	0.00		
Avail Cap(c_a), veh/h	690				724	0		
HCM Platoon Ratio	1.00				1.00	1.00		
Upstream Filter(I)	1.00				1.00	0.00		
Uniform Delay (d), s/veh	10.8				11.1	0.0		
Incr Delay (d2), s/veh	3.5				4.0	0.0		
Initial Q Delay(d3),s/veh	0.0				0.0	0.0		
%ile BackOfQ(95%),veh/ln	8.0				8.9	0.0		
LnGrp Delay(d),s/veh	14.3				15.1	0.0		
LnGrp LOS	B				B			
Approach Vol, veh/h	397				452			
Approach Delay, s/veh	14.3				15.1			
Approach LOS	B				B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2						
Phs Duration (G+Y+Rc), s	22.5	22.5						
Change Period (Y+Rc), s	5.0	5.0						
Max Green Setting (Gmax), s	17.5	17.5						
Max Q Clear Time (g_c+I1), s	9.9	10.8						
Green Ext Time (p_c), s	0.3	1.1						
Intersection Summary								
HCM 2010 Ctrl Delay			14.7					
HCM 2010 LOS			B					

								
Movement	SBL	SBR	SEL	SET	NWT	NWR		
Lane Configurations								
Volume (veh/h)	384	0	0	0	317	0		
Number	1	16			2	12		
Initial Q (Qb), veh	0	0			0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00		
Parking Bus, Adj	1.00	1.00			1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	0			1863	0		
Adj Flow Rate, veh/h	422	0			348	0		
Adj No. of Lanes	1	0			1	0		
Peak Hour Factor	0.91	0.91			0.91	0.91		
Percent Heavy Veh, %	2	0			2	0		
Cap, veh/h	690	0			724	0		
Arrive On Green	0.39	0.00			0.39	0.00		
Sat Flow, veh/h	1774				1863	0		
Grp Volume(v), veh/h	422				348	0		
Grp Sat Flow(s),veh/h/ln	1774				1863	0		
Q Serve(g_s), s	8.6				6.3	0.0		
Cycle Q Clear(g_c), s	8.6				6.3	0.0		
Prop In Lane	1.00					0.00		
Lane Grp Cap(c), veh/h	690				724	0		
V/C Ratio(X)	0.61				0.48	0.00		
Avail Cap(c_a), veh/h	690				724	0		
HCM Platoon Ratio	1.00				1.00	1.00		
Upstream Filter(I)	1.00				1.00	0.00		
Uniform Delay (d), s/veh	11.0				10.3	0.0		
Incr Delay (d2), s/veh	4.0				2.3	0.0		
Initial Q Delay(d3),s/veh	0.0				0.0	0.0		
%ile BackOfQ(95%),veh/ln	8.5				6.6	0.0		
LnGrp Delay(d),s/veh	15.0				12.6	0.0		
LnGrp LOS	B				B			
Approach Vol, veh/h	422				348			
Approach Delay, s/veh	15.0				12.6			
Approach LOS	B				B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2						
Phs Duration (G+Y+Rc), s	22.5	22.5						
Change Period (Y+Rc), s	5.0	5.0						
Max Green Setting (Gmax), s	17.5	17.5						
Max Q Clear Time (g_c+I1), s	0.6	8.3						
Green Ext Time (p_c), s	0.3	0.9						
Intersection Summary								
HCM 2010 Ctrl Delay			13.9					
HCM 2010 LOS			B					

