AGENDA

CITY OF HUNTINGTON PARK
PLANNING COMMISSION

Regular Meeting
Wednesday, December 16, 2015 at 6:30 p.m.

Huntington Park City Hall
City Council Chambers
6550 Miles Avenue
Huntington Park, California 90255

Any person who requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting may request such modification, accommodation, aid or service by contacting the City Clerk's Office either in person at 6550 Miles Avenue, Huntington Park, California or by telephone at (323) 584-6230. Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

NOTE: Any person who has a question concerning any agenda item may contact the Community Development Department at (323) 584-6210. Materials related to an item on this agenda are available for inspection in the office of the Community Development Department at 6550 Miles Avenue, Huntington Park, California during the hours of 7:00 a.m. to 5:30 p.m., Monday through Thursday.

Assembly Bill No. 2674 amended several provisions of the Ralph M. Brown Act (Section 54950 et seq. of the Government Code) effective January 1, 1987. This bill prohibits the legislative body from taking any action on any item, which did not appear on the agenda, which was posted 24 hours prior to the Planning Commission meeting. If action is necessary on subject matter, which the public presents, the matter should be presented in writing to the Planning Division for placement on the agenda by Thursday noon prior to the next Planning Commission meeting.

CALL TO ORDER

ROLL CALL

Chair Eduardo Carvajal
Vice Chair Efren Martinez
Commissioner Carlos Cordova
Commissioner Marcos Osorio
Commissioner Angelica Montes

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT

For both open and closed session each speaker will be limited to three minutes per Huntington Park Municipal Code Section 2-1.207. Time limits may not be shared with other speakers and may not accumulate from one period of public comment to another or from one meeting to another. ***This is the only opportunity for public input except for scheduled public hearing items.***

CONSENT ITEMS

All matters listed under the Consent Calendar are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items prior to the time the Commission votes on the motion unless members of the Commission, staff, or the public request specific items to be discussed and/or removed from the Consent Calendar for separate action.

1. Approval of Planning Commission Meeting Minutes:

    1-1. Regular meeting of October 21, 2015
    1-2. Regular meeting of November 18, 2015

REGULAR AGENDA

1. A request for a Conditional Use Permit Case No. 2015-09 to establish a metal recycling collection and processing facility on property located at 6301 Maywood Avenue, within the Manufacturing Planned Development (MPD) Zone, and the adoption of an associated Mitigated Negative Declaration under the California Environmental Quality Act (CEQA).

STAFF COMMENTS

PLANNING COMMISSION COMMENTS

ADJOURNMENT

The City of Huntington Park Planning Commission will adjourn to a regular meeting on Wednesday, January 20, 2016 at 6:30 p.m.

I, Carlos Luis, hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted at City of Huntington City Hall and made available at www.hpca.gov on the 10th of December 2015.

Carlos Luis, Senior Planner

MINUTES

CITY OF HUNTINGTON PARK
PLANNING COMMISSION

Regular Meeting
Wednesday, October 21, 2015 at 6:30 p.m.

Huntington Park City Hall, City Council Chambers
6550 Miles Avenue, Huntington Park, California 90255

Chair Carvajal called the meeting to order at 6:26 p.m. Present: Commissioners Carlos Cordova, Marcos Osorio, Angelica Montes, Vice Chair Efren Martinez and Chair Eduardo Carvajal. Staff present: Senior Planner Carlos Luis, Associate Planner Juan Arauz, Recording Secretary/City Clerk Donna Schwartz, and Assistant City Attorney Noel Tapia.

Pledge of Allegiance

The Pledge of Allegiance was led by Commissioner Montes.

Public Comment - None

Chair Carvajal translated the public comment portion in Spanish.

Consent Item(s)

1. Approval of Planning Commission Meeting Minutes:

   Regular meeting of September 16, 2015

Recording Secretary/City Clerk Donna Schwartz requested Consent Item 1 be tabled to next meeting due to minutes submitted late and in order to allow the Commission ample time to review.

Motion: Vice Chair Martinez motion to approve tabling the time to next Planning Commission Meeting, seconded by Commissioner Osorio. Motion passed unanimously by one motion.

Regular Agenda

1. A request for a one-year time extension of previously approved Conditional Use Permit (PC Case No. 2014-03) to expand an existing restaurant with the on-sale of alcoholic beverages located at 6103 Pacific Boulevard, in the DTSP (Downtown Specific Plan) Zone.

Associate Planner Juan Arauz presented the item and provided a PowerPoint presentation noting the item was previously approved by the Planning Commission and that the current request is for a one-year time extension of a previously approved Conditional Use Permit (PC Case No. 2014-03) to expand an existing restaurant with the on-sale of alcoholic beverages located at 6103 Pacific Boulevard, in the Downton Specific Plan zone. Mr. Arauz proceeded to show an aerial view of the subject property and again provided background stating on February 15, 2015, the Planning Commission (PC) approved a CUP to allow the on-site sales of alcohol for a restaurant, on July 2, 2014, the PC approved an expansion of the restaurant. Mr. Arauz explained to that the applicant, once the permit expires, had up to 90 days to request an extension, the applicant came back to the Planning Division on October 7, 2015, requesting for a time extension of the CUP indicating that the applicant had unforeseen issues with his design/construction professionals, that there is no proposed change to the original CUP request and that all conditions of approval will be met. Mr. Arauz closed with speaking in support of staff's recommendation and if approved, staff will prepare a resolution confirming approval of extension and bring back to the Commission for adoption and noted a change to the resolution on page 2, section 3, "establish an automobile parts supply store" will be corrected to "to expand an existing restaurant with on-site sales of alcohol" before adoption, added that the applicant was present if the Commission has any questions.

Vice Chair Martinez questioned the current permits expiration. Associate Planner Arauz stated that the permit expired on July 17, 2015, and that the applicant had one year to exercise the permit and thereafter had 90 days to request an extension.

Vice Chair Martinez questioned how much time does the applicant need, noting that a year is a sufficient amount of time. Mr. Arauz stated the Commission can grant an extension up to one year.

Commissioner Osorio asked the applicant to explain why the project has not been finished.

Chair Carvajal opened the item up for public comment.

Public Comment

1. Rubens Calderon, professional designer, representing the applicant, stated that three to six months is needed to complete the project, previously plans were not submitted by the applicant but that he, Mr. Calderon, would be meeting with the building inspector tomorrow to inspect the plans and that the request for time is to correct what wasn't completed by the previous contractor.

Vice Chair Martinez questioned how many corrections are there and if they are minor.

Mr. Calderon stated there is a list of corrections, the problem is the City doesn't have a full time building official on-site to view the plans which means more time that goes by.

Chair Carvajal questioned the time frame. Mr. Calderon stated corrections should take a couple of days but because of the City and building official it could take a couple of month but six months is reasonable.

Senior Planner Carlos Luis stated if the applicant is successful with approvals and inspections it should be about six months. CUPs have additional life with building permits.

Vice Chair Martinez would like project done within a reasonable time, like six months.

Commissioner Cordova feels six months is sufficient given the applicant has been given a year already.

Commissioner Montes also agrees with the six month extension.

Commissioner Osorio feels six months is ample time.

Vice Chair Martinez motioned for a six month extension.

Senior Planner Carlos Luis stated after approval of an extension, a resolution would be brought back to the Commission for adoption. Mr. Luis suggested the Chair ask the public if anyone else wishes to speak during public comment on this item.

Chair Carvajal asked if anyone else wishes to address this item under public comment.

Public Comment (continued)

2. Felix Romero, President of Las Champas agrees with the six month extension.

3. Yvonne Ortiz, Law Office of Lee Durst feels it's been long enough and wants to make sure the project is complete in six months, if not, to allow a new owner to present a proposed project.

Chair Carvajal closed public comment.

Motion: Vice Chair Martinez motioned to approve a six month extension not to exceed one year, and approved bringing back a resolution to the Planning Commission for adoption, seconded by Commissioner Cordova. Motion passed by the following vote:

ROLL CALL:

AYES:	Commissioner(s):	Cordova, Montes, Osorio, Vice Chair Martinez and Chair Carvajal
NOES:	Commissioner(s):	None

2. A request for Planning Commission approval of a Development Permit to construct two new residential dwelling units located at 7005 Marbrisa Avenue, within the High Density Residential (R-H) Zone.

Senior Planner Carlos Luis presented the item and introduced Associate Planner Juan Arauz who requested to continue item to the next Planning Commission meeting of November 17, 2015, due to additional information that was not noted in the public notice.

Assistant City Attorney Noel Tapia clarified the item is a request to continue due to information required to be noticed which was not on the public notice.

Chair Carvajal questioned how long the project has be going on.

Associate Planner Juan Arauz stated the project was presented to the City in May 2015, and that it takes approximately 3 months before coming to Planning Commission for approval.

Commissioner Osorio moved to continue the item.

Motion: Commissioner Osorio motioned to approve request by staff to continue item to November 17, 2015, seconded by Vice Chair Martinez. Motion passed by the following vote:

ROLL CALL:

AYES:	Commissioner(s):	Cordova, Montes, Osorio, Vice Chair Martinez and Chair Carvajal
NOES:	Commissioner(s):	None

Senior Planner Carlos Luis stated the request to continue the item was provided to the applicant

STAFF COMMENTS

Assistant City Attorney Noel Tapia acknowledged and welcomed the new Commissioner, Angelica Montes.

Senior Planner Carlos Luis welcomed Commissioner Montes.

PLANNING COMMISSION COMMENTS

Chair Carvajal welcomed Commissioner Montes.

Vice Chair Martinez welcomed Commissioner Montes, thanked staff for all their support, noted that the format of the Minutes will be changing from summary to action, invited all Commissioner to participate in next year's employee softball tournament and any future City event.

Commissioner Osorio welcomed Commissioner Montes, thanked staff for their dedication, patience and detail, thanked everyone for participating in the softball event and asked Community Development to also participate.

Commissioner Cordova welcomed Commissioner Montes and noted he had received his agenda electronically with no problems.

Chair Carvajal thanked staff for all their support, noted the City is looking brighter and moving along and would like to see more projects presented to the Commission.

ADJOURNMENT

At 7:04 p.m. Chair Carvajal declared the meeting adjourned to a Regular Meeting on Wednesday, November 18, 2015 at 6:30 p.m.

Respectfully submitted,

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Donna G. Schwartz
Recording Secretary/City Clerk

MINUTES

CITY OF HUNTINGTON PARK
PLANNING COMMISSION

Regular Meeting
Wednesday, November 18, 2015 at 6:30 p.m.

Huntington Park City Hall
City Council Chambers
6550 Miles Avenue
Huntington Park, California 90255

Chair Carvajal called the meeting to order at 6:30 p.m. PRESENT: Commissioners Carlos Cordova, Marcos Osorio, Angelica Montes, Vice Chair Efren Martinez and Chair Eduardo Carvajal. Staff present: Senior Planner Carlos Luis, Associate Planner Juan Arauz, and Assistant City Attorney Noel Tapia. ABSENT: Recording Secretary/City Clerk Donna Schwartz

Pledge of Allegiance

The Pledge of Allegiance was led by Commissioner Montes.

Public Comment

1. Kerry Porter, voiced concern with the amount of time it's taking to correct issues regarding Aspire Charter School.

Consent Item(s)

1. Approval of Planning Commission Meeting Minutes:

1-1. Special meeting of May 27, 2015

Motion: Commissioner Osorio motioned to approve Special meeting Minutes of May 27, 2015, seconded by Chair Carvajal. Motion passed 3-0-2 by the following vote:

ROLL CALL:

AYES:	Commissioner(s):	Cordova, Osorio, and Chair Carvajal
NOES:	Commissioner(s):	None
ABSTAIN:	Commissioner(s):	Montes and Vice Chair Martinez

1-2. Regular meeting of September 16, 2015

Motion: Commissioner Osorio motioned to approve Regular meeting Minutes of September 16, 2015, seconded by Vice Chair Martinez. Motion passed 4-0-1 by the following vote:

ROLL CALL:

AYES:	Commissioner(s):	Cordova, Osorio, Vice Chair Martinez, and Chair Carvajal
NOES:	Commissioner(s):	None
ABSTAIN:	Commissioner(s):	Montes

1-3. Regular meeting of October 21, 2015

Staff requested Item 1. 1-3 be continued to next Planning Commission Meeting due to Minutes inadvertently left out of the agenda packet.

Regular Agenda

1. A request for a Development Permit to allow the construction of two new residential dwelling units, and a Variance to deviate from the R-H development standards, on property located at 7005 Marbrisa Avenue, within the Residential High-Density (R-H) Zone. (Continued from the October 21, 2015 Planning Commission meeting).

After a presentation from Associate Planner Arauz reviewing the specifics of proposed project, Chair Carvajal open the item up for public comment.

Public Comment

1. Juan Gutierrez, applicant, spoke in support of staff's recommendations.

Chair Carvajal closed public comment.

Motion: Commissioner Osorio motioned to approve a request for a Development Permit to allow the construction of two new residential dwelling units, and a Variance to deviate from the R-H development standards, on property located at 7005 Marbrisa Avenue, within the Residential High-Density (R-H) Zone, seconded by Commissioner Montes. Motion failed 2 to 3 by the following vote:

ROLL CALL:

AYES:	Commissioner(s):	Montes and Osorio
NOES:	Commissioner(s):	Cordova, Vice Chair Martinez, and Chair Carvajal

Carlos Luis, Senior Planner, announced that the Commission's decision to deny the proposed project may be appealed with the City Clerk's office within 15 calendar days.Staff Comments - None

Planning Commission Comments

Commissioner Cordova, asked for an update on the Zoning Ordinance Amendment and would like staff to look into Mr. Porters concerns.

Commissioner Osorio, thanked staff for all their support.

Commissioner Montes, thanked staff for all their support.

Vice Chair Martinez, voiced concern with the permit process regarding Ibiza night club and apologized for denying Regular Agenda Item 1.

Chair Carvajal, thanked staff for all their support, asked for an update on property located on the corner of Florence Avenue and Mission and asked staff to address Mr. Porter's concerns.

Adjournment

At 7:51 p.m. Chair Carvajal declared the meeting adjourned to a regular meeting on Wednesday, December 16, 2015 at 6:30 p.m.

Respectfully submitted,

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Carlos Luis
Acting for recording secretary/ Senior Planner

CITY OF HUNTINGTON PARK

PLANNING COMMISSION AGENDA REPORT

DATE: DECEMBER 16, 2015

TO: CHAIRPERSON AND MEMBERS OF THE PLANNING COMMISSION

ATTENTION: CARLOS LUIS, SENIOR PLANNER

FROM: JUAN ARAUZ, ASSOCIATE PLANNER

SUBJECT: **PLANNING COMMISSION CASE NO. 2015-09 CUP (CONDITIONAL USE PERMIT)**

REQUEST: **A request for a Conditional Use Permit Case No. 2015-09 to establish a metal recycling collection and processing facility on property located at 6301 Maywood Avenue, within the Manufacturing Planned Development (MPD) Zone, and the adoption of an associated Mitigated Negative Declaration under the California Environmental Quality Act (CEQA).**

APPLICANT/ PROPERTY OWNER: Paul Collins
1415 Cota Avenue
Long Beach, CA 90255

DATES OF NOTICES: October 27, 2015 – Notifications sent to the California State Clearinghouse and to the local Native American tribes.

November 5, 2015 - Published in The Wave Newspaper.

November 16, 2015 - Request for comments sent to City of Bell, City of Vernon, and the Fire Department.

November 17, 2015 – 47 mailers were sent to property owners within a 300 foot radius of the subject site.

PROJECT LOCATION: 6301 Maywood Avenue

ASSESSOR'S PARCEL NUMBER: 6318-007-004

PRESENT USE: Vacant warehouse building

BUILDING SIZE:	Existing:	29,590 sq. ft.
	Proposed to be demolished:	303 sq. ft.
	Total:	29,287 sq. ft.
LOT SIZE:	40,118 sq. ft.	
GENERAL PLAN:	Manufacturing Planned Development (MPD)	
ZONE:	MPD	
SURROUNDING LAND USES:	North: Industrial West: Industrial South: Industrial East: Industrial (City of Bell)	

DEFINITION OF A LARGE COLLECTION RECYCLING FACILITY:

Pursuant to the Huntington Park Municipal Code (HPMC) Section 9-3.1002(1)(A)(3), a large collection recycling facility is a center for the acceptance by donation, redemption or purchase of recyclable materials from the public, which occupies an area of more than 500 square feet and may include permanent structures.

REQUIREMENTS FOR LARGE COLLECTION RECYCLING FACILITY:

Pursuant to HPMC Section 9-3.1002(2)(C), large collection facilities shall be permitted only in the MPD zoning district subject to the approval of a Conditional Use Permit and the following standards:

1. The facility shall not be located adjacent to any residential zoning district/use;

2. The facility shall be screened from all public rights-of-way;

3. Structure setbacks and landscape requirements shall comply with those provided for the MPD zoning district;

4. All exterior storage of material shall be in sturdy containers or enclosures which are covered, secured,

and maintained in good condition at all times. Storage containers for flammable materials shall be constructed of nonflammable materials. Outdoor storage shall be screened by a six (6) foot high, solid decorative masonry wall. No storage, excluding truck trailers, shall be visible above the height of the required wall;

5. The facility shall be maintained in a clean, sanitary and litter-free condition. Loose debris shall be collected on a daily basis and the site shall be secured from unauthorized entry and removal of materials when attendants are not present;

6. Space shall be provided on-site for six (6) vehicles to circulate and to deposit recyclable materials;

7. Four (4) parking spaces for employees plus one parking space for each commercial vehicle operated by the recycling facility shall be provided on-site;

8. Noise levels shall not exceed sixty (60) dBA as measured at the property line of the nearest residential zoning district(s)/uses in compliance with Article 5 of this Chapter (Noise Standards);

9. If the facility is located within 500 feet of property zoned or used for residential purposes, it shall not be in operation between the hours of 7:00 p.m. and 7:00 a.m.;

10. Any containers provided for "after hours" donation of recyclable materials shall be permanently located at least fifty (50) feet from any residential zoning district/use, constructed of sturdy, rustproof materials, with sufficient capacity to accommodate materials collected;

11. Donation areas shall be kept free of litter and any other undesirable material and the containers shall be clearly marked to identify the type of material that may be deposited. The facility shall display a notice stating that no material shall be left outside the recycling containers;

12. The facility shall be clearly marked with the name and phone number of the facility operator and the hours of

operation. Signs shall be installed in compliance with Article 12 of this Chapter (Sign Standards);

13. No dust, fumes, smoke, vibration or odor above ambient levels shall be detectable from adjacent parcels; and

14. The facility shall maintain adequate refuse containers on-site for the disposal of nonhazardous waste.

DEFINITION OF A HEAVY PROCESSING RECYCLING FACILITY:

Pursuant to the Huntington Park Municipal Code (HPMC) Section 9-3.1002(1)(E), a heavy processing facility occupies an area of over 45,000 square feet of collection, processing and storage area and averages more than two (2) outbound truck shipments each day. Heavy processing facilities may include, but are not limited to baling, briquetting, crushing, compacting, grinding, shredding and sorting of ferrous metals.

REQUIREMENTS FOR HEAVY PROCESSING RECYCLING FACILITY:

Pursuant to HPMC Section 9-3.1002(2)(D), a heavy processing facility shall be permitted only in the MPD zoning district subject to the approval of a Conditional Use Permit and the following standards:

1. The facility shall not be located adjacent to any residential zoning district/use;

2. Processors shall operate within a completely enclosed structure if located within 500 feet of any residential zoning district or a C-N zoning district;

3. Power-driven processing shall be permitted provided all noise levels are in compliance with Article 5 of this Chapter (Noise Standards);

4. A heavy processor may exceed 45,000 square feet and two (2) outbound truck shipments each day, and may perform those functions not allowed at light processing facilities;

5. Structure setbacks and landscape requirements shall comply with those provided for the MPD zoning district;

6. All exterior storage of material shall be in sturdy containers or enclosures which are covered, secured, and maintained in good condition at all times. Storage containers for flammable materials shall be constructed of nonflammable materials. Outdoor storage shall be screened by a seven (7) foot high, solid decorative masonry wall, or as determined by the Commission. No storage, excluding truck trailers, shall be visible above the height of the required wall;

7. The premise shall be maintained in a clean, sanitary, odor-free and litter-free condition. Loose debris shall be collected on a daily basis and the site shall be secured from unauthorized entry and removal of materials when attendants are not present;

8. Space shall be provided on-site for the anticipated peak load of customers to circulate, park and deposit recyclable materials. If the facility is open to the public, an on-site parking area shall be provided with a minimum of five (5) spaces at any one time;

9. One employee parking space shall be provided on-site for each commercial vehicle operated by the processing center;

10. Noise levels shall not exceed sixty (60) dBA as measured at the property line of the nearest residential zoning district(s)/uses, in compliance with Article 5 of this Chapter (Noise Standards);

11. If the facility is located within 500 feet of property zoned or used for residential purposes, it shall not be in operation between the hours of 7:00 p.m. and 7:00 a.m. The facility shall be administered by on-site personnel during normal business hours;

12. Any containers provided for "after hours" donation of recyclable materials shall be permanently located at least 100 feet from any residential zoning district/use, constructed of sturdy, rustproof materials, with sufficient capacity to accommodate materials collected;

13. Donation areas shall be kept free of litter and any other undesirable material and the containers shall be clearly marked to identify the type of material that may be deposited. The facility shall display a notice stating that no material shall be left outside the recycling containers;

14. The facility shall be clearly marked with the name and phone number of the facility operator and the hours of operation. Signs shall be installed in compliance with Article 12 of this Chapter (Sign Standards);

15. No dust, fumes, smoke, vibration or odor above ambient levels shall be detectable from adjacent parcels; and

16. Adequate refuse containers shall be maintained on-site for the disposal of nonhazardous waste.

REQUIRED FINDINGS FOR A CONDITIONAL USE PERMIT:

Pursuant to HPMC section 9-3.1002, a Conditional Use Permit is required for a large collection recycling facility and for a heavy processing recycling facility. Following a hearing, the Planning Commission shall record the decision in writing and shall recite the findings upon which the decision is based. The Commission may approve and/or modify a Conditional Use Permit application in whole or in part, with or without conditions, only if all of the following findings are made:

1. The proposed use is conditionally permitted within, and would not impair the integrity and character of, the subject zoning district and complies with all of the applicable provisions of this Code;

2. The proposed use is consistent with the General Plan;

3. The approval of the Conditional Use Permit for the proposed use is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines;

4. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and planned future land uses within the general area in which the proposed use is to be located and will not

create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other permitted uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City;

5. The subject site is physically suitable for the type and density/intensity of use being proposed; and

6. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

ENVIRONMENTAL REVIEW:

Upon completion of the Environmental Assessment Initial Study, the City of Huntington Park has determined that with mitigation the proposed project will not have a significant effect on the environment and has prepared a Mitigated Negative Declaration for the project. The Mitigated Negative Declaration (MND) was prepared in accordance with the California Environmental Quality Act (CEQA), Article 1. Sec. 15000 et. seq.

