AGENDA

CITY OF HUNTINGTON PARK
PLANNING COMMISSION

Regular Meeting
Wednesday, February 20, 2019 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 Angelica Montes
Vice Chair Luz Gomez
Commissioner Eduardo Carvajal
Commissioner Irving Pacheco
Commissioner Vacant

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 January 16, 2019

REGULAR AGENDA

PUBLIC HEARING

1. **CASE NO. 2018-09 CUP/DP – CONDITIONAL USE PERMIT / DEVELOPMENT PERMIT** – A request for a Conditional Use Permit and a Development Permit to construct a 157,696 square-foot self-storage facility; and the adoption of an associated Negative Declaration under the California Environmental Quality Act (CEQA) for property located at 6241 Maywood Avenue and 6301 Maywood Avenue, within the Manufacturing Planned Development (MPD) zone.

    RECOMMENDATION OF ITEM UNDER CONSIDERATION:

    1. Conduct a public hearing;

    2. Take public testimony; and

    3. Approval of Resolution No. 2018-09, approving a Conditional Use Permit and a Development Permit in connection with property located at 6241 Maywood Avenue and 6301 Maywood Avenue, within the Manufacturing Planned Development zone.

STAFF COMMENTS

PLANNING COMMISSION COMMENTS

ADJOURNMENT

The City of Huntington Park Planning Commission will adjourn to the Regular Meeting on Wednesday, March 20, 2019 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 14th of February 2019.

Carlos Luis

MINUTES

CITY OF HUNTINGTON PARK
PLANNING COMMISSION

Regular Meeting
Wednesday, January 16, 2019 at 6:30 p.m.

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

Chair Angelica Montes called the meeting to order at 6:31 p.m. PRESENT: Commissioner(s): Eduardo Carvajal, Vice Chair Gomez, and Chair Montes; (VACANT) 1. ; ABSENT: Commissioner(s): Irving Pacheco.

STAFF PRESENT: Senior Planner Carlos Luis; Deputy City Attorney Vanessa Ibarra; Assistant Planner Susanna Martinez; Planning Technician Debra Martinez; Volunteer Planning Intern Maricela Sagarnaga-Guillean.

PLEDGE OF ALLEGIANCE

Pledge of Allegiance was led by Vice Chair Gomez.

PUBLIC COMMENT – None.

CONSENT ITEMS

1. Approval of Planning Commission Meeting Minutes:

    1-1. Regular Meeting of September 19, 2018
    1-2. Special Meeting of September 26, 2018
    1-3. Regular Meeting of October 17, 2018
    1-4. Regular Meeting of November 21, 2018

Motion: Commissioner Carvajal motioned to approve the Consent Items including Regular Meeting of September 19, 2019, Special Meeting of September 26, 2018, Regular Meeting of October 17, 2018, and Regular Meeting of November 21, 2018, seconded by Chair Montes. Motion passed 3-0-1 by the following Vote:

ROLL CALL:

AYES:	Commissioner(s):	Carvajal, Vice Chair Gomez, and Chair Montes
NOES:	Commissioner(s):	None
ABSENT:	Commissioner(s):	Pacheco

REGULAR AGENDA - Senior Planner, Carlos Luis, announced that there were no items.

PUBLIC HEARING

1. **CASE NO. 2017-07 CUP/DP – CONDITIONAL USE PERMIT / DEVELOPMENT PERMIT –** A request for a Conditional Use Permit and a Development Permit to install an unmanned wireless communication facility on the roof top of an existing building located at 2960 Florence Avenue, within the Commercial General (C-G) zone.

Senior Planner, Carlos Luis, announced the item and introduced Assistant Planner, Susanna Martinez, to present a staff report.

Vice Chair Gomez asked a clarifying question about the height of the antennas.

Chair Montes opened the Public Hearing item up for Public Comment.

PUBLIC COMMENT

1. Applicant, Lisa Desmond, was present and spoke in support of the project.

2. Senior Planner, Carlos Luis, summarized a letter that was delivered to the planning division from a resident, Yessenia Soria, who voiced opposition to the project on the basis of health concerns.

3. Resident, Alicia Nash, spoke in opposition of the project on the basis of health concerns.

4. Resident, Milagro Silva, spoke in opposition of the project.

5. Applicant, Lisa Desmond, presented a rebuttal and submitted literature to the public and commissioners addressing the residents' concerns.

6. Resident Pedro Silva, spoke in opposition of the project.

7. Resident, Milagro Silva, presented a rebuttal in opposition to the project and additional information provided by the applicant.

8. Director of Community Development, Sergio Infanzon, spoke in support of the project and offered to meet with the residents to address their concerns.

9. Resident, Alicia Nash, presented a rebuttal in opposition to the project and additional information provided by the applicant.

Chair Montes closed public comment.

Vice Chair Gomez spoke to address the opposition.

Commissioner Carvajal spoke to address the opposition.

Deputy City Attorney, Vanessa Ibarra, cited the Telecommunications Act of 1996 Section 704(a) which bars local government from denying approval of telecommunication facilities based on health/environmental effects to the extent that the facility complies with the FCC's regulations.

Motion: Chair Montes motioned Case No. 2017-07 Conditional Use Permit/Development Permit (CUP/DP) approving a request for Conditional Use Permit and a Development Permit to install an unmanned wireless communication facility on the roof top of an existing building located at 2960 Florence Avenue, within the Commercial General (C-G) zone, seconded by Vice Chair Gomez. Motion passed 3-0-1, by the following Vote:

ROLL CALL:

AYES:	Commissioner(s):	Carvajal, Vice Chair Gomez, and Chair Montes
NOES:	Commissioner(s):	None
ABSENT:	Commissioner(s):	Pacheco

2. **CASE NO. 2018-11 CONDITIONAL USE PERMIT / DEVELOPMENT PERMIT (CUP/DP) –** A request for a Conditional Use Permit and a Development Permit to allow an interior remodel to an existing restaurant with a type 47 alcohol license (on-sale general) and type 58 alcohol license (catering) within the District A (Gateway) of the Downtown Huntington Park Specific Plan (DTSP), on property located at 7111 Pacific Boulevard.

Senior Planner, Carlos Luis, announced the item and introduced Planning Technician, Debra Martinez, to present a staff report.

Vice Chair Gomez asked a clarifying question in regards to the project's interior remodeling.

Commissioner Carvajal asked a clarifying question related to the establishment's current CUP status.

Senior Planner, Carlos Luis, answered Commissioner Carvajal's question stating the establishment's opening preceded the city's CUP regulations.

Chair Montes opened the Public Hearing item up for Public Comment.

PUBLIC COMMENT

1. Applicant, Albert Oquendo, was present to answer any questions and to voice his support for the project.

Chair Montes closed public comment.

Motion: Commissioner Carvajal motioned Case No. 2018-11 Conditional Use Permit/Development Permit (CUP/DP) approving a request for a Conditional Use Permit and a Development Permit to allow an interior remodel to an existing restaurant with a type 47 alcohol license (on-sale general) and type 58 alcohol license (catering) within the District A (Gateway) of the Downtown Huntington Park Specific Plan (DTSP), on property located at 7111 Pacific Boulevard, seconded by Vice Chair Gomez. Motion was passed 3-0-1, by the following vote:

ROLL CALL:

AYES:	Commissioner(s):	Carvajal, Vice Chair Gomez and Chair Montes
NOES:	Commissioner(s):	None
ABSENT:	Commissioner(s):	Pacheco

STAFF COMMENTS

Senior Planner, Carlos Luis thanked everyone for their hard work and wished everyone a Happy New Year.

City Attorney, Vanessa Ibarra, wished everyone a Happy New Year and stated is was good to be back.

PLANNING COMMISSION COMMENTS

Vice Chair Gomez thanked the staff for their hard work and stated she was excited for the New Year.

Chair Montes thanked the staff for their hard work, wished everyone a Happy New Year, and thanked Senior Planner, Carlos Luis, for his help in translating.

Commissioner Carvajal thanked everyone for their hard work and wished everyone a Happy New Year.

ADJOURNMENT

At 7:58 p.m. Chair Montes adjourned the City of Huntington Park Planning Commission to a Regular Meeting on Wednesday, February 20, 2019 at 6:30 p.m.

Respectfully Submitted

_____

Carlos Luis
Secretary

CITY OF HUNTINGTON PARK

PLANNING DIVISION AGENDA REPORT

DATE: FEBRUARY 20, 2019

TO: CHAIRPERSON AND MEMBERS OF THE PLANNING COMMISSION

ATTN: CARLOS LUIS, SENIOR PLANNER

FROM: SUSANA MARTINEZ, ASSISTANT PLANNER

SUBJECT: **PLANNING COMMISSION CASE NO. 2018-09 CUP/DP (CONDITIONAL USE PERMIT/DEVELOPMENT PERMIT)**

REQUEST:	**A REQUEST FOR A CONDITIONAL USE PERMIT AND DEVELOPMENT PERMIT TO CONSTUCT A 157,696 SQUARE-FOOT SELF-STORAGE FACILITY; AND THE ADOPTION OF AN ASSOCIATED NEGATIVE DECLARATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR PROPERTY LOCATED AT 6241 MAYWOOD AVENUE AND 6301 MAYWOOD AVENUE, WITHIN THE MANUFACTURING PLANNED DEVELOPMENT (MPD) ZONE.**
APPLICANT:	JSF Management, LLC 100 Dunbar Street, Suite 400, Spartanburg, SC 29306
PROPERTY OWNER:	6241 Maywood, LLC
PROPERTY OWNER'S MAILING ADDRESS:	6237 Maywood Avenue, Huntington Park, CA 90255
PROJECT LOCATION:	6241 & 6301 Maywood Avenue
ASSESSOR'S PARCEL NUMBER:	6318-007-012 & 6318-007-004
PRESENT USE:	Warehouse
PROPOSED IMPROVEMENT:	157,696 square-foot, four-story, self-storage facility.

SITE SIZE:	APN: 6318-007-012	39,270
	APN: 6318-007-004	40,168
	Total	±79,438

GENERAL PLAN: Manufacturing Planned Development (MPD)

ZONE: Manufacturing Planned Development (MPD)

SURROUNDING LAND USES:

North: Manufacturing
West: Manufacturing
South: Manufacturing
East: City of Bell

MUNICIPAL CODE APPLICABILITY OF REQUIREMENTS FOR MINOR CONDITIONAL PERMIT:

In accordance with Chapter 4, Article 2, Section 9-4.202; self-storage facilities are allowable in the Manufacturing Planned Development Zone subject to the approval of a Conditional Use Permit.

REQUIRED FINDINGS FOR A CONDITIONAL USE PERMIT:

Following a hearing, the Planning Commission shall record its decision in writing and shall recite the findings upon which the decision is based. The Commission may approve and/or modify a CUP 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 CUP 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.

MUNICIPAL CODE REQUIREMENTS FOR A DEVELOPMENT PERMIT:

Pursuant to the City of Huntington Park Municipal Code (HPMC) Section 9-2.1003, approval of a Development Permit shall be required for a new structure or use listed as subject to a "Development Permit" in the applicable zoning district;

REQUIRED FINDINGS FOR A DEVELOPMENT PERMIT:

Pursuant to HMPC Section 9-2.1007, a Development Permit may be approved only if all of the following findings are made:

1. The proposed development is one permitted within the subject zoning district and complies with all of the applicable provisions of this Code, including prescribed development/site standards;

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

3. The proposed development would be harmonious and compatible with existing and planned future developments within the zoning district and general area, as well as with the land uses presently on the subject property;

4. The approval of the Development Permit for the proposed project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines;

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

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

7. The design, location, size and operating characteristics of the proposed development would not be detrimental to the public health, safety, or welfare of the City.

ENVIRONMENTAL REVIEW:

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

PROJECT BACKGROUND:

- ***Project Proposal***

The applicant, JSF Development, LLC, is proposing the construction of a four-story self-storage facility measuring approximately 157,696 square-feet. The project proposes a total of 1,314 storage units of various sizes. The four-story building will be approximately fifty-two (52) feet in height. The proposed architectural theme of the building is Modern Industrial. The project will provide a designated parking lot area for employees and patrons visiting the site. In addition, new landscaping and fencing is proposed around the perimeter of the building.

- ***Business Operation***

The operator for the proposed building is Extra Space Storage. According to their website, Extra Space Storage is a known self-storage operator with over 1,400 facilities across 39 states in the United States. Extra Space storage brings security, attractive landscaping, and professional property management to every facility. The proposed self-storage facility will be open seven days of the week. Access hours for patrons of the storage units are from 6:00 am to 10:00 pm daily. The leasing office will be open from 8:00 am to 6:00 daily. A maximum of four (4) employees are proposed at the self-storage facility during regular business hours. Employees will be composed of managers and leasing agents. No security guards are proposed by the applicant at the moment. A condition of approval has been included for a security plan to be submitted and approved by the Planning Division.

- ***Site Description***

The subject site is comprised of two (2) parcels measuring approximately 79,438 square-feet (1.82 acres) total when combined. The subject sites are currently developed with warehouse buildings and parking lots. The subject site is located on west side of Maywood Avenue north of Gage Avenue and south of Randolph Street. The subject site is surrounded by the City of Bell to the east and industrially zoned properties to the north, south, and west.

ANALYSIS:

- ***Project Proposal***

The project proposes the construction of a 157,696 square-foot four-story self-storage facility. The project proposes a total of 1,314 storage units of various sizes. The proposed operator for the self-storage facility is Extra Space Storage. The smallest storage space will measure twenty-five (25) square feet. The largest storage space will measure three-hundred (300) square feet.

- ***Development Standards***

The allowable floor area ratio (FAR) within the MDP zone is 2:1, which allows two square-feet of gross floor area per one square foot of lot area. The proposed four-story

building will have an FAR of 157,696, as shown in the table below:

FLOOR AREA RATIO 2:1			
Lot Size	**Allowable Floor Area Ratio**	**Allowable Gross Floor Area**	**Proposed Floor Area Ratio**
79,438 Sq. Ft.	2 S.F of G.F.A per 1 S.F of Lot Area	2 x 79,438 = 158,876 Sq. Ft.	**157,696 Sq. Ft.** < 158,876

The proposed project will be in compliance with the allowable FAR. In addition, the proposed project proposes improvements to the subject site. Landscaping is proposed along the perimeter of the property. The landscaping consist of trees, shrubs, and ground cover. A condition of approval has been included requiring a maintenance plan (irrigation plan) for the proposed landscaping.

Other improvements to the site include, a new six-foot high wrought iron fence along the perimeter of the property. A twenty-eight foot wide wrought iron swinging gate is proposed along the north side of the property. A three-foot wide man gate will be located adjacent to the swinging gate. Lighting is proposed around the perimeter of the building. All lighting fixtures will be decorative and consistent with the proposed architecture of the building. A condition of approval has been included to assure that proper lighting is proposed and no light spills onto adjacent properties or public right of ways.

The proposed project has been review by various departments and agencies (e.g. Building and Safety, Public Works, Los Angeles County Fire Department, Huntington Park Police Department, etc.) and conditions of approval have been included in the staff report and resolution.

- ***Architectural Design***

The proposed building incorporates a Modern Industrial architectural theme. The proposed building will incorporate a precision face CMU block around the perimeter of the building. A gray aluminum storefront will be incorporated at the storefront of the building. Corrugated metal panel is proposed along the top north east corner of the building. A

black metal trim will wrap around the building (see exhibit D). All proposed building materials are constituent with the proposed architectural theme.

- ***Floor Plan***

The proposed building will consist of four (4) floors. Each floor will include storage units of various sizes. A leasing office is proposed on the first floor, where patrons can rent a storage unit. The leasing office will include two (2) restrooms, a breakroom, and a waiting area. An elevator is proposed along the north side of the building. The elevator will provide access to all floors. In addition, two (2) stairways are proposed. The first stairway is located on the south east corner of the building. The second stairway is located on the north side of the building, adjacent to the elevator.

- ***Access/Circulation***

The subject site will have vehicular access from Maywood Avenue, which is located on the east side of the property. Two (2) 28-foot wide driveways are proposed and will provide vehicular circulation on the subject site. The driveway located on the north east corner of the property will provide for ingress and egress access (two-way traffic) to the property. The driveway located on the south east corner of the property will only be utilized as an egress (one-way) access point out of the property. Both driveways will provide decorative stamped concrete at each driveway entrance and at even intervals along the driveway aisle throughout the property.

- ***Off-Street Parking and Loading***

Pursuant to the HPMC Section 9-3.804, the parking requirement for a self-storage facility use is five spaces adjacent to the office/manager's unit and a 9-foot wide loading/parking aisle within any driveway adjacent to structure walls containing storage access doors in addition to the required aisle width for circulation and Fire Department access. In addition, two spaces adjacent to all ground level entrances in multi-story facilities.

In accordance with the City's parking standards, the total off-street number of parking required for the proposed

development is seven (7) parking spaces. The proposed project will provide eight (8) parking spaces. As a result, a surplus of one (1) parking space will exist.

The parking calculations are summarized in the following table:

Off-Street Parking Requirement		
Parking Standards	**Required**	**Provided**
Five spaces adjacent to the office/manager's unit	1 manager unit/office proposed = 5 spaces	5 Spaces
Two spaces adjacent to all ground level entrances in multi-story facilities	1 entrance = 2 spaces	3 Spaces
Total		**8 Spaces (Surplus = 1 space)**

In addition, Section 9-3.703 of the HPMC, requires that industrial/manufacturing uses with 25,001 square-feet or more of gross floor area provide three (3) loading spaces. Additional loading spaces may be required by the Planning Commission. A total of five (5) loading parking spaces will be provided throughout the property.

- ***Transportation Impact Study***

The applicant submitted a transportation impact study that was prepared by a licensed traffic engineer, for City review. After review of the Transportation Impact Study, the City's Traffic Engineer determined that the project will provide adequate off-street parking and on-site vehicular circulation (see exhibit G). In addition, the study concluded that no reduction to the existing levels of service of City streets would be causes by the proposed project. The City's Traffic Engineer also reviewed the levels of service and agrees with the findings. In order to further ensure the project will not negatively impact the community, Traffic Engineering conditions have been included.

- ***Lot Line Adjustment/Lot Merger***

Upon review of the proposed project, it was noted that the project was being proposed on two (2) lots. As a result, a Lot Line Adjustment (LLA) has been required for the project. The LLA will consolidate the two (2) lots into one (1) comprehensive lot. All interior lot lines will also be eliminated. A condition of approval has been included requiring the lot line adjustment/lot merger to be completed prior to final building inspection.

- ***Environmental Review***

The applicant submitted additional environmental and technical documentation for review. After review of the supplement environmental documents, including a draft Mitigated Negative Declaration, staff determined that the project will not have a significant impact on the environment. Therefore, a Negative Declaration was prepared for the project in-lieu of a Mitigated Negative Declaration. It is worth noting, the proposed project is of a similar use as the previous use. Any less than significant impact will be temporary during the construction phase of the project. Conditions of approval have been included to ensure that there will be no lasting long-term effects. The prepared draft Mitigated Negative Declaration has been included as part of the case file for reference.

- ***Condition Use Permit Findings***

In granting a Conditional Use Permit to allow a new self-storage facility, the Planning Commission must make findings in connection with the Conditional Use Permit, as set forth in the Huntington Park Municipal Code (HPMC). A Conditional Use Permit may be approved 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.**

   Finding: The proposed self-storage facility is conditionally permitted within the subject zoning district,

pursuant to the Huntington Park Municipal Code, Section 9-4.302. The Manufacturing Planned Development zone is intended to provide for service commercial, business and industrial uses. The proposed project will provided new storage facility options within the subject zone and community. In addition, the proposed project will be of similar low intensity as those known to occupy the subject site and the surrounding area. Additionally, the proposed project is in compliance with the requirements of the HPMC.

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

   Finding: The proposed project is consistent with the General Plan, specifically, the proposed use is consistent with Goal 1.0; Policy 1.3 of the Land Use Element of the General Plan by improving existing industry and providing for an expanded industrial base by creating new areas for compatible industrial uses through both redevelopment and private enterprise. The applicant is proposing to redevelop the subject site. Currently, the site is composed of two lots and is developed with warehouses. The two lots will be merged together and the existing buildings will be demolished to construct a four-story self-storage facility, improving the overall vicinity of the area.

   The proposed project is also consistent with Goal 2.0; Policy 2.4 of the Land Use Element of the General Plan by requiring that external lighting of commercial and industrial properties be isolated to the site and not adversely impact adjacent land uses with light spillover or glare. The applicant has provided a photometric plan to indicate that the adjacent land uses will not be adversely effected with light spillover or glare. Conditions of approval have been included to ensure no light spill occurs.

   In addition, the proposed project is also consistent with Goal 3.0; Policy 3.2 of the Land Use Element of the General Plan by promoting vigorous enforcement of City codes, including building, zoning, and health and safety, to promote property maintenance by providing all new infrastructure to meet development standards in the designated zone. The applicant will provide new

improvements to the subject site, including new landscaping, new fencing, and new lighting in the subject site. In addition, conditions have been include to assure the property is maintained after the completion of the project.

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.**

   Finding: An environmental assessment has been conducted for this project in compliance with the California Environmental Quality Act (CEQA). Upon completion of the Environmental Assessment Initial Study, the City of Huntington Park has determined that the proposed project will not have a significant effect on the environment and has prepared a Negative Declaration for the proposed project. The Negative Declaration (ND) was prepared in accordance with the California Environmental Quality Act (CEQA) Article 1. Sec. 15000 et. Seq..

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.**

   Finding: The proposed project will consolidate two lots into one. The new lot will measure approximately 79,438 square feet. The design, location, size, and operating characteristics of the proposed self-storage facility is not expected to be detrimental to the public health, safety, and welfare of the City, due to the fact that the proposed project will be of similar intensity as those known to occupy the subject site and the surrounding area. The proposed project will be compatible to the surrounding industrial uses. In addition, the proposed project is in compliance with all City and zoning development standards.

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

   Finding: The proposed project site measures approximately 79,438 square feet when both existing lots are consolidated. The proposed project will be of similar intensity as those known to occupy the subject site and the surrounding area. The subject site is surrounded by industrially zoned properties to the north, south, and west. The City of Bell is located to the east of the subject site, with similar uses.

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.**

   Finding: Vehicular and pedestrian access to the site will be provided through Maywood Avenue. The project proposes to utilize existing infrastructure and public utilities. The surrounding area is completely developed with public access, water sanitation, and other public utilities. The new development will not impeded the accessibility to public access, water, sanitation, or other public utilities and services. It is expected that the proposed development will not be detrimental to public health, safety and general welfare and will be required to comply with all building code requirements.

- ***Development Permit Findings***

Pursuant to HMPC Section 9-2.1003, a Development Permit is required when a new structure or use listed as subject to a "Development Permit" (D) in the applicable zoning district;

In granting a Development Permit, the Planning Commission must make findings in connection with the Development Permit, as set forth in the Huntington Park Municipal Code. Pursuant to HMPC Section 9-2.1007, a Development Permit may be approved only if all of the following findings are made:

1. **The proposed development is one permitted within the subject zoning district and complies with all of**

the applicable provisions of this Code, including prescribed development/site standards.

Finding: The proposed self-storage facility is conditionally permitted within the subject zoning district, pursuant to the Huntington Park Municipal Code, Section 9-4.302. The Manufacturing Planned Development zone is intended to provide for service commercial, business and industrial uses. The proposed project will provided new storage facility options within the subject zone and community. In addition, the proposed project will be of similar low intensity as those known to occupy the subject site and the surrounding area. Additionally, the proposed project is in compliance with the requirements of the HPMC.

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

Finding: The proposed project is consistent with the General Plan, specifically, the proposed use is consistent with Goal 1.0; Policy 1.3 of the Land Use Element of the General Plan by improving existing industry and providing for an expanded industrial base by creating new areas for compatible industrial uses through both redevelopment and private enterprise. The applicant is proposing to redevelop the subject site. Currently, the site is composed of two lots and is developed with warehouses. The two lots will be merged together and the existing buildings will be demolished to construct a four-story self-storage facility, improving the overall vicinity of the area.

The proposed project is also consistent with Goal 2.0; Policy 2.4 of the Land Use Element of the General Plan by requiring that external lighting of commercial and industrial properties be isolated to the site and not adversely impact adjacent land uses with light spillover or glare. The applicant has provided a photometric plan to indicate that the adjacent land uses will not be adversely effected with light spillover or glare. Conditions of approval have been included to ensure no light spill occurs.

In addition, the proposed project is also consistent with Goal 3.0; Policy 3.2 of the Land Use Element of the

General Plan by promoting vigorous enforcement of City codes, including building, zoning, and health and safety, to promote property maintenance by providing all new infrastructure to meet development standards in the designated zone. The applicant will provide new improvements to the subject site, including new landscaping, new fencing, and new lighting in the subject site. In addition, conditions have been include to assure the property is maintained after the completion of the project.

3. **The proposed development would be harmonious and compatible with existing and planned future developments within the zoning district and general area, as well as with the land uses presently on the subject property.**

   Finding: The proposed project will consolidate two lots into one. The new lot will measure approximately 79,438 square feet. The design, location, size, and operating characteristics of the proposed self-storage facility is not expected to be detrimental to the public health, safety, and welfare of the City, due to the fact that the proposed project will be of similar intensity as those known to occupy the subject site and the surrounding area. The proposed project will be compatible to the surrounding industrial uses. In addition, the proposed project is in compliance with all City and zoning development standards.

4. **The approval of the Development Permit for the proposed project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines.**

   Finding: An environmental assessment has been conducted for this project in compliance with the California Environmental Quality Act (CEQA). Upon completion of the Environmental Assessment Initial Study, the City of Huntington Park has determined that the proposed project will not have a significant effect on the environment and has prepared a Negative Declaration for the proposed project. The Negative Declaration (ND) was prepared in accordance with the California Environmental Quality Act (CEQA) Article 1. Sec. 15000 et. Seq..

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

   Finding: The proposed project site measures approximately 79,438 square feet when both existing lots are consolidated. The proposed project will be of similar intensity as those known to occupy the subject site and the surrounding area. The subject site is surrounded by industrially zoned properties to the north, south, and west. The City of Bell is located to the east of the subject site, with similar uses.

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

   Finding: Vehicular and pedestrian access to the site will be provided through Maywood Avenue. The project proposes to utilize existing infrastructure and public utilities. The surrounding area is completely developed with public access, water sanitation, and other public utilities. The new development will not impeded the accessibility to public access, water, sanitation, or other public utilities and services. It is expected that the proposed development will not be detrimental to public health, safety and general welfare and will be required to comply with all building code requirements.

7. **The design, location, size and operating characteristics of the proposed development would not be detrimental to the public health, safety, or welfare of the City.**

   Finding: The proposed project has been reviewed by various departments (i.e. Building and Safety, Public Works, LA County Fire, Huntington Park Police Department, etc.) and conditions of approval have been included to ensure that project does not create any issues of concern that would be detrimental to the public health, safety, or welfare of the City.