								
Movement	SBL	SBR	SEL	SET	NWT	NWR		
Lane Configurations								
Volume (veh/h)	391	0	0	0	429	0		
Number	1	16			2	12		
Initial Q (Qb), veh	0	0			0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00		
Parking Bus, Adj	1.00	1.00			1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	0			1863	0		
Adj Flow Rate, veh/h	412	0			452	0		
Adj No. of Lanes	1	0			1	0		
Peak Hour Factor	0.95	0.95			0.95	0.95		
Percent Heavy Veh, %	2	0			2	0		
Cap, veh/h	690	0			724	0		
Arrive On Green	0.39	0.00			0.39	0.00		
Sat Flow, veh/h	1774				1863	0		
Grp Volume(v), veh/h	412				452	0		
Grp Sat Flow(s),veh/h/ln	1774				1863	0		
Q Serve(g_s), s	8.3				8.8	0.0		
Cycle Q Clear(g_c), s	8.3				8.8	0.0		
Prop In Lane	1.00					0.00		
Lane Grp Cap(c), veh/h	690				724	0		
V/C Ratio(X)	0.60				0.62	0.00		
Avail Cap(c_a), veh/h	690				724	0		
HCM Platoon Ratio	1.00				1.00	1.00		
Upstream Filter(I)	1.00				1.00	0.00		
Uniform Delay (d), s/veh	10.9				11.1	0.0		
Incr Delay (d2), s/veh	3.8				4.0	0.0		
Initial Q Delay(d3),s/veh	0.0				0.0	0.0		
%ile BackOfQ(95%),veh/ln	8.3				8.9	0.0		
LnGrp Delay(d),s/veh	14.7				15.1	0.0		
LnGrp LOS	B				B			
Approach Vol, veh/h	412				452			
Approach Delay, s/veh	14.7				15.1			
Approach LOS	B				B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2						
Phs Duration (G+Y+Rc), s	22.5	22.5						
Change Period (Y+Rc), s	5.0	5.0						
Max Green Setting (Gmax), s	17.5	17.5						
Max Q Clear Time (g_c+I1), s	10.3	10.8						
Green Ext Time (p_c), s	0.3	1.1						
Intersection Summary								
HCM 2010 Ctrl Delay			14.9					
HCM 2010 LOS			B					



CONSENT AGENDA

Alcohol Sales Conditional Use Permit Case No. 19

Compliance review of Alcohol Sales Conditional Use Permit Case No. 19 to allow the continued operation and maintenance of an alcoholic beverage sales use for off-site consumption by Wal-Mart Inc. located at 13310 Telegraph Road and within the Gateway Plaza shopping center. (Wal-Mart Inc.)

RECOMMENDATIONS

That the Planning Commission, based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval and request that this matter be brought back before December 8, 2019, for another compliance review report. The Planning Commission shall note that this matter may be brought back to the Commission at any time should the applicant violate any conditions of approval or any City Codes, or should there be a need to modify, add, or remove a condition of approval.

BACKGROUND

The Applicant Wal-Mart Inc., has operated and maintained a store at 13310 Telegraph Road since September 2000. In 2002, Wal-Mart Inc. made a corporate decision to stock and sell alcoholic beverages (including beer, wine, and spirits) to its customers for off-site consumption.

In compliance with Section 155.628 of the City Zoning Code, Wal-Mart requested and was granted Alcohol Sales Conditional Use Permit (ASCUP) Case No. 19 to allow the sale of alcoholic beverages for off-site consumption on September 9, 2002.

Since the initial approval of this permit, Wal-Mart Inc. has worked cooperatively with City Staff to ensure the safety of customers and employees and has maintained proper business practices involving the sale of alcohol.

This matter is before the Planning Commission because the last time extension required a review of this matter to determine if the business, along with the alcoholic beverage use, is being conducted in compliance with the conditions of approval and all applicable laws.

CALLS FOR SERVICE

Within the past twelve (12) months, there have been 100 calls for service associated with 13310 Telegraph Rd. It should be noted that Wal-Mart Inc. manages its own security and loss prevention division that oversees the surveillance and apprehension of shoplifting suspects. Moreover, the calls for service history is associated with the entire Wal-Mart property including the parking lot area surrounding the store. After viewing the crime data information, it was determined that the high volume of calls is not a result of the alcoholic beverage sales.