BACKGROUND:

The applicant, Paul Collins, on behalf of Sun-Lite Metals, is requesting Planning Commission approval of a Conditional Use Permit (CUP) to establish a metal recycling collection and processing facility at 6301 Maywood Avenue, within the Manufacturing Planned Development (MPD) Zone.

Site Description

The subject site (Assessor Parcel Number 6318-007-004) is located on the west side of Maywood Avenue, between Gage Avenue and Randolph Street. The property has a lot size of approximately 40,118 square feet and has a vacant 29,590 square foot warehouse building. As part of the project, the applicant will demolish 303 square feet of the building, on the eastern side, to improve vehicle circulation and provide a vehicle unloading space.

The subject parcel shares one of the existing driveways with the northerly parcel (Assessor Parcel Number 6318-007-012). Both parcels are owned by the proposed recycling facility operator. The northern parcel has a lot

size of approximately 39,195 square feet and has three buildings: the main building is approximately 13,413 square feet, the second building is approximately 3,220 square feet, and the third building is approximately 1,800 square feet. This northerly parcel is presently occupied by a bumper repair shop and a contractor's storage yard. If the applicant's project is approved, staff will condition that the two adjacent parcels be merged together into one parcel.

The site is surrounded by industrial uses to the east, west, north, and south. The site borders the City of Bell to the east. Vehicular access to the site is provided via an existing shared driveway located along the northerly side of the property, and another driveway located at the southerly side of the property.

Project Description

The applicant is proposing to establish a large collection and heavy processing recycling facility, where all associated activities (collection, sorting, and bailing) are proposed to be conducted within an existing enclosed building. Per the applicant's business plan, the proposed recycling facility will only purchase copper, brass, stainless steel, titanium, aluminum, and other precious metals. The facility will not collect steel, batteries, hazardous materials, cans, or any Consumer Redemption Value (CRV) items. There will be no walk-in consumer recycling this location; the proposed recycling facility will not collect aluminum cans, cardboard, or plastic.

The proposed recycling facility will primarily purchase its materials from dealers and contractors, who will bring the items in roll-off trucks and small pick-up trucks. The materials will be weighed inside the building using a truck scale and then sorted and sheared using an electric hydraulic shear. Sorted metals will then be compressed into bales and stored inside the building until enough bales are ready to be shipped. The bales will be loaded onto trucks and transported to the Port of Long Beach or Los Angeles.

As proposed, the applicant will collect ferrous metals for recycling purposes. The recyclable materials will then be processed for shipping by means of sorting, crushing,

grinding, shredding, and compacting. The materials will then be loaded into freight containers that will be exported overseas.

ANALYSIS:

Off-Street Parking

Per HPMC Section 9-3.1002, the proposed large collection and heavy processing recycling facility requires four (4) parking spaces for employees plus one parking space for each commercial vehicle operated by the recycling facility. Since the proposed recycling facility will only have one commercial vehicle, the use will require a total of five (5) parking spaces. Since, the proposed recycling facility will share its parking with the uses on the northerly parcel we have determined that the parking calculation shall include the existing bumper repair shop and the contractor's storage yard. After accounting for all the on-site uses, the applicant's proposal complies with the required off-street parking requirement per the HPMC Section 9-3.804.

The required parking calculations are summarized in the following table:

STANDARD OFF-STREET PARKING CALCULATION		
Type	**Required**	**Provided**
Contractor's Storage Yard	1 space for every 2 employees 4 employees/2 spaces = **2 spaces required**	-
Bumper Repair Shop	1 space per 800sf + 1 space per 400sf of office 4,478sf/800sf = 5.6 780sf/400sf = 2 **7.6 spaces required**	-
Recycling Facility	4 spaces for employees + 1 space per commercial vehicle **5 spaces required**	-
Total	**15 spaces required**	**19 spaces provided**
Surplus Parking of 4 Spaces		

Environmental Assessment Study

The City of Huntington Park, as the Lead Agency, prepared an Environmental Assessment Initial Study (IS) and Mitigated Negative Declaration (MND) upon determining

that with mitigation the proposed project will not have a significant effect on the environment. The MND was prepared in accordance with CEQA Guidelines (Public Resources Code §21000 – 21177, and California Code of Regulations §15000 – 15387).

The MND identified the potential impacts that may occur as the result of the proposed recycling facility along with feasible mitigation measures to reduce those impacts to less than significant levels. The environmental analysis specifically focused on impacts to sensitive receptors relative to transportation and traffic. If approved, the proposed recycling facility will incorporate the following conditions of approval as mitigation factors:

1. That the applicant shall limit the number of vehicle trips of large commercial trucks to no more than four (4) per week.
2. That the applicant shall have flaggers present when large commercial trucks enter and exit the site.
3. That the on-street parking along the frontage of the site on the west side of Maywood Avenue shall be prohibited so trucks and vehicles can enter and exit.

Although the environmental analysis concluded that with the incorporated mitigation measures, any potential environmental impacts would fall below the thresholds of significance, it will be the responsibility of the operators to ensure that all measures are adhered to. Without the proper implementation and monitoring, it is reasonable to assume that the proposed project could negatively impact the surrounding area and cause concerns for the surrounding business owners and community.

Site Improvements

The applicant is proposing to add new landscape planters along the front (eastern side) setback. All planters will have permanent irrigation and will be bordered by six (6) inch curbing. The applicant will also enhance the existing parking area by providing new parking spaces and re-stripe the existing parking stalls. Per the HPMC Section 9-3.103.24 (Trash/Recyclable Materials Storage), the applicant will be conditioned to provide a 192 square foot enclosed trash enclosure.

Since the proposed project plans on utilizing the property to the north, a lot line adjustment shall be required in order to consolidate the two lots into one. The lot line adjustment is possible due to the fact that both lots are under the same ownership.

Public Comment

Since noticing of the proposed project, Planning Division staff has received only received internal comments from the City's Building and Safety Division and the Police Department. The comments received from these agencies have been incorporated as potential conditions of approval.

Conditional Use Permit

In granting a CUP for the proposed recycling facility, the Planning Commission must make the required findings, as set forth in the HPMC. A CUP may be approved only if all the following findings are made:

1. **The proposed use is conditionally permitted within, and would not impair the integrity and character of, the subject zoning district and complies with all of the applicable provisions of this Code.**

   The proposed large recycling collection and processing facility is conditionally permitted within the subject zoning district. The subject zoning district, MPD, is intended to provide for light and heavy industrial uses, including recycling facilities. The applicant's proposal of a recycling facility will comply with all HPMC development standards, including; zoning, parking, and compatibility.

2. **The proposed use is consistent with the General Plan.**

   Per the City's General Plan, Goal 1 of the Land Use Element is to "provide for a mix of land uses which meets the diverse needs of all Huntington Park residents, offers a variety of employment opportunities, and allows for the capture of regional growth". Presently, the City has three large recycling facilities

that collect and process materials. Due to the City's size and population, approximately three square miles and 60,000 residents, the addition of a fourth recycling facility will saturate and contribute to a proliferation of these type of uses. The applicant's proposed use is not propose diverse mix of land use, and therefore does not consistent with Goal 1 of the Land Use Element of the General Plan.

3. **The approval of the Conditional Use Permit for the proposed use is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines.**

   An MND was prepared for the applicant's proposed large recycling collection and processing facility. With some mitigation elements, it was determined that the proposed project will not have a significant effect on the environment. The MND was prepared in accordance with CEQA Guidelines (Public Resources Code §21000 – 21177, and California Code of Regulations §15000 – 15387).

   The MND identified the potential impacts that may occur as the result of the proposed recycling facility along with feasible mitigation measures to reduce those impacts to less than significant levels. The environmental analysis specifically focused on impacts to sensitive receptors relative to transportation and traffic. If approved, the proposed recycling facility will incorporate the following conditions of approval as mitigation factors:

   1. That the applicant shall limit the number of vehicle trips of large commercial trucks to no more than four (4) per week.
   2. That the applicant shall have flaggers present when large commercial trucks enter and exit the site.
   3. That the on-street parking along the frontage of the site on the west side of Maywood Avenue shall be prohibited so trucks and vehicles can enter and exit.

   The environmental analysis concluded that with the incorporated mitigation measures, any potential environmental impacts would fall below the thresholds of significance.

4. **The design, location, size and operating characteristics of the proposed use are compatible with the existing and planned future land uses within the general area in which the proposed use is to be located and will not create significant noise, traffic or other conditions or situations that may be objectionable or detrimental to other permitted uses operating nearby or adverse to the public interest, health, safety, convenience or welfare of the City.**

   Maywood Avenue is a collector street used by both the residential and commercial community to access arterial and local roads. There are a mix of uses; residences, restaurants, schools, and entertainment; within a 1,000 foot radius of the subject site which may be impacted as a result of the proposed recycling facility. Although the MND associated with the applicant's request proposes mitigation measures to alleviate potential environmental impacts to "less than significant", this does not mean that there will be zero impact to the environment. There will still be impacts which will affect the quality of life for the neighboring commercial and residential uses. For example, if the mitigation measures are not implemented regularly, the operating characteristics of the proposed recycling facility would create significant noise, traffic or other conditions that will be detrimental to neighboring uses or to the public.

5. **The subject site is physically suitable for the type and density/intensity of use being proposed.**

   The subject site is presently occupied by a bumper repair shop and a contractor's storage yard. The subject site only has one shared driveway, measuring approximately 16 feet, providing access to the main parking lot for all onsite uses. The proposed recycling facility will have small and large commercial trucks visiting the site as the existing uses are operating. The recycling facility will not be compatible and harmonious with these existing uses and will over-intensify the site, and therefore this finding cannot be made.

6. **There are adequate provisions for public access, water, sanitation and public utilities and services to**

ensure that the proposed use would not be detrimental to public health, safety and general welfare.

Access to the site is provided through Maywood Avenue to the east. Given that the site and surrounding area is already completely developed with public access, water, sanitation, and other public utilities, the proposed recycling facility would not affect these infrastructures or require any types of modifications. The proposed use for a recycling facility was reviewed by the City's Engineer and Building Official and they have determined that the project will not significantly intensify public access, water, sanitation, and public utilities and services.

CONCLUSION:

The Planning Commission has the following options for **PC Case No. 2015-09 CUP**:

1) Approve the proposed project, subject to conditions – If the Planning Commission approves the proposed project, the attached conditions of approval are recommended to be included. A Resolution will be brought back to the Planning Commission.
2) Deny the proposed project – If the Planning Commission denies the proposed project, a Resolution will be brought back to Planning Commission.
3) Continue the item and request additional information – The Planning Commission may request additional information from the applicant.

CONDITIONS OF APPROVAL:

Traffic

1. **Mitigation Measure No. 1:** That the applicant shall limit the number of vehicle trips of large commercial trucks to no more than four (4) per week.

2. **Mitigation Measure No. 2:** That the applicant shall have flaggers present when large commercial trucks enter and exit the site.

3. **Mitigation Measure No. 3:** That the on-street parking along the frontage of the site on the west side of Maywood Avenue shall be prohibited so trucks and vehicles can enter and exit.

Planning Division Conditions

4. That the applicant/property owner and each successor in interest to the property which is the subject of this project shall defend, indemnify and hold harmless the City of Huntington Park and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, City Council, Planning Commission, or Design Review Board concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

5. Except as set forth in subsequent conditions, all-inclusive, and subject to department corrections and conditions, the property shall be developed substantially in accordance with the applications, environmental assessment, and plans submitted.

6. That the proposed project shall comply with all applicable federal, state and local agency codes, laws, rules, and regulations, including Health, Building and Safety, Fire, Zoning, and Business License Regulations of the City of Huntington Park.

7. That the use be conducted, an the property be maintained in a clean, neat, quiet, and orderly manner at all times and comply with the property maintenance standards as set forth in the Huntington Park Municipal Code Sections 8-9.02.1 and 9-3.103.18.

8. That all proposed on-site utilities, including electrical and equipment wiring, shall be installed underground and shall be completely concealed from public view as required by the City prior to issuance of Certificate of Occupancy.

9. That all existing and/or proposed mechanical equipment and appurtenances, including satellite dishes, gutters etc., whether located on the rooftop, ground level or anywhere on the structure or property shall be completely shielded/enclosed so as not to be visible from public view and/or adjacent properties. Such shielding/enclosure of facilities shall be of compatible design related to the building structure for which such facilities are intended to serve and shall be installed prior to the issuance of the Certificate of Occupancy as approved by the Planning Division.

10. That the parking area be paved and striped as approved by the Planning Division, prior to issuance of the Certificate of Occupancy.

11. That all required off-street parking and loading spaces comply with the minimum dimensions as set forth within the Huntington Park Municipal Code prior to issuance of the Certificate of Occupancy.

12. All exterior storage of material shall be in sturdy containers or enclosures which are covered, secured, and maintained in good condition at all times. Storage containers for flammable materials shall be constructed of nonflammable materials. Outdoor storage

shall be screened by a six (6) foot high, solid decorative masonry wall. No storage, excluding truck trailers, shall be visible above the height of the required wall

13. That a 192 square foot decorative trash enclosure be provided on-site and that a decorative trellis, as approved by the Planning Division, be installed above the required trash enclosure prior to issuance of Certificate of Occupancy. The design and location shall be approved by the Planning Division. Trash bins shall be kept within the approved trash enclosure area only, and trash area shall be kept free of trash overflow and maintained in a clean manner at all times.

14. That a lighting plan be provided for all outdoor areas of the property per HPMC Section 9-3.809(6). Such lighting shall be decorative and installed as approved by the Planning Division and to the satisfaction of the Building Official prior to issuance of the Certificate of Occupancy. The proposed light fixtures shall be decorative and energy efficient and the illumination of such shall be projected towards the site and away from all adjacent properties, public streets, and rights-of-way.

15. That a minimum 5'0" landscape planter, per HPMC Section 9-3.404 requirements, and permanent irrigation be provided along Maywood Avenue; with the exception of driveways and walkways and that landscaping be provided in areas not used for vehicle parking, vehicle circulation or pedestrian access. Such landscaping shall be installed and planted according to such approved plan, prior to issuance of the certificate of occupancy, and shall thereafter be continuously and permanently maintained.

16. That any existing and/or future graffiti, as defined by the Huntington Park Municipal Code Section 5-27.02(d), shall be diligently removed within a reasonable time period.

17. That the property owner shall grant either by the covenants, conditions and restrictions (CC&R's) for the subject property, or by a separate covenant recorded against the subject property, the right of entry to authorized City employees and/or agents for the purpose of removing or painting over graffiti from structures on the subject property, prior to authorization to operate.

18. That the property comply with the City's Standards for Exterior Colors, Section 9-3.103(3)(A) of the Huntington Park Municipal Code, prior to issuance of the Certificate of Occupancy.

19. That all signs on the site be installed in compliance with the City's sign regulations and/or Sign Program and that approval be obtained through a Sign Design Review prior to installation.

20. That all recycling collection and processing activities shall be conducted within the warehouse building and be screened from public view at all times.

21. That the hours of operation shall be limited to 7:00 a.m. to 4:00 p.m., Monday through Saturday.

22. That the operator shall obtain a City of Huntington Park Business License prior to commencing business operations.

23. That applicant shall obtain and provide proof of obtaining all applicable State license(s) to operate a collection facility at the location prior to the commencement of the use.

24. That the business be operated in compliance with the City of Huntington Park Noise Ordinance. All noise emanating from the premises shall not exceed sixty (60) dBA, as measured at the property line, or shall not be audible 50 feet or more from the property line.

25. That a Tentative Parcel Map or Lot Line Adjustment application be submitted prior to the issuance of Building Permits to consolidate the existing two (2) parcels, 6318-007-004 and 6318-007-012, into one (1) parcel.

26. That the applicant comply with the requirements of County Sanitation District of Los Angeles.

27. That the applicant comply with all of the provisions of Title 7, Chapter 9 of the Huntington Park Municipal Code relating to Storm Water Management. The applicant shall also comply with all requirements of the National Pollutant Discharge Elimination System (NPDES), Model Programs, developed by the County of Los Angeles Regional Water Quality Board. This includes compliance with the City's Low Impact Development (LID) requirements.

28. That the Conditional Use Permit shall expire in the event the entitlement is not exercised within one (1) year from the date of approval, unless an extension has been granted by the Planning Commission.

29. That the entitlement shall be subject to review for compliance with conditions of the issuance at such intervals as the City Planning Commission shall deem appropriate.

30. That should the operation of this establishment be granted, deemed, conveyed, transferred, or should a change in management or proprietorship occur at any time, this Conditional Use Permit shall be reviewed.

31. That any violation of the conditions of this entitlement may result in a citation or revocation of the entitlement.

32. That the applicant be required to apply for a new entitlement if any alteration, modification, or expansion would increase the existing area of the use or if the location is modified from that approved by the Planning Commission.

33. That if the use ceases to operate for a period of six (6) months the entitlement shall be null and void.

34. That this permit may be subject to additional conditions after its original issuance. Such conditions shall be imposed by the City Planning Commission as deemed appropriate to address problems of land use compatibility, operations, aesthetics, security, noise, safety, crime control, or to promote the general welfare of the City.

35. That the Director of Community Development or his designee is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications shall achieve substantially the same results, as would strict compliance with said plans and conditions.

36. That the applicant and property owner agree in writing to the above conditions.

Building Division Conditions

37. The initial plan check fee will cover the initial plan check and one recheck only. Additional review required beyond the first recheck shall be paid for on an hourly basis in accordance with the current fee schedule.

38. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.

39. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the building permit.

40. Art fee shall be paid to the City prior to issuance of the building Permit.

41. Recycling deposit shall be filed prior to issuance of the building permit to the satisfaction of the recycling coordinator.

42. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

43. Buildings used for the storage of noncombustible materials such as metals and metal parts shall be classified as S-2 occupancies.

44. All State of California disability access regulations for accessibility shall be complied with.

45. Energy calculations are required for new lighting, building envelope or fenestration.

46. Additions, alterations, repairs and changes of use or occupancy in all buildings and structures shall comply with the provisions for new buildings and structures except as otherwise provided in Chapter 34 of the Building Code in effect.

47. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.

Police Department Conditions

48. The permittee shall take reasonable measures to prohibit and prevent the loitering of persons immediately outside any of the entrance/exit doors and the parking lot, at all times while open for business. This should be done by utilizing security guards and signage with verbiage such as, "Please respect our neighbors", or something similar. The permittee shall take reasonable measures to ensure that exiting patrons walk directly to their vehicles and not loiter in the parking lot or the immediate area.