CONCLUSION: Based on the above analysis, staff has determined that the with the recommended conditions of approval, the

proposed project complies with the HPMC and all of the required finding in support of a Conditional Use Permit and Development Permit can be made.

RECOMMENDATION: Based on the evidence presented, it is the recommendation of Planning Division Staff that the Planning Commission **approve Case No. 2018-09 CUP/DP**, subject to the following proposed conditions of approval and/or other conditions that the Planning Commission may wish to impose.

CONDITIONS OF APPROVAL:

PLANNING

1. 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, or Planning Commission. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

2. 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.

3. 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.

4. The property be developed and maintained in a clean, neat, quiet, and orderly manner at all times and comply with the property maintenance standards as set forth in Section 9-3.103.18 and Title 8, Chapter 9 of the Huntington Park Municipal Code.

5. All proposed on-site utilities, including electrical and equipment wiring, shall be installed underground and/or routed along the ground floor and shall be completely concealed from public view as required by the City prior to authorization to operate.

6. 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.

7. That all unmaintained landscaping material shall be replaced with new landscape materials. The applicant shall submit a landscape plan prepared by a license landscape architect.

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

9. 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 Applicants 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.

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

11. That the violation of any of the conditions of this entitlement may result in a citation(s) and/or the revocation of the entitlement.

12. That this entitlement may be subject to additional conditions after its original issuance, upon a duly noticed public hearing item. 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.

13. A Lot Line Adjustment/Lot Merger shall be submitted to the City for review and approval to consolidate the two (2) existing lots into one comprehensive lot. The Lot Line Adjustment shall be prepared by a State License Land Surveyor. Completed application submittal requirements, and all applicable fees shall be paid at the time of submittal.

14. No outside storage shall be permitted on the subject site.

15. No payphones shall be allowed on the subject site.

16. All proposed landscaping material shall comply with the Title 9, Chapter 3, Article 4 of the HPMC. The landscape plan shall be revised to the size of each material proposed.

17. A Photometric Plan shall be submitted for review and approval. The Photometric Plan shall identify the location of all outdoor lighting and the foot candle calculations. A foot candle of zero shall be required at all property lines and adjacent to all public right of ways. The photometric plan shall include shielding details and details of all proposed light fixtures. All light fixtures shall be decorative and consistent with the proposed architecture. All light standards bases shall be decorative and finished to match the proposed architecture of the building.

18. The applicant shall provide publicly visible art or pay art fees in accordance with the HPMC Title 9, Chapter 3, Article 17, prior to the issuance of the Certificate of Occupancy.

19. All proposed mechanical equipment and appurtenances, including satellite dishes, gutters, etc., whether located on the rooftop, ground level or anywhere on the property shall be completely shielded/enclosed so as not to be visible from any public street 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 final building inspection.

20. No vending machines, including, but not limited to, water, movie/DVD/Blue Ray, newspapers, candy, etc. shall be permitted on the exterior of the self-storage facility.

21. The applicant shall provide a construction “hot-line”, so that local businesses and residents may contact the General Contractor regarding any noise, trash, etc. during the construction phase of the project.

22. The applicant shall provide adequate on-site security at all times to ensure safety of patrons and maintenance of the property. Security Plan shall be submitted and approved by the Planning Division.

23. All future signs shall be reviewed under a separate permit. A master sign program shall be prepared for the subject site. Master sign program shall be submitted to the Planning Division for review and approval. A complete application, submittal requirements, and fees shall be due at the time of submittal.

24. The applicant shall be subject to any fees and requirements from the California Department of Fish and Wildlife, as stated in the CEQA Environmental Document Filing fee schedule.

25. This entitlement shall expire in the event it is not exercised within one (1) year from the date of approval, unless an extension has been granted by the Planning Commission.

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

27. If 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.

28. That the Applicant shall comply with all applicable property development standards including, but not limited to, outdoor storage, fumes and vapors, property maintenance, and noise.

29. The Director of Community Development 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.

30. That the business owner (Applicant) and property owner agree in writing to the above conditions.

BUILDING AND SAFETY

31. 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.

32. 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.

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

34. Art fee shall be paid to the City prior to issuance of the building permit to the satisfaction of the recycling coordinator.

35. Approval is required from the Los Angeles County Health Department for food storage.

36. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
    a. Observation of cleared areas and benches prepare4d to receive fill;
    b. Observation of the removal of all unsuitable soils and other materials;
    c. The approval of soils to be used as fill material;
    d. Inspection of compaction and placement of fill;
    e. The testing of compacted fills; and
    f. The inspection of review of drainage devices.

37. The owner shall retain the souls engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the Public Works Department, a new Preliminary Soils and/or Geotechnical Investigation.

38. Prior to permit issuance the pdf copy of the soils report shall be provided by the applicant.

39. Plans and permit for grading must be processed and issued separately from and prior to this building permit. A grading and drainage plan shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.

40. A Stormwater Pollution Prevention Program ("SWPPP") is required to be submitted. The SWPPP shall contain details of best management practices, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to control construction-related pollutants which originate from the site as a result of construction related activities. No grading permit will be issued until the SWPPP has been submitted to and accepted by the building official.

41. For sites where the disturbed area is one acre or more, applicants must file a Notice of Intent (NOI) and a State SWPPP and obtain a Waste Discharge Identification number (WDID No.). Both the NOI and the WDID No. must be stated on the first sheet of the plans.

42. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories shall comply with City's Low Impact Development (LID) requirements.
    a. Where redevelopment results in an alteration to more than fifty (50%) percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, the entire project must be mitigated.
    b. Where redevelopment results in an alteration of less than fifty (50%) percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.

43. The building permit will not be issued until the property has been surveyed and the boundaries marked by a land surveyor licensed by the State of California.

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

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

46. Foundation inspection will not be made until setback on all sides of the building have been surveyed and the location of the footings has been determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

47. Building area or portion thereof on the first floor used exclusively for storage of delivery vehicle and for loading/unloading shall be classified as Group S-2 Occupancy enclosed parking garage.

48. Each portion of a building shall be individually classified in accordance with Section 302.1. Where a building contains more than one occupancy group, the building or portion thereof shall comply with the applicable provisions of Section 508.2, 508.3 or 508.4, or a combination of these sections.

49. Individual occupancies shall be separated from adjacent occupancies in accordance with Table 508.4.

50. Group B or M occupancies located not higher than the first story above grade plane and located below a Group S-2 open parking garage shall be considered as a separate and distinct building for the purpose of determining the type of construction where all of the conditions per Section 510.8 are met.

51. All State of California disability access regulations for accessibility and adaptability shall be complied with.

52. Electrical plan check is required.

53. Mechanical plan check is required.

54. Plumbing plan check is required.

55. Plumbing fixtures shall be provided as required by the Chapter 4 of the California Plumbing Code.

56. Project shall comply with the CalGreen Non Residential mandatory requirements.

57. Demolition permit is required for any existing buildings which are to be demolished.

58. All fire sprinkler hangers must be designed and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250 pound point load. A plan indication this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.

59. Separate permit is required for Fire Sprinklers. Fire Department review and approval is required. Provide, “Proof of Compliance” prior to issuance of the building permit.

60. Provide a Building Code Analysis on the title sheet. Include the following code information for the building proposed: Description of use, occupancy, occupancy load, whether separated or un-separated, number of stories, type of construction, sprinklers,

floor area, height, allowable floor area, and specify seismic design, site, and risk category of the building. CBC Section 107.

61. At the time of permit issuance, an additional set of plans including the site plan, floor plans, or other drawings, sufficient to describe the project, shall be provided to the Building Department, to be filed with the County Assessor's office.

PUBLIC WORKS

62. Applicant shall file a Lot Merger of APN # 6318-007-012 & 6318-007-013

    a. Parcel -013 appears to have a small cell site (mono-palm)
    b. Do not merge if Planning acknowledges parcel -013 as a standalone parcel and parcel -012 grant access.
    c. Applicant shall file Public Works Engineering plan-check applications for grading plans, street improvement plans, encroachment removal agreement (private underdrain) and lot merger map check and post fees per City Fee Schedule.
    d. Upon approval of grading and improvement plans, Applicant agrees to obtain necessary PW grading permits & encroachment permits and post permit/inspection fees.

63. Street fronting project shall be improved to meet current General Plan requirements for Right of Way and Roadway widths. Dedicate 17 feet of Right-of-Way as required to obtain full half-street width of 42-feet to the City of Huntington Park along Maywood Avenue for street purposes.

    a. HPMC Section 4-7.904 Commercial vehicles permitted: Streets designated. (13) Maywood Avenue.
    b. Maywood Avenue is designed a Minor Arterial by Caltrans' Roadway Functional Classification System (Map 13V33).
    c. Maywood Avenue is designed a Secondary Arterial per HPMC Section 10-13.105 Streets and highways right-of-way and roadway widths.
        i. 84-88 Roadway Width (feet)
        ii. Streets or highways not falling clearly into listed types or private streets with public service easements may have widths different than those listed as approved by the City Engineer. (§ 3, Ord. 905-NS, eff. March 4, 2013)
        iii. Current width of 50 feet; 25' half street, therefore a 17' R/W dedication is required.

64. The removal and re-construction of any driveways and public street improvements shall meet all City Engineer requirements. The project shall be required to reconstruct street parkway improvements along the project frontage to the nearest offsite joint. Driveways shall conform to Public Works Standards, which provide for 4' ADA sidewalk. Design shall match existing score-joint pattern. The reconstruction of the curb/gutter shall require a 2' trench to allow forming along the street.

65. Applicant shall install two 24-inch box trees per City Street Tree Policy in the project frontage, with tree wells/root barriers per City standards. An additional tree with well/root barrier shall be installed along the front yard setback. Private drip Irrigation shall be extended to each tree well.

66. Applicant shall process public improvement plans, prepared by a registered civil engineer, for Maywood Avenue and shall reflect sewer laterals, water services (fire & domestic) and trench resurfacing per GreenBook Standards. Applicant shall grind (2") exist AC & overlay to center of street, at completion of project.

67. Written notarized permission must be obtained from the adjacent property owner where grading or drainage is proposed on the adjacent property not owned by the applicant/permittee.

68. Grading plans signed by the Registered Civil engineer preparing the plans.

    a. Drainage shall be directed away from the faces of cut and fill slopes or into approved drainage structures. The faces of cut and fill slopes shall also be manufactured to control against erosion. This control may consist of stepping or another surface protection, as approved by the City Engineer. The protection for the slopes shall be installed within 15 days after completion of the rough grading.
    b. No grading permit shall be issued without an erosion control plan approved by the City Engineer. The erosion control plan shall include details of protective measures, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to protect the water quality of receiving water bodies or to protect adjoining public and private property from damage from erosion, flooding or the deposition of mud or debris which may originate from the site or result from such grading operations.
    c. Grading Plans shall incorporate a Construction BMP plan, designating construction storage, trash bin etc.
    d. Onsite Groundwater Monitoring Wells, including legally removed, permanent, temporary and active wells, must be depicted on all site plans, grading plans, and all other relevant plans. Include a legend that demonstrates ownership, date installed, and type of monitoring well and all other relevant information.
    e. Engineer to show the location of the sewer mainline, nearest manholes, lateral serving the project and configuration of the onsite sewer including diameter and material of the onsite sewer.
        i. Sewer cleanouts must be positioned at 100-foot intervals on the lateral coming off the main sewer line.
        ii. If required, Applicant must obtain County Sanitations District of Los Angeles clearance.
    f. All parking lots and driveways shall be surfaced with asphaltic concrete to a minimum thickness of three (3) inches over a minimum aggregate base of six (6) inches or surfaced with Portland Cement concrete with a minimum thickness of five (5) inches over a three (3) inch aggregate base. After review of the probable

vehicular traffic and the soils report for the project, additional material may be required at the discretion of the City Engineer.

g. Public improvements will be generated on the basis of the approved site plan. P.C.C. pavement and asphalt-concrete (A.C.) thicknesses and strengths will be determined by the Registered Civil Engineer (project engineer of record) preparing the street plans and utility improvement plans.
   i. City Engineer requires pavement resurfacing of half the roadway width along Maywood Avenue frontage.
   ii. All traffic markings, street striping, street signs, legends and curb painting on streets adjacent to the proposed development shall be restored as directed by the City Engineer.
h. All drive approaches shall be ADA compliant. Insufficient width in the parkway will require applicant to dedicate an easement at each drive approach to the City to accommodate a compliant drive approach.
i. Repair, remove, and replace deficient and/or damaged sidewalk and standard curb & gutter adjacent to the development at the direction of the City Engineer/City Inspector. Use APWA standard plans and specifications.
   i. Site frontage & offsite transition-curb & gutter.
   ii. Site frontage & offsite transition- sidewalk.
   iii. Two commercial driveway approach.
j. Comply with the City's ordinance pertaining to construction debris recycling. Contact the Building & Safety Department for additional information pertaining to the Construction & Demolition Debris Diversion Program. The Construction Historical & Demolition Debris Diversion Program is also applicable with respect to the grading process.
k. Applicant shall process a drainage technical study, prepared by registered civil engineer. The drainage patterns from adjacent properties shall be identified and maintained. The project shall accept and include in the drainage design any current drainage from adjacent properties.
l. Preserve existing survey monuments (property corners, centerline ties, etc.) in the public right of way. All disturbed and removed survey monuments in the public right of way shall be re-established and record of survey shall be filed with the County surveyor in accordance with applicable provisions of the state law.
m. All USA/Dig Alert graffiti markings must be removed by the contractor from the sidewalk, curb & gutter and/or asphalt pavement prior to final approval.

69. It is the applicants' responsibility to contact the Water Purveyor to obtain approval of service and that the purveyor has adequate water to provide such service. Provide acceptable analysis to verify sufficient water pressure and flow for:

a. General conditions
b. During MID (maximum instantaneous demand) conditions
c. During fire flow and MID conditions.
d. Water supply system serving the development shall be adequately sized to accommodate the total required commercial water requirements and fire flows, in

compliance with the Water Purveyor and Los Angeles County Fire Department requirements.

e. All existing water services (meters) no longer required as part of this development shall be abandoned at the mainline.
f. Reduced Pressure Backflow Preventers will be required for all water services. An approved reduced pressure principal back-flow prevention device shall be installed above grade in the customer's service line by his contractor as close as practical to the water meter and shall be between the water meter and the first point of connection to the service. The device shall be located onsite fronting the property
g. The Storm Water Pollution Prevention Plan (SWPPP) is a document that addresses water pollution control for a construction project. The Construction General Permit (CGP) requires that all stormwater discharges associated with construction activity, where said activity results in soil disturbance of one acre or more of land area, must be permitted under the CGP and have a fully developed site SWPPP on-site prior to beginning any soil disturbing activities. The CGP requires the development of a project-specific SWPPP. The SWPPP must include the information needed to demonstrate compliance with all the requirements of the CGP. The SWPPP document must be written by a Qualified SWPPP Developer (QSD). The City requires that a Water Pollution Control Manager (WPC Manager) be responsible for the implementation of a SWPPP. The WPC Manager must have the same qualifications as a QSD. For further details pertaining to the State of California's requirement, please visit the following website: https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp
h. A Waste Discharge Identification Number (WDID#) must be obtained prior to commencing any work.

70. Low Impact Development (LID) is a requirement of the NPDES Permit No. CAS004001, Order No. ORDER NO. R4-2012-0175. This permit was issued by the State of California Regional Water Quality Control Board, Los Angeles Region on December 28, 2012. The LID is a narrative report that explains the type of development and drainage of the site. It must address the post-construction water quality and habitat impact issues. Once the site has been developed, how will runoff be maintained? Was there a system that was designed to treat the runoff prior to discharging into the public system? Best Management Practices (BMPs) should be implemented to address storm water pollution and peak flow discharge impacts. All BMPs must be sized to meet specified water quality design and/or peak flow discharge criteria.

a. Filtration and infiltration methods must be used to defray a large percentage of the storm water runoff into the storm drain system.

71. Preliminary soils investigation prepared by a licensed Geotechnical engineer.

a. The soil engineering report shall include data specifically regarding the nature, distribution and strength of existing soils, conclusions and recommendations for grading procedures and design criteria for corrective measures when necessary,

and opinions and recommendations covering adequacy of sites to be developed by the proposed grading.

72. Geological investigation prepared by a licensed Engineering Geologist.

    a. A preliminary engineering geology and/or seismic safety report, prepared in accordance with Los Angeles County guidelines, is required if the subdivision lies within a “medium risk” or “high risk” geologic hazard area, as shown on maps on file contained within the safety element of Los Angeles County.

73. Hydrology and Hydraulic Report for any drainage devices.

    a. A Hydrology Study Report, based on a 50-year frequency design storm for Capitol Facilities and a 25-year frequency design storm for all other instances as dictated by the LA County DPW 2006 Hydrology Manual, must be submitted to the Engineering Division. The study must provide hydraulic calculations based on the given area and the ability of the existing storm drain infrastructure to receive and support the allotted drainage runoff. Drainage calculations shall adhere to City of Huntington Park standards, NPDES, and environmental regulations and requirements.

74. Applicant shall obtain approval from the Los Angeles Fire Department (LACFD) for development’s fire protection, fire flow requirements, access road(s) for development, etc. and shall construct all Fire Department required improvements.

75. The City Engineer may require other information or may impose additional conditions and requirements as deemed necessary to protect health and safety, and to benefit the public.

TRAFFIC ENGINEERING

76. The applicant install have signage and/or marking (e.g. “Yield to Oncoming Traffic”) at the northerly driveway for existing traffic to yield to allow for inbound trucks to take the entire width of the driveway to complete maneuvers.

CODE ENFORCEMENT

77. No loitering and no trespassing signs shall be posted around the perimeter of the building in compliance with Section 602(o) the California Penal Code.

78. The applicant shall provide routine maintenance to eliminate any trash or litter around the perimeter of the property.

79. Adequate lighting shall be provided to illuminate all driveways and driveway aisles.

80. That all future temporary or permanent signage shall be approved by the City prior to installation, pursuant to the Huntington Park Municipal Code.

81. Anti-graffiti film shall be installed to all exterior windows.

LOS ANGELES COUNTY FIRE DEPARTMENT

82. All requirements, as deemed necessary by the Los Angeles County Fire Department during the Plan Check Process, shall be complied with.

TRIBAL CONSULTATION (ASSEMBLY BILL 54)

83. The following requirements from the Gabrieleno Band of Mission Indians shall be complied with;

    a. Retain a Native American Monitor/Consultant: The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

    b. Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be

available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and;

c. Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

d. Unanticipated Discovery of Human Remains and Associated Funerary Objects: Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

e. Resource Assessment & Continuation of Work Protocol: Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

f. Kizh-Gabrieleno Procedures for burials and funerary remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture,

are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

g. Treatment Measures: Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

h. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

i. Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

EXHIBITS:

A: PC Resolution No. 2018-09 CUP/DP
B: Negative Declaration
C: Project Plans
D: Business Operation
E: Traffic Study
F: AB52: Tribal Consultation; Gabrieleno Band of Mission Indians
G: Vicinity Map
H: Assessor's Parcel Map

PC RESOLUTION NO. 2018-09 CUP/DP

EXHIBIT A **CASE NO.** 2018-09 CUP/DP

PC RESOLUTION NO. 2018-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HUNTINGTON PARK, STATE OF CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT AND A DEVELOPMENT PERMIT TO CONSTRUCT A 157,696 SQAURE-FOOT SELF-STORAGE FACILITY; AND THE ADOPTION OF AN ASSOCIATED NEGATIVE DECLARATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR PROPERTY LOCATED AT 6241 MAYWOOD AVENUE AND 6301 MAYWOOD AVENUE, WITHIN THE MANUFACTURING PLANNED DEVELOPMENT (MPD) ZONE.

WHEREAS, a public hearing was held at City Hall, 6550 Miles Avenue, Huntington Park, California on Wednesday, February 20, 2019 at 6:30 p.m. pursuant to the notice published and posted as required by law in accordance with the provisions of the Huntington Park Municipal Code, upon an application from JSF Management, LLC, requesting approval of a Conditional Use Permit and a Development Permit to construct a 157,696 square-foot self-storage facility; and the adoption of an associated Negative Declaration under the California Environmental Quality Act (CEQA) for property located at 6241 Maywood Avenue and 6301 Maywood Avenue, within the Manufacturing Planned Development (MPD) zone, described as:

Assessor's Parcel No. 6318-007-012 and 6318-007-004, City of Huntington Park, County of Los Angeles; and

WHEREAS, the Planning Division has reviewed the request and has found that all of the findings for approval of a Conditional Use Permit and Development Permit can be made as required by the Municipal Code; and

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

WHEREAS, all persons appearing for or against the approval of the Conditional Use Permit and Development Permit were given the opportunity to be heard in connection with said matter; and

WHEREAS, all written comments received prior to the hearing, and responses to such comments, were reviewed by the Planning Commission; and

WHEREAS, the Planning Commission is required to announce its findings and recommendations.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF HUNTINGTON PARK DOES FIND, DETERMINE, RECOMMEND AND RESOLVES AS FOLLOWS:

SECTION 1: In accordance with CEQA and based on the evidence in the Initial Study/Negative Declaration (IS/ND), the Planning Commission adopts the findings in said IS/ND and determined that the project will not have a significant effect on the environment, therefore the Planning Commission hereby adopts said IS/ND associated with the proposed project.

SECTION 2: The Planning Commission hereby makes the following findings in connection with the proposed Conditional Use Permit:

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 in that ***the proposed self-storage facility is conditionally permitted within the subject zoning district, pursuant to the Huntington Park Municipal Code, Section 9-4.302. The Manufacturing Planned Development zone is intended to provide for service commercial, business and industrial uses. The proposed project will provided new storage facility options within the subject zone and community. In addition, the proposed project will be of similar low intensity as those known to occupy the subject site and the surrounding area. Additionally, the proposed project is in compliance with the requirements of the HPMC.***
2. The proposed use is consistent with the General Plan in that ***the proposed project is consistent with the General Plan, specifically, the proposed use is consistent with Goal 1.0; Policy 1.3 of the Land Use Element of the General***

Plan by improving existing industry and providing for an expanded industrial base by creating new areas for compatible industrial uses through both redevelopment and private enterprise. The applicant is proposing to redevelop the subject site. Currently, the site is composed of two lots and is developed with warehouses. The two lots will be merged together and the existing buildings will be demolished to construct a four-story self-storage facility, improving the overall vicinity of the area.

The proposed project is also consistent with Goal 2.0; Policy 2.4 of the Land Use Element of the General Plan by requiring that external lighting of commercial and industrial properties be isolated to the site and not adversely impact adjacent land uses with light spillover or glare. The applicant has provided a photometric plan to indicate that the adjacent land uses will not be adversely effected with light spillover or glare. Conditions of approval have been included to ensure no light spill occurs.

In addition, the proposed project is also consistent with Goal 3.0; Policy 3.2 of the Land Use Element of the General Plan by promoting vigorous enforcement of City codes, including building, zoning, and health and safety, to promote property maintenance by providing all new infrastructure to meet development standards in the designated zone. The applicant will provide new improvements to the subject site, including new landscaping, new fencing, and new lighting in the subject site. In addition, conditions have been include to assure the property is maintained after the completion of the project.

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 in that ***an environmental assessment has been conducted for this project in compliance with the California Environmental Quality Act (CEQA). Upon completion of the Environmental Assessment Initial Study,***

the City of Huntington Park has determined that the proposed project will not have a significant effect on the environment and has prepared a Negative Declaration for the proposed project. The Negative Declaration (ND) was prepared in accordance with the California Environmental Quality Act (CEQA) Article 1. Sec. 15000 et. Seq..

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 in that ***the proposed project will consolidate two lots into one. The new lot will measure approximately 79,438 square feet. The design, location, size, and operating characteristics of the proposed self-storage facility is not expected to be detrimental to the public health, safety, and welfare of the City, due to the fact that the proposed project will be of similar intensity as those known to occupy the subject site and the surrounding area. The proposed project will be compatible to the surrounding industrial uses. In addition, the proposed project is in compliance with all City and zoning development standards.***
5. The subject site is physically suitable for the type and density/intensity of use being proposed in that ***the proposed project site measures approximately 79,438 square feet when both existing lots are consolidated. The proposed project will be of similar intensity as those known to occupy the subject site and the surrounding area. The subject site is surrounded by industrially zoned properties to the north, south, and west. The City of Bell is located to the east of the subject site, with similar uses.***
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 in that ***vehicular and pedestrian access to the site will be provided through Maywood Avenue. The project proposes to utilize existing infrastructure and public utilities. The surrounding area is completely developed with public access, water sanitation, and other public utilities. The new development will not impeded the accessibility to public access, water, sanitation, or other public utilities and services. It is expected that the proposed development will not be detrimental to public health, safety and general welfare and will be required to comply with all building code requirements.***

SECTION 3: The Planning Commission hereby makes the following findings in connection with the proposed Development Permit:

1. The proposed development is one permitted within the subject zoning district and complies with all of the applicable provisions of this Code, including prescribed development/site standards in that ***the proposed self-storage facility is conditionally permitted within the subject zoning district, pursuant to the Huntington Park Municipal Code, Section 9-4.302. The Manufacturing Planned Development zone is intended to provide for service commercial, business and industrial uses. The proposed project will provided new storage facility options within the subject zone and community. In addition, the proposed project will be of similar low intensity as those known to occupy the subject site and the surrounding area. Additionally, the proposed project is in compliance with the requirements of the HPMC.***
2. The proposed development is consistent with the General Plan in that ***the proposed project is consistent with the General Plan, specifically, the proposed use is consistent with Goal 1.0; Policy 1.3 of the Land Use Element of the General Plan by improving existing industry and providing for an expanded industrial base by creating new areas for compatible industrial uses through both redevelopment and private enterprise. The applicant is***

proposing to redevelop the subject site. Currently, the site is composed of two lots and is developed with warehouses. The two lots will be merged together and the existing buildings will be demolished to construct a four-story self-storage facility, improving the overall vicinity of the area.

The proposed project is also consistent with Goal 2.0; Policy 2.4 of the Land Use Element of the General Plan by requiring that external lighting of commercial and industrial properties be isolated to the site and not adversely impact adjacent land uses with light spillover or glare. The applicant has provided a photometric plan to indicate that the adjacent land uses will not be adversely effected with light spillover or glare. Conditions of approval have been included to ensure no light spill occurs.

In addition, the proposed project is also consistent with Goal 3.0; Policy 3.2 of the Land Use Element of the General Plan by promoting vigorous enforcement of City codes, including building, zoning, and health and safety, to promote property maintenance by providing all new infrastructure to meet development standards in the designated zone. The applicant will provide new improvements to the subject site, including new landscaping, new fencing, and new lighting in the subject site. In addition, conditions have been include to assure the property is maintained after the completion of the project.

3. The proposed development would be harmonious and compatible with existing and planned future developments within the zoning district and general area, as well as with the land uses presently on the subject property in that ***the proposed project will consolidate two lots into one. The new lot will measure approximately 79,438 square feet. The design, location, size, and operating characteristics of the proposed self-storage facility is not expected to be detrimental to the public health, safety, and welfare of the City, due to the fact that the proposed project will be of similar intensity as those known to occupy the***

subject site and the surrounding area. The proposed project will be compatible to the surrounding industrial uses. In addition, the proposed project is in compliance with all City and zoning development standards.