COMPLIANCE REVIEW REPORT

As part of the alcohol sales conditional use permit process, staff conducted a review of the Applicant's operation and the site to ensure compliance with the conditions of approval as set forth in the initial approval of this Permit. Staff also investigated the use in light of its proximity to other risk considerations such as schools, religious facilities, recreation or other public facilities attended or utilized by minors. After conducting said investigation, Staff found that the establishment is being maintained and operated in full compliance with the City's Zoning Regulations, Conditions of Approval. Staff also checked with the Alcohol Beverage Control (ABC) and found that the establishment is in full compliance with all of the ABC regulations.

Considering this favorable track record, and the fact that the Applicant has complied with all of the initial conditions of approval, Staff believes that changes to the conditions are not warranted at this time.

CONDITIONS OF APPROVAL

Modifications to the existing conditions of approval have not been made, except for Condition No. 20 which references the new compliance review due date.

1. That any graffiti directly on the property located at 13310 Telegraph Road shall be removed within 24 hours of the graffiti being reported. This includes surrounding walls and light poles that are part of the property.
2. That the sale of alcoholic beverages shall be permitted only during business hours or as indicated by the Alcoholic Beverage Control.
3. That the Type 20 Alcoholic Beverage Control license allowing offsite sale of general sales of beer, wine and liquor shall be restricted to the sale for consumption of alcoholic beverages off the subject site only.

4. That it shall be the responsibility of the ownership and/or its employees to assure that no alcoholic beverages purchased on the subject site shall be consumed on the subject site or any adjacent property within the applicant's control.
5. That the applicant and/or his employees shall be responsible for maintaining control of litter on the subject property.
6. That the applicant and/or his employees shall not allow any person who is obviously intoxicated or under the influence of any drug to enter, be at, or remain upon the licensed premises as set forth in Section 25602(a) of the State Business and Professions Code.
7. That the applicant and/or his employees shall not sell, furnish or give any alcohol to any habitual drunkard or to any obviously-intoxicated person, as set forth in Section 25602 (a) of the State Business and Professions Code.
8. That the applicant shall not have upon the subject premises any alcoholic beverage(s) other than the alcoholic beverage(s) which the licensee is authorized to sell under the licensee's license as set forth in Section 25607 (a) of the State Business and Professions Code.
9. That the applicant and/or his employees shall not sell, furnish or give any alcoholic beverage to any person under 21 years of age as set forth in Section 25658 (a) of the State Business and Professions Code.
10. That the applicant and/or his employees shall not permit any person under 18 years of age to sell alcoholic beverages.
11. That there will be a corporate officer or manager on the licensed premises during all public business hours that will be responsible for alcohol sales activities.
12. That the applicant and/or his employees shall not allow any person to loiter on the subject premises, shall report all such instances to the City's Police Services Center and shall post signs, approved by the Department of Police Services, prohibiting loitering.
13. That the applicant must receive approval from the Department of Police Services for any installation of pay telephones outside of the premise, and such phones shall not be capable of receiving incoming calls.

15. The City's Director of Police Services may, at his discretion, require amendments to the Security Plan to assure the protection of the public's health, welfare and safety.
16. That the owner, corporate officers and managers shall cooperate fully with all city officials, law enforcement personnel and code enforcement officers and shall not obstruct or impede their entrance into the licensed premises while in the course of their official duties.
17. That vending machines, water machines, soda machines and other similar equipment shall not be placed outdoors visible from the street, parking lot or adjacent properties.
18. That a copy of these conditions be maintained with a copy of the City Business License and Fire Department Permits in a place conspicuous to all employees of the location.
19. That in the event the owner(s) intend to sell, lease or sublease the subject business operation or transfer the subject Permit to another owner/applicant or licensee, the Director of Police Services shall be notified in writing of said intention not less than (60) days prior to signing of the agreement to sell lease or sublease.
20. ***That this Permit shall be subject to a compliance review in five years, no later than December 8, 2019, to determine if the alcoholic beverage activity is still operating in strict compliance with the original conditions of approval. At which time the applicant may request an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval.***
21. That all other applicable requirements of the City Zoning Ordinance, Uniform Building Code, Uniform Fire Code, the determinations of the City and State Fire Marshall, and all other applicable regulations shall be strictly complied with.
22. That failure to comply with the foregoing conditions shall be cause for suspension and/or revocation of this Permit. 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.