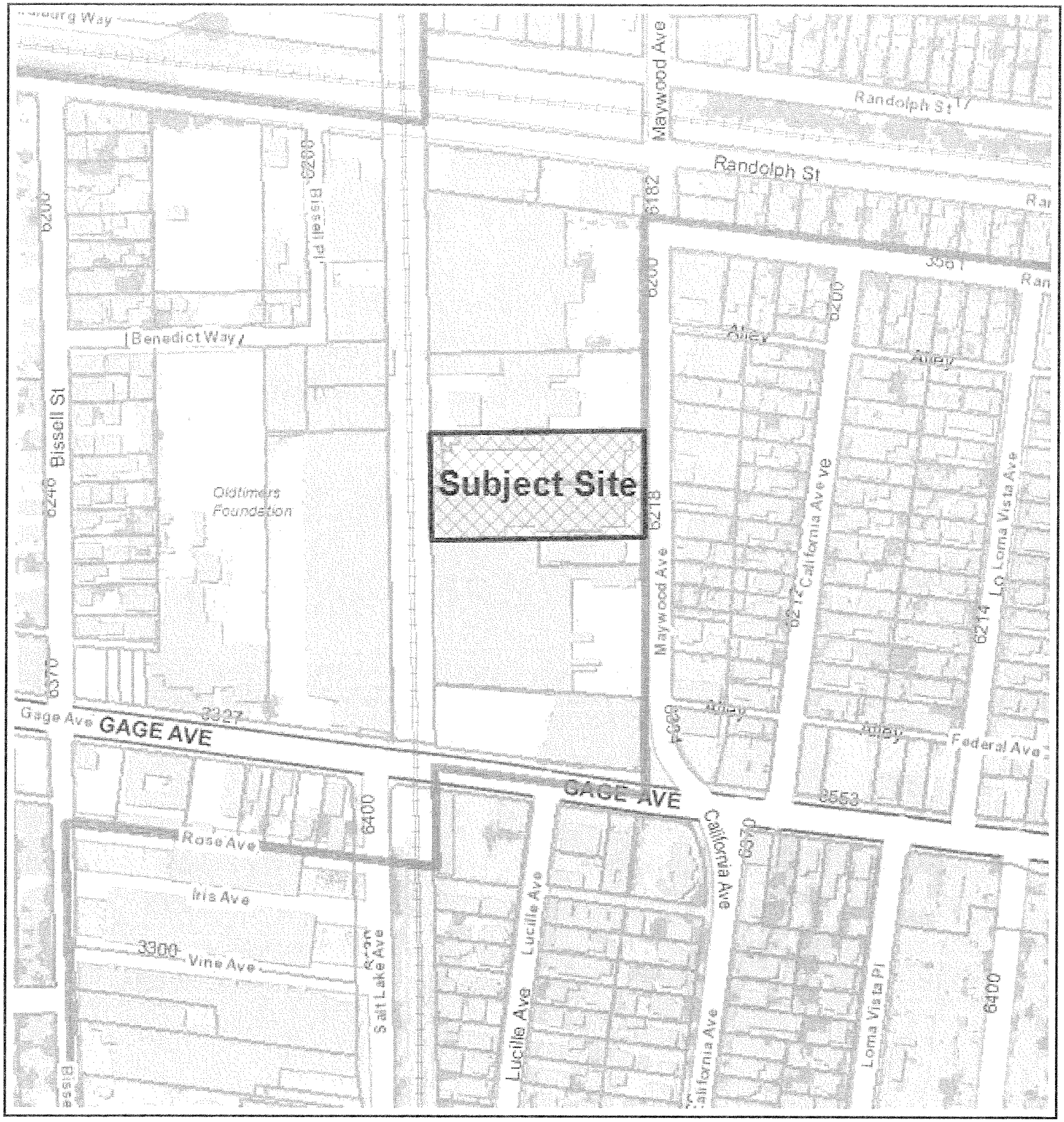
49. The permittee shall be responsible for installing and maintaining a video surveillance system that monitors no less than the front and rear of the business, with full view of the public right-of-ways, and any parking lot under the control of the permittee. These cameras shall record video for a minimum of 30 days and the recordings will be made available to the Huntington Park Police Department.

EXHIBITS:

A: Vicinity Map
B: Site Plan
C: Floor Plan
D: Elevations
E: Conditional Use Permit Application/Environmental Assessment Checklist
F: Mitigated Negative Declaration

VICINITY MAP

EXHIBIT A **CASE NO.** 2015-09 CUP



Vicinty Map

6301 Maywood Avenue

SITE PLAN

EXHIBIT B **CASE NO.** 2015-09 CUP

BUILDING AREA CALCULATIONS

AFTER PROJECTS ARE APPROVED & LOT LINE IS ADJUSTED

ALLOWABLE BUILDING STOREIES/AREA (PER 2013 LACBC)

BUILDING	AREA (S.F.)	OCCUP.	BUILD TYPE	ALLOWED AREA PER LACBC (S.F.)	INCREASE FOR SPRINKLERS PER LACBC	TOTAL AREA ALLOWED PER LACBC (S.F.)	PERCENT
A	1,000	S2	V-B	13,500	0.00%	13,500	0.0741
B	800	S2	V-B	13,500	0.00%	13,500	0.0593
C	3,220	S2	V-B	13,500	0.00%	13,500	0.2385
D1	5,463	S2	III-B	26,000	200.00%	78,000	0.0700
D2	2,100	B	III-B	19,000	200.00%	57,000	0.0368
D3	4,478	S2	III-B	26,000	200.00%	78,000	0.0574
D4	780	B	III-B	19,000	200.00%	57,000	0.0137
E	15,357	S2	III-B	26,000	300.00%	104,000	0.1477
F1	12,767	S2	III-B	26,000	300.00%	104,000	0.1228
F2	850	B	III-B	19,000	300.00%	76,000	0.0112
						TOTAL	0.8314
						OK < 1.0	

PROJECT DATA

1 ADDRESS: 6301 MAYWOOD AVE/ HUNTINGTON PARK, CA 90255
2 ASSESSORS PARCEL NUMBER: 6318-007-004
3 LEGAL DESCRIPTION: TRACT 3398, LOT 829
4 CITY OF HUNTINGTON PARK (MPD): MANUFACTURING PLANNED DEVELOPEMENT
5 EXISTING USE: WAREHOUSE W/ OFFICE
PROPOSED USE: METAL RECYCLING
COLLECTION, SORTING, BAILING & STORAGE WAREHOUSE W/ OFFICE
6 OCCUPANCY PER 2013 LACBC (S2/B): GROUP S2, (LOW-HAZ.) / GROUP B
7 CONSTRUCTION TYPE (III-B): TYPE III-B/FULLY- SPRINKLERED
8 SITE AREAS:

A	(E) TOTAL BUILDING FOOTPRINT	(73.00%)	29,287 S.F.
B	(E) PAVED AREAS	(26.35%)	10,572 S.F.
C	(N) LANDSCAPED AREAS	(0.65%)	259 S.F.
D.	*TOTAL GROSS SITE AREA*		*40,118 S.F.*

9 BUILDING AREAS (PER 2010 CBC TABLE 503):

A	(E) WAREHOUSE (6301A) STORAGE AREA	15,375 S.F.
B	(E) WAREHOUSE (6301B) STORAGE AREA	2,767 S.F.
B	(E) OFFICES TO REMAIN (6301) (< 25% OF GFA):	850 S.F.
D	(E) RESTROOMS, MECHANICAL / ELECTRICAL ROOM	295 S.F.
E.	*TOTAL GROSS BUILDING AREA:*	*29,287 S.F.*

10 PARKING SPACES REQUIRED (PER CITY OF H.P. PLANNING DEPT.):
RECYCLING BUSINESS @ 6301 MAYWOOD AVE

A	CUSTOMER PARKING	5
B	EMPLOYEE PARKING	4
C	BUSINESS VEHICLES	1
D.	*TOTAL PARKING SPACES REQUIRED FOR 6301 MAYWOOD AVE.*	*10*

CONTRACTOR'S STORAGE & OFFICE / BUMPER STORAGE & OFFICE @ 6241 MAYWOOD AVE

E	EMPLOYEE PARKING @ 1/400 OF OFFICE SPACE FOR 6241 MAYWOOD AVE	7.2 = 8
F.	*TOTAL PARKING SPACES REQUIRED FOR 6301 & 6241 MAYWOOD AVE.*	*18*

11 PARKING SPACES PROVIDED
(E) PARKING IS NON-CONFORMANT. NO NEW AREA IS BEING ADDED

A	(N) 9' X 18' SPACES PROVIDED	18 SPACES
B	(N) ACCESSIBLE SPACES PROVIDED	1 SPACES
C.	*TOTAL PARKING SPACES PROVIDED:*	*19 SPACES*

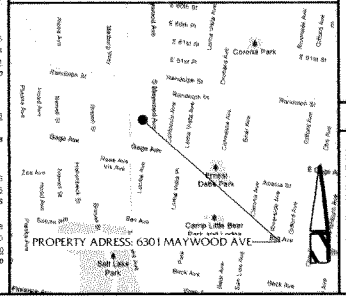
12 OCCUPANT LOAD ANALYSIS (PER 2013 LACBC TABLE 1004.1.1)

A	(E) WAREHOUSE STORAGE AREA (29,287 S.F. / 500)	OCCUPANCY = 58.58
B	(E) OFFICE AREA - (850 S.F. / 100)	OCCUPANCY = 0.50
C	(E) RESTROOMS/MECH/ELECT. ROOMS (179 S.F. / 300)	OCCUPANCY = 0.60
D.	*TOTAL MAXIMUM OCCUPANCY=*	*(67.68) 68.00*

SCOPE OF WORK

A DEMOLISH & REMOVE 303 S.F. OF EXISTING OFFICE ALONG STREET FRONT
B REPAIR, REVISE & PROVIDE (4) NEW ENTRY DOORS TO COMPLY WITH ADA ACCESSIBILITY SSTANDARDS
C PROVIDE NEW WINDOWS AT FRONT OF OFFICES INCLUDING (1) NEW SECURITY WINDOW WITH PASS THRU DRAWER FOR PAYMENT & RECEIPTS TO CLIENTS IN FRONT OF BUILDING FACING MAYWOOD AVE
D ADD NEW 11' X 30' IN GROUND TRUCK SCALE
E REPLACE OLD SKYLIGHTS WITH NEW SKYLIGHTS FOR ADDITIONAL NATURAL LIGHTING
F CLEAN UP & PAINT EXISTING OFFICES & RESTROOMS & UPGRADE LIGHTING TO COMPLY WITH TITLE 24 ENERGY REQUIREMENTS
G CLEAN-UP THE EXTERIOR TO PROMOTE A PROFESSIONAL LOOKING WELL MAINTAINED BUSINESS
H PROVIDE JOB OPPORTUNITIES TO THE LOCAL COMMUNITY
I ADD (N) PLANTERS LANDSCAPING & IRRIGATION @ PARKING AREA ALONG MAYWOOD AVE

VICINITY MAP



BUILDING CODES

THE FOLLOWING CODES AS ADOPTED OR AMENDED BY THE CITY OF HUNTINGTON PARK:

1. 2013 LOS ANGELES COUNTY BUILDING CODE (TITLE 26)
2. 2013 LOS ANGELES COUNTY ELECTRICAL CODE (TITLE 27)
3. 2013 LOS ANGELES COUNTY PLUMBING CODE (TITLE 28)
4. 2013 LOS ANGELES COUNTY MECHANICAL CODE (TITLE 29)
5. 2013 LOS ANGELES COUNTY GREEN BUILDING STANDARDS CODE (TITLE 31).
6. 2013 LOS ANGELES COUNTY FIRE CODE (TITLE 32).
7. CURRENT CITY OF HUNTINGTON PARK MUNICIPAL CODE.

PROJECT DIRECTORY

PROPERTY / BUSINESS OWNER:
SUN-LITE METALS
PROPERTY ADDRESS: 6241 MAYWOOD AVE
HUNTINGTON PARK, CA 90255
PHONE: (323) 581-7772, FAX (323) 581-0806
PRESIDENT: JAY LITE
CELL: (949) 929-1263
EMAIL: sun-lite@pacbell.net

ARCHITECT:
PAC DESIGN
1415 COTA AVENUE
LONG BEACH, CA 90813-1113
PHONE: (562) 437-6311, FAX: (562) 495-0511
ARCHITECT: PAUL COLLINS (LIC # C-22,733)
CELL: (562) 712-0224
EMAIL: paul@pac-design.com

ENVIRONMENTAL ENGINEER:
CRABLE & ASSOCIATES, ENVIRONMENTAL CONSULTANTS
765 WEST ALTADENA DRIVE
ALTADENA, CA 91001
ENGINEER: DENNIS CRABLE
PHONE/FAX: 626-676-6993
EMAIL: dcenis@crable-associates.com

TITLE 24 COMPLIANCE

"I CERTIFY THAT THE PRIMARY PATH OF TRAVEL TO THE SPECIFIC AREA OF ALTERATION, STRUCTURAL REPAIR OR ADDITION FROM THE PUBLIC WAY OR ACCESSIBLE PARKING SPACE AS INDICATED ON THE PLANS DOES NOT INCLUDE STEPS OR A SLOPE EXCEEDING 1:20 EXCEPT WHERE ACCESS IS PROVIDED BY A RAMP WITH A 1:12 MAXIMUM SLOPE, ACCESSIBLE ELEVATOR OR OTHERWISE GRANTED BY AN UNREASONABLE HARDSHIP EXEMPTION. I UNDERSTAND THAT IF THE PRIMARY PATH OF TRAVEL IS FOUND NOT TO BE AS INDICATED, SIGNIFICANT DELAYS MAY RESULT.
FURTHERMORE, I CERTIFY THAT THESE PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION AND THAT THE AREA OF SPECIFIC ALTERATION, STRUCTURAL REPAIR OR ADDITION, INCLUDING A PRIMARY ENTRANCE TO THE EXISTING BUILDING AND, WHEN APPLICABLE, SANITATION FACILITIES, DRINKING FOUNTAINS, SIGNS AND PUBLIC TELEPHONES SERVING THE AREA COMPLIES WITH CURRENT CA TITLE 24 ACCESSIBILITY REQUIREMENTS."

PAUL COLLINS, ARCHITECT (LIC # C-22,733) 3/31/14

SHEET INDEX

BUILDING LEGEND

BUILDING PER SITE PLAN	BUILDING TYPE PER CBC 2013	OCCUPANCY PER CBC 2013	DESCRIPTION OF BUILDING USE
A	V-B NON SPRINKLERED	S2	(N) GENERAL CONTRACTOR STORAGE FOR S.S. EQUIPMENT & SUPPLIES
B	V-B NON SPRINKLERED	S2	(N) GENERAL CONTRACTOR STORAGE FOR S.S. EQUIPMENT & SUPPLIES
C	V-B NON SPRINKLERED	NOT A PART	(N) GENERAL CONTRACTOR STORAGE FOR S.S. EQUIPMENT & SUPPLIES
D1	III-B SPRINKLERED	S2	(N) GENERAL CONTRACTOR STORAGE METALS, TOOLS, EQUIPMENT & SUPPLIES
D2	III-B SPRINKLERED	B	(E) GENERAL CONTRACTORS OFFICE
D3	III-B SPRINKLERED	S2	SECTION OF BUMPER SUPPLY STORAGE
D4	III-B SPRINKLERED	B	(N) TRUCK BUMPER BUSINESS OFFICE
E	III-B SPRINKLERED	S2	(N) STEEL BOX, BOOMS & EQUIPMENT FOR PHOTO & NON-FERROUS METALS SORTING, RECYCLING PROCESSING
F1	III-B SPRINKLERED	S2	(N) STEEL BOX, BOOMS & STORAGE OF PHOTO & NON-FERROUS METALS FOR RECYCLING (NO PROCESSING)
F2	III-B SPRINKLERED	B	(N) RECYCLING BUSINESS OFFICE

BUSINESS LEGEND

BUILDING SHADING	BUSINESS DESCRIPTION
	(E) TRUCK BUMPER SUPPLY BUSINESS S.A.
	(N) GENERAL CONTRACTOR BUSINESS, STORAGE & OFFICE
	(N) COMMERCIAL METAL RECYCLING BUSINESS, STORAGE & OFFICE

NOT A PART

REVISIONS

1
2
3
4
5
6

PAC DESIGN
COMMERCIAL / INDUSTRIAL / RESIDENTIAL ARCHITECTURE
OFFICE: 562.437.6311
FAX: 562.495.0511
WWW.PAC-DESIGN.COM
1415 COTA AVENUE
LONG BEACH, CA 90813

LICENSED ARCHITECT PAUL COLLINS #22,733 STATE OF CALIFORNIA

FIRE DEPARTMENT NOTES

1 GENERAL
A ALL WORK SHALL BE DONE IN STRICT CONFORMANCE WITH THE 2013 LOS ANGELES COUNTY FIRE CODE & THE 2013 LOS ANGELES COUNTY BUILDING CODE AS ADOPTED BY THE CITY OF HUNTINGTON PARK.
B REQUIREMENTS OF U.F.C. ARTICLE 87 SHALL BE FOLLOWED THROUGHOUT DEMOLITION & CONSTRUCTION.
C APPROVAL & REVIEW BY BUILDING & SAFETY DEPARTMENT AS REQUIRED.
D PROPOSED BUILDING USE: SUN LITE METALS IS A METAL RECYCLING COLLECTION CENTER. NO PROCESSING IS DONE IN THIS FACILITY. METAL PARTS ARE SORTED BY (FERROUS & NON -FERROUS) & SIZE, BALED & THEN LOADED ONTO TRUCKS TO BE SENT FOR SHIPMENT. THE EXISTING OFFICES WILL BE USED FOR THE DAILY OPERATIONS OF THE METAL RECYCLING COLLECTION BUSINESS.

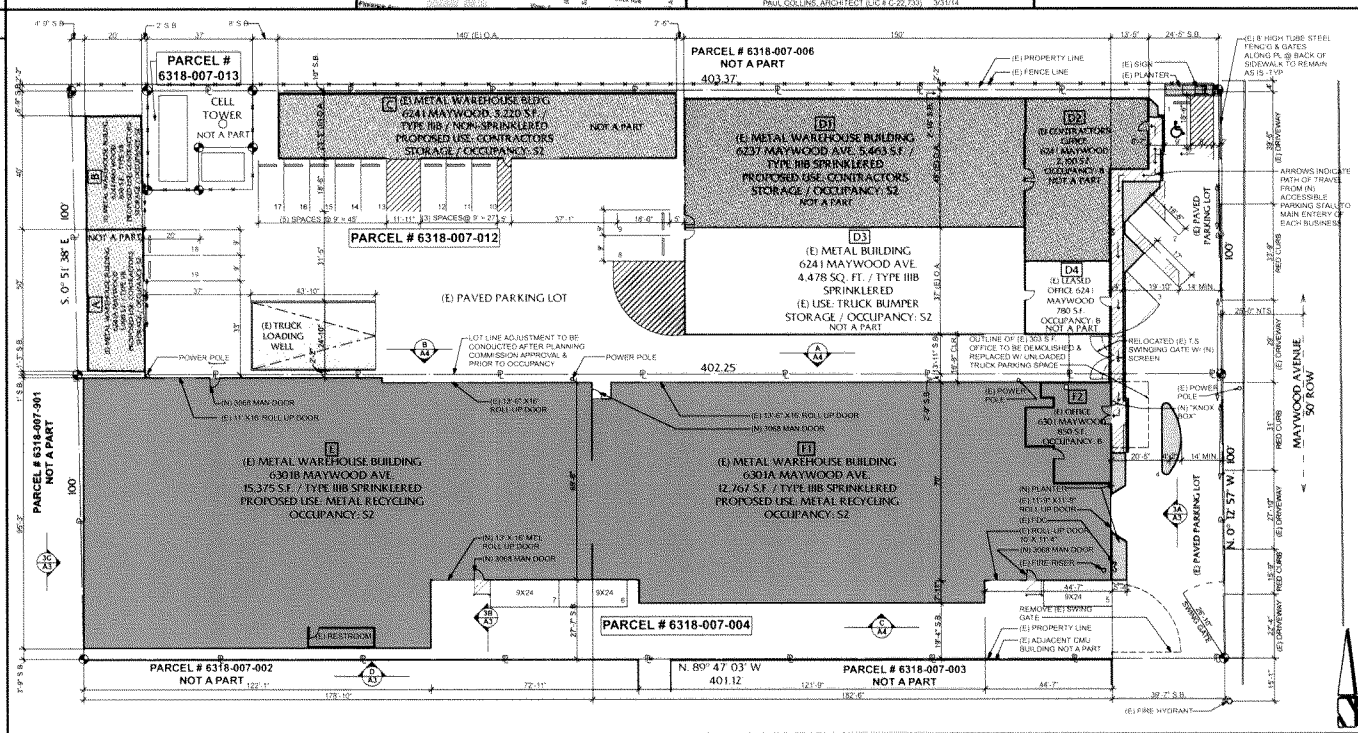
2 SITE ACCESS & DOORS
A ACCESS MUST BE PROVIDED & MAINTAINED SERVICEABLE PRIOR TO & DURING ANY CONSTRUCTION & DEMOLITION.
B VERIFY OR PROVIDE A "KNOX" KEY BOX #3200 SERIES, KEY BOX & LOCATE OUTSIDE THE MAIN ENTRANCE TO THE EXISTING OFFICE ON THE EAST END FACING MAYWOOD AVENUE PER LACFC ARTICLE 10. PROVIDE "KNOX" PAD LOCKS @ ALL GATE ENTRANCES.
C ALL EXIT DOORS & HARDWARE SHALL COMPLY WITH PROVISIONS OF LACBC CHAPTER 10.