4. The approval of the Development Permit for the proposed project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines in that ***an environmental assessment has been conducted for this project in compliance with the California Environmental Quality Act (CEQA). Upon completion of the Environmental Assessment Initial Study, the City of Huntington Park has determined that the proposed project will not have a significant effect on the environment and has prepared a Negative Declaration for the proposed project. The Negative Declaration (ND) was prepared in accordance with the California Environmental Quality Act (CEQA) Article 1. Sec. 15000 et. Seq..***
5. The subject site is physically suitable for the type and density/intensity of use being proposed in that ***the proposed project site measures approximately 79,438 square feet when both existing lots are consolidated. The proposed project will be of similar intensity as those known to occupy the subject site and the surrounding area. The subject site is surrounded by industrially zoned properties to the north, south, and west. The City of Bell is located to the east of the subject site, with similar uses.***
6. There are adequate provisions for public access, water, sanitation and public utilities and services to ensure that the proposed development would not be detrimental to public health, safety and general welfare in that ***vehicular and pedestrian access to the site will be provided through Maywood Avenue. The project proposes to utilize existing infrastructure and public utilities. The surrounding area is completely developed with public access, water sanitation, and other public utilities. The new development will not impeded the accessibility to public access, water, sanitation, or other public utilities***

and services. It is expected that the proposed development will not be detrimental to public health, safety and general welfare and will be required to comply with all building code requirements.

7. The design, location, size and operating characteristics of the proposed development would not be detrimental to the public health, safety, or welfare of the City in that ***the proposed project has been reviewed by various departments (i.e. Building and Safety, Public Works, LA County Fire, Huntington Park Police Department, etc.) and conditions of approval have been included to ensure that project does not create any issues of concern that would be detrimental to the public health, safety, or welfare of the City.***

SECTION 4: The Planning Commission hereby approves Resolution No. 2018-09 CUP/DP, subject to the execution and fulfillment of the following conditions:

PLANNING

1. 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, or Planning Commission. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

2. 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.

3. 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.

4. The property be developed and maintained in a clean, neat, quiet, and orderly manner at all times and comply with the property maintenance standards as set forth in Section 9-3.103.18 and Title 8, Chapter 9 of the Huntington Park Municipal Code.

5. All proposed on-site utilities, including electrical and equipment wiring, shall be installed underground and/or routed along the ground floor and shall be completely concealed from public view as required by the City prior to authorization to operate.

6. 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.

7. That all unmaintained landscaping material shall be replaced with new landscape materials. The applicant shall submit a landscape plan prepared by a license landscape architect.

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

9. 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 Applicants 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.

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

11. That the violation of any of the conditions of this entitlement may result in a citation(s) and/or the revocation of the entitlement.

12. That this entitlement may be subject to additional conditions after its original issuance, upon a duly noticed public hearing item. 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.

13. A Lot Line Adjustment/Lot Merger shall be submitted to the City for review and approval to consolidate the two (2) existing lots into one comprehensive lot. The Lot Line Adjustment shall be prepared by a State License Land Surveyor. Completed application submittal requirements, and all applicable fees shall be paid at the time of submittal.

14. No outside storage shall be permitted on the subject site.

15. No payphones shall be allowed on the subject site.

16. All proposed landscaping material shall comply with the Title 9, Chapter 3, Article 4 of the HPMC. The landscape plan shall be revised to the size of each material proposed.

17. A Photometric Plan shall be submitted for review and approval. The Photometric Plan shall identify the location of all outdoor lighting and the foot candle calculations. A foot candle of zero shall be required at all property lines and adjacent to all public right of ways. The photometric plan shall include shielding details and details of all proposed light fixtures. All light fixtures shall be decorative and consistent with the proposed architecture. All light standards bases shall be decorative and finished to match the proposed architecture of the building.

18. The applicant shall provide publicly visible art or pay art fees in accordance with the HPMC Title 9, Chapter 3, Article 17, prior to the issuance of the Certificate of Occupancy.

19. All proposed mechanical equipment and appurtenances, including satellite dishes, gutters, etc., whether located on the rooftop, ground level or anywhere on the property shall be completely shielded/enclosed so as not to be visible from any public street 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 final building inspection.

20. No vending machines, including, but not limited to, water, movie/DVD/Blue Ray, newspapers, candy, etc. shall be permitted on the exterior of the self-storage facility.

21. The applicant shall provide a construction “hot-line”, so that local businesses and residents may contact the General Contractor regarding any noise, trash, etc. during the construction phase of the project.

22. The applicant shall provide adequate on-site security at all times to ensure safety of patrons and maintenance of the property. Security Plan shall be submitted and approved by the Planning Division.

23. All future signs shall be reviewed under a separate permit. A master sign program shall be prepared for the subject site. Master sign program shall be submitted to the Planning Division for review and approval. A complete application, submittal requirements, and fees shall be due at the time of submittal.

24. The applicant shall be subject to any fees and requirements from the California Department of Fish and Wildlife, as stated in the CEQA Environmental Document Filing fee schedule.

25. This entitlement shall expire in the event it is not exercised within one (1) year from the date of approval, unless an extension has been granted by the Planning Commission.

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

27. If 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.

28. That the Applicant shall comply with all applicable property development standards including, but not limited to, outdoor storage, fumes and vapors, property maintenance, and noise.

29. The Director of Community Development 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.

30. That the business owner (Applicant) and property owner agree in writing to the above conditions.

BUILDING AND SAFETY

31. 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.

32. 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.

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

34. Art fee shall be paid to the City prior to issuance of the building permit to the satisfaction of the recycling coordinator.

35. Approval is required from the Los Angeles County Health Department for food storage.

36. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
    a. Observation of cleared areas and benches prepare4d to receive fill;
    b. Observation of the removal of all unsuitable soils and other materials;
    c. The approval of soils to be used as fill material;

d. Inspection of compaction and placement of fill;
e. The testing of compacted fills; and
f. The inspection of review of drainage devices.

37. The owner shall retain the souls engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the Public Works Department, a new Preliminary Soils and/or Geotechnical Investigation.

38. Prior to permit issuance the pdf copy of the soils report shall be provided by the applicant.

39. Plans and permit for grading must be processed and issued separately from and prior to this building permit. A grading and drainage plan shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.

40. A Stormwater Pollution Prevention Program ("SWPPP") is required to be submitted. The SWPPP shall contain details of best management practices, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to control construction-related pollutants which originate from the site as a result of construction related activities. No grading permit will be issued until the SWPPP has been submitted to and accepted by the building official.

41. For sites where the disturbed area is one acre or more, applicants must file a Notice of Intent (NOI) and a State SWPPP and obtain a Waste Discharge Identification number (WDID No.). Both the NOI and the WDID No. must be stated on the first sheet of the plans.

42. Land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories shall comply with City's Low Impact Development (LID) requirements.
    a. Where redevelopment results in an alteration to more than fifty (50%) percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, the entire project must be mitigated.
    b. Where redevelopment results in an alteration of less than fifty (50%) percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.

43. The building permit will not be issued until the property has been surveyed and the boundaries marked by a land surveyor licensed by the State of California.

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

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

46. Foundation inspection will not be made until setback on all sides of the building have been surveyed and the location of the footings has been determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.

47. Building area or portion thereof on the first floor used exclusively for storage of delivery vehicle and for loading/unloading shall be classified as Group S-2 Occupancy enclosed parking garage.

48. Each portion of a building shall be individually classified in accordance with Section 302.1. Where a building contains more than one occupancy group, the building or portion thereof shall comply with the applicable provisions of Section 508.2, 508.3 or 508.4, or a combination of these sections.

49. Individual occupancies shall be separated from adjacent occupancies in accordance with Table 508.4.

50. Group B or M occupancies located not higher than the first story above grade plane and located below a Group S-2 open parking garage shall be considered as a separate and distinct building for the purpose of determining the type of construction where all of the conditions per Section 510.8 are met.

51. All State of California disability access regulations for accessibility and adaptability shall be complied with.

52. Electrical plan check is required.

53. Mechanical plan check is required.

54. Plumbing plan check is required.

55. Plumbing fixtures shall be provided as required by the Chapter 4 of the California Plumbing Code.

56. Project shall comply with the CalGreen Non Residential mandatory requirements.

57. Demolition permit is required for any existing buildings which are to be demolished.

58. All fire sprinkler hangers must be designed and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250 pound point load. A plan indication this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.

59. Separate permit is required for Fire Sprinklers. Fire Department review and approval is required. Provide, "Proof of Compliance" prior to issuance of the building permit.

60. Provide a Building Code Analysis on the title sheet. Include the following code information for the building proposed: Description of use, occupancy, occupancy load, whether separated or un-separated, number of stories, type of construction, sprinklers, floor area, height, allowable floor area, and specify seismic design, site, and risk category of the building. CBC Section 107.

61. At the time of permit issuance, an additional set of plans including the site plan, floor plans, or other drawings, sufficient to describe the project, shall be provided to the Building Department, to be filed with the County Assessor's office.

PUBLIC WORKS

62. Applicant shall file a Lot Merger of APN # 6318-007-012 & 6318-007-013

    a. Parcel -013 appears to have a small cell site (mono-palm)
    b. Do not merge if Planning acknowledges parcel -013 as a standalone parcel and parcel -012 grant access.
    c. Applicant shall file Public Works Engineering plan-check applications for grading plans, street improvement plans, encroachment removal agreement (private underdrain) and lot merger map check and post fees per City Fee Schedule.
    d. Upon approval of grading and improvement plans, Applicant agrees to obtain necessary PW grading permits & encroachment permits and post permit/inspection fees.

63. Street fronting project shall be improved to meet current General Plan requirements for Right of Way and Roadway widths. Dedicate 17 feet of Right-of-Way as required to obtain full half-street width of 42-feet to the City of Huntington Park along Maywood Avenue for street purposes.

    a. HPMC Section 4-7.904 Commercial vehicles permitted: Streets designated. (13) Maywood Avenue.

b. Maywood Avenue is designed a Minor Arterial by Caltrans' Roadway Functional Classification System (Map 13V33).
c. Maywood Avenue is designed a Secondary Arterial per HPMC Section 10-13.105 Streets and highways right-of-way and roadway widths.
   i. 84-88 Roadway Width (feet)
   ii. Streets or highways not falling clearly into listed types or private streets with public service easements may have widths different than those listed as approved by the City Engineer. (§ 3, Ord. 905-NS, eff. March 4, 2013)
   iii. Current width of 50 feet; 25' half street, therefore a 17' R/W dedication is required.

64. The removal and re-construction of any driveways and public street improvements shall meet all City Engineer requirements. The project shall be required to reconstruct street parkway improvements along the project frontage to the nearest offsite joint. Driveways shall conform to Public Works Standards, which provide for 4' ADA sidewalk. Design shall match existing score-joint pattern. The reconstruction of the curb/gutter shall require a 2' trench to allow forming along the street.

65. Applicant shall install two 24-inch box trees per City Street Tree Policy in the project frontage, with tree wells/root barriers per City standards. An additional tree with well/root barrier shall be installed along the front yard setback. Private drip Irrigation shall be extended to each tree well.

66. Applicant shall process public improvement plans, prepared by a registered civil engineer, for Maywood Avenue and shall reflect sewer laterals, water services (fire & domestic) and trench resurfacing per GreenBook Standards. Applicant shall grind (2") exist AC & overlay to center of street, at completion of project.

67. Written notarized permission must be obtained from the adjacent property owner where grading or drainage is proposed on the adjacent property not owned by the applicant/permittee.

68. Grading plans signed by the Registered Civil engineer preparing the plans.

a. Drainage shall be directed away from the faces of cut and fill slopes or into approved drainage structures. The faces of cut and fill slopes shall also be manufactured to control against erosion. This control may consist of stepping or another surface protection, as approved by the City Engineer. The protection for the slopes shall be installed within 15 days after completion of the rough grading.
b. No grading permit shall be issued without an erosion control plan approved by the City Engineer. The erosion control plan shall include details of protective measures, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to protect the water quality of receiving water bodies or to protect adjoining public and private

property from damage from erosion, flooding or the deposition of mud or debris which may originate from the site or result from such grading operations.

c. Grading Plans shall incorporate a Construction BMP plan, designating construction storage, trash bin etc.

d. Onsite Groundwater Monitoring Wells, including legally removed, permanent, temporary and active wells, must be depicted on all site plans, grading plans, and all other relevant plans. Include a legend that demonstrates ownership, date installed, and type of monitoring well and all other relevant information.

e. Engineer to show the location of the sewer mainline, nearest manholes, lateral serving the project and configuration of the onsite sewer including diameter and material of the onsite sewer.
   i. Sewer cleanouts must be positioned at 100-foot intervals on the lateral coming off the main sewer line.
   ii. If required, Applicant must obtain County Sanitations District of Los Angeles clearance.

f. All parking lots and driveways shall be surfaced with asphaltic concrete to a minimum thickness of three (3) inches over a minimum aggregate base of six (6) inches or surfaced with Portland Cement concrete with a minimum thickness of five (5) inches over a three (3) inch aggregate base. After review of the probable vehicular traffic and the soils report for the project, additional material may be required at the discretion of the City Engineer.

g. Public improvements will be generated on the basis of the approved site plan. P.C.C. pavement and asphalt-concrete (A.C.) thicknesses and strengths will be determined by the Registered Civil Engineer (project engineer of record) preparing the street plans and utility improvement plans.
   i. City Engineer requires pavement resurfacing of half the roadway width along Maywood Avenue frontage.
   ii. All traffic markings, street striping, street signs, legends and curb painting on streets adjacent to the proposed development shall be restored as directed by the City Engineer.

h. All drive approaches shall be ADA compliant. Insufficient width in the parkway will require applicant to dedicate an easement at each drive approach to the City to accommodate a compliant drive approach.

i. Repair, remove, and replace deficient and/or damaged sidewalk and standard curb & gutter adjacent to the development at the direction of the City Engineer/City Inspector. Use APWA standard plans and specifications.
   i. Site frontage & offsite transition-curb & gutter.
   ii. Site frontage & offsite transition- sidewalk.
   iii. Two commercial driveway approach.

j. Comply with the City's ordinance pertaining to construction debris recycling. Contact the Building & Safety Department for additional information pertaining to the Construction & Demolition Debris Diversion Program. The Construction Historical & Demolition Debris Diversion Program is also applicable with respect to the grading process.

k. Applicant shall process a drainage technical study, prepared by registered civil engineer. The drainage patterns from adjacent properties shall be

identified and maintained. The project shall accept and include in the drainage design any current drainage from adjacent properties.

l. Preserve existing survey monuments (property corners, centerline ties, etc.) in the public right of way. All disturbed and removed survey monuments in the public right of way shall be re-established and record of survey shall be filed with the County surveyor in accordance with applicable provisions of the state law.

m. All USA/Dig Alert graffiti markings must be removed by the contractor from the sidewalk, curb & gutter and/or asphalt pavement prior to final approval.

69. It is the applicants' responsibility to contact the Water Purveyor to obtain approval of service and that the purveyor has adequate water to provide such service. Provide acceptable analysis to verify sufficient water pressure and flow for:

a. General conditions
b. During MID (maximum instantaneous demand) conditions
c. During fire flow and MID conditions.
d. Water supply system serving the development shall be adequately sized to accommodate the total required commercial water requirements and fire flows, in compliance with the Water Purveyor and Los Angeles County Fire Department requirements.
e. All existing water services (meters) no longer required as part of this development shall be abandoned at the mainline.
f. Reduced Pressure Backflow Preventers will be required for all water services. An approved reduced pressure principal back-flow prevention device shall be installed above grade in the customer's service line by his contractor as close as practical to the water meter and shall be between the water meter and the first point of connection to the service. The device shall be located onsite fronting the property
g. The Storm Water Pollution Prevention Plan (SWPPP) is a document that addresses water pollution control for a construction project. The Construction General Permit (CGP) requires that all stormwater discharges associated with construction activity, where said activity results in soil disturbance of one acre or more of land area, must be permitted under the CGP and have a fully developed site SWPPP on-site prior to beginning any soil disturbing activities. The CGP requires the development of a project-specific SWPPP. The SWPPP must include the information needed to demonstrate compliance with all the requirements of the CGP. The SWPPP document must be written by a Qualified SWPPP Developer (QSD). The City requires that a Water Pollution Control Manager (WPC Manager) be responsible for the implementation of a SWPPP. The WPC Manager must have the same qualifications as a QSD. For further details pertaining to the State of California's requirement, please visit the following website: https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp
h. A Waste Discharge Identification Number (WDID#) must be obtained prior to commencing any work.

70. Low Impact Development (LID) is a requirement of the NPDES Permit No. CAS004001, Order No. ORDER NO. R4-2012-0175. This permit was issued by the State of California Regional Water Quality Control Board, Los Angeles Region on December 28, 2012. The LID is a narrative report that explains the type of development and drainage of the site. It must address the post-construction water quality and habitat impact issues. Once the site has been developed, how will runoff be maintained? Was there a system that was designed to treat the runoff prior to discharging into the public system? Best Management Practices (BMPs) should be implemented to address storm water pollution and peak flow discharge impacts. All BMPs must be sized to meet specified water quality design and/or peak flow discharge criteria.

    a. Filtration and infiltration methods must be used to defray a large percentage of the storm water runoff into the storm drain system.

71. Preliminary soils investigation prepared by a licensed Geotechnical engineer.

    a. The soil engineering report shall include data specifically regarding the nature, distribution and strength of existing soils, conclusions and recommendations for grading procedures and design criteria for corrective measures when necessary, and opinions and recommendations covering adequacy of sites to be developed by the proposed grading.

72. Geological investigation prepared by a licensed Engineering Geologist.

    a. A preliminary engineering geology and/or seismic safety report, prepared in accordance with Los Angeles County guidelines, is required if the subdivision lies within a “medium risk” or “high risk” geologic hazard area, as shown on maps on file contained within the safety element of Los Angeles County.

73. Hydrology and Hydraulic Report for any drainage devices.

    a. A Hydrology Study Report, based on a 50-year frequency design storm for Capitol Facilities and a 25-year frequency design storm for all other instances as dictated by the LA County DPW 2006 Hydrology Manual, must be submitted to the Engineering Division. The study must provide hydraulic calculations based on the given area and the ability of the existing storm drain infrastructure to receive and support the allotted drainage runoff. Drainage calculations shall adhere to City of Huntington Park standards, NPDES, and environmental regulations and requirements.

74. Applicant shall obtain approval from the Los Angeles Fire Department (LACFD) for development’s fire protection, fire flow requirements, access road(s) for development, etc. and shall construct all Fire Department required improvements.

75. The City Engineer may require other information or may impose additional conditions and requirements as deemed necessary to protect health and safety, and to benefit the public.

TRAFFIC ENGINEERING

76. The applicant install have signage and/or marking (e.g. “Yield to Oncoming Traffic”) at the northerly driveway for existing traffic to yield to allow for inbound trucks to take the entire width of the driveway to complete maneuvers.

CODE ENFORCEMENT

77. No loitering and no trespassing signs shall be posted around the perimeter of the building in compliance with Section 602(o) the California Penal Code.

78. The applicant shall provide routine maintenance to eliminate any trash or litter around the perimeter of the property.

79. Adequate lighting shall be provided to illuminate all driveways and driveway aisles.

80. That all future temporary or permanent signage shall be approved by the City prior to installation, pursuant to the Huntington Park Municipal Code.

81. Anti-graffiti film shall be installed to all exterior windows.

LOS ANGELES COUNTY FIRE DEPARTMENT

82. All requirements, as deemed necessary by the Los Angeles County Fire Department during the Plan Check Process, shall be complied with.

TRIBAL CONSULTATION (ASSEMBLY BILL 54)

83. The following requirements from the Gabrieleno Band of Mission Indians shall be complied with;

    a. Retain a Native American Monitor/Consultant: The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC’s Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide

descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

b. Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and;

c. Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

d. Unanticipated Discovery of Human Remains and Associated Funerary Objects: Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall

contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

e. Resource Assessment & Continuation of Work Protocol: Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

f. Kizh-Gabrieleno Procedures for burials and funerary remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

g. Treatment Measures: Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is

considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

h. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

SECTION 5: This resolution shall not become effective until 15 days after the date of decision rendered by the Planning Commission, unless within that period of time it is appealed to the City Council. The decision of the Planning Commission shall be stayed until final determination of the appeal has been effected by the City Council.

SECTION 6: The Secretary of the Planning Commission shall certify to the adoption of this resolution and a copy thereof shall be filed with the City Clerk.

PASSED, APPROVED, AND ADOPTED this 20th February, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

HUNTINGTON PARK PLANNING COMMISSION

_____

Angelica Montes, Chairperson

ATTEST:

_____

Carlos Luis, Secretary

NEGATIVE DECLARATION

EXHIBIT B **CASE NO.** 2018-09 CUP/DP

Community Development Department

ORIGINAL FILED

JAN 17 2019

LOS ANGELES, COUNTY CLERK

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Notice is hereby given that the City of Huntington Park has prepared an Environmental Initial Study for the following location:

PROJECT: Case No. 2018-09 Conditional Use Permit/ Development Permit

LOCATIONS: 1) 6241 Maywood Avenue; and
2) 6301 Maywood Avenue

PROJECT DESCRIPTION: Case No. 2018-09 A request for a Conditional Use Permit and Development Permit to construct a 159,398 square-foot self-storage facility.

APPLICANT: Brian Kearney for JSF Management, LLC

Based on the environmental information gathered and analyzed for the project during the Initial Study process, the City of Huntington Park has determined that there is no substantial evidence, in light of the whole record, that the project may have a significant effect on the environment. Therefore, a Negative Declaration for the project is proposed pursuant to the requirements of the California Environmental Quality Act (CEQA).

The 20-day public review period for this document begins on January 17, 2019 and expires on February 5, 2019.

The proposed Negative Declaration is available for public inspection during normal business hours at: 1) The City of Huntington Park, Planning Division located at 6550 Miles Avenue, Huntington Park, CA, and 2) Los Angeles County Library in the City of Huntington Park located at 6518 Miles Avenue, Huntington Park, CA.

The Planning Commission of the City of Huntington Park will conduct a public hearing to consider the proposed Negative Declaration in conjunction with Case No. 2018-09 CUP/DP/LLA on **Wednesday, February 20**, 2019 at 6:30 pm or as soon thereafter as possible, in the Huntington Park City Council Chambers, City Hall, 6550 Miles Avenue, Huntington Park, California.

Please address all public comments (before the close of the environmental review period noted above) to: City of Huntington Park, Attn: Susana Martinez, Assistant Planner, 6550 Miles Avenue, Huntington Park, CA 90255, (323)584-6282, smartinez@hpca.gov.

CITY OF HUNTINGTON PARK
ENVIRONMENTAL CHECKLIST FORM

PROJECT TITLE:	2018-09 Conditional Use Permit, Development Permit, Negative Declaration No. 2018-09
LEAD AGENCY NAME AND ADDRESS:	City of Huntington Park 6550 Miles Avenue Huntington Park, CA 90255
CONTACT PERSON AND PHONE NUMBER:	Susana Martinez, Assistant Planner (323) 584-6282
PROJECT LOCATIONS:	1) 6241 Maywood Avenue; and 2) 6301 Maywood Avenue
PROJECT SPONSOR'S NAME AND ADDRESS:	JSF Management, LLC 100 Dunbar Street, Suite 400 Spartanburg, SC 29306

GENERAL PLAN DESIGNATION: The proposed project pertains to the following Land Use Designation: "Manufacturing Planned Development".

ZONING CLASSIFICATION: The proposed project pertains to the following Zoning Classification: MPD (Manufacturing Planner Development)

PROJECT DESCRIPTION (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.):

Case No. 2018-09 a request for a Conditional Use Permit and Development Permit to construct a 159,398 square foot self-storage facility. New construction consists of building a four-story building, new parking lot, and new landscaping.

SURROUNDING LAND USES AND SETTING (Briefly describe the project's surroundings.):

The proposed project is located property within the Manufacturing Planned Development (MPD) zone of the City. The project site is surrounded by the City of Bell to the east, industrial uses to the north, south, and west.

OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (i.e., permits, financing approval, or participation agreement.):

1) Los Angeles County Fire Department

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 Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	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 (To be completed by the Lead Agency): On the basis of this initial evaluation:

X	**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

January 17, 2019
Date

Susana Martinez
Printed Name

City of Huntington Park
For

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 (i.e., 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 (i.e., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take into 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 then significant with mitigation, or less then 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.

5) Earlier analysis 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 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 (i.e., 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.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

I. AESTHETICS. Would the project:

a)	Have a substantial adverse effect on a scenic vista?						X
b)	Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?						X
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?						X
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?						X

II. AGRICULTURE RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the Calif. Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the Calif. Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?						X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?						X
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?						X

City of Huntington Park Department of Community Development
6550 Miles Avenue – Huntington Park, CA 90255
(323) 584-6210 www.hpca.gov

Potentially Significant Impact		Less Than Significant With Mitigation Incorporation		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 applic-	☐		☐		☐		X
	able air quality plan?							
b)	Violate any air quality standard or contribute substan-	☐		☐		☐		X
	tially to an existing or projected air quality violation?							
c)	Result in a cumulatively considerable net increase of	☐		☐		☐		X
	any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.							
d)	Expose sensitive receptors to substantial pollutants	☐		☐		☐		X
	concentrations?							
e)	Create objectionable odors affecting a substantial	☐		☐		☐		X
	number of people?							

IV. BIOLOGICAL RESOURCES.

Would the project:

a)	Have a substantial adverse effect, either directly or	☐		☐		☐		X
	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 hab-	☐		☐		☐		X
	itat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?							
c)	Have a substantial adverse effect on federally protect-	☐		☐		☐		X
	ed 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 mean?							
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or	☐		☐		☐		X
	with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?							

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

IV. BIOLOGICAL RESOURCES, continued.

e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

V. CULTURAL RESOURCES.

Would the project:

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

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 of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
	ii) Strong seismic ground shaking?				X
	iii) Seismic-related ground failure, including liquefaction?				X
	iv) Landslides?			x	

	Potentially Significant Impact		Less Than Significant With Mitigation Incorporation		Less Than Significant Impact		No Impact

VI. GEOLOGY AND SOILS, continued.

b)	Result in substantial soil erosion or the loss of topsoil?						X
c)	Be located on a geologic unit or soil that is unstable,						X
	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						X
	18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?						