23. That prior to any alterations, modification, or expansions of the store, the applicant shall submit a floor plan to the Director of Police Services for his review and approval. Said floor plan shall be submitted 30 days prior to the implementation of the work.
24. That the applicant shall notify the Director of Police Services, in writing, of any changes to the store hours. Said notification shall be done 30 days prior to the time-change implementation.



Dino Torres
Director of Police Services

Attachment(s)

1. Vicinity Map

Location Map



Alcohol Sales Conditional Use Permit Case No. 19
Located at:
Wal-Mart Inc.
13310 Telegraph Road
Santa Fe Springs



CONSENT ITEM

Conditional Use Permit Case No. 485-2

A compliance review of a compressed gas repackaging facility on property located at 8832 Dice Road, in the M-2, Heavy Manufacturing, Zone. (Air Liquide)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Find that the continued operation and maintenance of a compressed gas repackaging 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 Regulations and consistent with the goals, policies, and programs of the City's General Plan.
2. Require that Conditional Use Permit Case No. 485, be subject to a compliance review in ten (10) years, on or before December 8, 2024, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

BACKGROUND

In accordance with Sections 155.243 (A)(20), (B)(5), and (J)(18) of the City's Zoning Regulations, the manufacturing and bulk (tank) storage of flammable gases requires a Conditional Use Permit prior to commencement of such activities:

<p>City of Santa Fe Springs – Zoning Regulations Section 155.243 - CONDITIONAL USES</p> <p>(A) Manufacturing of: (20) Gas.</p> <p>(B) Storage of: (5) Flammable gases in amounts of 500,000 cubic feet or more.</p> <p>(J) Also the following: (18) Open storage yards except those otherwise listed as a principal or a conditional use.</p>

Air Liquide has operated a gas production and tank filling facility on the subject 6.3-acre site since before the incorporation of the City and the adoption of the City Zoning Ordinance. When the Zoning Ordinance was adopted in 1961, it listed the manufacturing of gas and flammable gas filling stations as a conditional use activity in the M-2 zone. As a result, the existing facility became nonconforming (for lack of a conditional use permit) upon adoption of the Zoning Ordinance.

In May of 1992, the Planning Commission initially approved Conditional Use Permit (CUP) Case No. 485 to establish, operate and maintain a compressed gas repackaging facility at 8832 Dice Road, in the M-2, Heavy Manufacturing, Zone. The then nonconforming use was made conforming by the granting of the CUP by the Planning Commission. The initial CUP was granted for a ten-year period; the use has been subject to one compliance review since, and was granted another ten-year compliance review period.

STAFF CONSIDERATIONS

As standard practice for all CUP compliance reviews, an inspection of the subject property is performed by City staff to ensure continued compliance with the conditions of approval prior to bringing the matter back to the Planning Commission. During the recent inspection, staff observed no violations and/or items that needed to be addressed. Staff found the compressed gas repackaging facility was operating in full compliance with the existing conditions of approval.

Consequently, staff finds that if the compressed gas repackaging facility continues to operate in strict compliance with the required conditions of approval, the use will continue to be compatible with the surrounding developments and will not pose a nuisance risk to the public or environment. Staff is, therefore, recommending that CUP 485-2, be subject to a compliance review in ten (10) 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.

FIRE DEPARTMENT – FIRE PREVENTION DIVISION:

(Contact – Brian Reparuk: 562-868-0511 x3716)

1. That the standard aisle width for onsite emergency vehicle maneuvering of 26 feet with a minimum clear height of 13 feet 6 inches, shall be maintained at all times. **(condition is ongoing)**

POLICE SERVICES DEPARTMENT:

(Contact – Luis Collazo: 562-868-0511 x3320)

2. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day. **(condition has been satisfied)**

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 vehicles and indicate that vehicles will be removed at the owner's expense. The sign shall also contain the telephone number of the local law enforcement agency. The lettering within the sign shall not be less than one inch in height. (condition has been satisfied)~~