3 SIGNAGE, STRIPPING & LIGHTING
A APPROVED ADDRESS IS TO BE PROVIDED @ EXISTING BUILDINGS, SO AS TO BE VISIBLE & LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. NUMBERS SHALL BE 8" HIGH MINIMUM & SHALL CONTRAST WITH THEIR BACKGROUND.
B THERE SHALL BE POSTED ON OR ADJACENT TO MAIN OFFICE ENTRY DOOR A HIGHLY VISIBLE & DURABLE SIGN STATING THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS". LETTERING SHALL BE A MINIMUM OF 1" HIGH ON A CONTRASTING BACKGROUND. THE LOCKING DEVISE SHALL BE OF A TYPE THAT WILL BE READILY DISTINGUISHABLE AS LOCKED.
C EXIT SIGNS ARE REQUIRED OVER EACH EXIT DOOR OR ELSEWHERE AS MAY BE NECESSARY TO CLEARLY INDICATE THE DIRECTION OF EGRESS.
D EXTERIOR DOORS FROM FIRE WAREHOUSE SHALL BE LABELED ON OUTSIDE & INSIDE "FIRE EXIT DOOR DO NOT BLOCK".
E FIRE INSPECTOR SHALL VERIFY PROPER EXIT SIGN PLACEMENT & IF ADDITIONAL SIGNS SHALL BE ADDED. SIGNS SHALL BE VISIBLE FROM AISLES. SHALL SEE SIGNS IN TWO DIRECTIONS.
F PROVIDE NFPA 704M PLACARDING AT EAST SIDE OF BUILDING FACING MAYWOOD AVENUE. MINIMUM SIZE 13" X 15".
G EXISTING EMERGENCY & EXIT LIGHTING WITH 90 MIN. BATTERY BACK UP IS PROVIDED PER PLANS.

4 FIRE HYDRANTS, AUTOMATIC FIRE SPRINKLERS & FIRE EXTINGUISHERS
A EXISTING AUTOMATIC FIRE SPRINKLER SYSTEM HAS FDC @ EAST WALL, FACING MAYWOOD AVENUE. LOCATED IN THE DRIVEWAY AISLES.
B EXISTING AUTOMATIC FIRE SPRINKLER & FIRE ALARM SYSTEMS ARE TO BE VERIFIED & CERTIFIED BY A CALIFORNIA LICENCED FIRE SPRINKLER & ALARM CONTRACTOR. ANY DEFICIENCIES SHALL BE CORRECTED TO COMPLY WITH ALL CITY OF HUNTINGTON PARK FIRE PREVENTION REQUIREMENTS.
C NOTHING MAY BE PLACED OR KEPT NEAR A FIRE DEPARTMENT CONNECTION/HYDRANT THAT WOULD KEEP SUCH EQUIPMENT FROM BEING VISIBLE OR ACCESSIBLE AT ALL TIMES, INCLUDING DEBRIS, BUILDING MATERIALS & VEHICLES.
D PORTABLE, WALL MOUNTED FIRE EXTINGUISHERS SHALL BE PROVIDED IN SUCH LOCATIONS SO THAT MAXIMUM FLOOR TRAVEL DISTANCE SHALL NOT EXCEED 75' TO THE NEAREST EXTINGUISHER FROM ANY POINT IN THE WAREHOUSE AREA & 50' IN THE OFFICE AREAS OF THE BUILDING. MINIMUM RATING ALLOWABLE ON FIRE EXTINGUISHERS IS 4-A :60-B:C FOR WAREHOUSE AREAS & 2-A :10-B:C IN THE OFFICES. WAREHOUSE UNITS TO BE IDENTIFIED WITH SIGN, COLUMN MARKING OR OTHER PROPOSED METHOD APPROVED BY LACFD. OFFICE WALL MOUNTED FIRE EXTINGUISHERS SHALL BE MOUNTED HEIGHT OF +57" AFF TO THE HANDLE OF THE EXTINGUISHER.
E ADDITIONAL FIRE EXTINGUISHERS SHALL BE PROVIDED FOR AREAS UNDER CONSTRUCTION WHEN REQUIRED BY THE FIRE CHIEF. THE NUMBER & TYPE OF EXTINGUISHERS SHALL BE AS REQUIRED BY THE FIRE CHIEF & THE TYPE OF EXTINGUISHER SHALL BE SUITABLE FOR THE TYPE OF FIRE ASSOCIATED WITH THE HAZARDS PRESENT.

5 TRASH & DEBRIS
A ACCUMULATIONS OF CONSTRUCTION DEBRIS, SCRAP WOOD, PAPER, ETC. EITHER INSIDE OR OUTSIDE BUILDINGS SHALL BE CLEANED UP REGULARLY & SUCH WASTE MATERIALS PLACED INSIDE A METAL DUMPSTER ON-SITE OR HAULED AWAY. THIS INCLUDES DRIED VEGETATION (I.E. TUMBLEWEEDS).
B EXISTING COMMERCIAL DUMPSTERS & CONTAINERS COMPLY WITH CFC.

6 "NO HOT-WORK" & "NO HAZARDOUS MATERIALS STORAGE" & "NO HIGH-PILE STORAGE PROPOSED ON-SITE OR WITHIN THIS FACILITY"
A NO HAZARDOUS MATERIALS ARE PROPOSED ON THIS SITE OR WITHIN THE EXISTING STORAGE WAREHOUSE. PROVIDE A SIGN THAT STATES, "NO HAZARDOUS MATERIALS SHALL BE STORED WITHIN THIS BUILDING" IN A CONSPICUOUS LOCATION APPROVED BY THE FIRE INSPECTOR.
B THERE IS NO INDOOR STORAGE OF GAS CYLINDERS OR WELDING WORK PROPOSED WITHIN THIS FACILITY. PROVIDE A SIGN THAT STATES, "NO HOT WORK IS TO BE PERFORMED WITHIN THIS FACILITY" IN A CONSPICUOUS LOCATION APPROVED BY THE FIRE INSPECTOR.
C NO HIGH-PILE STORAGE IS PROPOSED WITHIN THE STORAGE WAREHOUSE AREAS. PROVIDE SIGNS THAT STATE "NO STORAGE ABOVE THIS LINE" AND MOUNT WITH LINE @ +12' AFF IN CONSPICUOUS LOCATIONS WITHIN THE WAREHOUSE AREAS AS APPROVED BY THE FIRE INSPECTOR.



SITE PLAN

SCALE 1" = 20'-0"

C.U.P. FOR COMMERCIAL METAL RECYCLING BUSINESS

6301 SITE PLAN

SUN-LITE METALS INC
PROPERTY ADDRESS: 6301 MAYWOOD AVE.
HUNTINGTON PARK, CA 90255
PHONE: (949) 929-1263
OWNER: JAY LITE

DATE: 3/31/14
SCALE: 1" = 20'
DRAWN: AG/RD/PC
JOB # 1220

SHEET
A1
1 OF 4

3/31/14 2:50 PM

FLOOR PLAN

EXHIBIT C **CASE NO.** 2015-09 CUP

COMMERCIAL CUSTOMER TRUCK (METALS DROP OFF) ROUTING PLAN

SCALE 1/32" = 1-0 | 3

SUN-LITE METALS ROLL-OFF TRUCK (METALS DROP OFF) ROUTING PLAN

SCALE 1/32" = 1-0 | 2

SUN-LITE METALS ROLL-OFF TRUCK (BAILED METALS PICK-UP) ROUTING PLAN

SCALE 1/32" = 1-0 | 1

TRUCK ROUTING & METAL RECYCLING PROCESS KEYNOTES

COMMERCIAL CUSTOMER TRUCK ROUTING PLAN

(APPROXIMATELY 5-6 TRIPS PER DAY TO DELIVER METALS TO BE SORTED & BAILED)

1. CUSTOMER TRUCKS (SMALL PICK-UP TRUCKS & FLATBED TRUCKS) UP TO 26' LONG LOADED WITH ASSORTED MISC. SCRAP METALS ENTER MAIN DRIVEWAY @ CENTER OF PROPERTY'S ALONG MAYWOOD AVE.
2. TRUCK THEN PROCEEDS WEST DOWN CENTER DRIVEWAY BETWEEN (E) BUILDINGS
3. TRUCK TURNS LEFT INTO RECYCLING BUILDING & ONTO AN IN GROUND SCALE FOR "LOADED WEIGHT"
4. TRUCK MAKES "Y" TURN & BACKS INTO (E) UNLOADING AREA TO UNLOAD SCRAP METALS
5. UNLOADED TRUCK THEN MAKES "Y" TURN & BACK ONTO (N) INGROUND SCALE FOR "UNLOADED WEIGHT & RECEIVES WEIGHT TICKET
6. UNLOADED TRUCK DRIVES OUT MAIN ROLL-UP DOOR, TURNING LEFT DOWN DRIVEWAY ALONG SOUTH SIDE OF RECYCLING BUILDING
7. AT FRONT OF BUILDING, UNLOADED CLIENT TRUCKS TURNS LEFT & PROCEEDS TO DESIGNATED PARKING STALL FOR PAYMENT OF SCRAP METAL. TRUCK WAITS UP TO (N) NEW PAY WINDOW & RECEIVES CASH OR CREDIT SLIP FOR WEIGHT OF SCRAP METAL
8. UNLOADED TRUCK THEN EXITS PROPERTY THROUGH MAIN DRIVEWAY @ CENTER OF PROPERTY, TURNING NORTH OR SOUTH ONTO MAYWOOD AVENUE

SUN-LITE METALS ROLL-OFF TRUCK ROUTING PLAN

(UP TO 2 TRIPS PER DAY TO DELIVER METALS TO BE SORTED & BAILED)

9. SUN-LITE METAL COMPANY ROLL-OFF TRUCKS ORIGINATE FROM CURRENT METAL RECYCLING YARDS LOCATED ON ALAMEDA ST. IN LOS ANGELES COUNTY AND IN THE CITY OF MONTEBELLO (LOADED WITH SCRAP MATERIAL) TO THE SITE. A SUN-LITE EMPLOYEE ACTS AS A FLAGMAN TO ASSURE A SAFE ENTRY ONTO THE SITE
10. THE ROLL-OFF TRUCKS BACK INTO THE (E) DRIVEWAY & INTO THE (E) ROLL-UP DOOR DIRECTLY IN FRONT ON THE RECYCLING BUILDING. THE ROLL-UP DOOR IS OPENED & THE TRUCK BACKS INTO THE (E) RECYCLING BUILDINGS
11. THE ROLL-UP DOOR IS CLOSED & THE EMPTY ROLL-OFF TRUCK DRIVES OUT (E) ROLL-UP DOOR & OUT THE MAIN DRIVEWAY ONTO MAYWOOD AVENUE
12. THE ROLL-OFF TRUCKS MAKE A "Y" TURN IN THE REAR PARKING AREA & BACK INTO THE (E) TRUCK LOADING AREA
13. EMPTY ROLL-OFF TRUCKS THEN RETURN TO METAL RECYCLING YARDS LOCATED ON ALAMEDA ST. IN LOS ANGELES COUNTY AND IN THE CITY OF MONTEBELLO

SUN-LITE METALS ROLL-OFF TRUCK ROUTING PLAN

(UP TO 2 TRIPS PER WEEK TO PICK-UP BAILED METALS)

14. EMPTY SUN-LITE METAL ROLL-OFF TRUCKS ORIGINATE FROM CURRENT METAL RECYCLING YARDS LOCATED ON ALAMEDA ST. IN LOS ANGELES COUNTY AND IN THE CITY OF MONTEBELLO. COME TO THE SITE VIA GAGE AVENUE & TURN NORTH ONTO MAYWOOD AVENUE
15. WHEN THERE IS NO ONCOMING TRAFFIC, THE METAL ROLL-OFF TRUCKS TURN LEFT INTO THE CENTER DRIVEWAY AND PROCEED WEST DOWN THE CENTER DRIVEWAY BETWEEN (E) BUILDINGS
16. THE ROLL-OFF TRUCK IS LOADED BY FORKLIFT WITH PALLETIZED PRE-WEIGHED & TAGGED BAILED METAL MATERIALS
17. THE LOADED ROLL-OFF TRUCK THEN PROCEEDS FORWARD EAST DOWN THE CENTER DRIVEWAY BETWEEN (E) BUILDINGS
18. THE LOADED ROLL-OFF TRUCK EXITS THE CENTER DRIVEWAY TURNING RIGHT (SOUTH) ONTO MAYWOOD AVENUE WHEN THERE IS NO ONCOMING TRAFFIC. THE METAL ROLL-OFF TRUCKS TURN LEFT INTO THE CENTER DRIVEWAY AND PROCEED WEST DOWN THE CENTER DRIVEWAY BETWEEN (E) BUILDINGS
19. THE LOADED ROLL-OFF TRUCK THEN RETURNS TO THE CURRENT METAL RECYCLING YARDS LOCATED ON ALAMEDA ST. IN LOS ANGELES COUNTY AND IN THE CITY OF MONTEBELLO

AT THIS MAYWOOD AVENUE LOCATION, SUN-LITE METALS PROPOSES TO SORT & BAIL METAL MATERIALS ONLY AS FOLLOWS

20. THE SCRAP METAL IS ONLY UNLOADED INSIDE THE BUILDING WHERE IT IS SORTED BY VEHICLES OR NON-FERROUS AND BY SIZE INTO PILES, BARRELS & METAL BINS
21. SORTED METALS ARE BAILED AND STORED WITHIN THE RECYCLING BUILDING USING HORIZONTAL & VERTICAL BALERS
22. WHEN ENOUGH OF ONE TYPE AND SIZE OF METAL MATERIAL IS COLLECTED IT IS LOADED INTO THE MAIN CONVEYOR AND BAILED
23. THE BAILED METALS ARE TEMPORARILY STORED WITHIN THE WAREHOUSE
24. THE BAILED METALS ARE LOADED BY FORKLIFT INTO THE ROLL-OFF TRUCKS LOCATED IN THE (E) TRUCK LOADING WELL
25. NO SCRAP METAL IS EVER UNLOADED OUTSIDE OF THE BUILDING
26. THIS FACILITY IS NOT INTENDED FOR ANY CRV RECYCLING
27. SINGLE UNIT TRUCKS 30' LONG (65) SEMI ARE ANTICIPATED TO BE THE LARGEST TRUCKS TO TRANSPORT METAL TO AND FROM THE PROJECT SITE

REVISIONS		
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FAX: 562.495.2511
WWW.PAC.DESIGN.COM
1415 COTA AVENUE
LONG BEACH, CA 90813
COMMERCIAL / INDUSTRIAL / RESIDENTIAL ARCHITECTURE

LICENSED ARCHITECT PAUL A. COLLINS #22,733 REN 10-31-15 STATE OF CALIFORNIA

C.U.P. FOR COMMERCIAL METAL RECYCLING BUSINESS

6301 PROCESS & CIRCULATION PLANS

SUN-LITE METALS INC

PROPERTY ADDRESS: 6301 MAYWOOD AVE.
HUNTINGTON PARK, CA 90255
PHONE: (949) 929-1263
OWNER: JAY LITE

DATE: 3/31/14
SCALE: 1/32" = 1-0
DRAWN: AG/ED/PC
JOB # 1220

SHEET A2 2 OF 4

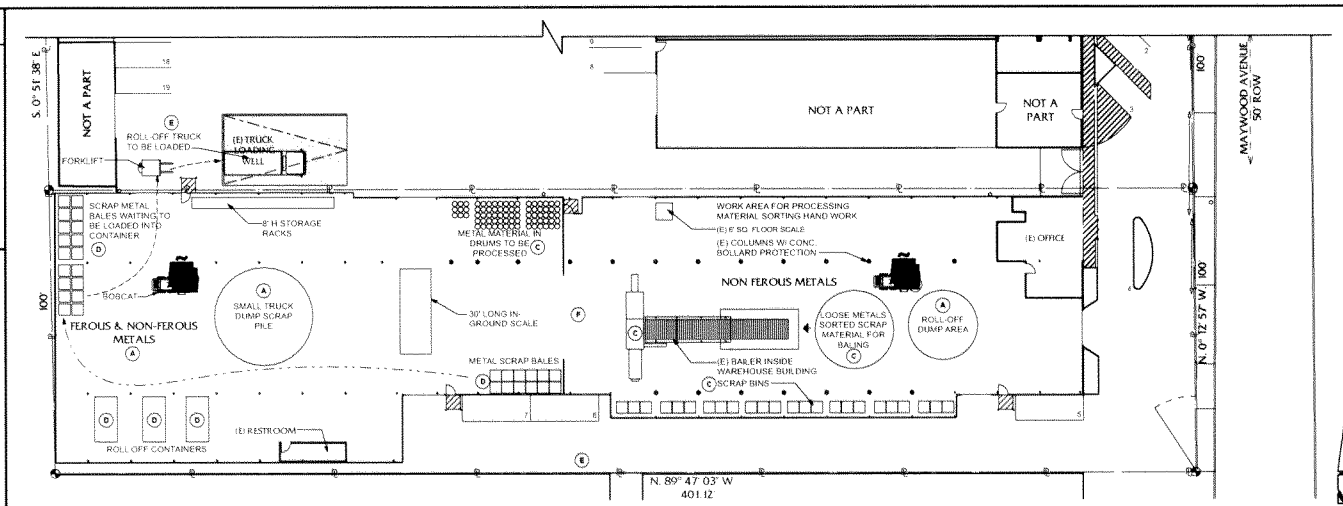
ELEVATIONS

EXHIBIT D **CASE NO.** 2015-09 CUP

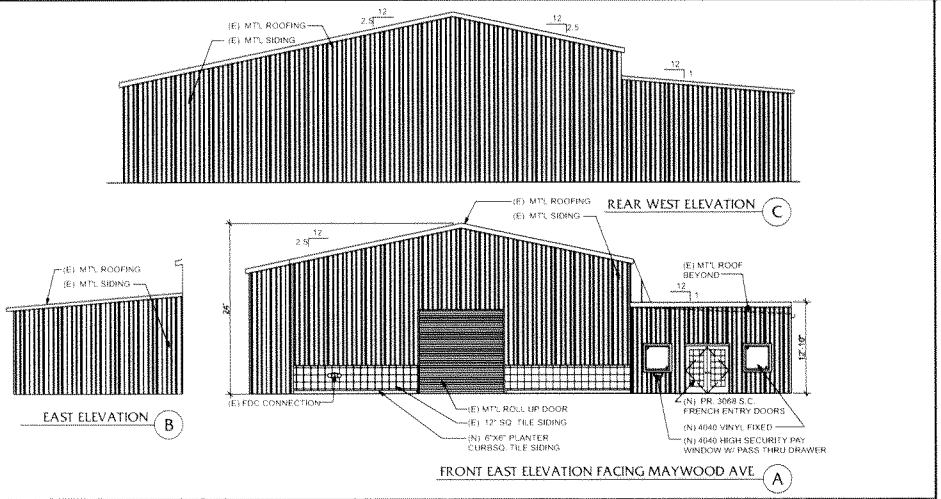
SORTING AND BAILING PROCESS

AT THIS MAYWOOD AVENUE LOCATION, SUN-LITE METALS PROPOSES TO SORT & BAIL METAL MATERIALS ONLY AS FOLLOWS:

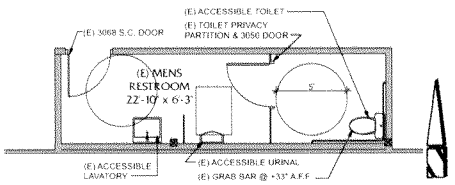
1. THE SCRAP METAL IS ONLY UNLOADED INSIDE THE BUILDING WHERE IT IS SORTED BY FERROUS OR NON-FERROUS AND BY SIZE INTO PILES, BARRELS & METAL BINS.
2. SORTED METALS ARE MOVED AROUND WITHIN THE RECYCLING BUILDING USING BOBCATS & FORKLIFTS. NO LOADERS ARE USED WITHIN THE BUILDING.
3. WHEN ENOUGH OF ONE TYPE AND SIZE OF METAL MATERIAL IS COLLECTED, IT IS LOADED INTO THE BAILERS CONVEYOR AND BAILED.
4. THE BAILED METALS ARE TEMPORARILY STORED WITHIN THE WAREHOUSE.
5. THE BAILED METALS ARE LOADED BY FORKLIFT INTO THE ROLL OFF TRUCKS LOCATED IN THE (E) TRUCK LOADING WELL.
6. NO SCRAP METAL IS EVER UNLOADED OUTSIDE OF THE BUILDING.
7. THIS FACILITY IS NOT INTENDED FOR ANY CRV RECYCLING.
8. SINGLE UNIT TRUCKS 30' LONG (SU-30) ARE ANTICIPATED TO BE THE LARGEST TRUCKS TO TRANSPORT METAL TO AND FROM THE PROJECT SITE.