VII. GREENHOUSE GAS EMISSIONS.

Would the project:

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

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a)	Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?						X
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?						X
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?						X
d)	Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and , as a result, would create a significant hazard to the public or environment?						X

Potentially Significant Impact		Less Than Significant With Mitigation Incorporation		Less Than Significant Impact		No Impact

VIII. HAZARDS AND HAZARDOUS MATERIALS, continued.

e)	For a project located within an airport land use plan or,							X
	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,							X
	would the project result in a safety hazard for people residing or working within the project area?							
g)	Impair implementation of, or physically interfere with,							X
	an adopted emergency response plan or emergency evacuation plan?							
h)	Expose people or structures to a significant risk of							X

IX. HYDROLOGY AND WATER QUALITY.

Would the project:

a)	Violate any water quality standards or waste discharge requirements?							X
b)	Substantially deplete groundwater supplies or							X
	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 (i.e., 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							X
	site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?							
d)	Substantially alter the existing drainage pattern of the							X
	site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?							

Potentially Significant Impact		Less Than Significant With Mitigation Incorporation		Less Than Significant Impact		No Impact

IX. HYDROLOGY AND WATER QUALITY, continued.

e)	Create or contribute runoff water which would exceed							X
	the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?							
f)	Otherwise substantially degrade water quality?							X
g)	Place housing within 100-year flood hazard area as							X
	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							X
	which would impede or redirect flood flows?							
i)	Expose people or structures to a significant risk of							X
	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

X. LAND USE AND PLANNING.

Would the project:

a)	Physically divide an established community?							X
b)	Conflict with any applicable land use plan, policy, or							X
	regulation of any 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							X
	or natural community conservation plan?							

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	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?				X
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

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?			X	
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
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?				X
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

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

		Potentially Significant Impact		Less Than Significant With Mitigation Incorporation		Less Than Significant Impact		No Impact

XIII. POPULATION AND HOUSING, continued.

c)	Displace substantial numbers of people, necessitat-							X
	ing the construction of replacement housing elsewhere?							

XIV. PUBLIC SERVICES.

a)	Would the project result in substantial adverse							X
	physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:							
	i) Fire protection?							X
	ii) Police protection?							X
	iii) Schools?							X
	iv) Parks?							X
	v) Other public facilities?							X

XV. RECREATION.

a)	Would the project increase the use of existing neigh-							X
	borhood 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 re-							X
	quire the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?							

XVI. TRANSPORTATION/TRAFFIC.

Would the project:

a)	Cause an increase in traffic which is substantial in re-					X		
	lation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?							
b)	Exceed, either individually or cumulatively, a level of service standard established by the county							X
	congestion management agency for designated roads or highways?							

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

XVI. TRANSPORTATION/TRAFFIC, continued.

c)	Result in a change in air traffic patterns, including				X
	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				X
	(i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)?				
e)	Result in inadequate emergency access?				X
f)	Result in inadequate parking capacity?				X

XVII. UTILITIES AND SERVICE SYSTEMS.

Would the project:

a)	Exceed wastewater treatment requirements of the app-				X
	licable Regional Water Quality Control Board?				
b)	Require or result in the construction of new water or				X
c)	Require or result in the construction of new storm				X
	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				X
	project from existing entitlements and resources, or are new or expanded entitlements needed?				
e)	Result in a determination by the wastewater treat-				X
	ment 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				X
	capacity to accommodate the project's solid waste disposal needs?				
g)	Comply with federal, state, and local statutes and				X
	regulations related to solid waste?				

City of Huntington Park Department of Community Development
6550 Miles Avenue – Huntington Park, CA 90255
(323) 584-6210 www.hpca.gov

Potentially Significant Impact		Less Than Significant With Mitigation Incorporation		Less Than Significant Impact		No Impact

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the						X
	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?						
b)	Does the project have impacts that are individually						X
	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.)						
c)	Does the project have environmental effects which						X
	will cause substantial adverse effects on human beings, either directly or indirectly?						

I. AESTHETICS. Would the project:

a. Have a substantial adverse effect on a scenic vista?

No Impact. The project proposes the construction of a 159,398 square-foot four-story building. There are no existing scenic vistas within the vicinity of the project site. Therefore, the project will not adversely affect a scenic vista.

b. Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. See reason listed under I.a.

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

No Impact. See reason listed under I.a.

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

No Impact. See reason listed under I.a.

II. AGRICULTURE RESOURCES. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farm-land 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?

No Impact. The project proposes the construction of a 159,398 square-foot four-story building. The project site was previously developed as an industrial warehouses. Therefore, the site is already an existing non-agricultural land.

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

No Impact. See reason listed under II.a.

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

No Impact. See reason listed under II.a.

III. AIR QUALITY. Would the project:

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

No Impact. The project proposes the construction of a 159,398 square-foot four-story building. The proposed building will be used as a self-storage facility. The existing air quality and conditions will not be affected or change as a result of the proposed grocery store.

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

No Impact. See reason listed under III.a.

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.

No Impact. See reason listed under III.a.

d. Expose sensitive receptors to substantial pollutants concentrations?

No Impact. See reason listed under III.a.

e. Create objectionable odors affecting a substantial number of people?

No Impact. See reason listed under III.a.

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?

No Impact. The City of Huntington Park is located within a highly developed urban area of southeast Los Angeles County, within the greater metropolitan Los Angeles region. The City of Huntington Park is bounded by four (4) major freeway corridors, including the I-105, the I-710, the I-110 and the I-10. There are no designated wildlife habitat areas within the municipal boundaries of the City of Huntington Park, nor are there any designated wildlife corridors intersecting the community.

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 U.S. Fish and Wildlife Service?

No Impact. See reason listed under IV.a.

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 mean?

No Impact. See reason listed under IV.a.

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?

No Impact. See reason listed under IV.a.

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

No Impact. See reason listed under IV.a.

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

No Impact. See reason listed under IV.a.

V. CULTURAL RESOURCES. Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

No Impact. The City of Huntington Park is located within a highly developed urban area of southeast Los Angeles County and does not have any historical area recorded with the State Historic Preservation Office.

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

No Impact. See reason listed under V.a.

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

No Impact. See reason listed under V.a.

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

No Impact. See reason listed under V.a.

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:

2

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 of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The proposed project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. There are no known earthquake faults running through the City. The closest earthquake fault is located approximately 6 miles southwest of Huntington Park, known as the Newport Inglewood Fault.

ii) Strong seismic ground shaking?

No impact. See reason listed under VI.a.i.

iii) Seismic-related ground failure, including liquefaction?

No impact. See reason listed under VI.a.i.

iv) Landslides?

Less than significant impact. The City of Huntington Park is located in a liquefaction zone. However, a geotechnical and soils investigation report will be required by the Building & Safety Division as a condition of approval of the project.

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

No Impact. See reason listed under VI.a.iv.

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?

No Impact. See reason listed under VI.a.iv.

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?

No impact. See reason listed under VI.a.i.

VII. GREEN HOUSE GAS EMISSIONS

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

No Impact. There are no significant greenhouse gas emissions anticipated as a result of the proposed project. The project proposes the construction of a 159,398 square-foot four-story building. The proposed building will be used as self-storage facility. The proposed use will not generate any greenhouse gas emissions.

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

No Impact. See reason listed under VII.a.

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

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

No Impact. There are no significant hazards to the public or the environment anticipated as a result of the proposed project. The proposed building will be used as self-storage facility and does not propose the routine disposal or transporting of hazardous materials.

d. 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?

No Impact. See reason listed under VIII.a.

e. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. See reason listed under VIII.a.

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

No Impact. See reason listed under VIII.a.

g. 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?

No Impact. See reason listed under VIII.a.

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

No Impact. See reason listed under VIII.a.

i. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

No Impact. See reason listed under VIII.a.

j. 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. See reason listed under VIII.a.

IX. HYDROLOGY AND WATER QUALITY. Would the project:

a. Violate any water quality standards or waste discharge requirements?

No Impact. A Stormwater Pollution Prevention Program will be required by the City as a condition of approval of the project. Therefore, the project will not 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 (i.e., 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)?

No Impact. See reason listed under IX.a.

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

No Impact. See reason listed under IX.a.

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

No Impact. See reason listed under IX.a.

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?

No Impact. See reason listed under IX.a.

f. Otherwise substantially degrade water quality?

No Impact. See reason listed under IX.a.

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

No Impact. See reason listed under IX.a.

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

No Impact. See reason listed under IX.a.

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?

No Impact. See reason listed under IX.a.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. See reason listed under IX.a.

X. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?

No Impact. The project proposes the construction of a 159,398 square-foot four-story building. The proposed building will be used as a self-storage facility, therefore there is no opportunity to divide any community. There will not be conflict with any land use plan or habitat conservation plan. The General Plan encourages uses such as self-storage facilities within the area of the City that the project site is located.

b. Conflict with any applicable land use plan, policy, or regulation of any 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?

No Impact. See reason listed under X.a.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. See reason listed under X.a.

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?

No Impact. There are no known mineral resources of value within the City boundaries.

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. See reason listed under X.a.

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?

Less than Significant Impact. The proposed project is anticipated to temporarily generate noise and vibration levels in excess of standards established in the local general plan or noise ordinance as a result of the construction and grading of the subject site. The noise and vibration levels are anticipates to cease once the project is completed and should return to normal conditions.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. See reason listed under XII.a.

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

No Impact. See reason lists under XII.a

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

No Impact. See reason listed under XII.c.

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

No Impact. The project site is not located near an airport.

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

No Impact. See reason listed under XII.e.

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)?

No Impact. The project proposes the construction of a 159,398 square-foot four-story building. The proposed building will be used as self-storage facility and therefore, there is no opportunity to potentially induce any population or employment growth in the area.

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

No Impact. See reason listed under XIII.a

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

No Impact. See reason listed under XIII.a.

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:

i) Fire protection?

No Impact. The project proposes the construction of a 159,398 square-foot four-story building. The proposed building will be used as self-storage facility and therefore, there is no opportunity to potentially burden public services. In addition, the site was previously developed with similar industrial uses that are consistent with the Manufacturing Planned Development zone.

ii) Police protection?

No Impact. See reason listed under XIV.a.i.

iii) Schools?

No Impact. See reason listed under XIV.a.i.

iv) Parks?

No Impact. See reason listed under XIV.a.i.

v) Other public facilities?

No Impact. See reason listed under XIV.a.i.

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?

No Impact. The project proposes the construction of a 159,398 square-foot four-story building. The proposed building will be used as self-storage facility and therefore, there is no opportunity to potentially burden existing regional parks or other recreational facilities within the City due to the fact that the proposed project will not generate new permanent residents in Huntington Park.

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

No Impact. See reason listed under XV.a.

XVI. TRANSPORTATION/TRAFFIC. Would the project:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less than Significant Impact. A Transportation Impact Study was prepared by the applicant's traffic consultant. The City's Traffic Engineer reviewed the Transportation Impact Study and has determined that the project will have adequate parking, adequate on-site vehicular circulation, and will not reduce the levels of service of City streets.

b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

No Impact. See reason listed under XVI.a.

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?

No Impact. See reason listed under XVI.a.

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

No Impact. See reason listed under XVI.a.

e. Result in inadequate emergency access?

No Impact. See reason listed under XVI.a.

f. Result in inadequate parking capacity?

No Impact. See reason listed under XVI.a.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

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

No Impact. The proposed project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board and therefore, there is no opportunity to potentially burden utility and service systems.

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?

No Impact. See reason listed under XVII.a.

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?

No Impact. See reason listed under XVII.a.

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

No Impact. See reason listed under XVII.a.

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?

No Impact. See reason listed under XVII.a.

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

No Impact. See reason listed under XVII.a.

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

No Impact. See reason listed under XVII.a.

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 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. The project site was previously developed as industrial warehouses and did not serve as a habitat for fish or wildlife species. Therefore, there is no opportunity to potentially degrade the quality of the environment, including biological and cultural resources.

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.)

No Impact. The project proposes the construction of a 159,398 square-foot four-story building. The proposed building will be used as self-storage facility and therefore, there is no opportunity to potentially degrade the quality of the environment or generate any cumulative impacts.

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

No Impact. The project proposes the construction of a 159,398 square-foot four-story building. The proposed building will be used as self-storage facility and therefore, there is no opportunity to potentially degrade the quality of the environment or generate any cumulative impacts.

XIX. DISCUSSION OF ENVIRONMENTAL EVALUATION.

After conducting an environmental evaluation of the proposed project, it is anticipated that the project will generate temporary excessive noise and vibrations levels during the construction phase. In addition, the City's traffic engineer has reviewed the Transportation Impact Study and has determined that the project will provide adequate parking, on-site vehicular circulation, and there will be no reduction to the levels of service of city streets. Conditions of approval in accordance with the traffic engineer's recommendations will be imposed to maintain the impacts at less than significant levels.

XX. SOURCES.

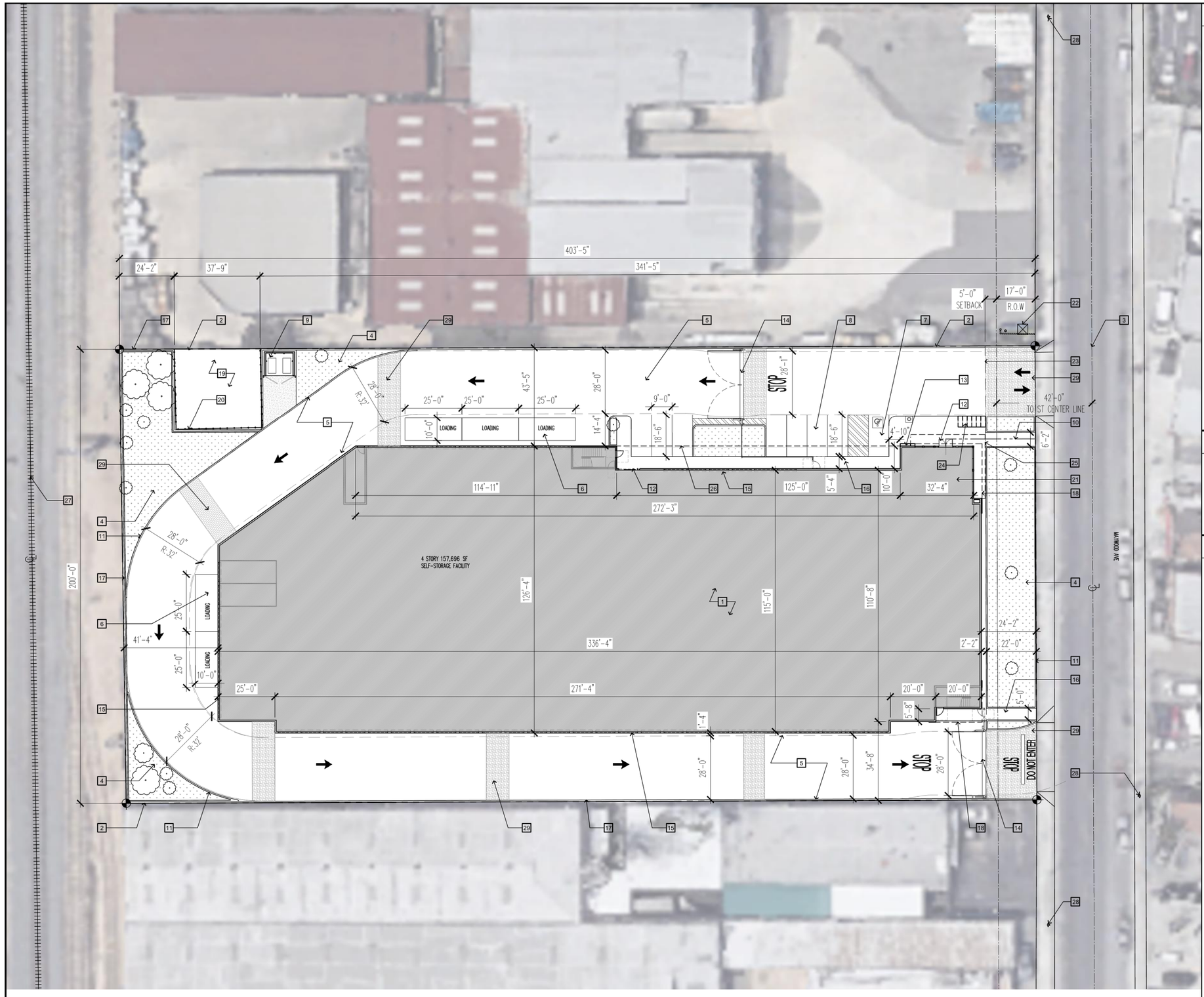
1. The City of Huntington Park General Plan, *City of Huntington Park*, 1991,1993

2. The City of Huntington Park Municipal Code, City of Huntington Park, 2001

3. State Register of Historical Buildings, *California Office of Historic Preservation*, 1994

PROJECT PLANS

EXHIBIT C **CASE NO.** 2018-09 CUP/DP



SITE PLAN

SCALE: 1" = 20'-0"

KEY NOTES

1. 4 STORY SELF-STORAGE BUILDING.
2. PROPERTY LINE.
3. EXISTING STREET CENTERLINE.
4. NEW LANDSCAPE AREA PER LANDSCAPE DRAWINGS.
5. 28'-0" WIDE FIRE LANE AROUND NEW STORAGE FACILITY.
6. 10'-0" x 25'-0" LOADING AREA.
7. 9'-0" x 18'-6" ACCESSIBLE PARKING SPACE (1 TOTAL) WITH A 8'-0" ACCESS AISLE. SEE 6/A1.30
8. 9'-0" X 18'-6" STANDARD PARKING STALL (9 TOTAL).
9. NEW TRASH ENCLOSURE WITH 6'-0" CMU ENCLOSURE WALL PAINTED TO MATCH BUILDING. SEE A1.20. TOTAL OF SF 619 PROVIDED BETWEEN EXT. AND INT. TRASH ENCLOSURES
10. DIRECT ROUTE, ACCESSIBLE PATH OF TRAVEL. THERE SHALL BE NO ABRUPT CHANGES IN ELEVATION ALONG THE PATH OF TRAVEL SHOWN. THE SLOPE AND CROSS-SLOPE ALONG THE PATH OF TRAVEL SHALL NOT EXCEED 5% AND 2% RESPECTIVELY (CONTRACTOR TO VERIFY).
11. 6" WIDE X 6"HIGH CONCRETE CURBING AROUND ALL LANDSCAPE AREAS
12. OFFICE/STORAGE ENTRY
13. FACADE FENESTRATION
14. 28'-0" CLEAR ENTRY GATE WITH MAN DOOR. ELECTRICAL TO PROVIDE POWER TO GATES. (ALL PROPOSED GATES SHALL BE EQUIPPED WITH FIRE DEPARTMENT APPROVED LOCKING DEVICE(S))
15. DRIVE UP STORAGE UNIT DOORS.
16. PROPOSED WALK-WAY.
17. PROPOSED FENCE, SEE DETAILS 3 AND 7 ON A1.30
18. CEILING ABOVE
19. EXISTING CELLULAR TOWER
20. EXISTING FENCE
21. LEASING OFFICE. A5.10
22. DCDA VAULT AND FDC/PIV
23. PROPERTY SET BACK
24. BICYCLE RACK FOR 6 BICYCLES
25. CANOPY ABOVE
26. FLOOR ABOVE
27. EXISTING RAIL ROAD
28. EXISTING FIRE HYDRANT
29. HERRINGBONE STAMPED CONCRETE (COLOR: GRAY) ON A APPROX. 100' INTERVALS. SEE 6/A1.20

SITE PLAN NOTES

A. EXISTING CONDITIONS WERE DERIVED FROM SURVEY DATED APRIL 26, 2018 BY DAVID R. GRAY, INC. REFER TO COVER SHEET FOR ADDITIONAL SURVEYOR INFORMATION.

B. ACCESSIBLE ROUTES OF TRAVEL NOT TO EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.

C. THE GC IS RESPONSIBLE FOR PROCURING NECESSARY PERMITS, AS REQUIRED, FOR: FIRE HYDRANTS & WATER MAIN INSTALLATIONS, SPRINKLER SYSTEM SUPPLY MAIN AND FDC, SPRINKLER SYSTEM, AUTOMATIC FIRE ALARM SYSTEM AND MONITORING SYSTEMS AS APPROPRIATE.

SITE & PROJECT DATA

SITE

PARCEL NUMBER:	6318-007-012 &013, 6318-007-004
JURISDICTION:	CITY OF HUNTINGTON PARK
PROPERTY ZONING:	MPD (MANUFACTURING PLANNED DEVELOPMENT)
OCCUPANCY CLASSIFICATION	S-1
BUILDING TYPE:	II - A

AREA CALCULATIONS AND CONDITIONS

SITE AREA:	(1.847 ACRES) 80,450 S.F.	
TOTAL LANDSCAPE AREA:	4,265 S.F.	
APPROX. % IMPERVIOUS AREA:	XX %	
BUILDING SETBACKS:	REQ.	PROV.
FRONT:	5'-0"	24'-2"
SIDE:	NONE	43'-5"
		29'-4"
REAR:	NONE	41'-4"
BUILDING HEIGHT:	85'-0"	54'-3"

SITE AREA CALCULATION

GROSS SITE AREA:	80,450SF (1.847 ACRES)
MAX. F.A.R.	2:1
MAX SF ALLOWABLE:	160,900 SF
PROPOSED F.A.R.:	1.96:1
PROPOSED SF:	
GROUND FLOOR	37,932 SF
OFFICE	860 SF
SECOND FLOOR	38,792 SF
THIRD FLOOR	40,056 SF
FOURTH FLOOR	40,056 SF
TOTAL	157,696 SF

PARKING INFORMATION

PARKING (S-1) 5 SPACES NEXT TO OFFICE +2 SPACES PER GROUND FLOOR ENTRY

	REQ'D	PROVIDED
STANDARD (18.5' X 8.5') STALLS	6	7
ACCESSIBLE (18.5' X 8.5') STALLS	1	1
TOTAL PARKING STALLS	7	8
LOADING BAYS (10' 25' X 14' HIGH)	3	5

BICYCLE PARKING REQUIREMENTS:

BASED ON NET S.F. 153,153 @ (list req'd BIKE parking ratio) FOR (list use(s)) USE

	REQ'D	PROVIDED
BIKE PARKING	6	6

Magellan
ARCHITECTURE
10540 Talbert Avenue, Suite 175
Fountain Valley, California 92708
Tel (949) 515-9600
www.magellanarchitects.com

Copyright © 2017 Magellan Associates PLLC

HUNTINGTON PARK NEW CONSTRUCTION

JOHNSON DEVELOPMENT ASSOCIATE, INC.
6241 MAYWOOD AVE
HUNTINGTON PARK, CA 90255-4530

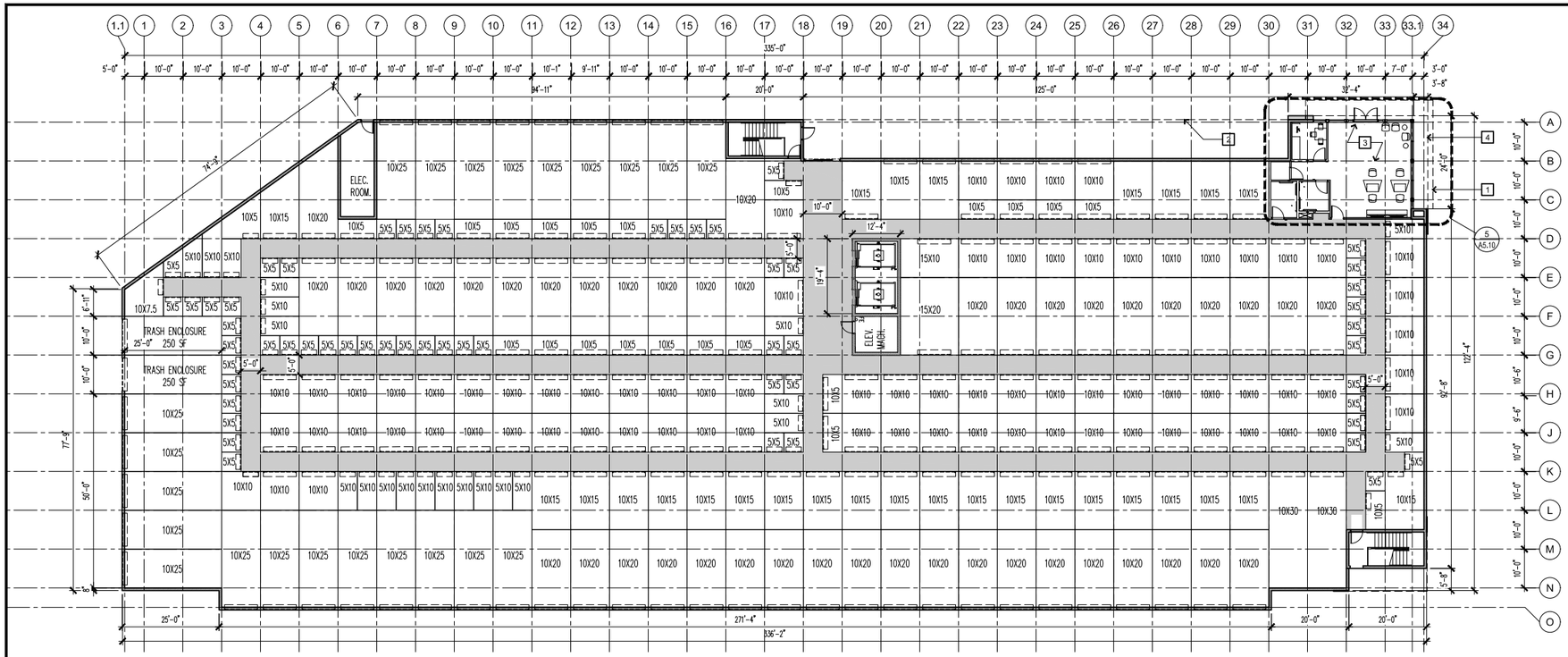
REVISIONS		
NO.	DATE	BY
1		
2		
3		
4		
5		
6		

ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

24"x36" SCALE:	AS NOTED
PLOT DATE:	2019-01-16
CAD FILE:	18-013_A1.10
JOB NUMBER:	18-013
CHECKED:	
DRAWN:	CV
STATUS:	PHASE/ISSUANCE

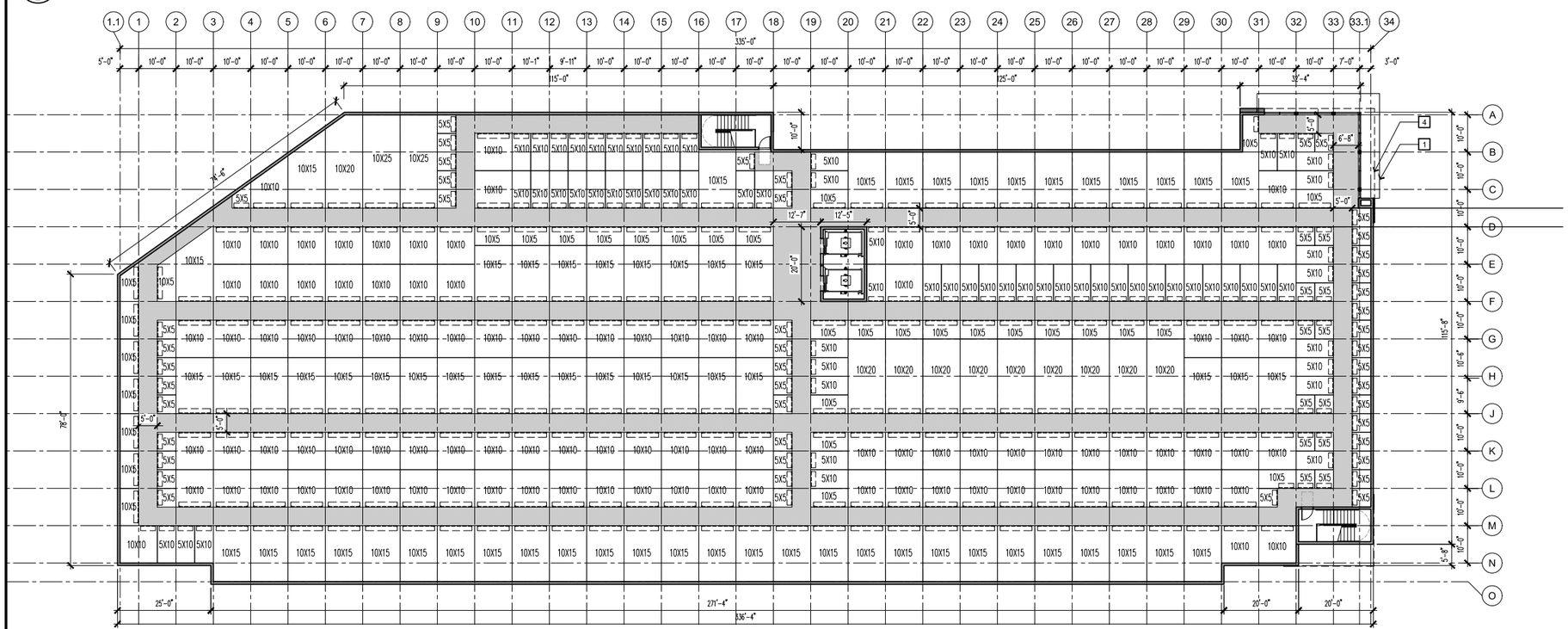
SITE PLAN

A1.10



FIRST FLOOR PLAN

SCALE: 1" = 16'-0"



SECOND FLOOR PLAN

SCALE: 1" = 16'-0"

KEY NOTES

1. METAL CANOPY ABOVE (BY OTHERS)
2. FLOOR ABOVE
3. LEASING OFFICE
4. FACADE FENESTRATION ABOVE

UNIT MIX

NON CLIMATE UNITS (ACCESS FROM OUTSIDE)

TYPE		COUNT			
SIZE	SF	GROUND FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR
10X10	100	4			
10X15	150	2			
10X20	200	19			
10X25	250	22			

CLIMATE UNITS

TYPE		COUNT			
SIZE	SF	GROUND FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR
5X5	25	56	58	102	102
5X5X4	25	0	0	20	20
5X10	50	21	64	50	50
10X5	50	22	33	11	11
10X7.5	75	1	0	0	0
10X10	100	72	107	90	90
10X15	150	26	68	84	84
10X20	200	24	10	14	14
10X25	250	0	2	0	0
10X30	300	2	0	0	0
15X10	150	1	0	0	0
15X15	225	0	2	0	0
15X20	300	1	0	0	0

PLAN NOTES

A. DO NOT SCALE DWGS, WRITTEN DIMENSIONS GOVERN. ALL PARTITION LOCATIONS SHALL BE AS SHOWN ON PARTITION PLAN. IN CASE OF CONFLICT NOTIFY ARCHITECT. PARTITION PLAN BY ARCHITECT TAKES PRECEDENCE OVER ALL OTHER PLANS.