FIRE DEPARTMENT – ENVIRONMENTAL DIVISION:

(Contact – Tom Hall: 562-868-0511 x3715)

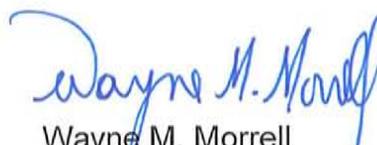
4. That the owner/developer shall comply with all Federal, State and local requirements and regulations including, but not limited to, the Santa Fe Springs City Municipal Code, Uniform Building Code, ~~Uniform Fire Code~~ **California Fire Code**, Certified Unified Program Agency (CUPA) programs, the Air Quality Management District's Rules and Regulations and all other applicable codes and regulations. **(condition is ongoing)**
5. ~~The applicant shall remove all equipment from the acetylene production building which is no longer in use. The building shall either be repaired to meet its original construction requirements or shall be demolished. Additionally, lime tanks which are no longer in use shall be closed/removed in accordance with the California Fire Code. (condition has been satisfied)~~

PLANNING DEPARTMENT :

(Contact – Paul M. Garcia: 562-868-0511 x7354)

6. That all existing buildings, tanks, towers and related structures serving the existing facility shall be maintained in a proper, safe and aesthetically pleasing manner at all times; any such equipment or structures in need of painting, as determined by the Director of Planning, shall be painted in a color scheme subject to the approval of the Director of Planning. **(condition is ongoing)**
7. That no portion of the required off-street parking and loading areas shall be used for outdoor storage, manufacturing, or similar uses, at any time. **(condition is ongoing)**
8. That the owner shall not allow commercial vehicles, trucks and/or truck tractors to queue on Dice Road, use said street as a staging area, or to backup onto the street from the subject property. **(condition is ongoing)**
9. That the subject site shall not be subleased, sublet, sold or otherwise assigned for use by any other entity other than the applicant on file without prior written approval by the Director of Planning. **(condition is ongoing)**

10. That the applicant shall comply with all other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, Federal, State, or local Fire Codes and all other applicable regulations. **(condition is ongoing)**
11. That Conditional Use Permit Case No. 485 shall be valid ~~for a period of six (6) years, until September 25, 2012~~ **subject to a compliance review ten (10) years from the last required date for compliance review, on or before September 25, 2022.** Approximately, three (3) months before ~~September 25, 2012~~ **September 25, 2022**, the applicant shall request in writing that the City review the circumstances of the case for an extension of the privileges granted. **(condition is ongoing)**
12. That ~~Reconsideration of~~ Conditional Use Permit Case No. 485 shall not be effective for any purpose until the owner/operator has filed with the City of Santa Fe Springs an affidavit stating he/she is aware of and accepts all of the required conditions of approval. **(condition is ongoing)**
13. That the applicant, Air Liquide, 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. 485, 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. **(condition is ongoing)**