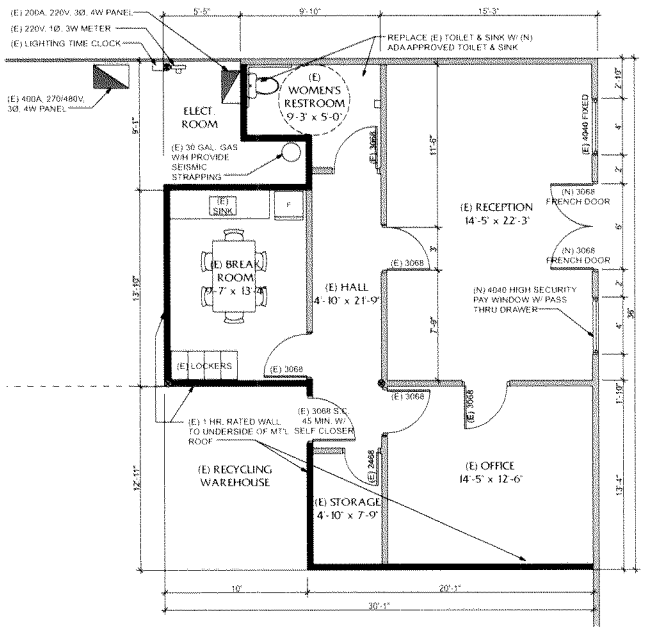
RECYCLING PROCESS SITE / FLOOR PLAN — SCALE 1" = 20'-0" — 4



EXTERIOR ELEVATIONS — SCALE 1/8" = 1'-0" — 3



(E) MEN'S RESTROOM — SCALE 1/4" = 1'-0" — 2



(E) OFFICE FLOOR PLAN — SCALE 1/4" = 1'-0" — 1

REVISIONS

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1415 COTA AVENUE
LONG BEACH, CA 90813
COMMERCIAL / INDUSTRIAL / RESIDENTIAL ARCHITECTURE

LICENSED ARCHITECT — COLLINS — #22,733 — STATE OF CALIFORNIA

C.U.P. FOR COMMERCIAL METAL RECYCLING BUSINESS

6301 FLOOR PLANS & EXTERIOR ELEVATIONS

SUN-LITE METALS INC

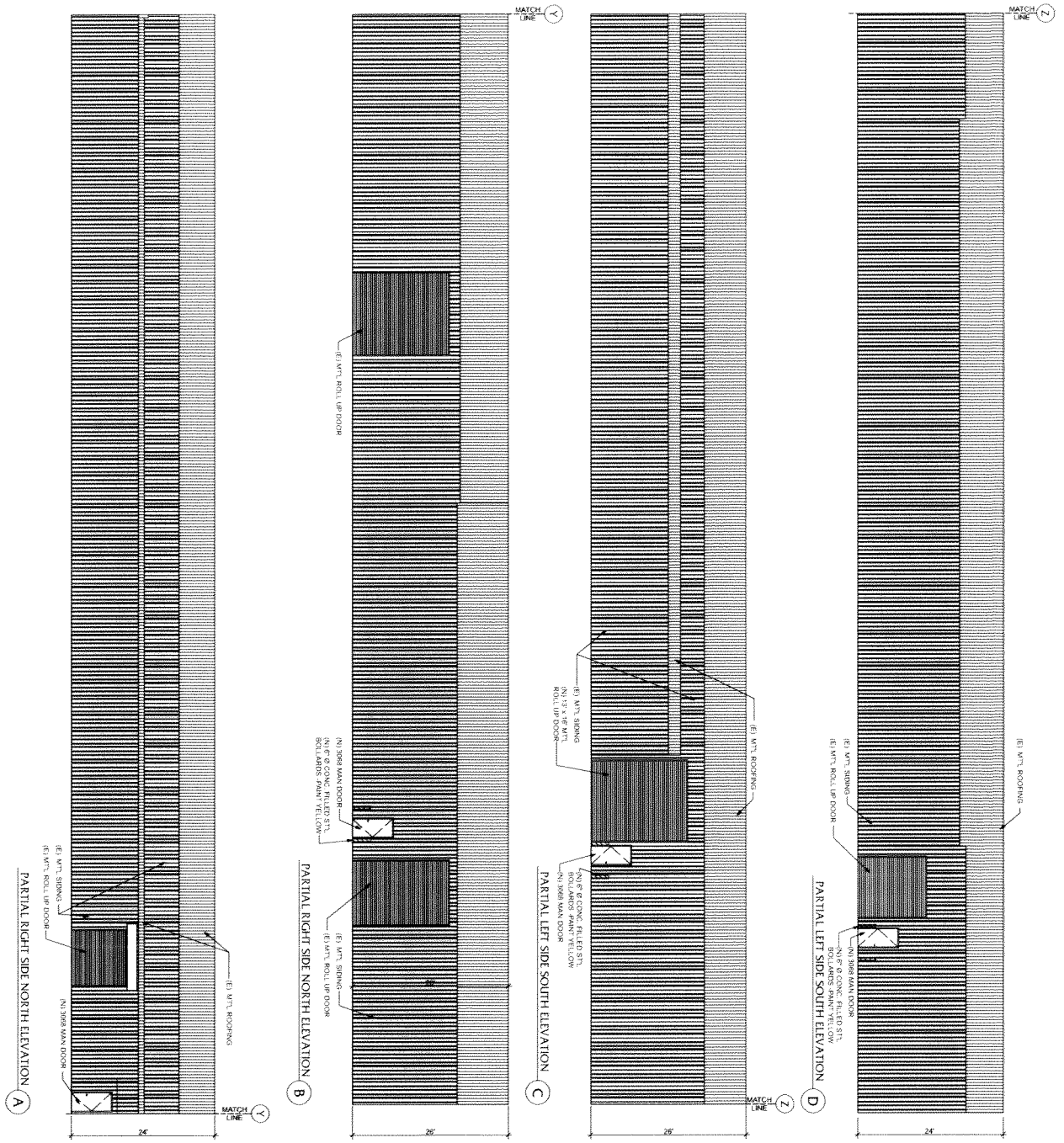
PROPERTY ADDRESS: 6301 MAYWOOD AVE.
HUNTINGTON PARK, CA 90255
PHONE: (949) 929-1263
OWNER: JAY LITE

DATE: 3/31/14
SCALE: VARIES
DRAWN: AG/RD/PC
JOB # 1220

SHEET
A3
3 OF 4

3/31/14 2:50 PM

1220 - A3 : 6301 FLOOR PLANS & EXTERIOR ELEVATIONS

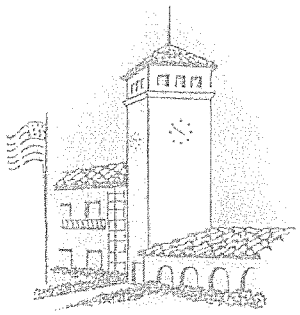


SHEET A4 4 OF 4	DATE: 3/31/14 SCALE: 1/8" = 1'-0" DRAWN: AG/RD/TC JOB # 1220	SUN-LITE METALS INC PROPERTY ADDRESS: 6301 MAYWOOD AVE. HUNTINGTON PARK, CA 90255 PHONE: (949) 929-1263 OWNER: JAY LITE	C.U.P. FOR COMMERCIAL METAL RECYCLING BUSINESS 6301 EXTERIOR ELEVATIONS	LICENSED ARCHITECT PAUL A. COLLINS #22,733 REN 10-31-15 STATE OF CALIFORNIA	OFFICE: 562.437.6311 FAX: 562.495.0511 WWW.PAC.DESIGN.COM 1415 COTA AVENUE LONG BEACH, CA 90813 COMMERCIAL / INDUSTRIAL / RESIDENTIAL ARCHITECTURE

REVISIONS

CONDITIONAL USE PERMIT APPLICATION
&
ENVIRONMENTAL ASSESSMENT CHECKLIST

EXHIBIT E **CASE NO.** 2015-09 CUP



City of
HUNTINGTON PARK california
COMMUNITY DEVELOPMENT DEPARTMENT
6550 MILES AVENUE
HUNTINGTON PARK, CA 90255
TEL: (323) 584-6210 FAX: (323) 584-6244

CONDITIONAL USE PERMIT (CUP) APPLICATION

FOR OFFICE USE ONLY

*Date Filed:*_____ *File No.:*_____ *Fee/Receipt No.:*_____ *Initials:*_____

PROJECT INFORMATION

Project Address: 6241 MAYWOOD AVE., HUNTINGTON PARK, CA 90255. (BUSINESS ADDRESS): 6237 MAYWOOD AVE.

General Location: NEAR THE CROSS STREETS OF SOUTH MAYWOOD & RANDOLPH

Assessors Parcel Number (APN): 6318-007-012

APPLICANT'S INFORMATION

Applicant: PAUL COLLINS

Mailing Address: 1415 COTA AVENUE, LONG BEACH, CA 90813

Phone 1: (562) 437-6311 Phone 2: (562) 712-0224 Fax: (562) 495-0511

PROPERTY OWNER'S INFORMATION

Property Owner: JAY LITE

Mailing Address: 2210 E. 85TH STREET, LOS ANGELES, CA 90001

Phone 1: (323) 581-7772 Phone 2: (323) 359-6204 Fax: (323) 581-0806

REQUEST

I/We hereby request a Conditional Use Permit (CUP) for the following purpose:

TO OBTAIN A BUSINESS LICENSE TO OPERATE A DEMOLITION CONSTRUCTION BUSINESS WITH OFFICES & WAREHOUSE STORAGE. PROVIDE ACCESSIBLE PARKING SPACES, REPAIRS & REVISE DOORS, TO COMPLY WITH CALIFORNIA BUILDING CODE ACCESSIBILITY STANDARDS. CLEAN-UP & PAINT OFFICES & UPGARDE LIGHTING TO FLUORESCENT FIXTURES TO COMPLY WITH CALIFORNIA TITLE 24 ENERGY REQUIREMENTS.

In order for the Planning Commission to approve a CUP, the Huntington Park Municipal Code requires that all of the following findings be made:

A. That the proposed use is conditionally permitted within, and would not impair the integrity and character of, the subject zoning district and complies with all of the applicable provisions of this Code;

B. That the proposed use is consistent with the General Plan;

C. That the approval of the Conditional Use Permit for the proposed use is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines;

D. That the design, location, size, and operating characteristics of the proposed use are compatible with the existing and planned future land uses within the general area in which the proposed use is to be located and will not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other permitted uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City;

E. That the subject site is physically suitable for the type and density/intensity of use being proposed; and

F. That there are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

In order for the Planning Commission to determine if these findings are present in your case, the following questions must be answered by the **applicant**:

1. The site for this proposed use is adequate in size and shape. (Explain)

THIS PROJECT IS IN COMPLETE COMPLIANCE WITH HUNTINGTON PARK MUNICIPAL CODES & CURRENT ADOPTED 2010 STATE OF CALIFORNIA CALIFORNIA BUILDING CODE STANDARDS.

2. The site has sufficient access to street and highways that are adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use. (Explain)

THERE ARE A TOTAL OF 20 STANDARD + 3 COMPACT + 2 ACCESSIBLE PARKING SPACES @ THE EXISTING FACILITY. WE ARE NOT ADDING ANY ADDITIONAL AREA OR MORE CONCENTRATED USE TO THE EXISTING BUILDINGS. THERE WILL BE A TOTAL OF 3 EMPLOYEES WITH NO WALK IN BUSINESS FOR THE EXISTING LEASE BUSINESS & 6 EMPLOYEES WORKING IN THE EXISTING OFFICES & WAREHOUSE FOR THE NEW DEMOLITION CONTRUCTION BUSINESS WITH 16 REMAINING SPACES FOR BUSINESS CLIENTS. THE BUILDING'S ONE DRIVEWAY ACCESS IS SUFFICIENT FOR SUCH LOW VOLUMES OF TRAFFIC.

3. The proposed use will not be materially detrimental, nor have an adverse effect upon adjacent uses, buildings, or structures. (Explain)

THE AREA OF IMPROVEMENT IS PRIMARILY INTERIOR TO THE ENTIRE STRUCTURE. AS STATED IN SCOPE OF WORK, THE ONLY VISIBLE CHANGES FROM THE OUTSIDE ARE THE REPLACEMENT OF EXISTING WINDOWS AND DOORS TO COMPLY WITH ADA CODE REQUIREMENTS.

4. The proposed Conditional Use Permit will not be in conflict with the General Plan. (Explain)

AS STATED WITHIN THE PROJECT DATA, EXISTING PARKING IS NON CONFORMANT. NO NEW AREA IS ADDED TO THE BUIDLING FOOTPRINT. IN ADDITION 12 NEW SPACES WILL BE ADDED AND THE PROPOSED USES WILL NOT REQUIRE ADDITIONAL PARKING THAT CAN NOT BE MET BY THE SPACES PROVIDED.

CERTIFICATE AND AFFIDAVIT OF APPLICANT: I/We certify that all statements made on this application are true and complete to the best of my knowledge. I/We understand that any false statements may result in denial of the requested permit or revocation of any issued permit. I/We further certify that I am, or have permission by, the property owner to conduct the proposed development applied for herein.

Date FEBRUARY 25, 2013

Applicant Signature (Required)

PAUL A. COLLINS

Print Name

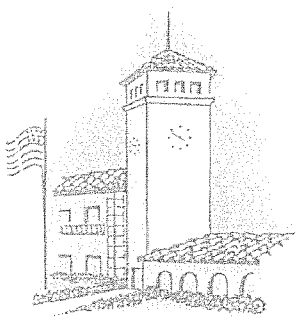
Note: If the applicant is not the property owner, the owner of the property must sign the application or a written authorization must be submitted so that the applicant may file the application.

Date FEBRUARY 25, 2013

Property Owner Signature (Required)

JAY LITE

Print Name



City of
HUNTINGTON PARK california
COMMUNITY DEVELOPMENT DEPARTMENT
6550 MILES AVENUE
HUNTINGTON PARK, CA 90255
TEL: (323) 584-6210 FAX: (323) 584-6244

ENVIRONMENTAL INFORMATION FORM

(To be completed by the applicant)

FOR OFFICE USE ONLY

Date Filed: _____ *File No.:* _____ *Fee/Receipt No.:* _____ *Initials:* _____

1. **Applicant** (please circle whether Owner, Leasee, Purchaser or Representative):

   Name: PAUL COLLINS (Representative/Architect)

   Address: 1415 COTA AVENUE, LONG BEACH, CA 90813

   Telephone: (562) 437-6311 Fax: (562) 495-0511

2. **Contact Person concerning this project**:

   Name: JAY LITE (Owner)

   Address: 2210 E. 85TH STREET, LOS ANGELES, CA 90001

   Telephone: (323) 581-7772 Fax: (323) 581-0806

3. **Address of project:** PROPERTY ADDRESS: 6241 MAYWOOD AVENUE, HUNTINGTON PARK, CA 90255

   BUSINESS ADDRESS: 6237 MAYWOOD

4. **Assessor's Parcel Number (APN):** 6318-007-012

5. **Indicate type of permit application(s)** (i.e. Conditional Use Permit, Development Permit, Variance, etc.) **for the project to which this form pertains:**

   CONDITIONAL USE PERMIT

6. **List any other permits and/or other public agency approvals required for this project, including those required by City, County, State and/or Federal agencies:**

   BUSINESS LICENSE

7. **Existing Zone:** GROUP S1 (MODERATE-HAZARD) / GROUP B

8. **Proposed use of site:** DEMO/CONSTRUCTION COMPANY & STORAGE: WAREHOUSE W/ OFFICES

9. **Site size** (lot dimensions and square footage):
100' x ~402.80' (LESS 1010 S.F. FOR CELL TOWER SITE) = 39,270 sq ft

10. **Project size**:

Square feet to be added/constructed to structure(s):
NO NEW AREA ADDED.

Total square footage of structure(s): (E) TOTAL BUILDINGS FOOTPRINT 20,210 SQ. FT.

11. **Number of floors of construction**:

Existing: 2 STORIES OF OFFICE, SINGLE STORY WARESHOUSE STORAGE.

Proposed: NO CHANGE

12. **Parking**:

Amount required: 19.8 FOR WAREHOUSE STORAGE + 9.3 FOR OFFICES = 30 BY CURRENT CODE

Amount provided: 25 (20 STANDARD + 3 COMPACT 2 ACCESSIBLE) FOR A TOTAL OF 9 EMPOYEES

13. **Anticipated time scheduling of project:** 4/1/2013

14. **Proposed phasing of development:** NONE REQUIRED

15. **If residential, include number of units, schedule of unit sizes, range of sale/rent prices, and type of household size expected**:
NOT APPLICABLE

16. **If commercial, indicate the type of commercial use, estimated employment per shift, proposed hours of operations, indicate whether neighborhood, City or Regionally oriented, square footage of sales area, and loading locations:**
DEMOLITION & GENERAL CONSTRUCTION MIXED COMMERCIAL/ INDUSTRIAL USES - SEE ITEM 17 BELOW.

17. **If industrial, indicate type of industrial or manufacturing use, estimated employment per shift, proposed hours of operations, and loading locations:**
DEMOLITION & GENERAL CONSTRUCTION EMPLOYEES ACCESS THE SITE FROM 6 AM TO 8 PM. STAFF EMPLOYEES THAT WORK IN THE OFFICES ACCESS THE SITE FROM 8 AM TO 5 PM, MONDAY THRU SATURDAY.

18. **If institutional, indicate type of institutional use, estimated employment per shift, proposed hours of operations, estimated occupancy, loading locations, and community benefits to be derived from the project:**
NOT APPLICABLE

Please complete numbers 19 through 33 by marking "A" through "D" and briefly discuss any items marked "A" "B" or "C" (attach additional sheets as necessary). Items marked "D" do not need discussion.

A) Potentially Significant Impact	B) Potentially Significant Impact Unless Mitigation Incorporated	C) Less than Significant Impact	D) No Impact

AESTHETICS

19. **Would the proposed project:**

a. Affect a scenic vista? D

b. Have a demonstrable negative aesthetic effect? D

c. Create light or glare? D

AIR QUALITY

20. Would the proposed project:

a. Affect air quality or contribute to an existing or projected air quality violation? D

b. Create or cause smoke, ash, or fumes in the vicinity? D

c. Create objectionable odors? D

BIOLOGICAL RESOURCES

21. Would the proposed project:

a. Remove of any existing trees or landscaping? D

CULTURAL RESOURCES:

22. Would the proposed project:

a. Affect historical resources? D

b. Have the potential to cause a significant physical change which would affect unique ethnic cultural values? D

GEOLOGY AND SOILS

23. Would the proposed project:

a. Result in erosion, changes in topography or unstable soil conditions from excavation, grading or fill? D

b. Be located on expansive soils? D

c. Result in unique geologic or physical features? D

HAZARDS

24. Would the proposed project:

a. Create a risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)? D

b. The use or disposal of potentially hazardous materials (i.e. toxic or flammable substances)? D

c. The creation of any health hazard or potential health hazard? D

d. Exposure of people to existing sources of potential health hazards? D

HYDROLOGY AND WATER QUALITY

25. Would the proposed project:

a. Change water drainage patterns? D

b. Change the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capabilities? D

c. Impact groundwater quality? D

d. Substantially reduce the amount of groundwater otherwise available for public water supplies? D

LAND USE AND PLANNING

26. Would the proposed project:

a. Conflict with the Zoning or General Plan designation? D

b. Be incompatible with existing land use in the vicinity? D

c. Disrupt or divide the physical arrangement of an established community? D

MINERAL AND ENERGY RESOURCES

27. Would the proposed project:

a. Conflict with the conservation of water? D

b. Use non-renewable resources in a wasteful and/or inefficient manner? D

c. Substantially increase energy consumption (i.e. electricity, oil, natural gas, etc.)? D

NOISE

28. Would the proposed project result in:

a. Increase to existing noise levels? D

b. Exposure of people to severe noise levels? D

POPULATION AND HOUSING

29. Would the proposed project:

a. Induce substantial growth in an area either directly or indirectly (i.e. through population growth or infrastructure use)? D

b. Displace existing housing, especially affordable housing? D

PUBLIC SERVICES

30. Would the proposal result in a need for new or altered government services for any of the following public services:

a. Fire protection? D

b. Police protection? D

c. Schools? D

d. Maintenance of public facilities, including roads? D

e. Other governmental services? D

RECREATION

31. Would the proposed project:

a. Increase the demand for neighborhood or regional parks or other recreational facilities? D

b. Affect existing recreational opportunities? D

TRANSPORTATION AND TRAFFIC

32. Would the proposed project:

a. Increase vehicle trips or traffic congestion? D

b. Increase hazards to safety from design features (i.e. sharp curves or dangerous intersections)? D

c. Inadequate access to nearby uses? D

d. Insufficient on-site parking capacity? D

e. Hazards or barriers for pedestrians or bicyclists? D

UTILITIES AND SERVICE SYSTEMS

33. **Would the proposed project result in a need for new systems or supplies, or alterations to the following utilities:**

a. Power or natural gas? D

b. Communications systems? D

c. Local or regional water treatment or distribution facilities? D

d. Sewer or septic tanks? D

e. Storm water drainage? D

f. Solid waste disposal? D

g. Local or regional water supplies? D

34. **Describe the project site as it exists before the project, including any existing structures on the site, and the use of the structures (i.e. residential, commercial, industrial, etc.) Attach photographs of the site and of the surrounding land uses.**

NO MODIFICATION TO THE EXTERIOR OF THE BUILDING WILL BE MADE.