B. ALL GYPSUM BOARD PARTITIONS SHALL BE TAPED, SPACKLED AND SANDED SMOOTH WITH NO VISIBLE JOINTS. PATCH AND REPAIR SURFACES TO MATCH ADJACENT OR ADJOINING SURFACES WHERE REQUIRED. ALL SURFACES SHALL BE ALIGNED.

C. ALL PARTITIONS ARE DIMENSIONED FROM FINISH FACE OF GWB TO FINISH FACE OF GWB UNLESS OTHERWISE NOTED. ALL DIMENSIONS MARKED "CLEAR" OR "CLR" SHALL BE MAINTAINED AND SHALL ALLOW FOR THICKNESSES OF ALL WALL FINISHES. U.O.N.

D. DIMENSIONS MARKED ± MEAN A TOLERANCE NOT GREATER NOR SMALLER THAN 2 INCHES FROM INDICATED DIMENSION, U.O.N. VERIFY FIELD DIMENSIONS EXCEEDING TOLERANCE WITH THE ARCHITECT. SECURE ARCHITECT'S APPROVAL.

E. NOTIFY ARCHITECT IN WRITING OF ANY DISCREPANCIES OR CONFLICTS IN THE LOCATION(S) OF NEW CONSTRUCTION. UPON COMPLETION OF PARTITION LAYOUT, NOTIFY ARCHITECT. VERIFICATION OF THE LAYOUT TO BE PROVIDED BY THE ARCHITECT PRIOR TO PARTITION INSTALLATION.

F. REFER TO SHEET A0.10 FOR ADDITIONAL NOTES, LEGENDS, SYMBOLS, ABBREVIATIONS, AND SCHEDULES.

G. DIMENSIONS LOCATING DOORS ARE TO THE INSIDE EDGE OF JAMB, U.O.N.

H. "ALIGN" MEANS TO ACCURATELY LOCATE FINISHED FACES IN THE SAME PLANE.

I. MODIFY EXISTING SUBSTRATE AS REQUIRED TO RECEIVE NEW FLOORING MATERIALS, THUS PREVENTING NOTICEABLE LUMPS OR DEPRESSIONS.

J. ALL WORK SHALL BE ERECTED AND INSTALLED PLUMB, LEVEL, SQUARE AND TRUE.

K. REFER TO MILLWORK SHOP DWGS FOR SPECIFIC DETAILS OF COORDINATION BETWEEN DRYWALL/MILLWORK CONDITIONS.

L. ALL EXISTING AND NEW FLOOR PENETRATIONS FOR PIPING SHALL BE FULLY PACKED AND SEALED IN ACCORDANCE WITH THE APPLICABLE BUILDING AND FIRE CODES.

M. ALL MILLWORK TO BE FASTENED TO THE PARTITION. PROVIDE NON-COMBUSTIBLE BLOCKING FOR ALL MILLWORK NOT SUPPORTED BY FLOOR OR ABOVE 4'-0" HT. ALL CONCEALED LUMBER & BLOCKING TO BE FIRE TREATED.

N. GC TO PROVIDE SHOP DWGS FOR CASEWORK.

O. ELECTRICAL TO PROVIDE CONVENIENCE OUTLETS EVERY 150 LINEAL FEET IN ALL INTERIOR AREAS. POWER OUTLETS TO BE POWERED TO A SEPARATE CIRCUIT WITH A POWER ON/OFF SWITCH.

WALL LEGEND

X x — WALL TYPE TAG: REFER TO SHEET A2.00 FOR WALL TYPES ORIENTATION AND CONFIGURATIONS
- INSULATION
- SECTION CONFIGURATION
- PLAN CONFIGURATION

FEC — FIRE EXTINGUISHER (2A-10BC) IN SEMI-RECESSED CABINET PER DETAIL 3/A9.20 CABINET BY METAL BUILDING SUPPLIER

FE — FIRE EXTINGUISHER (2A-10BC) IN SURFACE MOUNTED BRACKET, MAY NOT PROJECT MORE THAN 4" INTO HALLWAYS AT ANY LOCATION

2 HOUR RATED FIRE WALL AROUND ELEVATOR ENCLOSURE AND STAIRWELLS.

Magellan
ARCHITECTURE
10540 Talbert Avenue, Suite 175
Fountain Valley, California 92708
Tel (949) 515-8600
www.magellanarchitects.com

HUNTINGTON PARK NEW CONSTRUCTION

DEVELOPMENT (OR) LOCATION NAME
6241 MAYWOOD AVE
HUNTINGTON PARK, CA 90255-4530

REVISIONS		
NO.	DATE	BY
1		
2		
3		
4		
5		
6		

ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

24"x36" SCALE:	AS NOTED
PLOT DATE:	2019-01-16
CAD FILE:	18-013_A2.10
JOB NUMBER:	18-013
CHECKED:	
DRAWN:	CV
STATUS:	PHASE/ISSUANCE

GROUND/SECOND FLOOR PLAN

A2.10

THIRD/FOURTH FLOOR PLAN

SCALE: 1" = 16'-0"

KEY NOTES

1. FACADE FENESTRATION
2. FACADE FENESTRATION ABOVE
3. METAL CANOPY BY OTHERS

UNIT MIX

NON CLIMATE UNITS (ACCESS FROM OUTSIDE)

TYPE		COUNT			
SIZE	SF	GROUND FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR
10X10	100	4			
10X15	150	2			
10X20	200	19			
10X25	250	22			

CLIMATE UNITS

TYPE		COUNT			
SIZE	SF	GROUND FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR
5X5	25	56	58	102	102
5X5X4	25	0	0	20	20
5X10	50	21	64	50	50
10X5	50	22	33	11	11
10X7.5	75	1	0	0	0
10X10	100	72	107	90	90
10X15	150	26	68	84	84
10X20	200	24	10	14	14
10X25	250	0	2	0	0
10X30	300	2	0	0	0
15X10	150	1	0	0	0
15X15	225	0	2	0	0
15X20	300	1	0	0	0

PLAN NOTES

A. DO NOT SCALE DWGS, WRITTEN DIMENSIONS GOVERN. ALL PARTITION LOCATIONS SHALL BE AS SHOWN ON PARTITION PLAN. IN CASE OF CONFLICT NOTIFY ARCHITECT. PARTITION PLAN BY ARCHITECT TAKES PRECEDENCE OVER ALL OTHER PLANS.

B. ALL GYPSUM BOARD PARTITIONS SHALL BE TAPED, SPACKLED AND SANDED SMOOTH WITH NO VISIBLE JOINTS. PATCH AND REPAIR SURFACES TO MATCH ADJACENT OR ADJOINING SURFACES WHERE REQUIRED. ALL SURFACES SHALL BE ALIGNED.

C. ALL PARTITIONS ARE DIMENSIONED FROM FINISH FACE OF GWB TO FINISH FACE OF GWB UNLESS OTHERWISE NOTED. ALL DIMENSIONS MARKED "CLEAR" OR "CLR" SHALL BE MAINTAINED AND SHALL ALLOW FOR THICKNESSES OF ALL WALL FINISHES. U.O.N.

D. DIMENSIONS MARKED ± MEAN A TOLERANCE NOT GREATER NOR SMALLER THAN 2 INCHES FROM INDICATED DIMENSION, U.O.N. VERIFY FIELD DIMENSIONS EXCEEDING TOLERANCE WITH THE ARCHITECT. SECURE ARCHITECT'S APPROVAL.

E. NOTIFY ARCHITECT IN WRITING OF ANY DISCREPANCIES OR CONFLICTS IN THE LOCATION(S) OF NEW CONSTRUCTION. UPON COMPLETION OF PARTITION LAYOUT, NOTIFY ARCHITECT. VERIFICATION OF THE LAYOUT TO BE PROVIDED BY THE ARCHITECT PRIOR TO PARTITION INSTALLATION.

F. REFER TO SHEET A0.10 FOR ADDITIONAL NOTES, LEGENDS, SYMBOLS, ABBREVIATIONS, AND SCHEDULES.

G. DIMENSIONS LOCATING DOORS ARE TO THE INSIDE EDGE OF JAMB, U.O.N.

H. "ALIGN" MEANS TO ACCURATELY LOCATE FINISHED FACES IN THE SAME PLANE.

I. MODIFY EXISTING SUBSTRATE AS REQUIRED TO RECEIVE NEW FLOORING MATERIALS, THUS PREVENTING NOTICEABLE LUMPS OR DEPRESSIONS.

J. ALL WORK SHALL BE ERECTED AND INSTALLED PLUMB, LEVEL, SQUARE AND TRUE.

K. REFER TO MILLWORK SHOP DWGS FOR SPECIFIC DETAILS OF COORDINATION BETWEEN DRYWALL/MILLWORK CONDITIONS.

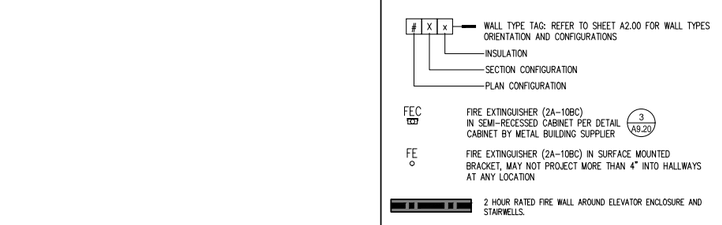
L. ALL EXISTING AND NEW FLOOR PENETRATIONS FOR PIPING SHALL BE FULLY PACKED AND SEALED IN ACCORDANCE WITH THE APPLICABLE BUILDING AND FIRE CODES.

M. ALL MILLWORK TO BE FASTENED TO THE PARTITION. PROVIDE NON-COMBUSTIBLE BLOCKING FOR ALL MILLWORK NOT SUPPORTED BY FLOOR OR ABOVE 4'-0" HT. ALL CONCEALED LUMBER & BLOCKING TO BE FIRE TREATED.

N. GC TO PROVIDE SHOP DWGS FOR CASEWORK.

O. ELECTRICAL TO PROVIDE CONVENIENCE OUTLETS EVERY 150 LINEAL FEET IN ALL INTERIOR AREAS. POWER OUTLETS TO BE POWERED TO A SEPARATE CIRCUIT WITH A POWER ON/OFF SWITCH.

WALL LEGEND



Magellan
ARCHITECTURE
10540 Talbert Avenue, Suite 175
Fountain Valley, California 92708
Tel (949) 515-8600
www.magellanarchitects.com

HUNTINGTON PARK
NEW CONSTRUCTION
DEVELOPMENT (OR) LOCATION NAME
6241 MAYWOOD AVE
HUNTINGTON PARK, CA 90255-4530

REVISIONS		
NO.	DATE	BY
1		
2		
3		
4		
5		
6		

ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

24"x36" SCALE:	AS NOTED
PLOT DATE:	2019-01-16
CAD FILE:	18-013_A2.20
JOB NUMBER:	18-013
CHECKED:	
DRAWN:	CV
STATUS:	PHASE/ISSUANCE

THIRD-FOURTH FLOOR PLAN

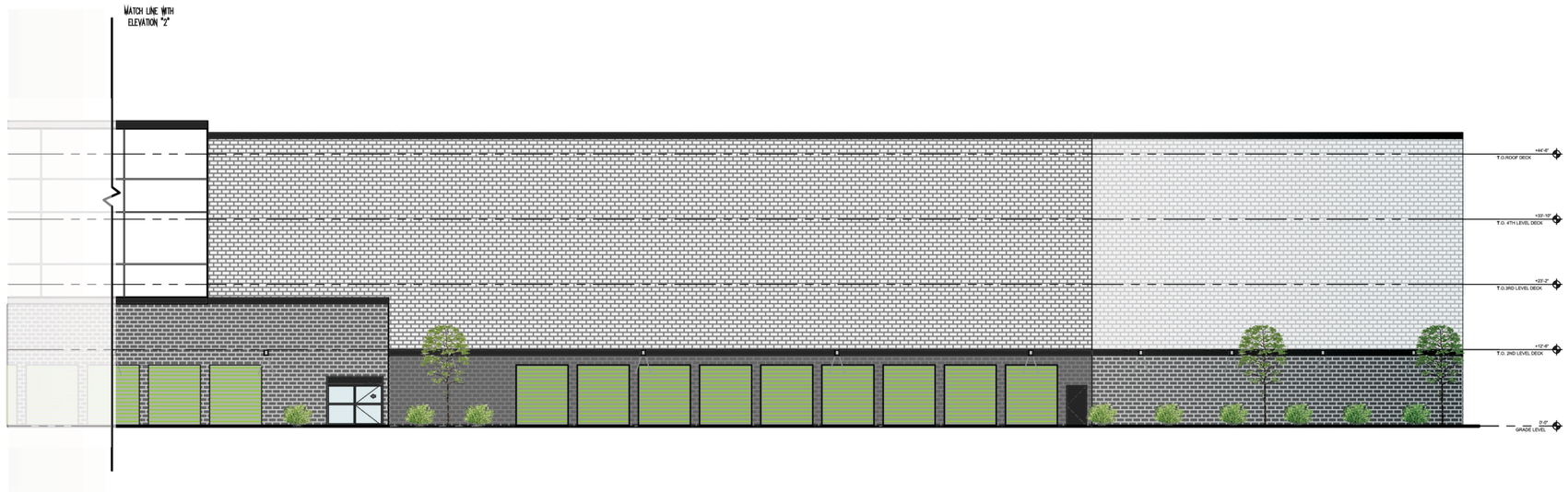
A2.20

1 EAST ELEVATION

SCALE: 3/32" = 1'-0"

2 NORTH ELEVATION

SCALE: 3/32" = 1'-0"



3 NORTH ELEVATION

SCALE: 3/32" = 1'-0"

Magellan ARCHITECTURE
10540 Talbert Avenue, Suite 175
Fountain Valley, California 92708
Tel (949) 515-9600
www.magellanarchitects.com

HUNTINGTON PARK
NEW CONSTRUCTION
DEVELOPMENT (OR) LOCATION NAME
6241 MAYWOOD AVE
HUNTINGTON PARK, CA 90255-4530

REVISIONS		
NO.	DATE	BY
1		
2		
3		
4		
5		
6		

ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

24"x36" SCALE:	AS NOTED
PLOT DATE:	2019-01-16
CAD FILE:	18-013_A3.10
JOB NUMBER:	18-013
CHECKED:	
DRAWN:	CV
STATUS:	PHASE/ISSUANCE

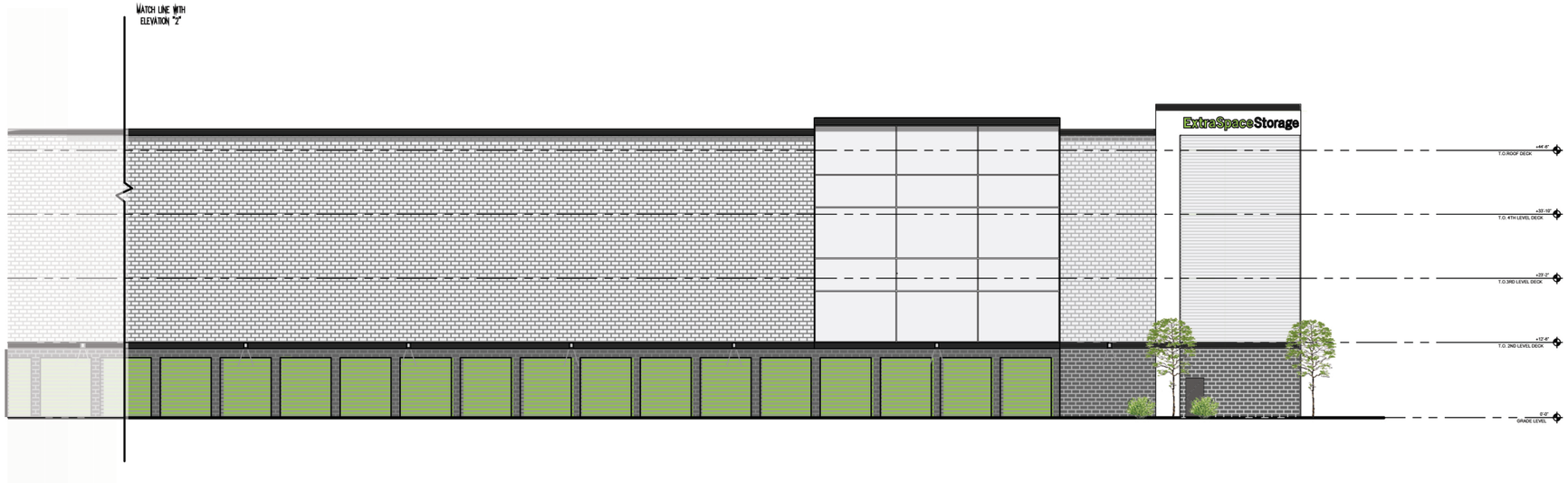
EXTERIOR ELEVATIONS
A3.10

4 WEST ELEVATION

SCALE: 3/32" = 1'-0"

5 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



6 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

Magellan ARCHITECTURE
10540 Talbert Avenue, Suite 175
Fountain Valley, California 92708
Tel (949) 515-9600
www.magellanarchitects.com

HUNTINGTON PARK NEW CONSTRUCTION

DEVELOPMENT (OR) LOCATION NAME
6241 MAYWOOD AVE
HUNTINGTON PARK, CA 90255-4530

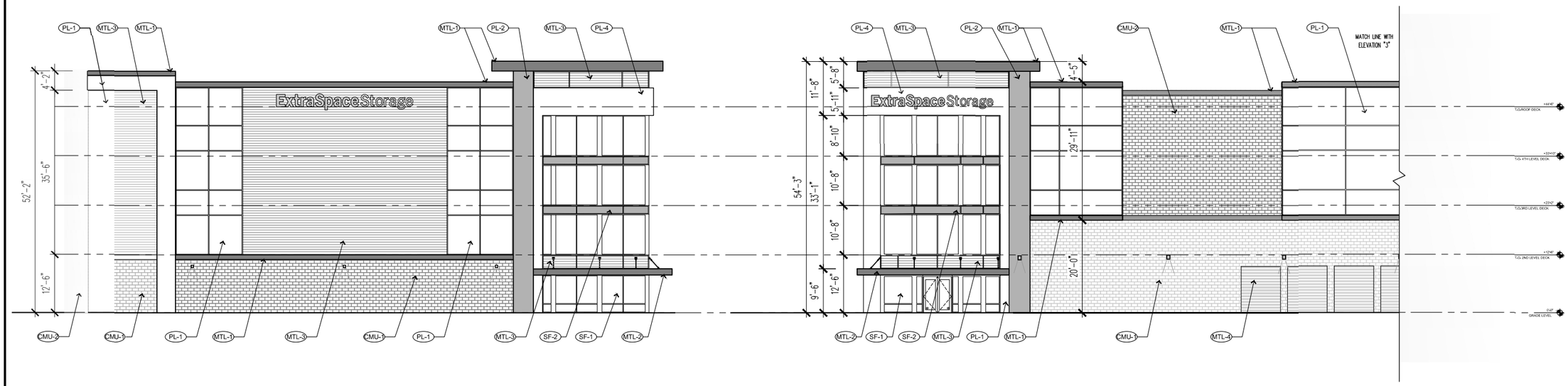
REVISIONS		
NO.	DATE	BY
1		
2		
3		
4		
5		
6		

ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

24"x36" SCALE:	AS NOTED
PLOT DATE:	2019-01-16
CAD FILE:	18-013_A3.20
JOB NUMBER:	18-013
CHECKED:	
DRAWN:	CV
STATUS:	PHASE/ISSUANCE

EXTERIOR ELEVATIONS

A3.20

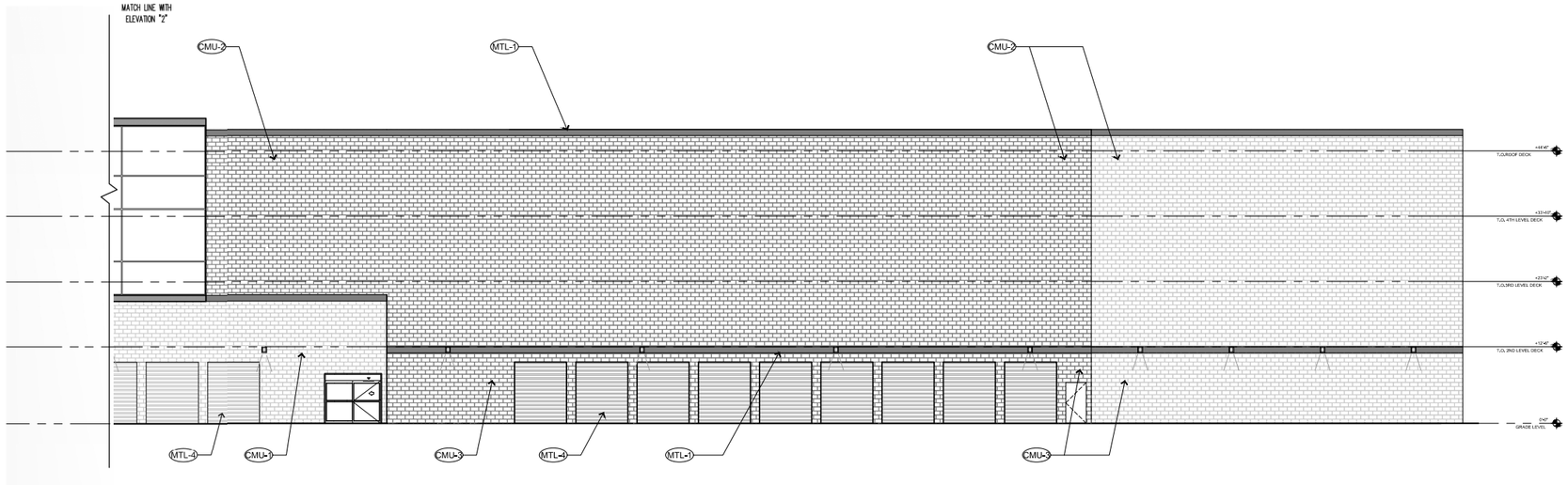


1 EAST ELEVATION

SCALE: 3/32" = 1'-0"

2 NORTH ELEVATION

SCALE: 3/32" = 1'-0"



3 NORTH ELEVATION

SCALE: 3/32" = 1'-0"

MAT'L I.D.	DESCRIPTION	COLOR	FINISH
CMU-1	8" ANGELUS 4← FLUTE SPLIT FACED CMU BLOCK BY ORCO	ONYX	CLEAR BLOCK SEALER
CMU-2	8" ANGELUS PRECISION FACE CMU BLOCK BY ORCO	GALAXY WHITE	CLEAR BLOCK SEALER
CMU-3	8" ANGELUS SPLIT FACED CMU BLOCK BY ORCO	ONYX	CLEAR BLOCK SEALER
MTL-1	METAL TRIM	TRICORN BLACK (SW6258)	PREFINISHED
MTL-2	PRE-FABRICATED METAL CANOPY WITH TIE-BACK RODS, MAPES DESIGN	TRICORN BLCK (SW6258)	PREFINISHED
MTL-3	CORRUGATED METAL PANEL	GLACIAR WHITE	PREFINISHED
MTL-4	JANUS INTERNATIONAL STORAGE DOOR	LIME RICKEY (SW6717)	PREFINISHED
PL-1	CEMENT PLASTER SYSTEM OVER EFIS PANELS	SHERMAN WILLIAMS - EXR NEBULOUS WHITE	STUCCO FINISH
PL-2	CEMENT PLASTER SYSTEM	SHERMAN WILLIAMS - EXR IRON ORE (SW7069)	STUCCO FINISH
PL-3	CEMENT PLASTER SYSTEM	SHERMAN WILLIAMS - EXR ARGOS (SW7065)	STUCCO FINISH
PL-4	CEMENT PLASTER SYSTEM	SHERMAN WILLIAMS - EXR LIME RICKEY (SW6717)	STUCCO FINISH
SF-1	ALUMINUM STOREFRONT FRAMES	CITY SCAPE (SW7067)	KAWEENER ALUMINUM NO. 14
SF-2	ALUMINUM STOREFRONT FLAT BREAK METAL	TRICORN BLACK (SW6258)	KAWEENER ALUMINUM NO. 14