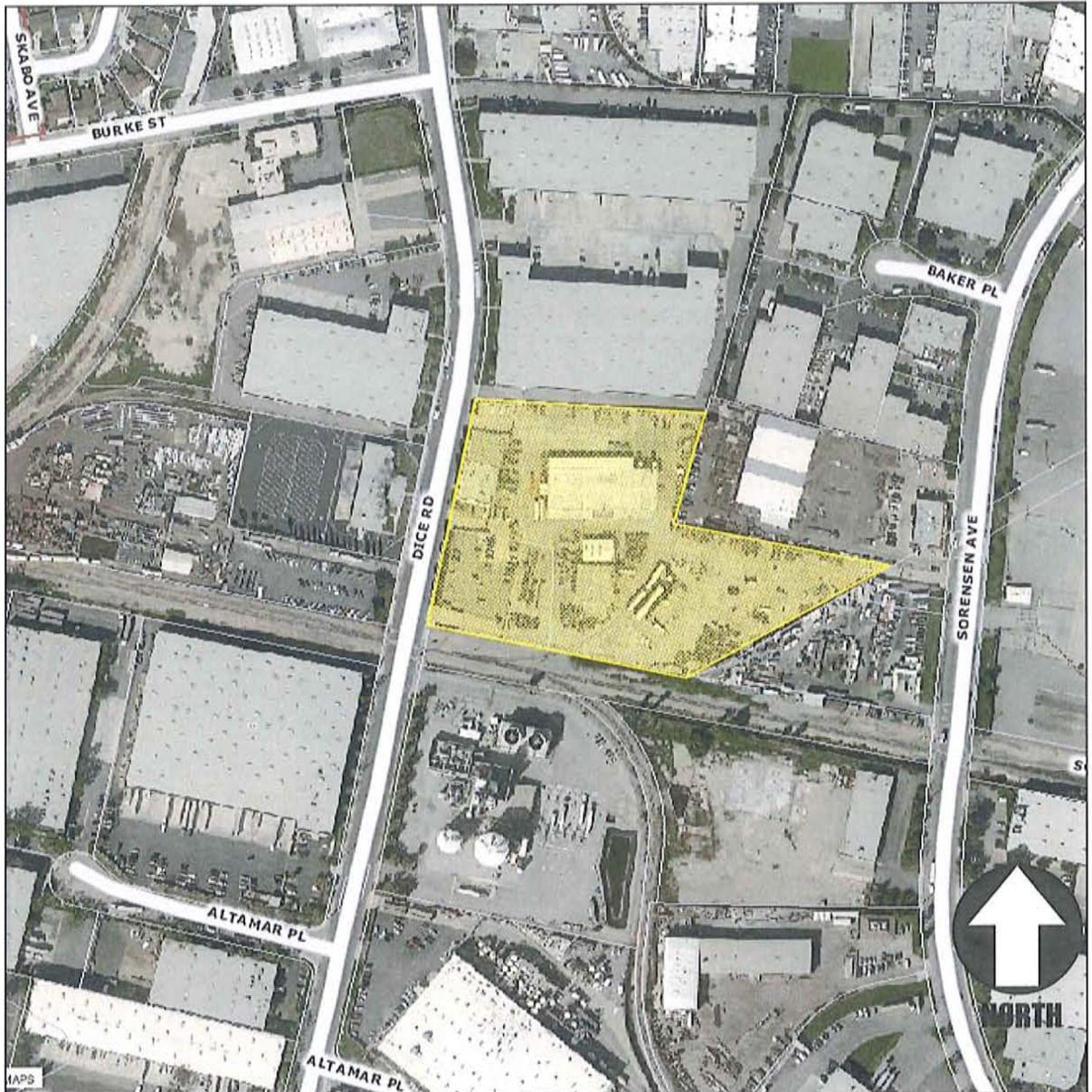


Wayne M. Morrell
Director of Planning

Attachment(s)

1. Aerial Photograph
2. Compliance Review Request Letter

AERIAL PHOTOGRAPH



Conditional Use Permit Case No. 485-2

8832 Dice Road – Air Liquide

COMPLIANCE REVIEW REQUEST LETTER



RECEIVED

SEP 17 2013

Planning Dept

9-11-13

City of Santa Fe Springs
Attn: Cuong H Nguyen
11710 Telegraph Rd
Santa Fe Springs, Ca 90670-3679

Re. Conditional Use Permit (CUP) Case No. 485

Mr. Nguyen

We received your letter dated 9-9-13 regarding a past due amount of \$563.00 for the CUP. The last time we received any such inquiry was in 2005. We are in the same business of the repackaging of gas. There have been no changes or alterations to the plant since that time. In order to process this request our company accounts receivable requires an actual invoice, they do not pay off a letter only.

Sincerely,

A handwritten signature in black ink that reads 'Rafael L. Motta'.