THERE IS A BUILDING LOCATED ON ALONG THE NORTH AND SOUTH PROPERTY LINE WITH A

CELL TOWER ANTANNAE LOCATED ON THE NORTH EAST CORNER OF THE LOT

PHOTOGRAPHS ARE LOCATED ON THE CD PROVIDED WITH SUBMITTAL

35. **Describe the intensity of land use (i.e. single-family, apartment dwellings, shopping center, etc.), and specifications of development (i.e. height, primary frontage, secondary frontage, setbacks, rear yard, etc.).**

THE LAND USE PRIMARILY CONSISTS OF SMALL BUSINESS AND CONTRACTOR LOCATIONS

WITH SOME NON-HADARDOUS STORAGE FACILITIES.

CERTIFICATION: I hereby certify that the statements furnished above and in the attached plans present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

	FEBRUARY 25, 2013
Applicant (Signature)	**Date**

MITIGATED NEGATIVE DECLARATION

EXHIBIT F **CASE NO.** 2015-09 CUP

Initial Study / Mitigated Negative Declaration Sun-Lite Metal Recycling Warehouse

Prepared For:

City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Prepared by:

McAlister GeoScience,
and Crable & Associates
13555 Fiji Way
Marina Del Rey, California

July 20, 2015

Table of Contents

Environmental Checklist

1 **Project title:** Sun-Lite Commercial Metal Recycling Business Conditional Use Permit (CUP) Initial Study/Negative Declaration

2 **Lead agency name and address:** City of Huntington Park Community Development Department, 6550 Miles Avenue, Huntington Park, CA 90255

3 **Contact person and phone number:** Alberto Fontanez, Senior Planner, (323) 584-6250

4 **Project location:** 6301 Maywood Avenue, Huntington Park, CA 90255

5 **Project sponsor's name and address**: Jay Lite, 2210 East 85th Street, Los Angeles, CA 90001

6 **General plan designation**: Industrial Manufacturing

7 **Zoning**: Manufacturing Planned Development (MPD)

8 **Description of project**: The proposed project consists of the minor renovation (tenant improvements) and reuse of an existing 40,168-square-foot industrial/manufacturing site improved with 29,295 square feet of warehouse storage area, office, and restrooms, to collect, temporarily store, and ship ferrous and non-ferrous commercial scrap metal. Project elements include the following:

Renovation

- Demolish and remove approximately 303 square feet of existing office space fronting Maywood Avenue (see Site Plan),
- Provide new American Disabilities Act (ADA) accessible van parking, and 3 new standard parking spaces,
- Repair and revise existing entry doors, and provide 4 new entry doors to comply with ADA accessibility standards,
- Renovate windows in office area,
- Add new 11' by 30' ground truck scale,
- Renovate (upgrade) interior/exterior lighting to comply with Title 24 energy requirements
- Renovate skylights, interior, and exterior finishes.

Operation

- Up to 2 roll-off trucks will deliver scrap metal to the project site daily.
- Approximately 5 to 6 pickup trucks will deliver scrap metal to the project site daily.
- Up to 2 container trucks (no larger than SU-30 single-unit trucks) per week will transport bailed scrap metal from the project site to the metal processing facilities in south Los Angeles and Montebello.
- A maximum of 5 employees will be working at the project site at full operation.
- The scrap metal is only unloaded inside the warehouse where it is sorted by ferrous/nonferrous and size into piles, barrels, and metal bins.
- Sorted metals are moved in the warehouse using only bobcats and forklifts.

- When enough of a specific type and size of metal is collected, it is loaded into the bailer conveyor and bailed.
- The bailed metals are temporarily stored within the warehouse.
- The bailed metals are loaded by forklift into the roll-off trucks in the truck loading well (see Figure 1 – Site Plan).
- Scrap metal is unloaded inside the building only.
- This facility is not intended for and will not accommodate CRV recycling.

9. **Surrounding land uses and setting:** Adjacent land uses north, south, and west of project site is occupied with similar land uses also zoned Manufacturing Planned Development (MPD) by the city of Huntington Park. Adjacent land uses east of the project are within the city of Bell are zoned C3R, and include commercial, light industrial, and residential uses.
10. **Other public agencies whose approval is required**: Approval is required only by the city of Huntington Park.

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.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology / Soils
☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials	☐	Hydrology / Water Quality
☐	Land Use / Planning	☐	Mineral Resources	☐	Noise
☐	Population / Housing	☐	Public Services	☐	Recreation
☐	Transportation / Traffic	☐	Utilities / Service Systems	☐	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 on 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 Date

_____ _____

Signature Date

Evaluation of Environmental Impacts

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which

were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9) The explanation of each issue should identify:
   a) The significance criteria or threshold, if any, used to evaluate each question; and;
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Checklist

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☐	☐
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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 that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting substantial number of people?	☐	☐	☒	☐
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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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 Game or US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

	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?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
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 that would result in substantial erosion or siltation on-or off-site?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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?	☐	☐	☐	☐
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?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project 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:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider that 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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:				
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 of restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Impact Discussion

Aesthetics

Thresholds of Significance – Would the project:

a) Have a substantial adverse effect on a scenic vista?
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact (a-c): The proposed project consists of the minor renovation and reuse of an existing industrial warehouse facility located within a zoning district designated Industrial/Manufacturing Planned Development (MPD). The project is not located in an area with a scenic vista, or an area within or adjacent to designated scenic resources.[1] [2] In addition, the proposed project is not located adjacent or near buildings designated as Historic Resources.[3] Consequently, it is not likely that the proposed project would significantly impact the existing visual character or quality of the site and/or vicinity.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

[1] City of Huntington Park Municipal Code. 2013. Title 9 Zoning. Chapter 4 Zoning Districts. Article 3. MPD (Industrial/Manufacturing Planned Development) Zones. http://qcode.us/codes/huntingtonpark/view.php?topic=9&expand=1&frames=off

[2] City of Huntington Park Zoning Map, 2014: http://ca-huntingtonpark.civicplus.com/DocumentCenter/View/3772

[3] City of Huntington Park. 2014. Planning & Zoning Division. Historic Preservation Designated Historic Resources. Historic Preservation Home.

No Impact (d): The proposed project will renovate existing lighting to conform to Title 24 Energy Requirements; however, no new sources of light or glare will result from the renovations.

Agriculture and Forestry Resources

Thresholds of Significance –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?
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
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))?
d) Result in the loss of forest land or conversion of forest land to non-forest use?
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?

No Impact (a-e): The proposed project consists of the minor renovation and reuse of an existing industrial warehouse facility located within an area zoned for industrial and manufacturing uses. No agricultural or forestry resources are located on or in the vicinity of the proposed project.

Air Quality

Thresholds of Significance – Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
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)?
d) Expose sensitive receptors to substantial pollutant concentrations?
e) Create objectionable odors affecting a substantial number of people?

Air Quality Background[4]

The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the SCAB. Since 1979, a number of AQMPs have been prepared. The AQMP was designed to comply with State and federal requirements, reduce the high level of pollutant emissions in the SCAB, and ensure clean air for the region through various control measures. To accomplish its task, the AQMP relies on a multilevel partnership of governmental agencies at the federal, State, regional, and local level. These agencies (i.e., the USEPA, CARB, local governments, SCAG, and SCAQMD) are the cornerstones that implement the AQMP programs.

On December 7, 2012, the SCAQMD adopted the *2012 Air Quality Management Plan*. The purposes of the 2012 AQMP for the Basin are to set forth a comprehensive and integrated program that will lead the Basin into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, to satisfy the planning requirements of the federal Clean Air Act, and to provide an update to the Basin's commitments towards meeting the federal 8-hour ozone standards. It will also serve to satisfy the recent U.S. EPA proposed requirement for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a VMT emissions offset demonstration. Specifically, the Plan will serve as the official SIP submittal for the federal 2006 24-hour $PM_{2.5}$ standard, for which U.S. EPA has established a due date of December 14, 2012. In addition, the 2012 AQMP will update specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP, and thus help to reduce reliance on CAA Section 182(e)(5) long-term measures. Once approved by the District Governing Board and CARB, the 2012 AQMP will be submitted to U.S. EPA as the 24hour $PM_{2.5}$ SIP addressing the 2006 $PM_{2.5}$ NAAQS and as a limited update to the approved 8hour ozone SIP. The 1-hour ozone attainment demonstration and VMT emissions offset demonstration will also be submitted through CARB to EPA.

The 2012 AQMP also includes an update on the air quality status of the Salton Sea Air Basin (SSAB) in the Coachella Valley, a discussion of the emerging issues of ultrafine particle and near-roadway exposures, a report on the health effects of $PM_{2.5}$, and an analysis of the energy supply and demand issues that face the Basin and their relationship to air quality. Pursuant to statute, the public hearing will also discuss the report on health effects of $PM_{2.5}$ (Health & Safety Code §40471).

The 2012 AQMP incorporates the most recent planning assumptions and the best available information including: revised stationary point and area source emissions inventories; on-road and off-road mobile source emissions inventories based on CARB's latest EMFAC2011 and Off-Road Models; the use of new meteorological episodes for ozone and expanded air quality modeling analysis; and the latest demographic growth forecasts based on the

[4] Synectecology. January 31, 2014. Sunlite Metals Inc. Metal Recycling Project Focused Air Quality Analysis. Appendix A.

approved 2012 Regional Transportation Plan (2012 RTP) developed by SCAG.

Less Than Significant Impact (a): The California Environmental Quality Act (CEQA) requires that projects be consistent with the AQMP. A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the AQMP in the following ways: (1) it fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed; and (2) it provides the local agency with ongoing information assuring local decision-makers that they are making real contributions to clean air goals contained in the AQMP.

Only new or amended general plan elements, specific plans, and regionally significant projects need to undergo a consistency review. This is because the AQMP strategy is based on projections from local general plans. Projects that are consistent with the local general plan are, therefore, considered consistent with the air quality management plan.

As proposed, the Applicant seeks approval to replace a warehousing facility with a metals recycling facility. The project would be expected to reduce traffic and emissions when compared with the existing land use and project-generated emissions are not projected to exceed the daily threshold values suggested by the SCAQMD. Additionally, the project would not result in significant localized air quality impacts. As such, the project is consistent with the goals of 2012 AQMP and, in that respect, does not present a significant air quality impact.

Less Than Significant Impact (b):

The potential air quality impacts associated with and attributable to construction and operation are addressed separately below.

Construction Impacts

Air quality impacts may occur during demolition and construction activities required to implement the proposed land use. The site is already developed and the new owner would make use of most of the existing structures. No grading is necessary. Major sources of emissions during construction include exhaust emissions generated during demolition, minor building activities, and the emission of Reactive Organic Gases (ROGs) during the painting of the structures.

The project involves the demolition of approximately 303 square feet of existing structure, the addition of four new parking spaces, repair of four entry doors to comply with accessibility standards, new windows for an existing office, the addition of an 11 foot by 30 foot truck scale, and the replacement of existing skylights and clean up and upgrades to comply with Title 24 requirements. No major construction is proposed and no grading is necessary.

The primary source of emissions released would be ROG emissions associated with the application of paints and coatings for the 850 square feet of office space that are to be retained, but some heavy equipment would be used in demolition and the construction of the truck well. This analysis is based on the demolition of 303 square feet and construction of 850 feet of office space, including parking. The analysis recognizes that the project would simply renovate existing office space, but the emissions projected by the model for heavy equipment would be applicable to the construction of the truck well and parking spaces.

Table 1 includes the daily emissions projected for site construction. Note that all values are within their respective thresholds and the impact is less than significant.

Operational Impacts

The major source of long-term air quality impact is that associated with the emissions produced from project-generated vehicle trips. Stationary sources add only minimally to these values. In accordance with the transportation analysis, the existing land uses generate approximately 113 average daily trips (ADT). The project is expected to generate 98 ADT for a net *decrease* of 15 ADT on a weekday. Still, because the number of trips is so small, and to make up for any discrepancy between the unknown existing truck to automobile ratios, for the purposes of this analysis, the impact is based on the increase of 98 ADT using the default CalEEMod vehicle mix. This net increase (rather than the decrease of 77.5 ADT) was used in the prediction of air quality emissions associated with vehicle travel.

Emissions associated with project-related trips are based on the CalEEMod computer model and assume occupancy in 2014. Since emissions per vehicle are reduced each year due to tightening emissions restrictions and the replacement of older vehicles from the road, the use of 2014 emission factors presents a worst-case analysis with regards to operational air quality impacts. Again, both summer and winter scenarios were modeled and the higher of the two values are included in Table 2. Note that all emissions are within their respective threshold values and the impact is less than significant.

Stationary Source Emissions

With regards to stationary source emissions, in addition to vehicle trips, the occupants would produce emissions from on-site sources, including the combustion of natural gas for space and water heating. Additionally, the structures would be maintained and this requires repainting over time, thus resulting in the release of additional VOC (ROG) emissions. Also, the use of aerosol products such as cleaners would be associated with the project.

As a worst-case scenario, the project emissions are based on the operation of the entire 29,108 square foot facility and do not remove those emissions from the existing use that is to be displaced. The resultant emissions are included in Table 2. Note that all emissions are within their respective criteria and the impact is less than significant.

Less Than Significant Impact (c): In accordance with SCAQMD methodology, projects that do not exceed or can be mitigated to less than the daily threshold values do not add significantly to a cumulative impact. Criteria pollutants are all within the recommended SCAQMD threshold levels for both construction and operation and this impact is less than significant.

Less Than Significant Impact (d):

Short-Term Localized Impacts

In addition to the mass daily threshold standards discussed above, project construction has the potential to raise localized ambient pollutant concentrations. This could present a significant impact if these concentrations were to exceed the ambient air quality standards included in Table 1 at receptor locations.[5]

The SCAQMD has developed screening tables for the construction of projects up to five acres in size; These tables are included in the SCAQMD's *Final Localized Significance Threshold Methodology* (June 2003) and are periodically updated on the SCAQMD Internet web site. The most current update was in 2008 and these data are use in the analysis. The emissions values included in the screening tables are based on the emissions produced at the site and do not include mobile source emissions (i.e., trucks and worker vehicles) spread over a much larger area.

Screening level allowable emissions are calculated from the "mass-rate look-up tables" included in the *Final Localized Significance Threshold Methodology* (Appendix C). Rather than using the entirety of the site, the CalEEMod emissions model bases the area of disturbance on equipment use. Dozers, graders, and crawler tractors are estimated to disturb an area of 0.5 acre while scrapers are estimated to disturb 1.0 acre over an 8-hour work day.

The CalEEMod model estimates that demolition would require a rubber-tired dozer (0.5 acre). The screening tables address sites that are 1, 2, and 5 acres in size with receptors located 25,

50, 100, 200, and 500 meters away. Site sizes and receptor distances that lie between these values may be determined by linear interpolation.

The CalEEMod model estimates that the daily activity associated with demolition is 0.5 acre and based on linear interpolation, screening levels would be half that for a 1-acre site. The allowable screening levels for a 1-acre site in SRA 12, where the project is located, with sensitive receptors located at the minimal distance of 25 meters are 231, 46, 4, and 3 pounds per day for CO, NOx, PM_{10}, and $PM_{2.5}$, respectively. At 50 meters (164 feet), the approximate distance of the nearest residential units, the levels for CO, PM_{10}, and $PM_{2.5}$ are increased to 342, 12, and 4 pounds per day, respectively. NOx remains at 46 pounds per

[5] Ibid.

day.

A half-acre site would allow for screening levels that are half those of a 1-acre site or 115.5, 23, 2, and 1.5 pounds per day, respectively at the minimal distance of 25 meters. At 50 meters, the levels for 0.5 acre would be 171, 23, 6, and 2 pounds per day, respectively.

Peak daily on-site emissions are projected by the CalEEMod model at 8.85, 14.83, 1.03, and 0.95 pounds per day for CO, NOx, PM_{10}, and $PM_{2.5}$, respectively. These values are all below those that would be allowable at the minimum screening distance, as well as those that would be allowable at the nearest sensitive land uses and construction emissions would not create localized impacts.

Long-Term Localized Impacts

Long-term effects of the proposed project could also be significant if they exceed the CAAQS. As noted for construction, these criteria only apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. CO and NO_2 would be significant if the project were to raise existing levels above those values included in the CAAQS. Again, because the Basin is a non-attainment area for particulate matter, the operational thresholds for both PM_{10} and $PM_{2.5}$ are set at a measurable increase of 2.5 $\mu g/m^3$.

Unlike construction equipment that generates exhaust and dust in a set area, the primary source of emissions from project operations is due to the addition of vehicles on the roadway system. These emissions are then spread over a vast area and do not result in localized concentrations in proximity to the project site. As such, localized modeling for the project operations is not prepared for residential, limited commercial, or light industrial development that does not include a truck terminal.

Because CO is the criteria pollutant that is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, long-term adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. In the past, areas of vehicle congestion had the potential to create "pockets" of CO called "hot spots;" However, the SCAB has now been designated as an Attainment area of both the State and federal CO standards, and no hot spots have been reported in the project area in more than the last 5 years. CO is no longer a localized pollutant of concern near roadways and, as such, this analysis is no longer necessary. Furthermore, the project would add just eight trips during the A.M. peak hour and eight trips during the PM peak hour, but remove 10 and 11 trips during the A.M. and PM peak hours, resulting in a slight decrease in local traffic and these trips would not add measurably to local CO levels in the project area.

Less Than Significant Impact (e): Project construction would involve some use of heavy equipment creating exhaust pollutants. With regards to nuisance odors, any air quality impacts will be confined to the immediate vicinity of the equipment itself. By the time such emissions reach any sensitive receptor sites away from the project site, they will be diluted

to well below any level of air quality concern; an occasional "whiff" of diesel exhaust from passing equipment and trucks accessing the site from public roadways may result. Such brief exhaust odors are an adverse but less-than-significant, air quality impact. Additionally, some odor would be produced from the application of asphalt, paints, and coatings. Any exposure to these common odors would be of short-term duration and, while potentially adverse, are less than significant.

Project operations would involve metal recycling. The site would not accept organic waste products or solvents that may create odors. Additionally, as many as three heavy trucks (i.e., two roll-off trucks and one container truck) could visit the site on any given day. In light of the industrial nature of the land use and adjoining properties, this volume of trucks is small and would not produce notable odors at any proximate sensitive residential locations.

Biological Resources

Thresholds of Significance – 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 Game or U.S. Fish and Wildlife Service?
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
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?
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?
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
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?

No Impact (a-f): The proposed project consists of the minor renovation and reuse of an existing industrial warehouse facility located in an area zoned for industrial and manufacturing uses. No biological resources are located on or in the vicinity of the proposed project.

Cultural Resources

Thresholds of Significance – Would the Project:

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

No Impact (a-d): The proposed project consists of the minor renovation and reuse of an existing industrial warehouse facility located within an area zoned for and occupied with similar industrial/manufacturing uses. Improvements to the existing warehouse and appurtenant parking area will not include sub-surface work of any kind; consequently, no archeological, paleontological, or interred human remains will be affected. In addition, no historical building or historical resource is located on or near proposed project site.[6]

Geology and Soils

Thresholds of Significance – 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.
    ii) Strong seismic ground shaking?
    iii) Seismic-related ground failure, including liquefaction?
    iv) Landslides?
b) Result in substantial soil erosion or the loss of topsoil?
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?
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?
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?

[6] City of Huntington Park. Planning & Zoning Division. Historic Preservation Designated Historic Resources.

Less Than Significant Impact (a-e): The proposed project consists of the minor tenant improvements and reuse of an existing, fully built out industrial warehouse facility, and is not located in an area susceptible to soil erosion, landslide, lateral spreading, subsidence, liquefaction or collapse. As a mandatory condition of project approval, the project would be required to construct/remodel proposed structures in accordance with the City Building Code,[7] which would assuage significant adverse effects associated with strong seismic ground shaking. With mandatory compliance with standard design and construction measures, potential adverse impacts would be reduced to less than significant and the project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking.

Greenhouse Gas Emissions

Thresholds of Significance – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact (a): To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD has convened a GHG CEQA Significance Threshold Working Group for the process of establishing a threshold for GHG emissions to determine a project's regional contribution toward global climate change impacts for California. On September 28, 2010 the SCAQMD put forth a threshold of 3,000 metric tons (MTons) of CO_2e per year for residential, commercial, and mixed use projects and 10,000 Mtons CO_2e for industrial projects under CEQA. The SCAQMD also suggests that a threshold of 3,500 Mtons may be appropriate for residential development if commercial is limited to 1,400 Mtons and mixed-use is limited to 3,000 Mtons so long as these values are used consistently.

Construction

The Applicant estimates that construction would take about 2 months. For the purposes of this analysis, construction is estimated to begin in July 2014 and follows the CalEEMod default construction schedule except that the default building phase was reduced from 100 to 50 days.

Construction activities would consume fuel and result in the generation of greenhouse gases.

Construction CO_2e emissions are as projected using the CalEEMod computer model and

[7] City of Huntington Park Municipal Code. Title 8 Building Regulation. Chapter 1 Building Code.

included in Table 3. Note that all emissions are within the threshold value and the impact is less than significant.