EXTERIOR FINISH SCHEDULE

Magellan
ARCHITECTURE
10540 Talbert Avenue, Suite 175
Fountain Valley, California 92708
Tel (949) 515-9600
www.magellanarchitects.com

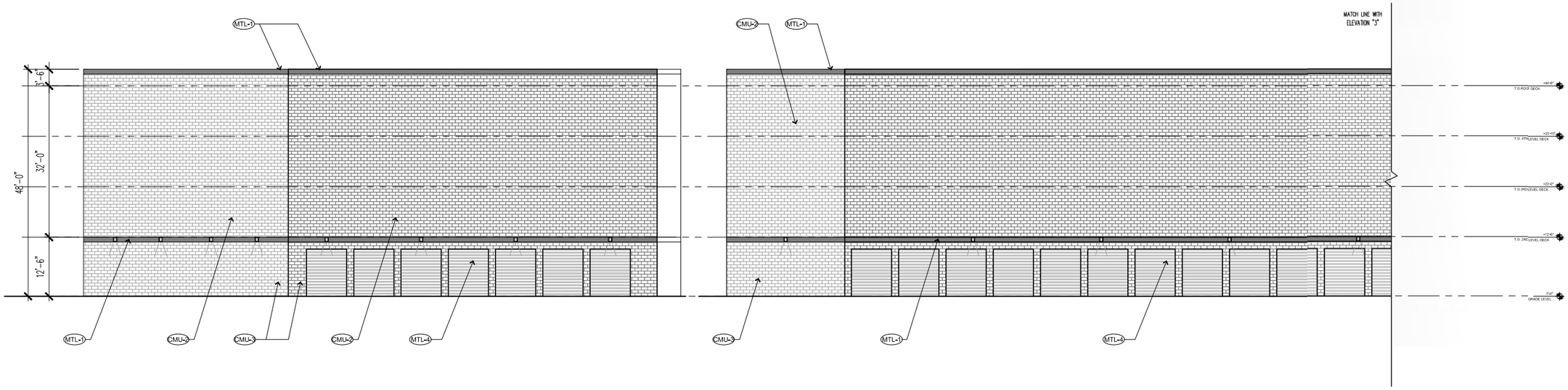
HUNTINGTON PARK
NEW CONSTRUCTION
DEVELOPMENT (OR) LOCATION NAME
6241 MAYWOOD AVE
HUNTINGTON PARK, CA 90255-4530

REVISIONS		
NO.	DATE	BY
1		
2		
3		
4		
5		
6		

ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

24"x36" SCALE:	AS NOTED
PLOT DATE:	2019-01-16
CAD FILE:	18-013_A3.10
JOB NUMBER:	18-013
CHECKED:	
DRAWN:	CV
STATUS:	PHASE/ISSUANCE

EXTERIOR ELEVATIONS
A3.30

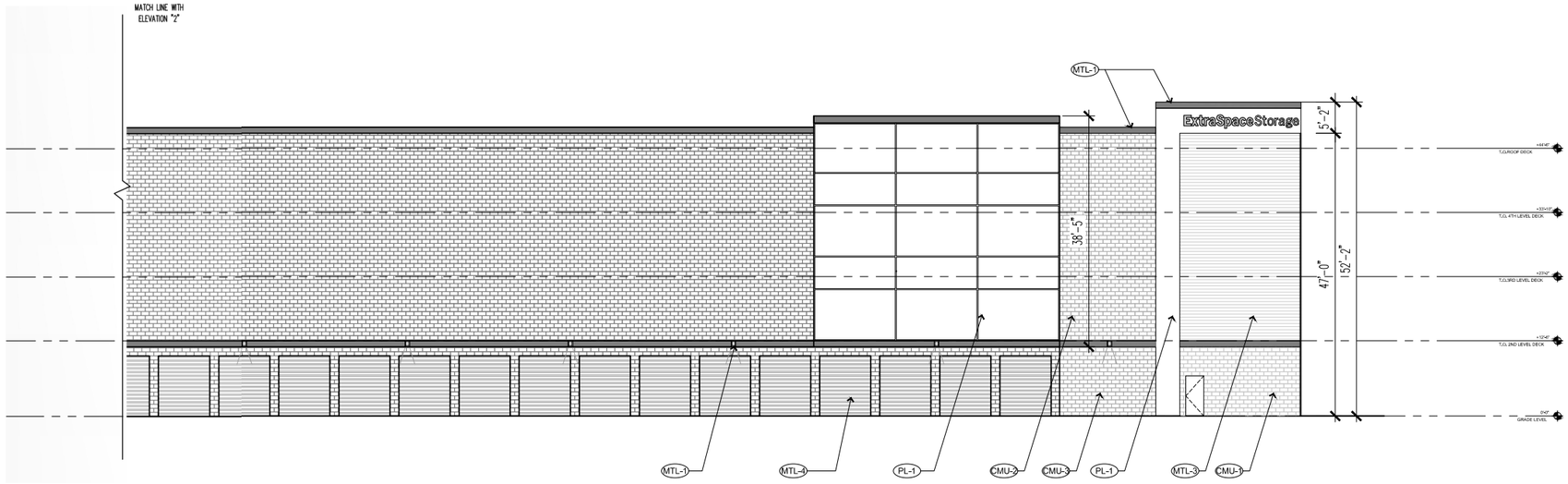


4 WEST ELEVATION

SCALE: 3/32" = 1'-0"

5 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



6 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

MAT'L I.D.	DESCRIPTION	COLOR	FINISH
CMU-1	8" ANGELUS 4← FLUTE SPLIT FACED CMU BLOCK BY ORCO	ONYX	CLEAR BLOCK SEALER
CMU-2	8" ANGELUS PRECISION FACE CMU BLOCK BY ORCO	GALAXY WHITE	CLEAR BLOCK SEALER
CMU-3	8" ANGELUS SPLIT FACED CMU BLOCK BY ORCO	ONYX	CLEAR BLOCK SEALER
MTL-1	METAL TRIM	TRICORN BLACK (SW6258)	PREFINISHED
MTL-2	PRE-FABRICATED METAL CANOPY WITH TIE-BACK RODS, MAPES DESIGN	TRICORN BLCK (SW6258)	PREFINISHED
MTL-3	CORRUGATED METAL PANEL	GLACIAR WHITE	PREFINISHED
MTL-4	JANUS INTERNATIONAL STORAGE DOOR	LIME RICKEY (SW6717)	PREFINISHED
PL-1	CEMENT PLASTER SYSTEM OVER EFIS PANELS	SHERMAN WILLIAMS - EXR NEBULOUS WHITE	STUCCO FINISH
PL-2	CEMENT PLASTER SYSTEM	SHERMAN WILLIAMS - EXR IRON ORE (SW7069)	STUCCO FINISH
PL-3	CEMENT PLASTER SYSTEM	SHERMAN WILLIAMS - EXR ARGOS (SW7065)	STUCCO FINISH
PL-4	CEMENT PLASTER SYSTEM	SHERMAN WILLIAMS - EXR LIME RICKEY (SW6717)	STUCCO FINISH
SF-1	ALUMINUM STOREFRONT FRAMES	CITY SCAPE (SW7067)	KAWEENER ALUMINUM NO. 14
SF-2	ALUMINUM STOREFRONT FLAT BREAK METAL	TRICORN BLACK (SW6258)	KAWEENER ALUMINUM NO. 14

EXTERIOR FINISH SCHEDULE

Magellan
ARCHITECTURE
10540 Talbert Avenue, Suite 175
Fountain Valley, California 92708
Tel (949) 515-8600
www.magellanarchitects.com

HUNTINGTON PARK
NEW CONSTRUCTION
DEVELOPMENT (OR) LOCATION NAME
6241 MAYWOOD AVE
HUNTINGTON PARK, CA 90255-4530

REVISIONS		
NO.	DATE	BY
1		
2		
3		
4		
5		
6		

ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

24"x36" SCALE:	AS NOTED
PLOT DATE:	2019-01-16
CAD FILE:	18-013_A3.20
JOB NUMBER:	18-013
CHECKED:	
DRAWN:	CV
STATUS:	PHASE/ISSUANCE

EXTERIOR ELEVATIONS
A3.40

EXTRA SPACE HUNTINGTON PARK SELF STORAGE - STREET VIEW A

Magellan
ARCHITECTURE
10540 Talbert Avenue, Suite 175
Fountain Valley, CA 92708
Tel (949) 515-9600
www.magellanarchitects.com

EXTRA SPACE HUNTINGTON PARK SELF STORAGE- STREET VIEW B

Magellan
ARCHITECTURE
10540 Talbert Avenue, Suite 175
Fountain Valley, CA 92708
Tel (949) 515-9600
www.magellanarchitects.com

BUSINESS OPERATION

EXHIBIT D **CASE NO.** 2018-09 CUP/DP

Business Operation Plan: Extra Space Storage

We have properties in 38 states, Washington, D.C. and Puerto Rico. We own or operate over 1,400 stores, comprising approximately 910,000 units and 103 million square feet of rentable space. We bring security, attractive landscaping and professional property management to every facility we buy, build or manage.

- Number of Onsite Employees: 3 to 4
- Office Hours: 8am to 6pm, daily
- Access Hours: 6am to 10pm, daily

The staff will likely be comprised of 1-2 Managers and 1-2 Leasing Agents.

Security is not planned for the site. Entry and exit gates shall remain closed during office hours, however, accessible to customers via an entry gate system.

TRAFFIC STUDY

EXHIBIT E **CASE NO.** 2018-09 CUP/DP

LINSCOTT LAW & GREENSPAN engineers

TRANSPORTATION IMPACT STUDY

6241 MAYWOOD AVENUE

SELF-STORAGE PROJECT

City of Huntington Park, California
December 28, 2018

Prepared for:

Johnson Development Associates, Inc.
2296 East Maple Avenue
El Segundo, California 90245

LLG Ref. 1-18-4309-1

Prepared by:

Grace Turney, EIT
Transportation Engineer II

Under the Supervision of:

Clare M. Look-Jaeger, P.E.
Principal

Linscott, Law & Greenspan, Engineers

600 S. Lake Avenue
Suite 500
Pasadena, CA 91106

626.796.2322 T
626.792.0941 F
www.llgengineers.com

TABLE OF CONTENTS

TABLE OF CONTENTS *(continued)*

LIST OF TABLES

TABLE OF CONTENTS *(continued)*

LIST OF FIGURES

APPENDICES

TRAFFIC IMPACT STUDY

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

City of Huntington Park, California
December 28, 2018

1.0 INTRODUCTION

This transportation analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed 6241 Maywood Avenue Self-Storage project ("proposed project" herein). The proposed project site is located along the west side of Maywood Avenue, approximately midway between Randolph Street and Gage Avenue, in the City of Huntington Park, California. The project site is bounded by existing industrial development to the north and south, Maywood Avenue to the east, and Union Pacific Railroad right-of-way (i.e., the Alameda Corridor) to the west. The proposed 6241 Maywood Avenue Self-Storage project location and general vicinity are shown in ***Figure 1-1***.

1.1 Transportation Study Overview

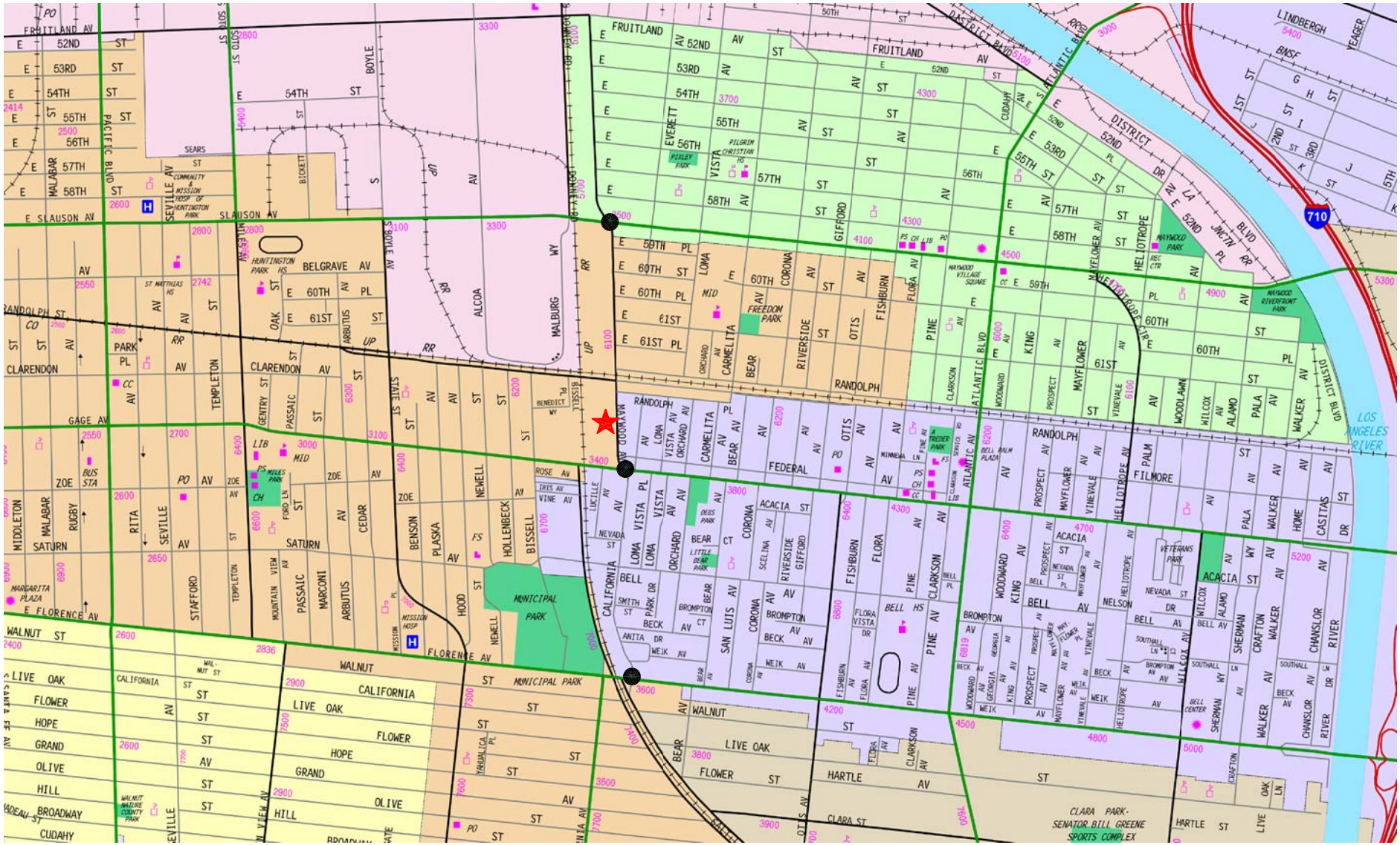
The transportation analysis follows City of Huntington Park (City) traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program.[2] This traffic analysis evaluates potential project-related impacts at three key intersections in the vicinity of the project site. The study intersections were determined in consultation with the City's contract traffic engineer. The Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the study intersections. In addition, a review was conducted of Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast traffic volumes from the proposed project, (iii) forecasts future cumulative baseline traffic volumes, (iv) forecasts future traffic volumes with the proposed project, (v) determines future project-related impacts, and (vi) recommends mitigation measures, where necessary.

1.2 Study Area

Upon coordination with City's contract traffic engineer, three study intersections were identified for evaluation during the weekday morning and afternoon peak hours. The study intersections provide both regional and local access to the study area and define the extent of the boundaries for this transportation impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

[1] *Traffic Impact Analysis Report Guidelines*, County of Los Angeles Department of Public Works, January 1, 1997.
[2] *2010 Congestion Management Program,* Los Angeles County Metropolitan Transportation Authority, October 2010.



N

NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

● STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The transportation analysis study area is generally comprised of those locations that have the greatest potential to experience significant traffic impacts due to the proposed project, as defined by the City as Lead Agency under the California Environmental Quality Act (CEQA). In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The study intersections selected for analysis were based on the above criteria, the proposed 6241 Maywood Avenue Self-Storage calculated peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations. The three study intersections are identified in *Figure 1-1*, and include:

1. Maywood Avenue/Slauson Avenue

2. Maywood Avenue-California Avenue/Gage Avenue

3. California Avenue-Salt Lake Avenue/Florence Avenue

1.3 Senate Bill 743 Overview

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change analysis of transportation impacts under the California Environmental Quality Act (Public Resources Code Section 21000 and following) (CEQA). On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis. One of the possible new metrics for the determination of project impacts suggested analysis based on vehicle miles traveled (VMT) rather than intersection Level of Service. The intent of the original guidance documentation was geared towards projects within areas that are designated as transit priority areas first, to be followed by other areas of the State. Previously it was thought that any corresponding revisions resulting from SB 743 as it pertains to the formal CEQA guidelines would at the earliest occur early in year 2016.

Fairly significant delays have occurred in the adoption of any new CEQA guidelines as OPR has contemplated the changes associated with the new metrics. Rather than implementing the new metrics in transit priority areas first and then followed by the rest of the State, OPR now recommends allowing agencies to voluntarily opt into adopting new significance thresholds

immediately or wait until after a phase-in period that which could potentially last through July 2020. As of the writing of this report, the City of Pasadena, the City of Oakland, City of San Jose and the City of San Francisco are the only cities in the State of California to have done so.

OPR has issued additional draft discussion documents suggesting an array of revisions to the State CEQA Guidelines, including changes to the transportation analysis metric, with the most recent being in April 2018. OPR submitted the proposed updates to the CEQA Guidelines to the State's Natural Resources Agency (NRA) in early 2018. The NRA is now conducting the formal administrative rulemaking process for the revised CEQA Guidelines, entailing additional public review. Further revisions to the proposed changes to the Guidelines were released on July 2, 2018. Once the rulemaking process is complete, OPR would then update the technical advisory on transportation analysis under CEQA as appropriate. OPR has therefore not issued any final revisions to the State CEQA Guidelines to implement the CEQA transportation analysis component of SB 743; thus the analysis in this study utilizes existing, long-established protocols in accordance with CEQA, the existing State CEQA Guidelines, and the City's current significance thresholds.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The proposed project site is located at 6241 Maywood Avenue in the City of Huntington Park, California. The project site is located along the west side of Maywood Avenue, approximately mid-way between Randolph Street and Gage Avenue. The project site is bounded by Maywood Avenue to the east, the Union Pacific Railroad right-of-way (i.e., the Alameda Corridor) to the west, and existing industrial development to the north and south. The proposed 6241 Maywood Avenue Self-Storage project location and general vicinity are shown in *Figure 1-1*.

2.2 Existing Project Site

The project site comprises four parcels that total roughly 1.85 acres. The existing project site is presently occupied by one-story warehouse buildings totaling approximately 53,000 square feet of floor area and the associated surface parking areas. It is noted that the existing buildings on the project site are only partially occupied at this time. All of the buildings on the existing project site will be razed in order to accommodate development of the proposed project. An aerial photograph of the existing project site, the adjacent roadways, and the existing site access points are presented in ***Figure 2-1***.

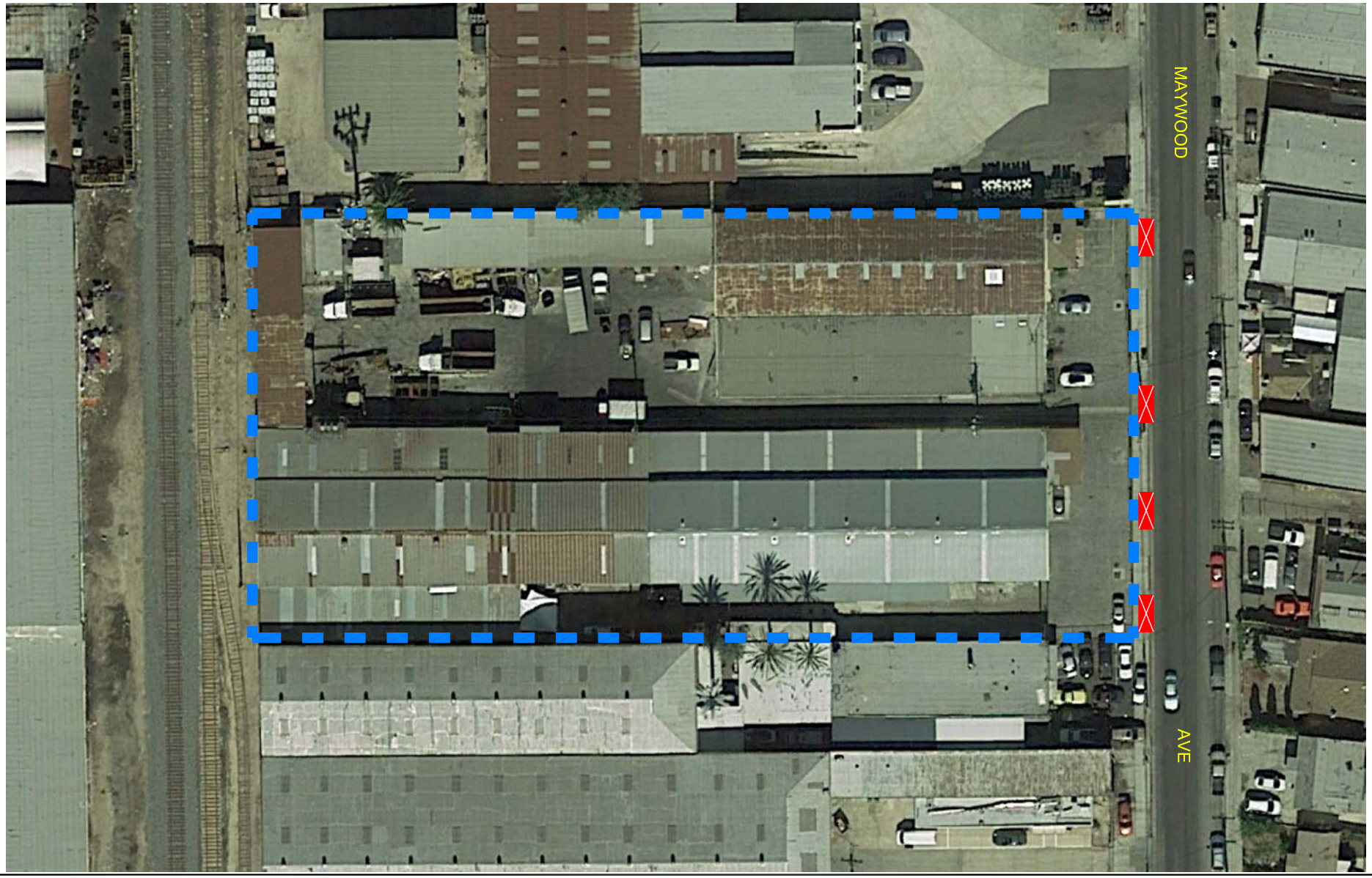
2.3 Proposed Project Description

The proposed 6241 Maywood Avenue Self-Storage project development program consists of the removal of the existing buildings on the site and the construction of a four-story, approximate 159,400 square-foot self-storage facility, including an 860 square-foot leasing office. The proposed project is planned to provide 15 on-site parking spaces, including five (5) loading spaces along the north and west sides of the building and one handicap van accessible space located near the leasing office. Construction of the proposed project is planned to begin in year 2019 and is anticipated to be completed by year 2020 (i.e., project build-out year 2020). The project site plan is depicted in ***Figure 2–2***.

Vehicular access to the project site is planned to be provided via a total of two driveways on Maywood Avenue along the east side of the project site. Further discussion of the project's site access and circulation scheme is provided in Section 3.0 herein.

2.4 Project Parking

The number of parking spaces required to support the 6241 Maywood Avenue Self-Storage project was calculated using the parking City Code requirements as contained in *Article 8, Off-Street Parking Requirements, of Chapter 3, General Provisions*, of the City of Huntington Park Zoning Code and compared with the proposed project parking supply. Specifically, the non-residential off-street parking requirements (2. Commercial/Office) apply to the land use associated with the proposed project. The City's Code parking requirements for the proposed land use are as follows:



N

NOT TO SCALE

MAP SOURCE: GOOGLE EARTH

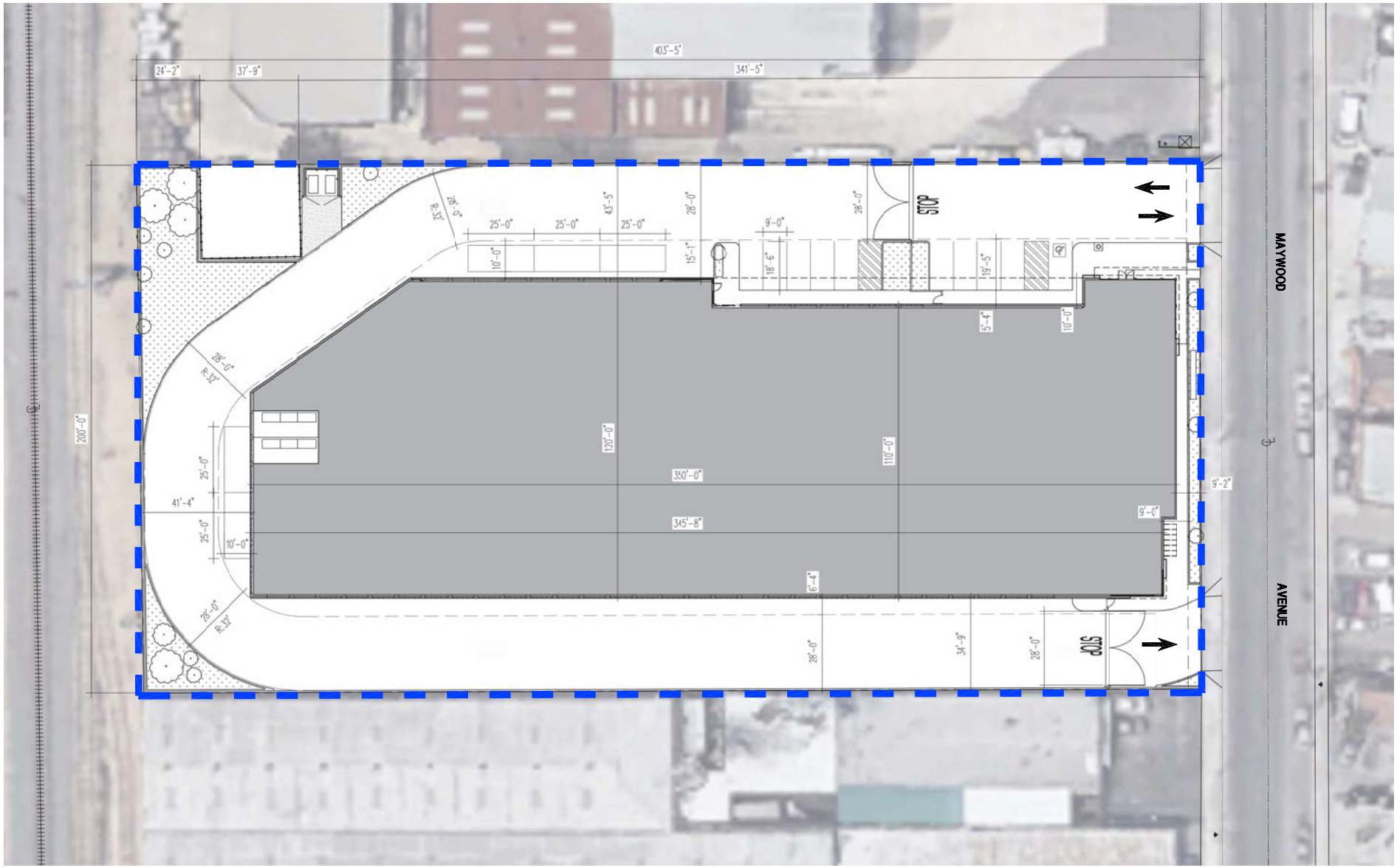
PROJECT SITE

EXISTING DRIVEWAY

FIGURE 2-1
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT



N

NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

FIGURE 2-2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

- 2. Commercial/Office Uses. Mini-Warehouse/Storage: five (5) spaces adjacent to the office/manager's unit and a 9-foot wide loading/parking aisle within any driveway adjacent to structure walls containing storage access doors in addition to the required aisle width for circulation and Fire Department access. In addition, two (2) spaces adjacent to all ground level entrances to multi-story facilities.