Rafael L. Motta
Plant Manager
562-464-5221

AIR LIQUIDE AMERICA, S.G. 8832 Dice Road, Santa Fe Springs, CA 90670-2516
Phone: (562) 945-1383 • Fax: (562) 693-1156



CONSENT ITEM

Conditional Use Permit Case No. 643-2

A compliance review of a meat processing facility on property located at 13005 Los Nietos Road, in the M-2, Heavy Manufacturing, Zone. (St. Michael's Chicharon)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Find that the continued operation and maintenance of a meat processing 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 Regulations and consistent with the goals, policies, and programs of the City's General Plan.
2. Require that Conditional Use Permit Case No. 643, be subject to a compliance review in five (5) years, on or before December 8, 2019, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

BACKGROUND

In accordance with Section 155.243 (D)(5) of the City's Zoning Regulations, meat processing facilities are required to obtain a Conditional Use Permit prior to commencement of such activities:

City of Santa Fe Springs – Zoning Regulations
Section 155.243 - CONDITIONAL USES(D)(5)

- (D) Animal, food or beverage processing of the following kinds:
 - (5) Meat or fish products packaging, canning or processing.

In June of 2005, the Planning Commission initially approved Conditional Use Permit (CUP) Case No. 643, a request by St. Michael's Chicharon, to establish, operate and maintain a meat processing facility on the subject property. The use has been subject to one compliance review, conducted in September of 2011.

STAFF CONSIDERATIONS

As standard practice for all CUP compliance reviews, an inspection of the subject property is performed by City staff to ensure continued compliance with the conditions of approval prior to bringing the matter back to the Planning Commission. During the recent inspection, staff observed no violations and/or items that needed to be addressed. Staff found the meat processing facility was operating in full compliance with the existing conditions of approval.

Consequently, staff finds that if the meat processing facility continues to operate in strict compliance with the required conditions of approval, the use will continue to be compatible with the surrounding developments and will not pose a nuisance risk to the public or environment. Staff is, therefore, recommending that CUP 643-2, be 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.

FIRE DEPARTMENT – FIRE PREVENTION

(Contact: Brian Reparuk 562.868-0511 x3716)

1. That interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department. **(condition is ongoing)**
2. That ~~Knox boxes are required on all new construction. All entry gates shall also be equipped with Knox boxes or Knox key switches for power-activated gates.~~ **(condition has been satisfied)**

FIRE DEPARTMENT – ENVIRONMENTAL

(Contact: Tom Hall 562.868-0511 x3715)

3. That the owner/developer shall comply with all Federal, State and local requirements and regulations including, but not limited to, the Santa Fe Springs City Municipal Code, Uniform Building Code, Uniform Fire Code, Certified Unified Program Agency (CUPA) programs, the Air Quality Management District's Rules and Regulations and all other applicable codes and regulations. **(condition is ongoing)**
4. That ~~the owner/operator shall submit plumbing plans to the Santa Fe Springs Fire Department and, if necessary, obtain an Industrial Wastewater Discharge Permit Application for generating, storing, treating or discharging any industrial wastewater to the sanitary sewer.~~ **(condition has been satisfied)**

5. That the owner shall implement appropriate best management practices to minimize pollutant runoff to the storm drain and submit a Notice of Intent to the State Water Resources Control Board if required. **(condition has been satisfied)**

POLICE SERVICES DEPARTMENT

(Contact: Margarita Munoz at 562.868-0511 x3319)

6. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day. **(condition has been satisfied)**
7. That the subject building at 13005 Los Nietos Road, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter, graffiti and other forms of vandalism. Any litter, graffiti, and or/damage caused from other forms of vandalism 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. **(condition is ongoing)**

PLANNING AND DEVELOPMENT DEPARTMENT

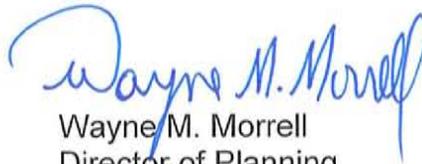
(Contact: Paul Garcia at 562.868-0511 x7357)