Site Operations

In the case of site operations, the majority of greenhouse gas emissions, and specifically CO_2, is due to vehicle travel, energy consumption, and water use. As shown in Table 4, CalEEMod projects that combined, mobile, area source, energy, waste, and water conveyance for the project is estimated at about 344 Mtons of CO_2e on an annual basis. This value of itself is well under the suggested threshold of 10,000 Mtons per year and the impact is less than significant. Additionally, the project would displace the existing warehousing use and those emissions would be removed.

Less Than Significant Impact (b): An impact can also be potentially significant if the project does not comply with the applicable plans necessary for the reduction of greenhouse gases. Like air quality impacts, projects that generate *de minimus* levels (i.e., less than 10,000 Mtons per year) and don't result in a significant impact or can be mitigated to less than significant would be deemed to be in compliance of the local policies with respect to GHG.

The project upgrades the existing structures to comply with Title 24 standards increasing their energy efficiency and reducing greenhouse gasses associated with energy use, a major contributor for industrial land uses. Even so, the project is subject to the requirements of State Assembly Bill 32 and any requirements set forth therein. Adherence to SB32, and any measures outlined therein, would be requisite and as such, are not mitigation under CEQA.

Construction

As demonstrated above, construction is estimated to generate about 37.26 Mtons of CO_2e. This value is below the 10,000-Mton threshold value and the cumulative impact to climate change is less than significant. As such, construction would not conflict with existing plans and policies.

Site Operations

The project would upgrade the existing warehousing facility to Title 24 requirements. The operational total is estimated at about 343.68 Mtons of CO_2e on an annual basis and is less than the 10,000-Mton per year threshold suggested by the SCAQMD. As such, the impact is less than significant.

Additionally, it should be noted that if the entirety of the construction were to take place simultaneously within the first year of operation, the combined total is calculated at just 380.94 Mtons of CO_2e (37.26 Mtons + 343.68 Mtons) and is still well under the 10,000 Mtons per year threshold.

Hazards and Hazardous Materials

Thresholds of Significance – Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
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?
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
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?
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?
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?
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
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?

No Impact (a-h): The proposed project consists of the minor renovation and reuse of an existing industrial/manufacturing warehouse facility located within an area zoned for and occupied with similar industrial/manufacturing uses. Improvements to the existing warehouse and appurtenant parking area may include limited amounts of hazardous materials, the use of which will be subject to existing laws, ordinances, and regulations. Operation of the proposed project, which consists of the reuse of the warehouse areas to temporarily store scrap metal prior to shipping to recycling businesses in the region, will not involve the use, storage, or generation of hazardous materials.

The proposed project is not included on a list of hazardous sites compiled pursuant to Government Code Section 65962.5. The proposed project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The proposed project is not located within an airport land use plan, nor in the vicinity of a private airstrip.

Improvements to the existing warehouse and parking areas, and use of the facility to collect, temporarily store, and ship ferrous and non-ferrous scrap metal will be

implemented in accordance with existing fire code, ordinances, and regulations and will not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The proposed project is not located in or near an area where wildland fires could occur.

With mandatory compliance with standard fire code measures,[8] no potential adverse impacts as a result of hazards and hazardous materials are likely to occur.

Hydrology and Water Quality

Thresholds of Significance – Would the project:

a) Violate any water quality standards or waste discharge requirements?
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)?
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 that would result in substantial erosion or siltation on-or off-site?
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?
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
f) Otherwise substantially degrade water quality?
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?
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?
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?
j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact (a): The proposed project would comply with the City's[9] and the Los Angeles County Department of Public Works' regulations that implement Best Management Practices (BMPs) to prevent discharges of pollutants to waters of the United States from any point source unless the discharge is in compliance with a National

[8] City of Huntington Park Municipal Code. 2013. Title 4 Public Safety. Chapter 5 Fire Code.
[9] Huntington Beach Municipal Code. 2013. Title 7 Public Works. Chapter 9 Stormwater Management and Discharge.

Pollutant Discharge Elimination System (NPDES) permit. In accordance with the CWA, the proposed project, as with all construction within the City of Huntington Park, is required to comply with the NPDES, if applicable.

No Impact (b-j): The proposed project consists of the minor renovation and reuse of an existing industrial warehouse facility located within an area zoned for and occupied with similar industrial/manufacturing uses. Tenant improvements to the existing warehouse and appurtenant parking area, and use of the facility to collect, store, and ship scrap metal will not substantially affect regional groundwater use, alter site drainage, cause erosion on or off site, 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, or affect the existing site and vicinity hydrology and water quality characteristics in any way.

Land Use and Planning

Thresholds of Significance – Would the project:

a) Physically divide an established community?
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?
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact (a) The proposed project is located in zoning district Industrial/Manufacturing Planned Development (MPD), an area zoned for and occupied with industrial/manufacturing uses. Renovation of the existing warehouse, and the collection, temporary storage, and shipping of scrap metal presents no components that could physically divide an established community.

Less Than Significant Impact (b) The proposed project is located within the MPD zoning district: light and heavy recycling facilities are allowable uses subject to a Conditional Use Permit (CUP) from the City.[10] If the proposed project is granted a CUP to operate a recycling facility per the applicable city standards, then the proposed project would comply with the zoning requirements for the MPD district.

No Impact (c) The proposed project is not located in or near an area governed by any applicable habitat conservation plan or natural community conservation plan.

[10] City of Huntington Park Municipal Code. 2013. Title 9 Zoning. Chapter 4 Zoning Disricts. Article 3 MPD (Industrial/Manufacturing Planned Development) Zones.

Mineral Resources

Thresholds of Significance – 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?
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?

No Impact (a) Renovation of the existing warehouse and the collection, temporarily storing, and shipping of scrap metal presents no components that would 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, nor 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.

Noise

Thresholds of Significance – 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?
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
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?
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?

The following analysis provides a discussion on the fundamentals of sound, examines Federal, State, and City noise guidelines and policies, reviews noise levels at the site and existing receptor locations, and evaluates potential noise impacts associated with the proposed project.[11] Modeled traffic noise levels are based upon vehicle data contained in the traffic-projections and data provided by Traffic Engineering and Planning, Inc. (TEP). This evaluation was prepared in conformance with local standards and utilizes procedures and methodologies as specified by Caltrans and the Federal Highway Administration. The

[11] Synectecology. February 4, 2014. Sunlite Metals Inc. Metal Recycling Project Focused Noise Analysis.

evaluation of noise impacts associated with a proposed project includes:

- Reviewing existing ambient noise levels including traffic-noise modeling in the project area,
- Determining the noise impacts associated with site development,
- Determining the long-term noise impacts from project-related traffic, and
- Determining the long-term noise impacts from on-site noise on off-site occupants.

Regulatory Background

To limit population exposure to physically and/or psychologically damaging, as well as intrusive noise levels, the federal government, the State of California, various County governments, and most municipalities in the State have established standards and ordinances to control noise.

Federal Government

Occupational Health and Safety

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the USEPA. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan. The construction of the project will be subject to these OSHA limitations and all workers would receive appropriate training, hearing protection, and breaks, accordingly, ensuring that they are not exposed to harmful noise levels. Similarly, once operational, noise in the workplace would be subject to OSHA limitations.

Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 45 dBA Ldn as a desirable maximum interior standard for residential units developed under HUD funding. This level is also generally accepted within the State of California. While HUD does not specify acceptable exterior noise levels, standard construction of residential dwellings constructed under Title 24 standards typically provide 20 dBA of attenuation with the windows closed. Based on this premise, the exterior Ldn should not exceed 65 dBA.

State of California

The California Office of Noise Control has set acceptable noise limits for sensitive uses. Sensitive-type land uses, such as homes and schools, are "normally acceptable" in exterior noise environments up to 65 dBA CNEL and "conditionally acceptable" in areas up to 70 dBA CNEL; A "conditionally acceptable" designation implies that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use type is made and needed noise insulation features are

incorporated in the design. By comparison, a "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements.

Applicable interior standards for new multi-family dwellings are governed by Title 24 of the California Administrative Code. These standards require that acoustical studies be performed prior to construction in areas that exceed 60 dBA Ldn. Such studies are required to establish measures that will limit interior noise to no more than 45 dBA Ldn and this level has been applied to many communities in California.

City of Huntington Park

The Noise Element is included in the City of Huntington Park General Plan and provides noise-related, land use compatibility guidelines (Figures 1 and 2 Appendix B–Noise Impact Analysis). Huntington Park's primary goal with regard to community noise is to identify sensitive land uses and minimize their exposure to excessive or unhealthy noise levels. Toward this end, this Element reiterates the State of California Title 25 standards for noise insulation where exterior noise levels exceed 65 dBA CNEL. In such cases, the developer must reduce interior noise levels to no more than 45 dBA CNEL. The standard applies to multi-family residential development, and is also commonly used for single family residential and other sensitive land use development including educational and medical facilities, libraries, senior housing, and park and recreational activities that are considered as noise sensitive. The Noise Element also lists areas of special concern that are expected to experience noise in excess of 65 dBA CNEL including residential uses that are unshielded from noise generated along Maywood Avenue.

Stationary noise sources are regulated though the City of Huntington Park Municipal Code, Chapter 9-3.5. Section 9-3.504 Excessive noise prohibited, states "It shall be unlawful for any person to willfully make or continue, or willfully cause to be made or continue, any loud, unnecessary or unusual noise that disturbs the peace or quiet of any neighborhood or constitutes a public nuisance;"

Title 5, Chapter 11, Article 1, Section 5-11;01, Noise, defines nuisance noise as "any noise created, made, maintained, or produced by, though, or on account of the operation, starting, manipulation, use, movement, working, handling, or maneuvering of any device, appliance, apparatus, equipment, object, or thing, mechanical or otherwise, within the City by any person, and which noise is of sufficient loudness, intensity, or character and/or of such continuance or recurrence as to disturb the peace or quiet of any neighborhood within the City, is hereby declared to be a nuisance affecting the public peace, health, and safety of the City;"

The City of Huntington Park recognizes that some noise is necessary and provides exemption for certain activities. Section 9-3.506 provides exceptions to provisions, including noise sources associated with construction, repair, remodeling or grading of any real property, provided the activities do not take place between the hours of 7:00 P.M. and 7:00 A.M. on weekdays, including Saturdays, or at any time on Sundays or Federal holidays;

and any activity to the extent regulation has been preempted by State or Federal law. This would apply to any vehicle traveling on a public road.

City of Bell

The residential area located along California Avenue to the east of the project is located in the City of Bell; The City's Noise Element is included in the City of Bell's *2010 General Plan* and provides noise-related, land use compatibility guidelines. The City sets "normally acceptable" and "conditionally acceptable" levels of 60 and 70 dBA CNEL, respectively, for single-family residential units. Multi-family residential units raise the "normally acceptable" level to 65 dBA CNEL and the "conditionally acceptable" remains at 70 dBA CNEL; The City requires mitigation in those cases where residential units are located in areas greater than 65 dBA CNEL to ensure that interior levels do not exceed 45 dBA CNEL.

Stationary noise sources are regulated though the City of Bell Municipal Code, Chapter 8.28, Noise. The City Municipal Code does not set quantitative limitations on noise. Chapter 8.28.020, Loud or Unusual Noise Prohibited, states, "Notwithstanding any other provisions of this chapter, it is unlawful for any person to make, cause or permit any loud or unusual noise to emanate from any activity taking place on real property owned or occupied by such person, which has the effect of disturbing the peace and quiet of the neighborhood, or which directly causes an unreasonable interference with the use, enjoyment and/or possession of any real property owned or occupied by any other person;"

Chapter 8.28.040, Noise regulated, notes,

a) "No person shall play, use, or operate or permit to be played, used or operated any radio, receiving set, T.V. set, musical instrument, phonograph, jukebox or other machine or device for producing or reproducing sound in a manner which disturbs the peace and quiet of any residentially zoned neighborhood.

b) No person shall play, use, operate or permit to be played, used or operated any radio, receiving set, T.V. set, musical instrument, phonograph, jukebox or other machine or device for producing or reproducing sound between the hours of ten p.m. and seven a.m. on property located in any residential zone and when clearly the same is audible at a distance of fifty (50) feet or more from the building, structure, property or vehicle where the sound is produced;"

Note that the Code only includes those noise sources for producing and reproducing sound, and not that from construction equipment or even processing machinery. And while construction is typically subject to local exemption, the City of Bell does not recognize any hourly restrictions, or exemptions for construction noise. Chapter 8.28.030, Exemptions, notes:

"The following activities shall be exempted from the provisions of this chapter:

a) Emergency Exemption. The emission of sound for the purpose of alerting persons to the existence of an emergency, or the emission of sound in the performance of emergency work;
b) Warning Devices. Warning devices necessary for the protection of public safety, as for example, police, fire and ambulance sirens, and train horns;
c) Outdoor Activities. Activities conducted on public playgrounds and public or private school grounds including but not limited to school athletic and school entertainment events;
d) Railroad Activities. All locomotives and rail cars operated by any railroad which is regulated by California Public Utilities Commission;
e) Federal or State Preempted Activities. Any activity to the extent regulation thereof has been preempted by state or federal law; (Prior code § 3988)" The generation of noise associated with the implementation of the proposed project would occur in the short-term with construction activities and over the long-term from the on-site operation of transportation-related noise sources associated with the proposed development. This noise assessment addresses noise impacts by discussing the current noise environment, analyzing impacts associated with proposed land use including mobile-source noise, and evaluating construction equipment noise.

The Caltrans Sound2000 (Version 3.3), Sound32 version of the FHWA Highway Traffic Noise Prediction Model is used to evaluate traffic-related noise conditions in the project area. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the Community Noise Equivalent Level (CNEL) values. CNEL contours are derived through a series of calculations to determine the 60, 65, and 70 dBA CNEL contours associated with traffic noise generated on area roads. These data are used in the assessment of impacts in this analysis.

Existing Noise Environment

Field Measurements

The project site is located within the City of Huntington Park along the west side of Maywood Avenue between Randolph Street to the north and Gage Avenue to the south. The parcel is currently occupied by *Porcelanite* and used as a warehouse facility.

The project is an industrial use and is not noise sensitive in nature. The project area is also industrial and is not sensitive by nature. The nearest residential neighborhood units are located to the east along California Avenue at a distance of about 160 feet from the site boundary. Non-conforming residential uses are also located to the southeast across Maywood Avenue at a similar distance. In both cases these homes are separated from the project site by other commercial/industrial uses located along the east side of Maywood Avenue. Homes are also located to the south beyond Gage Avenue, to the north beyond Randolph Street, and to the west along Bissell Street. In all cases the nearest of these homes

are over 600 feet from the site boundary and all are shielded from the project site by other industrial land uses.

A field survey was conducted on Wednesday, December 12, 2013 to determine ambient noise levels in the project area. The study included two noise readings with one taken at the site, and the other in the adjacent residential area along the west side of California Avenue.

During the study, noise monitoring was conducted using a Quest Technologies Model 2900 Type 2 Integrating/logging Sound Level Meter. The unit meets the American National Standards Institute Standard S1.4-1983 for Type 2, International Electro-technical Commission Standard 651-1979 for Type 2, and International Electro-technical Commission Standard 6511979 for Type 2 sound level meters. The unit was field calibrated using a Quest Technologies QC-10 calibrator immediately prior to the first set of readings. The calibration unit meets the requirements of the American National Standards Institute Standard S1.4-1984 and the International Electro-technical Commission Standard 942: 1988 for Class 1 equipment. The accuracies of the meter and calibrator are maintained through a program established through the manufacturer and traceable to the National Bureau of Standards. The calibration of the meter was rechecked at 11:37 A.M. after the final reading and no meter "drift" was noted. All obtained noise level measurements are included in Table 5. Noise Level Monitoring locations are shown in Figure 2. The results of the field study are summarized below.

NR-1

This reading was taken at the project site along Maywood Avenue. Specifically, the meter was located 50 feet west of the centerline of travel (grease stain) of the southbound lane. The 15minute reading was taken from 10:41 A.M. The dominant source of noise was from local traffic, but music across the street at *El Pulidor* and commercial aircraft were also observed. During this period 50 autos and one medium truck proceeded northbound while 47 autos and four medium trucks went southbound along Maywood Avenue.

NR-2

This reading was obtained in the residential neighborhood to the east of the project site. Specifically, the meter was placed on the grassy strip in front of 6301 California Avenue. The 15-minute reading started at 11:12 A.M. The primary sources of noise were from background traffic (including sirens), birds, dogs, the music noted above, and aircraft operations. During this period three autos went northbound while two autos proceeded southbound along California Avenue.

Modeling of Observed Field Data

Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system. Reducing the average motor vehicle speed reduces the noise exposure at receptors adjacent to the road. Each reduction of 5 mph

reduces noise by approximately 1 dBA.

Noise from a line source, such as vehicles proceeding down a roadway, will be reduced with distance and the rate of reduction is a function of both the distance and the type of terrain over which the noise passes. Hard sites, such as developed areas with paving, reduce noise at a rate of 3 dBA per doubling of the distance while soft sites, such as undeveloped areas, open space, and vegetated areas reduce noise at a rate of 4.5 dBA per doubling of the distance. These represent the extremes and most areas will actually contain a combination of hard and soft elements with the noise reduction placed somewhere in between these two factors.

Most noise in the project area is generated by vehicles using local roadways, although aircraft operations and local sources add to the noise profile. In order to gauge the potential for project-generated impacts due to the addition of traffic, it is necessary to quantify the existing traffic-generated noise. The Caltrans Sound32 version of the of the Federal Highway Administration traffic noise prediction model (Sound2000, Version 3.3) was used to evaluate traffic-related noise conditions in the vicinity of the project site. The model predicts 1-hour Leq noise levels and, as discussed below, factors are applied to ascertain the CNEL noise levels. These latter values are used in assessing the potential for mobile-source impacts from the proposed project.

The Sound32 model uses various parameters including the traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent (Leq) noise levels. The model is typically accurate to within about 2 dBA where traffic provides the dominant noise source. To validate/calibrate the results of the model, Sound32 modeling was prepared for the number of vehicles and logistics observed during reading NR-1 in the field study; both "soft" and "hard" site modeling were prepared. The speed included in the table is based on the 30 mph posted speed limit. Model results are included in Table 6.

Note that hard site modeling shows good correlation with the model, especially in light of the additional noise noted in the field study. The Sound32 traffic noise model considers the traffic during the measurement, but does not consider the music/noise generated across the street at *El Pulidor* where an automobile was playing a stereo in the parking lot, nor does it consider the noise associated with the operation of the commercial aircraft observed during the measurement.

Modeling of Existing Traffic Volumes

Existing traffic volumes are modeled to determine if the project would add enough vehicles to significantly raise the noise level along the local roadways. In this case the impact is based solely on the addition of vehicles and the additional noise they create, regardless of the surrounding terrain.

The average daily traffic (ADT) volume for Maywood Avenue is as presented in the transportation analysis prepared by TEP and based on vehicle counts obtained on

November 19, 2013. The counts are broken down by hour and vehicle type such that a CNEL may be ascertained. The count obtained along Maywood Avenue included 9,250 vehicles obtained over a period of 24 hours. Table 7 presents the observed vehicle ratio by time period.

Under these premises, based on hard site modeling, the CNEL for the existing counted 9,250 vehicles along Maywood Avenue is 65.8 dBA as measured at a distance of 50 feet from the centerline of travel for the road. Table 8 includes the existing distances to the 70, 65, and 60 dBA CNEL noise levels, all as measured from the centerline of travel.

City of Huntington Park Thresholds of Significance

The City of Huntington Park notes that industrial land uses are "clearly compatible" to exterior noise levels of 70 dBA CNEL and "normally compatible" to 85 dBA CNEL. The City sets a standard for both single and multi-family dwellings of 50 – 60 dBA CNEL as "clearly compatible" and 60 – 70 dBA CNEL as "normally compatible."[12]

With respect to projected increases, noise impacts can be broken down into three categories. The first is "audible" impacts, which refers to increases in noise level that are perceptible to humans. Audible increases in noise levels generally refer to a change of 3 dBA or more since this level has been found to be barely perceptible in exterior environments. The second category, "potentially audible," refers to a change in noise level between 1 and 3 dBA. This range of noise levels was found to be noticeable to sensitive people in laboratory environments. The last category includes changes in noise level of less than 1 dBA that are typically "inaudible" to the human ear except under quiet conditions in controlled environments; Only "audible" changes in noise levels at sensitive receptor locations (i.e., 3 dBA or more) are considered potentially significant.

For stationary sources, the applicable noise standards include criteria established by local as well as any State regulations applicable to the proposed project. Mobile-source noise (i.e., vehicle noise) is preempted from local regulation but is still subject to CEQA review using threshold values for the level of increase for a significant noise impact.

Project Impacts

Less Than Significant Impact (a): An impact could be significant if the project would site a sensitive land use in a location where noise levels would exceed the appropriate standards. The existing City of Huntington Park Noise Element sets a goal level of up to 70 dBA CNEL as "clearly compatible" and up to 85 dBA as "normally compatible" for the proposed industrial land use.