The City Code parking requirements for the proposed 6241 Maywood Avenue Self-Storage project is calculated as follows:

- 5 Spaces [Office/Manager's Unit] + 2 Spaces [One Ground Level Entrance] = 7 Spaces

Direct application of the City Code parking requirements to the proposed project results in a Code requirement of seven (7) parking spaces. It is noted that a total of 15 on-site parking spaces, including five (5) loading spaces located along the north and west sides of the building, are shown on the project site plan contained herein (refer to *Figure 2-2*). As part of the parking supply, the project also must provide a minimum of one (1) handicap accessible space. This complies with the American With Disabilities Act (ADA) requirement of a minimum of one handicap space for parking facilities with 1 to 25 spaces, with one in every six handicap spaces being van accessible. As shown in *Figure 2-2*, one ADA van accessible space is planned to be provided as part of the on-site parking supply for the proposed project. Thus, the planned project parking supply satisfies both the City Code and ADA parking requirements.

3.0 SITE ACCESS AND CIRCULATION

Descriptions of the existing site and proposed project site access and circulation schemes are provided in the following subsections.

3.1 Vehicular Site Access

3.1.1 *Existing Vehicular Site Access*

As shown in *Figure 2-1*, the existing project site currently accommodates vehicular access to the project site via a total of four driveways on Maywood Avenue along the easterly property frontage. All four existing site driveways currently accommodate full access movements (i.e., left-turn and right-turn ingress and egress turning movements). The two existing middle driveways will be closed pursuant to City of Huntington Park standards (e.g., construction of Portland cement concrete curbs, gutters and sidewalks) as part of the proposed project, while the existing northerly and southerly driveways will be reconfigured with development of the proposed project.

3.1.2 *Proposed Project Vehicular Site Access*

The planned site access scheme for the 6241 Maywood Avenue Self-Storage project is displayed in *Figure 2-2*. Access to and from the proposed project site will be provided via two driveways located along the west side of Maywood Avenue (i.e., on the easterly property frontage). Vehicular entry to the project site will be accommodated by the northerly driveway, while exiting movements will be accommodated by both the northerly and the southerly driveways. An entry gate providing controlled access for customers of the proposed project will be installed in-line with the northerly driveway approximately 110 feet west of the easterly property line. East of the entry gate, the on-site drive aisle will accommodate two-way travel and provide access to the leasing office and the required parking associated with the office. West of the entry gate, vehicular circulation through the site will be conducted via one-way, counterclockwise travel, with exiting movements accommodated via the gate-controlled southerly driveway. The one-way 28-foot wide travel lane will provide access to additional on-site vehicular parking and loading spaces as well as accommodate Fire Department emergency access throughout the site. Brief descriptions of the planned project site driveways are provided in the following paragraphs.

- *Northerly Project Site Driveway*

  The northerly project site driveway will be located at the northeast corner of the project site (i.e., on the easterly property frontage) in essentially the same location as the existing site northerly driveway. This project site driveway will accommodate left-turn and right-turn ingress and egress turning movements for motorists accessing the project site. One inbound and one outbound lane will be provided at this location. The entry gate control equipment will be located approximately 110 feet west of the easterly property line, such that no vehicle queuing will extend back out onto the public right-of-way. The northerly project site driveway will be constructed to City of Huntington Park design standards.

- *Southerly Project Site Driveway*

  The southerly project site driveway will be located at the southeast corner of the project site (i.e., on the easterly property frontage) in essentially the same location as the existing site southerly driveway. This project site driveway will be one-way outbound only and will accommodate left-turn and right-turn egress turning movements. Gate control equipment will be located approximately 35 feet west of the easterly property line. The southerly project site driveway will be constructed to City of Huntington Park design standards.

3.1.3 *Truck Turning Maneuver Analysis*

Based on the request of City staff, the maneuvering requirements of trucks turning into and out of the project site, as well as traversing through the site, were analyzed using the AutoTURN software package in AutoCAD. The software program is conservative since LLG Engineers' observations and measurements conducted in the field of actual driver maneuvering indicate that the area requirements illustrated via the AutoTURN program are larger than those actually needed. Thus, if the AutoTURN program simulations illustrate a tight turning radius given a subject design, the analysis can be considered conservative since actual driver maneuvering can be accomplished within the area shown to be required via the AutoTURN results. The results of the AutoTURN truck turning maneuvers are provided in graphics contained in ***Appendix A***.

The AutoTURN truck turning maneuver analyses were prepared for fire department engine (i.e., Pumper Fire Truck) and single-unit 30-foot (i.e., SU-30) type trucks. It is noted that the 43-foot fire truck utilized in the analysis is larger than standard fire trucks, which tend to range between 30 and 35 feet long. Similarly, the SU-30 type trucks are larger than the smaller panel trucks and light-duty trucks the project applicant expects will typically access the proposed project site. An analysis of right-turning and left-turning ingress and egress movements at both project driveways were prepared for each truck type. As shown in *Appendix A*, the southbound right-turn maneuver into the northerly project site driveway, the counterclockwise movement through the site, and the eastbound right-turn egress movement at the southerly project site driveway can be accomplished given the current site design by both the fire department engine and SU-30 type trucks (refer to *Appendix Figures A–1* and *A–3*, respectively). Similarly, the northbound left-turn maneuver into the northerly project site driveway, the counterclockwise movement through the site, and the eastbound left-turn egress movement at the southerly project driveway can be accomplished given the current site design by both the fire department engine and SU-30 type trucks (refer to *Appendix Figures A–2* and *A–4*, respectively). Thus, it is concluded that the planned site driveways and internal drive aisle are sufficient to accommodate access for these type of vehicles as well as the smaller panel trucks, light-duty trucks, and municipal garbage collection trucks which are expected to typically access the proposed project site.

It is noted that the inbound turning maneuvers for both the fire department engine and SU-30 type trucks, as illustrated in *Appendix Figures A–1* through *A–4*, will require the full width of the driveway. Although the majority of trips to the project site are expected to traverse the site in a counter clockwise direction and exit via the southerly project driveway, it is possible that a vehicle

exiting the northerly project driveway may conflict with an inbound truck maneuver absent any control. Therefore, it is recommended that an on-site staff person hold any potential exiting vehicles until an entering truck has completed its turning maneuver.

3.1.4 *Sight Distance Analysis*

Based on the request of City staff, a review has been conducted of the sight distances at the proposed project driveways. The sight distances were evaluated in order to determine the adequacy of the line of sight for left and right-turning vehicles at the stop-controlled project driveways. The sight distance analysis is based on criteria set forth in the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*.[3]

Stopping sight distance is the distance that a driver of a vehicle, traveling at a specific speed, is able to bring the vehicle to a stop after an object on the road becomes visible. Sight distance is also provided for intersections to allow the drivers of stopped vehicles a sufficient view of the intersecting roadway to decide when to enter the intersecting roadway or to cross it. At intersections, this is known as a clear sight triangle. As indicated in the AASHTO document, the sight distance calculations are based on the assumption that the driver's eye is 3.5 feet above the road surface, and that an object in the roadway (i.e., the bumper of another vehicle) is 2.5 feet above the road surface. If available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major roadway, then drivers have sufficient sight distance to anticipate and avoid collisions.

Maywood Avenue provides one through travel lane in each direction along with an on-street parking lane along the east side of the street, and is posted for a speed limit of 30 miles per hour in the project vicinity. As part of this review, supplemental radar speed surveys were conducted during unconstrained conditions (e.g. mid-morning and mid-afternoon) along Maywood Avenue in order to determine the prevailing speeds in the proximity of the project site given the existing roadway conditions and design. The radar speed surveys were conducted with calibrated radar equipment operated by a certified radar operator as required in the California Vehicle Code. The speed surveys were conducted during unconstrained time periods in order to capture the free-flow speed in each direction and were conducted until at least 100 samples were obtained. Radar speed surveys were conducted on Tuesday, October 2, 2018, on segments along Maywood Avenue both north and south of the project site in order to determine approaching vehicle speeds. The conditions at the time of the radar speed surveys were partly cloudy and dry. North of the project site, the radar speed surveys were conducted of approaching southbound Maywood Avenue vehicles, and south of the project site, the radar speed surveys were conducted of approaching northbound Maywood Avenue vehicles. Listed below is a summary of the results of the radar speed surveys:

- <u>Northbound Maywood Avenue (approaching the project site)</u>
    - 10:00 AM – 10:22 AM: 10-mile pace = 22 – 31 mph, 85th percentile = 32 mph

- 1:30 PM – 1:56 PM: 10-mile pace = 21 – 30 mph, 85th percentile = 32 mph

- Southbound Maywood Avenue (approaching the project site)

  - 10:24 AM – 10:59 AM: 10- mile pace = 22 – 31 mph, 85th percentile = 32 mph

  - 1:58 PM – 2:28 PM: 10-mile pace = 22 – 31 mph, 85th percentile = 31 mph

It is important to note that while the posted speed limit along Maywood Avenue is 30 mph, the 85th percentile of the prevailing speeds range between 31 and 32 miles per hour depending on the time of day and direction of travel. Therefore, for purposes of the following sight distance analyses, an 85th percentile prevailing speed of 35 miles per hour was assumed so as to not underestimate sight distance requirements. The radar speed survey worksheets are contained in ***Appendix B***.

According to Table 9-6, *Design Intersection Sight Distance – Case B1, Left Turn from Stop,* in Chapter 9 of the AASHTO document, a speed of 35 miles per hour would require a minimum stopping sight distance of 250 feet and an intersection sight distance of 390 feet for passenger vehicles making left-turns from a stop. The sight distance values summarized in Table 9-6 are for a stopped vehicle to turn left onto a two-lane highway with no median, which is the existing condition along Maywood Avenue. According to Table 9-8, *Design Intersection Sight Distance – Case B2, Right Turn from Stop,* a speed of 35 miles per hour would require a minimum stopping sight distance of 250 feet and an intersection sight distance of 335 feet for passenger vehicles making right-turns from a stop. According to the AASHTO document, the above listed sight distances are to be provided to the right and to the left of the stop-controlled approach for left-turning vehicles, and to the left of the stop-controlled approach for right-turning vehicles. Therefore, the greater sight distances associated with Case B1 – Left Turn from Stop are identified as the critical sight distances for the project driveways.

Since Maywood Avenue is a straight and level roadway in the vicinity of the proposed project, it is assumed that the vertical sight distances (both intersection sight distance and stopping sight distance) and the horizontal stopping sight distances are met for both the northerly and southerly project driveways. A review of the horizontal intersection sight distance along Maywood Avenue was conducted for each project driveway, as described below:

- Northerly Project Site Driveway

  According to AASHTO guidelines, when a motorist at the northerly project driveway is situated such that the driver's eye is set back 14.5 feet from the edge of travel way, the horizontal line of sight to the right and to the left of the driveway does not meet the stated

[3] *A Policy on Geometric Design of Highways and Streets,* American Association of State Highway and Transportation Officials (AASHTO), Sixth Edition, 2011.

minimums for intersection sight distances required by Case B1 – Left Turn From Stop. A plan view of the northerly project driveway displaying the minimum required intersection sight distances and clear sight triangles from a horizontal perspective based on a 14.5-foot setback is presented in *Appendix Figure B–1*. As illustrated in *Appendix Figure B-1*, an existing fence located on an adjacent property to the north obstructs the line of sight to the north of the project driveway, and the proposed project's monument sign obstructs the line of sight to the south of the project driveway.

A supplemental analysis of the horizontal sight distances at the northerly project site driveway was prepared assuming the driver's eye is set back 8.5 feet from the edge of travel way. According to the AASHTO document, measurements of modern passenger cars indicate that the distance from the front of the vehicle (i.e., front bumper) to the driver's eye is typically eight feet or less. Therefore, assuming a driver's eye is set back 8.5 feet represents a motorist who has stopped the vehicle very near the edge of travel way, which is a commonly observed behavior when sight distances are not adequately met further back from the edge of travel way. A plan view of the northerly project driveway displaying the minimum required intersection sight distances and clear sight triangles from a horizontal perspective based on an 8.5 foot setback is presented in *Appendix Figure B–2*. As illustrated in *Appendix Figure B–2*, an adequate line of sight is provided to the left of the project driveway, and the line of sight to the right of the project driveway is marginally acceptable. Photos of the line of sight to the right of the existing driveway are included in *Appendix B*.

Therefore, based on the prevailing speed of 35 mph along Maywood Avenue, the sight distance analyses contained herein, and strict application of the AASHTO guidelines, it can be concluded that when the driver's eye is set back 14.5 feet from edge of travel way, the sight distances to the left and right of the northerly project driveway do not meet the stated minimums required by Case B1 – Left Turn from Stop (i.e., the critical sight distance). A supplemental analysis indicates that when the driver's eye is set back 8.5 feet from edge of travel way, the minimum sight distance is adequately provided to the right of the driveway, and sight distance to the left of the project driveway is marginally acceptable.

- Southerly Project Site Driveway

  According to AASHTO guidelines, when a motorist at the southerly project driveway is situated such that the driver's eye is set back 14.5 feet from the edge of travel way, the horizontal line of sight to the right and to the left of the driveway meets the stated minimums for intersection sight distances required by Case B1 – Left Turn From Stop. A plan view of the southerly project driveway displaying the minimum required intersection sight distances and clear sight triangles from a horizontal perspective is presented in *Appendix Figure B–3*. As illustrated in *Appendix Figure B-3*, there are no permanent features of the project site or surrounding properties which would obstruct a motorist's view of potentially conflicting vehicles within the clear sight triangle.

It is noted that the clear sight triangle to the left of the project driveway encompasses a proposed future tree located within the project boundary along the easterly project frontage. Due to the narrow, point-like nature of the interruption to the clear sight triangle, the tree is not considered an obstruction to the line of sight. However, consideration should be given to the species of tree such that the mature trunk diameter, to the extent feasible, would not impede motorists' line of sight. It is also recommended that the mature canopy of the tree be maintained at no less than seven feet above the ground. It is recommended that any landscaping adjacent to the project driveway be kept at a low height (i.e., 36 inches or less) so as not to impede sight distance for motorists exiting the project site.

Therefore, based on the prevailing speed of 35 mph along Maywood Avenue, the sight distance analyses contained herein, and strict application of the AASHTO guidelines, it can be concluded that when the driver's eye is set back 14.5 feet from edge of travel way, the sight distance to the left and right of the southerly project driveway does meet the stated minimums required by Case B1 – Left Turn from Stop (i.e., the critical sight distance).

3.1.5 *Vehicular Site Access Recommendations*

The following traffic management measures are recommended to facilitate vehicular access to and from the planned project site:

- Install one-way only signage and pavement markings along the internal travel lane west of the entry gate and throughout the project site to reinforce the counterclockwise circulation pattern.

- Install one-way outbound only signage and pavement markings at the southerly project site driveway to ensure that motorists both on-site and along Maywood Avenue recognize that this driveway is only appropriate for exiting the site. Also, install a stop bar with STOP legend at the exit approach lane just west of the public sidewalk along Maywood Avenue to ensure that motorists stop prior to the sidewalk before exiting the site.

- Maintain low height landscaping (i.e., 36 inches or less) adjacent to the project site driveways so as to not impede sight distance for vehicles exiting the project site.

- Maintain the future trees along the easterly property frontage such that the mature tree canopies fall no less than seven feet above the ground so as not to impede sight distances for vehicles exiting the project site.

3.2 Pedestrian Access

The 6241 Maywood Avenue Self-Storage project is located along the Maywood Avenue commercial corridor and in close proximity to other commercial corridors such as Gage Avenue. The project site is situated within walking distance to retail, restaurant, and other commercial businesses within the

area, and is well-located to facilitate pedestrian activity and walking as a transportation mode.[4] Further, public bus transit stops are provided nearby on major roadways in the area. For example, existing bus stops are provided on Gage Avenue in the westbound direction near California Avenue and in both directions on Gage Avenue at Salt Lake Avenue. The existing bus stops on Gage Avenue contain both shelter and bench amenities for riders. In addition, the proposed project will include defined pedestrian pathways within the site that will connect with the public sidewalk located along the west side of Maywood Avenue.

[4] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 72 (Very Walkable) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

4.0 EXISTING STREET SYSTEM

4.1 Roadway Classifications

The City of Huntington Park utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

4.2 Regional Highway System

Regional access to the project site is provided by Interstate 710 (I-710) Freeway as shown in *Figure 1-1*. A brief description of I-710 Freeway is provided in the following paragraph.

I-710 (Long Beach) Freeway is a north-south oriented freeway connecting Alhambra to the north and Long Beach to the south. Six mainline travel lanes are provided in each direction along I-710 Freeway near the project study area. Northbound and southbound on and off-ramps are provided at Florence Avenue in the project vicinity.

4.3 Local Street System

Immediate access to the project site is via Maywood Avenue. The following three study intersections were selected for analysis of potential impacts related to the proposed project:

1. Maywood Avenue/Slauson Avenue
2. Maywood Avenue-California Avenue/Gage Avenue
3. California Avenue-Salt Lake Avenue/Florence Avenue

The study intersections selected for analysis in the transportation study also are noted in *Figure 1-1*. All of the existing study intersections are presently controlled by traffic signals. The existing roadway configurations and intersection controls at the study intersections are displayed in ***Figure 4-1***.

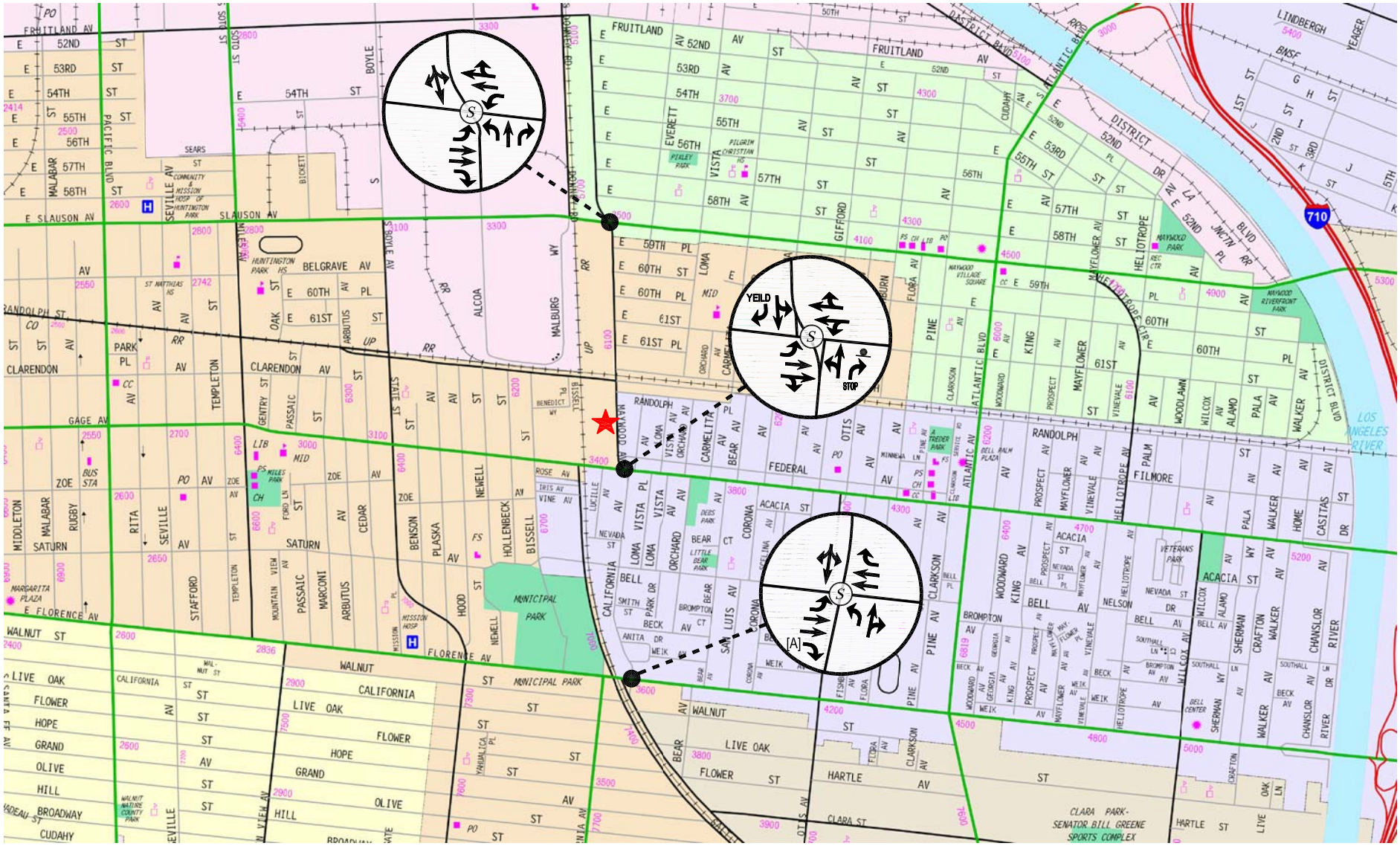
4.4 Roadway Descriptions

A review of the important roadways in the project site vicinity and study area are summarized in ***Table 4-1***. As indicated in *Table 4-1*, the important roadways within the project study area were reviewed in terms of the number of lanes provided, posted speed limits, etc. Additionally, the roadway classifications also are presented in *Table 4-1*.

4.5 Existing Transit Services[5]

Public bus transit service is provided within the 6241 Maywood Avenue Self-Storage project study area. Public bus transit service is currently provided by Los Angeles County Metropolitan Transit Authority, City of Huntington Park (Huntington Park Express) and City of Bell (La Campana Transit). A summary of the existing transit service, including the transit route, destinations, and peak hour headways is presented in ***Table 4–2***. The existing public transit routes in the 6241 Maywood Avenue Self-Storage project site vicinity are illustrated in ***Figure 4–2***. It is noted that existing bus stops are provided on Gage Avenue in the westbound direction near Maywood Avenue and in both directions on Gage Avenue at Salt Lake Avenue. The existing bus stops on Gage Avenue contain both shelter and bench amenities for riders.

[5] Walk Score also calculates a transit score based on the number and proximity of bus and rail routes near the project site. For example, refer to http://www.walkscore.com/, which generates a transit score of approximately 42 (Some Transit) out of 100 for the project site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for using transit service.



MAP SOURCE: RAND MCNALLY & COMPANY

N

NOT TO SCALE

★ PROJECT SITE

Ⓢ SIGNALIZED INTERSECTION

STOP SIGN

[A] NOT PART OF INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

Table 4-1
EXISTING ROADWAY DESCRIPTIONS

Roadway	Jurisdiction	Classification [1]	Travel Lanes		Median Types [4]	Speed Limit
			Direction [2]	No. Lanes [3]		
Maywood Avenue	City of Huntington Park City of Maywood City of Bell	Secondary Arterial Collector Street Collector Street	NB-SB NB-SB NB-SB	2 2 2	N/A N/A N/A	30 30 30
California Avenue	City of Bell	Collector Street	NB-SB	2	N/A	25
Salt Lake Avenue	City of Huntington Park	Collector Street	NB-SB	2	N/A	35
Slauson Avenue	City of Huntington Park City of Maywood	Major Arterial Major Highway	EB-WB EB-WB	4 4	RMI/2WLT RMI	35 35
Gage Avenue	City of Huntington Park City of Bell	Secondary Arterial Arterial	EB-WB EB-WB	4 4	N/A 2WLT	30 30
Florence Avenue	City of Huntington Park City of Bell	Major Arterial Arterial	EB-WB EB-WB	4 4	RMI/2WLT 2WLT	35 35

Notes:

[1] Roadway classifications obtained from the City of Huntington Park's *General Plan Master Plan of Streets* , Febuary 19, 1991, City of Maywood *General Plan Master Circulation Plan* January 2003, and the City of Bell *General Plan Circulation Plan* , 1996.

[2] Direction of roadways in the project area: NB-SB = northbound and southbound; and EB-WB = eastbound and westbound.