8. That any waste generated by the use shall be disposed of in an approved manner on a regular basis, and shall not be stored outdoors on the property. **(condition is ongoing)**
9. That the meat processing 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 property owner/applicant shall take whatever measures necessary to eliminate the objectionable odors from the operation in a timely manner. This includes, but is not limited to, the modification of the meat processing procedures, installation of new processing equipment and/or scrubber equipment, subject to the final approval of the Director of Planning. **(condition is ongoing)**
10. That the applicant shall acknowledge and comply with the provisions of paragraph 10.2 (Nuisances) of the CC&Rs, including but not limited to the restrictions of obnoxious odors. **(condition is ongoing)**
11. The applicant shall comply with all requirements of local, state or federal health authorities, as well as other governmental authorities, with respect to the occupancy of the building. **(condition is ongoing)**

12. That all activities shall occur inside the building(s). No portion of the required off-street parking area 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 and the Fire Marshall. **(condition is ongoing)**
13. That all vehicles associated with the business on the subject property shall be parked on the subject site at all times. 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 property shall not obstruct or impede any traffic. **(condition is ongoing)**
14. That all fences, walls, gates and similar improvements for the proposed development shall be subject to the approval of the Fire Department and the Department of Planning. **(condition is ongoing)**
15. That 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 on 24" x 26" maximum-size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City. **(condition is ongoing)**
16. That the applicant shall continually maintain a current business license for the duration of its operation. **(condition is ongoing)**
17. That the owner/developer shall be responsible for reviewing and/or providing the required conditions of approval to his/her architect, engineer, contractor, etc. **(condition is ongoing)**
18. That the owner/developer shall not sublet, lease or rent the building without prior approval from the Director of Planning and Development. **(condition is ongoing)**
19. That the meat processing use shall also comply with all other requirements of the City's Zoning Code, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes. **(condition is ongoing)**
20. ~~That Conditional Use Permit Case No. 643 shall not be effective for any purpose until the owner/developer has filed with the City of Santa Fe Springs an affidavit stating he/she is aware of and accepts all of the required conditions of approval. **(condition has been satisfied)**~~
21. That the owner, Guthrie Los Nietos, LLC, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from

any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards concerning Conditional Use Permit Case No. 643, 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. **(condition is ongoing)**

22. It is hereby declare 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. **(condition is ongoing)**
23. That Conditional Use Permit No. 643 shall be subject to a compliance review in ~~three years~~ five (5) years to ensure the meat processing activity is still operating in strict compliance with the original conditions of approval. **Approximately, three (3) months before December 8, 2019, the applicant shall request in writing that the City review the circumstances of the case for an extension of the privileges granted. (condition is ongoing)**



Wayne M. Morrell
Director of Planning

Attachment(s)

1. Aerial Photograph
2. Compliance Review Request Letter

AERIAL PHOTOGRAPH



Conditional Use Permit Case No. 643-2
13005 Los Nietos Road – St. Michael’s Chicharon

COMPLIANCE REVIEW REQUEST LETTER

September 8, 2014

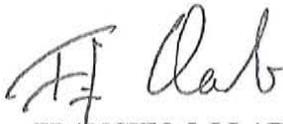
MEMORANDUM FOR RECORD

TO: Dept. of Planning & Development

FROM: FRANCITO J. LLADO
St. Michael's Chicharon
13005 Los Nietos Rd.
Santa Fe Springs, CA 90670RECEIVED
SEP 08 2014
Planning Dept.

SUBJECT: Request for Review for Compliance of Conditional Use Permit

The purpose of this letter is to request for review for compliance of our conditional use permit. There have been no changes to our operation since our last review. At our current location, we process raw pork and chicken skins into deep fried pork rinds and chicken skins to be sold in U.S. markets. We operate Monday through Friday, 6am to 2:30pm. We are inspected by the USDA everyday. On a typical business day, we have raw pork or raw chicken skins delivered, where it is stored in our walk-in cooler. The meat is then cut to size. After that, the meat is fried. Next, it is stored to be fried again the next day. The next day, the previous day's fried pork skin is fried again. After that, it is seasoned, cooled and packaged. Lastly, we deliver to our distributors. If you have any questions, please call me at (323) 440-6573. Thank you.

FRANCITO J. LLADO
VP, St. Michael's Chichaorn