Traffic noise modeling for Maywood Avenue shows an existing CNEL of 65.8 dBA as

[12] City of Huntington Park General Plan. 1992. Noise Element. Table N-1 Noise/Land Use Compatibility Matrix.

measured at a distance of 50 feet from the centerline of travel. The project is located beyond the 70 dBA CNEL that falls within the roadway easement (i.e., 19 feet from the centerline of travel) and the land use is "clearly compatible" with the existing setting, and in this respect is not subject to significant impact.

On-Site Workers – Workers involved with the proposed project will be subject to augmented noise levels due to their working in proximity to both heavy equipment and trucks. Noise in the work place is regulated by the Occupational Safety and Health Administration (OSHA). Article 105. Control of Noise Exposure sets limitations on worker exposure. Specifically, an employer must administer a continuing, effective hearing conservation program whenever employee noise exposures equal or exceed an eight-hour time-weighted average sound level of 85 dBA. Furthermore, workers cannot be exposed to noise levels in excess of 90 dBA Leq for a period in excess of 8 hours. Higher noise levels carry shorter allowable duration periods. In no case may workers be exposed to peak noise levels in excess of 140 dB. OSHA also specifies a hearing conservation program, the use of hearing protectors, a training program and record keeping requirements for any workers exposed to prolonged periods of excessive noise. Required compliance with OSHA regulations will ensure that worker exposure to excessive noise remains less than significant.

Off-Site Impacts – Stationary source impacts include noise generated from on-site equipment and, for the purposes of this analysis, trucking operations while within the confines of the subject parcel. These sources have the potential to create noise impacts on the adjoining community.

CVT Noise Level Measurements – To determine the potential for site-generated noise, four measurements were obtained at the CVT Transfer Station and Recycling Facility in Anaheim, California for a materials recovery facility project which was to be located in Pomona, California. Like the Proposed Project, the CVT facility is constructed of corrugated aluminum. While the CVT facility moves huge volumes of waste through on a daily basis and accepts all manner of recyclables, including green waste and waste to be sorted, the obtained measurements could approximate those of the proposed Sun-Lite Recycling center. Measurements obtained on February 8, 1996 at the CVT facility are described below. The monitoring equipment is the same as described for the Sun-Lite site visit on December 12, 2013.

TN-1 -Weigh Station Activities – This measurement was obtained at the CVT Transfer Station to determine the noise generated by heavy trucks as they queue up and are weighed prior to dumping their loads. Two weigh scales are situated on either side of a scale house at the CVT facility. The meter was placed to the side of the trucks where engine noise is most prominent. The meter was situated at a distance of 50 feet from the side of the near truck. This placed the meter at the opening of a maintenance shop such that the reading was taken between the refuse room and maintenance shop area. (This would tend to produce elevated noise readings as the sound reverberates between the two sets of structures.) A green waste processing area was located to the side of the meter at a distance

of about 150 feet; "Yard" activities included trucks queuing up (approximately six to eight at a time) and being weighed, and a bucket loader tending to the green wastes. A 15-minute measurement was made beginning at 10:08 a.m. and an Leq of 73.0 dBA was registered.

TN-2 -Outside Refuse Room at Vehicle Openings – For this measurement the meter was situated in the yard at a distance of 50 feet from an opening of the refuse room. The opening was 22 feet wide and a second 22 foot wide opening was located immediately adjacent. As trucks enter the CVT facility they pass through an 80 feet wide opening in the refuse room on their way to the scale house.

Weighed trucks then proceed into various areas of the refuse room to dump their loads. Empty trucks pass out of the refuse room through the same opening that they entered. The meter was situated at a distance of about 85 feet from this opening. The reading began at 10:32 a.m. and ran for 15 minutes. Trucks maneuvering within the yard were observed to come to within less than 10 feet of the meter during the measurement period. Additionally, a front-end loader was observed to be operating in the refuse room just inside the opening being monitored for about 6.5 of the 15 minutes that monitoring was performed. The meter registered an Leq of 77.0 dBA.

TN-3 - Inside Refuse Room in Proximity to Passing Trucks and Front-end Loaders – This measurement was conducted within the refuse room immediately adjacent to where trucks would pass through both on the way to the weigh station and out after dumping their loads. Additionally, trucks would dump their loads in proximity to this location immediately adjacent to the travel lanes. The meter was situated at a distance of 34 inches from the facility wall; a corrugated aluminum. The center of the near travel lane was 20 feet from the meter's location while the center of the far lane was at a distance of 40 feet. Three loaders were operating within the refuse room during this period, the nearest of which ranged from about 40 to 120 feet (average about 80 feet) from the meter. Machinery operating within the facility was also notable. Because of the continual volume of truck traffic through the facility, this was the noisiest point noted. A 15-minute reading began at 10:57 a.m. and an Leq of 83.9 dBA was recorded. Note that the meter's proximity to the wall created an internal echo that elevated the noise registered.

TN-4 -Outside Refuse Room in Proximity to Passing Trucks and Front-end Loader – This measurement was conducted immediately outside of the aluminum wall location monitored in reading TN-3. This measurement was to determine the attenuation provided by the aluminum structure. The meter was situated within a 9.25 foot wide "corridor" created by the administrative office and the refuse room. The meter was set at a distance of 34 inches from the aluminum refuse room wall. Operations within the refuse room were similar to those noted during the TN-3 reading. A 15-minute reading was obtained from 11:16 a.m. and an Leq of 73.6 dBA was recorded. Based on this measurement, the aluminum structure is calculated to have an attenuation factor of about 10 dBA. (A greater attenuation may have been noted had the meter not been situated in a "corridor" as echo off the administration building would be expected to add to the registered noise level.)

Projected Sun-Lite Noise – Operational noise will be generated by on-site operations including activities related to truck movement and the use of heavy equipment operating at the facility. Noise levels for equipment use and on-site trucks are based on measurements obtained at the CVT facility in the field study of February 8.

The Sun-Lite facility is to be oriented such that all ingress is from Maywood. Noise is associated with these on-site truck activities. Most of this noise would be concentrated in the vicinity of the truck scale and loading well where trucks queue. Trucks would then be at idle at these locations. Noise produced by idling trucks is best documented by measurement TN-1 obtained at the CVT facility. Here an Leq of 73 dBA was recorded at a distance of 50 feet. The Sun-Lite facility will locate the scale approximately 250 feet from the Maywood curb line and idling trucks could be expected to produce an Leq noise level of about 59 dBA at the eastern property line. At a distance of over 400 feet to the proximate residents, this level would be further attenuated to no more than about 55 dBA Leq. The actual level would then be further reduced because the physical presence of both on-and off-site structures serve as effective sound walls. Assuming only the minimal attenuation of 5 dBA for a structure/wall that blocks the line of sight, this noise would be further reduced to no more than 50 dBA Leq. Based on noise level measurement NR-2 at 55.8 dBA Leq as measured in front of the dwelling at 6301 California Avenue, the addition of 50 dBA Leq would result in an increase of 1 dBA for a resulting level of 56.8 dBA Leq. This increase would only occur during exterior truck operations within the project site.

Another source of noise is from operations within the bailing room. Projected noise is best approximated by the reading TN-2 where an Leq of 77 dBA was obtained at a distance of 85 feet from the structures opening. Based on a value of 77 dBA as measured at a distance of 85 feet, at a distance of about 350 feet to the proximate residents this noise would be projected at just less than 65 dBA Leq. However, with respect to noise which emanates directly though the structure's walls, noise readings obtained at the CVT facility revealed that the corrugated structure afforded approximately 10 dBA of attenuation. Thus, rather than a noise level of 77 dBA as measured at 85 feet, noise that propagates through the structures' walls would not exceed a level of 67 dBA as measured at a distance of 85 feet from the structure and at a distance of about 350 feet to the proximate residents, this noise would be projected at less than 55 dBA Leq.

Those structures that bound the site and lie across Maywood Avenue (e.g., *El Pulidor*) would further reduce this noise. Again, assuming only the minimal attenuation of 5 dBA for a structure/wall that blocks the line of sight, this noise would be further reduced to no more than 50 dBA Leq and would result in an increase of 1 dBA for a resulting level of 56.8 dBA Leq.

The City of Huntington Park does not set specific performance standards (e.g., no more than 50 dBA Leq at the nearest resident), but does set a 65-dBA CNEL exterior standard for residential land uses. If both on-site truck and bailing operations were each to produce a noise level of 50 dBA Leq as measured at the near receptors, their combined noise would be 53 dBA Leq. If this increase were to occur over the entire 10-hour operational day, the

CNEL is calculated at 49 dBA at the residents and is well under the 65-dBA CNEL exterior standard for residential land uses.

Less Than Significant Impact (b): The City of Huntington Park does not set quantitative standards for vibration impact. With respect to construction, Caltrans notes that ground borne vibration is typically associated with blasting operations, the use of pile drivers, and large-scale demolition activities, none of which are anticipated for the construction or operation of the project.

Some vibration could be produced due to truck bounce at the railroad grade crossing north of Randolph Street. The nearest residents are in excess of 200 feet from the crossing and would not feel this vibration, if present, and any potential impacts of the project on off-site receptors are less than significant.

Less Than Significant (c): Long-term impacts could be significant if the project creates activity or generates a volume of traffic that would substantially raise the ambient noise levels. As discussed above, a substantial increase is defined as 3 dBA CNEL.

Road Noise – In accordance with the transportation analysis, the project would generate 35.5 ADT while removing 113 ADT for a net decrease of 77.5 ADT. As a worst-case scenario, the projected traffic for the project was added to the existing volume along Maywood Avenue without the removal of the traffic associated with the existing land use that will be displaced. This traffic was allocated over the operational day. Modeling results show that the increased traffic volume is too small to measurably raise the CNEL (less than 0.1 dBA increase) and the impact is less than significant. And again, there could actually be a decrease in this noise because the vehicle trips associated with the existing on-site uses would be removed.

Stationary Source Noise – As discussed above, noise from the onsite operation of trucks is estimated at no more than 50 dBA at the proximate residents, as is that the operation of on-site equipment. If these two operations occur concurrently, the projected noise at the residents is raised to 53 dBA Leq.

Noise measurement NR-2 noted an Leq of 55.8 dBA along California Avenue and the addition of 53 dBA Leq would raise this level to 57.6 dBA Leq for an increase of 1.8 dBA Leq. This level is under the 3-dBA threshold for a significant impact and therefore, the impact is less than significant.

Less Than Significant Impact (d): Two types of noise impacts could occur during the construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. However, any increase in noise would be less than 1 dBA when averaged over a 24-hour period, and would therefore have a less than significant impact on noise receptors along the truck routes.

The second type of impact is related to noise generated by on-site construction operations and existing local residents would be subject to elevated noise levels due to the operation of on-site construction equipment. Construction activities are typically carried out in discrete steps, each of which has it's own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow noise ranges to be categorized by work phase. Table 9 lists typical construction equipment noise levels recommended for noise impact assessment at a distance of 50 feet.

Noise ranges have been found to be similar during all phases of construction, although the actual construction of the structures tends to be somewhat less than that from grading. The grading and site preparation phase tends to create the highest noise levels, because the noisiest construction equipment is found in the earthmoving equipment category. This category includes excavating machinery (backfillers, bulldozers, draglines, front loaders, etc.) and earthmoving and compacting equipment (compactors, scrapers, graders, etc.). Typical operating cycles may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Noise levels at 50 feet from earthmoving equipment range from 73 to 96 dBA while Leq noise levels range up to about 89 dBA. The later construction of structures is somewhat reduced from this value and the physical presence of the structure may break up line-of-sight noise propagation.

Composite construction noise is best characterized by Bolt, Beranek, and Newman (USEPA December 31, 1971). In their study, construction noise for earthwork and finish-work related to industrial development is presented as 89 dBA Leq when measured at a distance of 50 feet from the construction effort. This value takes into account both the number of pieces and spacing of the heavy equipment used in the construction effort. Noise levels are typically reduced from this value and the physical structures further break up line of sight noise. However, as a worst-case scenario, the 89-dBA-value is used to assess the impact of construction.

The operation of such equipment would result in the generation of both steady and episodic noise significantly above the ambient levels currently experienced near the project site. The noise produced from construction decreases at a rate of approximately 6 dBA per doubling of distance. Therefore, at 100 feet the noise levels would be about 6 dBA less or 83 dBA Leq. Similarly, at 200 feet, the approximate distance to a nearest residential use when working toward the east end of the site, the noise levels would be 12 dBA less or 77 dBA Leq. These residents would be further shielded by the intervening commercial uses reducing this level. (Note, as construction is not performed at night, this does not represent a CNEL value.)

As noted, the City recognizes that some noise sources are necessary and difficult to control and provides exemptions. The provisions for noise limits shall not be applied to building construction, for which a valid building permit has been issued, between the hour of

7:00 A.M. and 7:00 P.M. Monday through Saturday.

Moreover, during the vast majority of the construction period, noise levels at the proximate residents would considerably lower due to smaller equipment appropriate to the limited construction at hand, lower power settings, and sound attenuation provided by longer distances. In light of the area, this range of noise levels is typically considered acceptable during daytime hours and less than significant so long as the Applicant abides by the City mandated hours for construction activities as required.

No Impact (e): The Compton/Woodley airport is located along Alondra Boulevard between Central Avenue and Wilmington Avenue approximately 6 miles to the southwest. While aircraft noise from Los Angeles International Airport traffic is notable in the project area, both the Los Angles International and Long Beach Airports are over 10 miles from the project site and the project is well beyond the airports' 60 dBA CNEL zones; No significant impacts would result from the implementation of the proposed project.

No Impact (f): It about 1.3 miles to the northeast, the SFI Corporation's Vernon rooftop heliport represents the closest private use air facility with the Commerce Business Park heliport the second nearest at 2.1 miles to the east; The project site is well beyond either facility's 60dBA CNEL noise contour and no significant impacts would result from the implementation of the proposed project.

Population and Housing

Thresholds of Significance – 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)?
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact (a-c) Renovation of the existing warehouse and the collection, temporarily storing, and shipping of scrap metal presents no components that would 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); displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; nor displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Public Services

Thresholds of Significance – Would the project:

a) Would the project 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:

- Fire protection?
- Police protection?
- Schools?
- Parks?
- Other public facilities?

No Impact (a-j): The proposed project consists of the minor renovation and reuse of an existing industrial warehouse facility located within an area zoned for and occupied with similar industrial/manufacturing uses. Improvements to the existing warehouse and appurtenant parking area and use of the facility to collect, store, and recycle scrap metal would not alter the existing, permitted warehouse function resulting in an increased demand for public services.

Recreation

Thresholds of Significance – Would the project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact (a-b) Renovation and operation of the existing warehouse to collect, store, and ship scrap metal would not increase the use of or need for neighborhood and regional parks or other recreational facilities, nor does the proposed project include recreational facilities or require the construction or expansion of recreational facilities.

Transportation/Traffic

Thresholds of Significance – 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?
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?
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?
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
e) Result in inadequate emergency access?
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?

Less Than Significant Impact (a): The estimated trip generation rates for the proposed project were calculated by TEP.[13] The estimates are based on a comparable site at 2210 E. 85th Street in the City of Los Angeles.

On a daily basis, it is estimated by the project applicant that up to 2 roll-off trucks will deliver scrap metal to the project site. Up to 2 container trucks per week will transport bailed scrap metal from the project site to the metal processing facilities in south Los Angeles and Montebello. Single unit trucks (SU-30) are anticipated to be the largest trucks to transport scrap metal to and from the project site.

It is estimated by the applicant that there will be a maximum of 5 employees working at the project site. Each employee will generate up to 4 trips per day; 2 trips at the start and end of the workday, and 2 trips to and from the work site during the lunch period.

The proposed project is forecasted to generate 98 daily vehicle trips, with most trips generated during off peak hours. The AM peak hour of traffic flow on Maywood Ave. is 7 AM to 8 AM. During this hour it is estimated the project will generate 8 vehicle trips including 5 employee trips and 3 pickup truck drop-offs. The PM peak hour is 5 PM to 6 PM. During this hour it is estimated the project will generate 5 vehicle trips consisting of employee trips.

[13] Traffic Engineering and Planning (TEP). June 24, 2015. Traffic Impact Review Commercial Metal Recycling Business Conditional Use Permit 6301 Maywood Ave. in Huntington Park California. Revised (v3). Included as Appendix C.

Regional Guidelines

The City of Los Angeles Department of Transportation (LADOT) requires a minimal traffic analysis in the form of a Technical Memorandum when a proposed project is likely to add 25 to 42 a.m. or p.m. peak hour trips, and a full Traffic Study when the project is likely to add 500 or more daily trips, or 43 or more a.m. or p.m. peak hour trips.[14]

The County of Los Angeles Department of Public Works (LADPW) established guidelines for the preparation of Traffic Impact Analysis (TIA) reports indicates that a TIA is required when a proposed project is expected to generate over 500 trips per day, or when there are other adverse traffic related impacts associated with the project.[15]

Less Than Significant Impact (b): The LADOT and the LADPW guidelines indicate that proposed projects likely to generate less than 50 daily a.m. or p.m. peak hour trips do not require the preparation of Congestion Management Program regional transportation analyses.[16][17] The proposed project is estimated to generate 8 a.m. and 5 p.m. peak hour trips; therefore, the project will not conflict with an applicable congestion management plan.

No Impact (c): Minor renovation and reuse of the existing warehouse to collect, temporarily store, and ship scrap metal would not 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.

Less Than Significant Impact (d-e):

Site Ingress/Egress – Access to the project site will be provided by 2 driveways. The main driveway is located north of the building containing the warehouse and office areas. A secondary driveway is located south of the building. The warehouse is going to be modified to provide 13 foot wide rollup doors on both the north and south sides.

Loaded trucks will enter the site from the main driveway (Figure 3 – Commercial Customer Truck Routing Plan, and Figure 4 – Sunlite Metals Roll-Off Truck Routing Plan). The trucks will then proceed westerly north of the warehouse building. Trucks will drive onto an in ground scale to obtain the loaded weight; Then trucks will make a "Y" turn and back into a truck loading well to unload scrap metal. The unloaded truck then drives onto the in-ground scale to obtain the unloaded weight. Unloaded trucks then proceed to exit via the main driveway north of the warehouse. Drivers are paid for the scrap material or receive a

[14] Los Angeles Department of Transportation. May 2012. Traffic Study Policies and Procedures. http://ladot.lacity.org/

[15] County of Los Angeles Department of Public Works. January 1, 1997. Traffic Impact Analysis Report Guidelines.

[16] Los Angeles Department of Transportation. 2012.

[17] County of Los Angeles Department of Public Works. 1997.

credit at a pay window located at the northeast corner of the building.

The trucks then exit the project site by the main driveway. Alternatively, trucks may exit via the warehouse through the roll-up doors to the secondary driveway on the south side. This driveway is also used by the loaded container trucks that transport the scrap metal to the processing sites in Los Angeles and Montebello (Figure 5 – Sunlite Metals Roll-Off Truck Bailed metals Pick-Up Routing Plan). The largest trucks that will be used to transport scrap metal to and from the project site are single unit trucks (SU-30). The basic American Association of State Highway Transportation Officials (AASHTO) design dimensions of a SU-30 truck are a length of 30 feet and a wheelbase length of 20 feet.

Therefore, as designed, the proposed project does not include changes to the existing facility design that would result in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, or result in inadequate emergency access. The proposed project design would be in compliance with all laws, ordinances, and regulations relevant to potential design hazards and emergency access.

No Impact (f): Minor renovation (tenant improvements) and reuse of the existing warehouse to collect, temporarily store, and ship scrap metal on land zoned for industrial and manufacturing uses would not likely affect adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Utilities and Services Systems

Thresholds of Significance – Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
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?
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?
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
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?
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact (a-g) The proposed project improvements to the existing warehouse and parking area and reuse of the facility to collect, store, and ship scrap metal would not alter the permitted existing use resulting in significant impacts exceeding existing RWCQB wastewater treatment requirements, require the construction of new water or wastewater treatment facilities or expansion of existing facilities, result in the construction of new storm water drainage facilities or expansion of existing facilities, require new or expanded water supply entitlements, exceed existing wastewater treatment or landfill capacity. In addition, the proposed project would comply with federal, state, and local statutes and regulations related to solid waste, including the City's construction and demolition material waste management Plan.[18]

Mandatory Findings of Significance

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?

No Impact (a) The proposed project consists of the minor renovation (tenant improvements) and reuse of an existing industrial/manufacturing warehouse facility located within an area zoned for and occupied with similar industrial/manufacturing uses. Improvements to the existing warehouse and appurtenant parking area and use of the facility to collect, store, and recycle scrap metal do not have the potential to affect fish or wildlife habitat or eliminate important examples of the major periods of California history or prehistory.

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)?

Less Than Significant Impact (b) The proposed project has no significant impacts; therefore, improvements to the existing warehouse and appurtenant parking area and use of the facility to collect, store, and ship scrap metal will result in a less than significant cumulative impact.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

[18] City of Huntington Park Municipal Code. Title 7 Public Works. Chapter 10 Construction and Demolitions Material Waste Management Plan.

Less Than Significant Impact (c) The proposed project has no significant impacts; therefore, it would not result in environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.