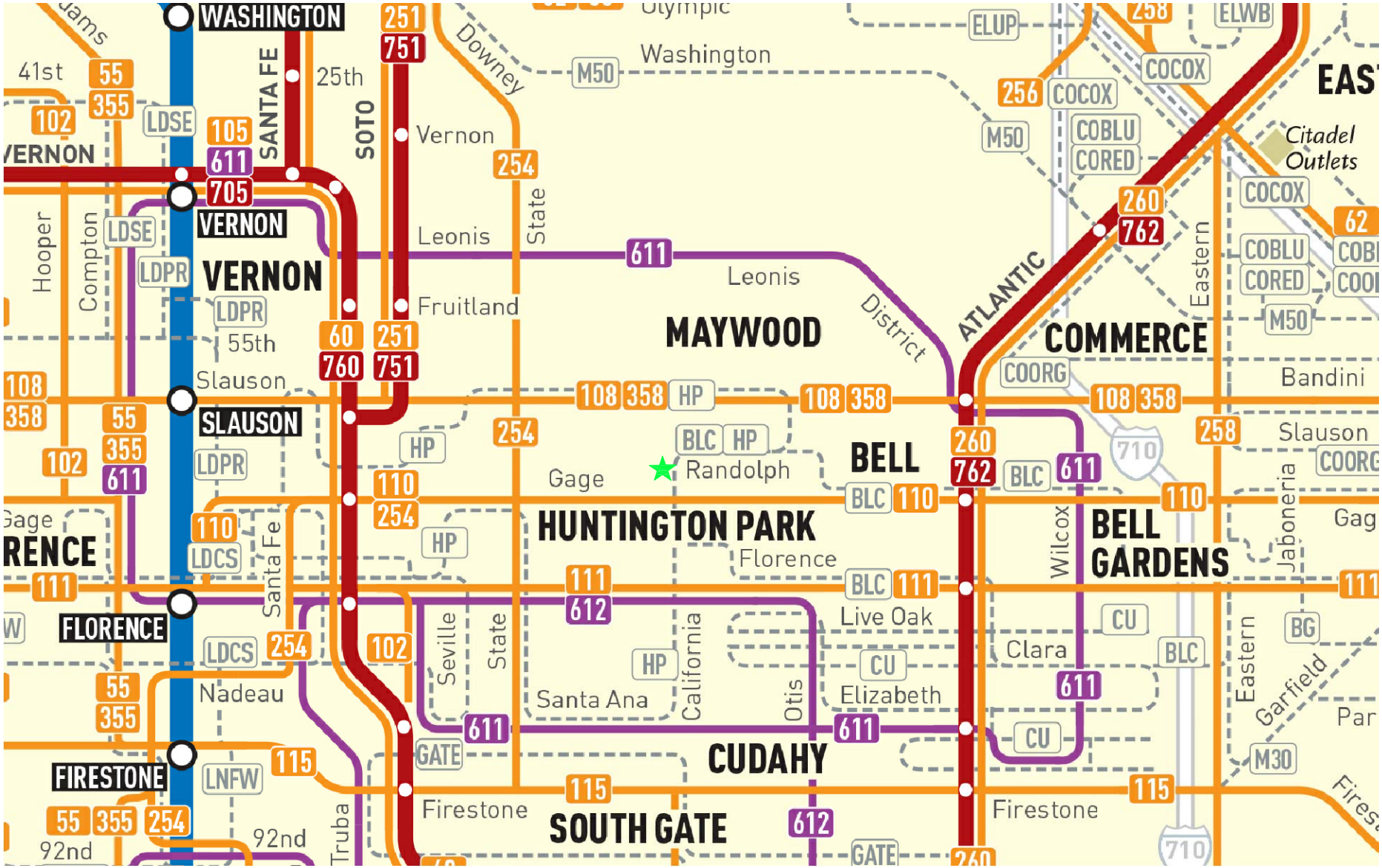
[3] Number of lanes in both directions on the roadway.

[4] Median type of the road: RMI = Raised Median Island; 2WLT = 2-Way Left-Turn Lane; and N/A = Not Applicable.

Table 4-2
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 108/358	Marina Del Rey to Pico Rivera via Fox Hills, Hyde Park, Los Angeles, Huntington Park and Commerce	Maywood Avenue, Slauson Avenue	EB WB	10 7	7 8
Metro 110	Playa Vista to Bell Gardens via Fox Hills, Inglewood, Los Angeles, Florence, Huntington Park and Bell	Maywood Avenue, California Avenue, Gage Avenue	EB WB	5 4	5 4
Metro 111	LAX to Norwalk via Inglewood, Hyde Park, Los Angeles, Huntington Park, Bell and Bell Gardens	California Avenue, Salt Lake Avenue, Florence Avenue	EB WB	6 6	6 6
Metro 612	Willowbrook to Lynwood via Watts, South Gate, Huntington Park and Bell	California Avenue, Salt Lake Avenue, Florence Avenue	Clockwise Counter Clockwise	1 1	1 1
Huntington Park Express	Huntington Park, Bell and Vernon	Maywood Avenue, Gage Avenue, Slauson Avenue	Counter Clockwise	2	2
La Campana Transit	City of Bell	Maywood Avenue, Gage Avenue	Clockwise	2	2
			Total	**44**	**42**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), City of Huntington Park (Huntington Park Express), and City of Bell (La Campana Transit) websites, 2018.



-21-

o:\job_file\4309\dwg\f4-2.dwg LDP 17:16:39 09/27/2018 rodriquez

N

NOT TO SCALE

MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY WEBSITE

★ PROJECT SITE

FIGURE 4-2
EXISTING TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

5.0 TRAFFIC COUNTS

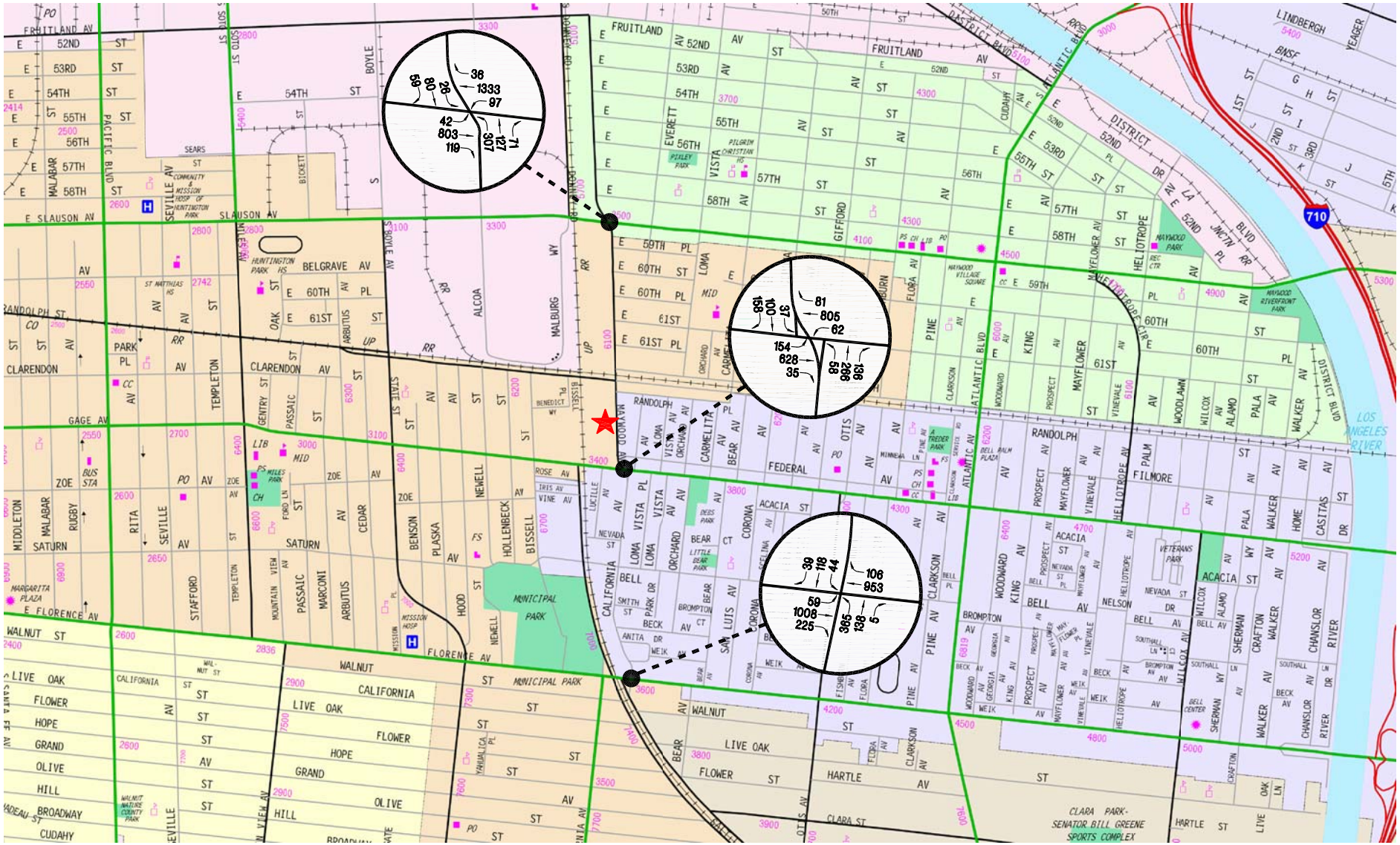
Manual counts of vehicular turning movements were conducted at each of the study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted on Tuesday, October 2, 2018 by an independent traffic count subconsultant (City Traffic Counters) at the study intersections from 7:00 to 9:00 AM to determine the weekday AM peak commute hour, and from 4:00 to 6:00 PM to determine the weekday PM peak commute hour. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were also collected during the peak periods. It is noted that all of the traffic counts were conducted when local schools were in session. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 9:00 AM and 4:00 to 6:00 PM generally associated with the greater metropolitan weekday peak commute hours.

The weekday and weekend peak hour manual counts of vehicle movements at the study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5-1*** and ***5-2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix C***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Maywood Avenue/ Slauson Avenue	10/02/2018	NB SB EB WB	7:15	505 165 964 1,466	5:00	329 165 1,481 894
2	Maywood Avenue-California Avenue/ Gage Avenue	10/02/2018	NB SB EB WB	7:00	460 295 817 948	4:45	189 478 1,137 904
3	California Avenue-Salt Lake Avenue/ Florence Avenue	10/02/2018	NB SB EB WB	7:15	508 201 1,292 1,059	5:00	356 312 1,428 862

[1] Counts conducted by City Traffic Counters



MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

NOT TO SCALE

FIGURE 5-1
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

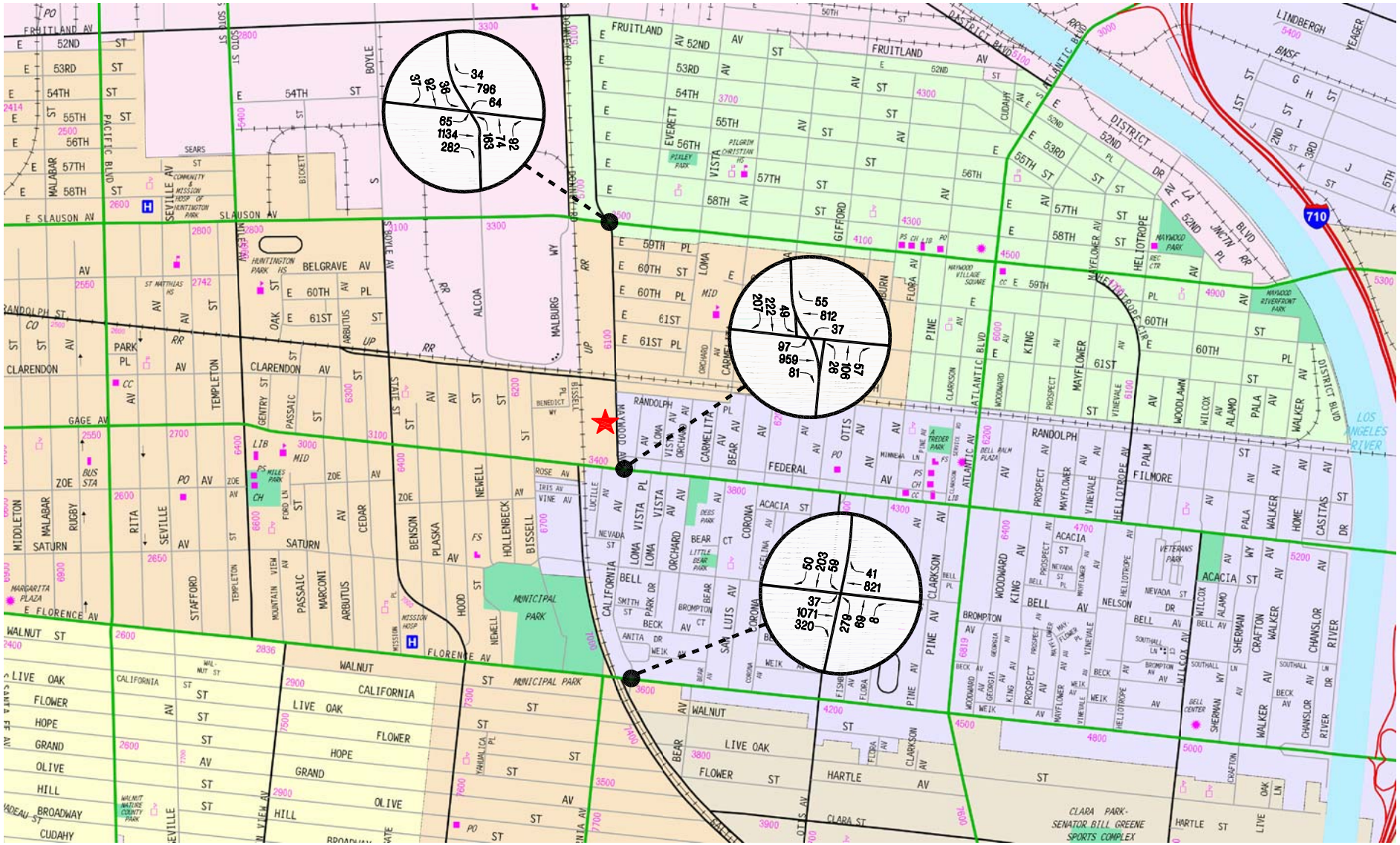


FIGURE 5-2
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the following jurisdictions: City of Huntington Park, City of Bell, City of South Gate, City of Maywood, City of Cudahy, City of Vernon, and County of Los Angeles. The list of related projects in the project site area is presented in ***Table 6-1***. The location of the related projects are shown in ***Figure 6-1***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[6]. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6-1*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6-2*** and ***6-3***, respectively.

[6] Institute of Transportation Engineers *Trip Generation* manual, 10th Edition, 2017, Washington, D.C.

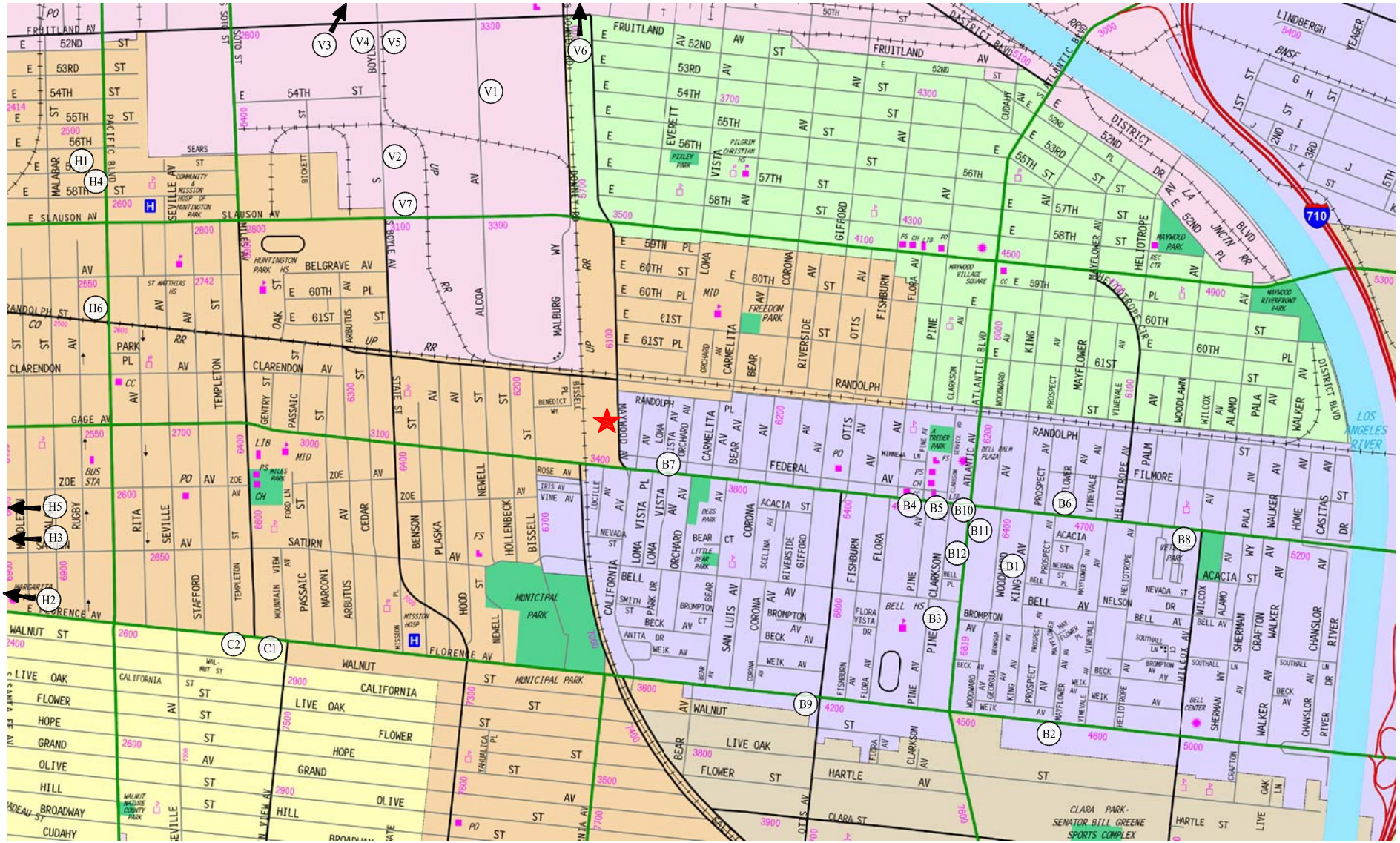
Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
City of Huntington Park												
H1	Proposed	2547 57th Street	Manufacturing	3,141 GSF	[3]	12	2	0	2	1	1	2
H2	Proposed	1941-2051 Florence Avenue	Retail	35,052 GLSF	[4]	1,324	20	13	33	64	70	134
H3	Under Construction	6911 Alameda Street	Public Storage	193,422 GSF	[5]	292	11	8	19	16	17	33
H4	Under Construction	5707 Pacific Boulevard; 2554 E. 57th Street	Office	3,362 GSF	[6]	32	3	1	4	1	3	4
			Retail	5,042 GLSF	[4]	190	3	2	5	9	10	19
H5	Under Construction	6614-6700 Middleton Street	Multifamily Residential	20 DU	[7]	146	2	7	9	7	4	11
H6	Under Construction	2319 Randolph Street	Retail	5,532 GLSF	[4]	208	3	2	5	10	11	21
City of Bell												
B1	Approved	6619 King Avenue	Townhome	7 DU	[7]	52	1	2	3	3	1	4
B2	Approved	4704 Florence Avenue	Townhome	14 DU	[7]	102	1	5	6	5	3	8
B3	Approved	6826 Pine Avenue	Restaurant	4,000 GSF	[8]	448	22	18	40	24	15	39
			Retail	3,000 GLSF	[4]	114	2	1	3	5	6	11
B4	Approved	4400 Gage Avenue	Restaurant	4,500 GSF	[8]	504	25	20	45	27	17	44
B5	Approved	4410 Gage Avenue	Brewery	7,000 GLSF	[8]	786	39	31	70	42	26	68
B6	Approved	4677 Gage Avenue	Funeral Home	5,800 GSF	[6]	56	6	1	7	1	6	7
B7	Approved	3613 Gage Avenue	Office	1,200 GSF	[6]	12	1	0	1	0	1	1
			Retail	1,872 GLSF	[4]	70	1	1	2	3	4	7
B8	Proposed	4946 Florence Avenue	Townhome	17 DU	[7]	124	2	6	8	6	4	10
B9	Proposed	4148 Florence Avenue	Fast-Food Restaurant	2,485 GSF	[9]	1,170	51	49	100	42	39	81
			Retail	1,883 GLSF	[4]	72	1	1	2	3	4	7
B10	Proposed	4460 & 4472 Gage Avenue; 6415 Atlantic Avenue; 6414 & 6504 Clarkson Avenue	Restaurant	8,055 GSF	[8]	904	44	36	80	49	30	79
			Retail	5,814 GLSF	[4]	220	3	2	5	11	11	22
B11	Proposed	4500 & 4524 Gage Avenue; 6416 Atlantic Avenue; 6503 Woodward Avenue	Retail	27,000 GLSF	[4]	1,020	16	9	25	49	54	103
			Office	7,000 GSF	[6]	68	7	1	8	1	7	8
B12	Proposed	6607 Atlantic Avenue	Gym	21,000 GSF	[10]	720	14	14	28	41	31	72

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
City of Vernon												
V1	Approved	5400 Alcoa Avenue	Industrial	87,311 GSF	[11]	434	54	7	61	7	48	55
V2	Under Construction	5688 South Boyle Avenue	Industrial	36,000 GSF	[11]	178	22	3	25	3	20	23
V3	Proposed	4901 South Boyle Avenue	Industrial	83,654 GSF	[11]	414	52	7	59	7	46	53
V4	Approved	Prologis 5215 South Boyle Avenue	Industrial	389,000 GSF	[11]	1,930	239	33	272	32	213	245
V5	Under Construction	Planet Earth 5300 South Boyle Avenue	Industrial	302,300 GSF	[11]	1,500	187	25	212	25	165	190
V6	Approved	Bridge Development 4224 District Boulevard	Industrial	117,492 GSF	[11]	582	72	10	82	10	64	74
V7	Approved	3165 Slauson Avenue	Retail	32,900 GLSF	[4]	1,242	19	12	31	60	65	125
Los Angeles County												
C1	Approved	2878-2864 East Florence Avenue	Retail	5,949 GLSF	[4]	224	4	2	6	11	12	23
			(Auto Repair)	(2,864) GLSF	[12]	(90)	(4)	(2)	(6)	(4)	(5)	(9)
C2	Approved	2800-2808 East Florence Avenue	Coin Laundry	6,062 GSF	[4]	228	4	2	6	11	12	23
TOTAL						**15,288**	**929**	**329**	**1,258**	**582**	**1,015**	**1,597**

[1] Sources: City of Huntington Park Planning Division, City of Bell Planning Department, City of Vernon Building Department, and Los Angeles County Department of Regional Planning. The Cities of Cudahy, Maywood, and South Gate were consulted and no projects were identified within the project study area. Trip generation for the related projects are based on ITE "Trip Generation Manual", 10th Edition, 2017 (as referenced in the "Project Data Source" column).
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 140 (Manufacturing) trip generation average rates.
[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[5] ITE Land Use Code 151 (Mini-Warehouse) trip generation average rates.
[6] ITE Land Use Code 710 (General Offic) trip generation average rates.
[7] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
[8] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
[9] ITE Land Use Code 9434 (Fast-Food Restaurant with Drive-Through Window) trip generation average rates.
[10] ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates. Because no daily trip rates are provided, the peak hour trips are assumed to represent 10% of daily trips.
[11] ITE Land Use Code 110 (Light Industrial) trip generation average rates.
[12] ITE Land Use Code 942 (Automobile Care Center) trip generation average rates. Because no daily trip rates are provided, the peak hour trips are assumed to represent 10% of daily trips.



N

NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

(H) CITY OF HUNTINGTON PARK PROJECT

(V) CITY OF VERNON PROJECT

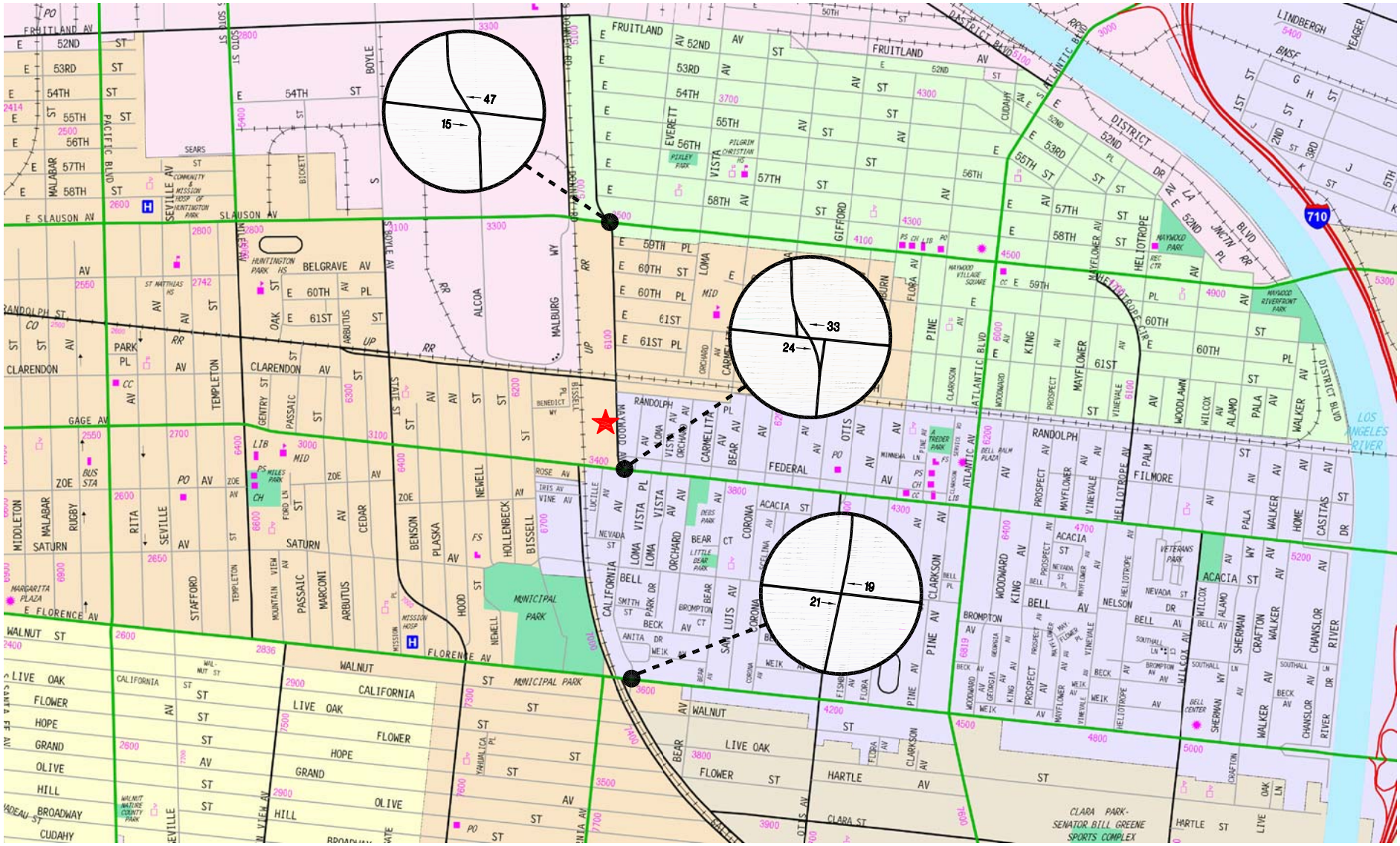
(C) COUNTY OF LOS ANGELES PROJECT

(B) CITY OF BELL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-1
LOCATION OF RELATED PROJECTS

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT



-30-

o:\job_file\4309\dwg\f6-2.dwg LDP 13:49:57 10/26/2018 turney

N

NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

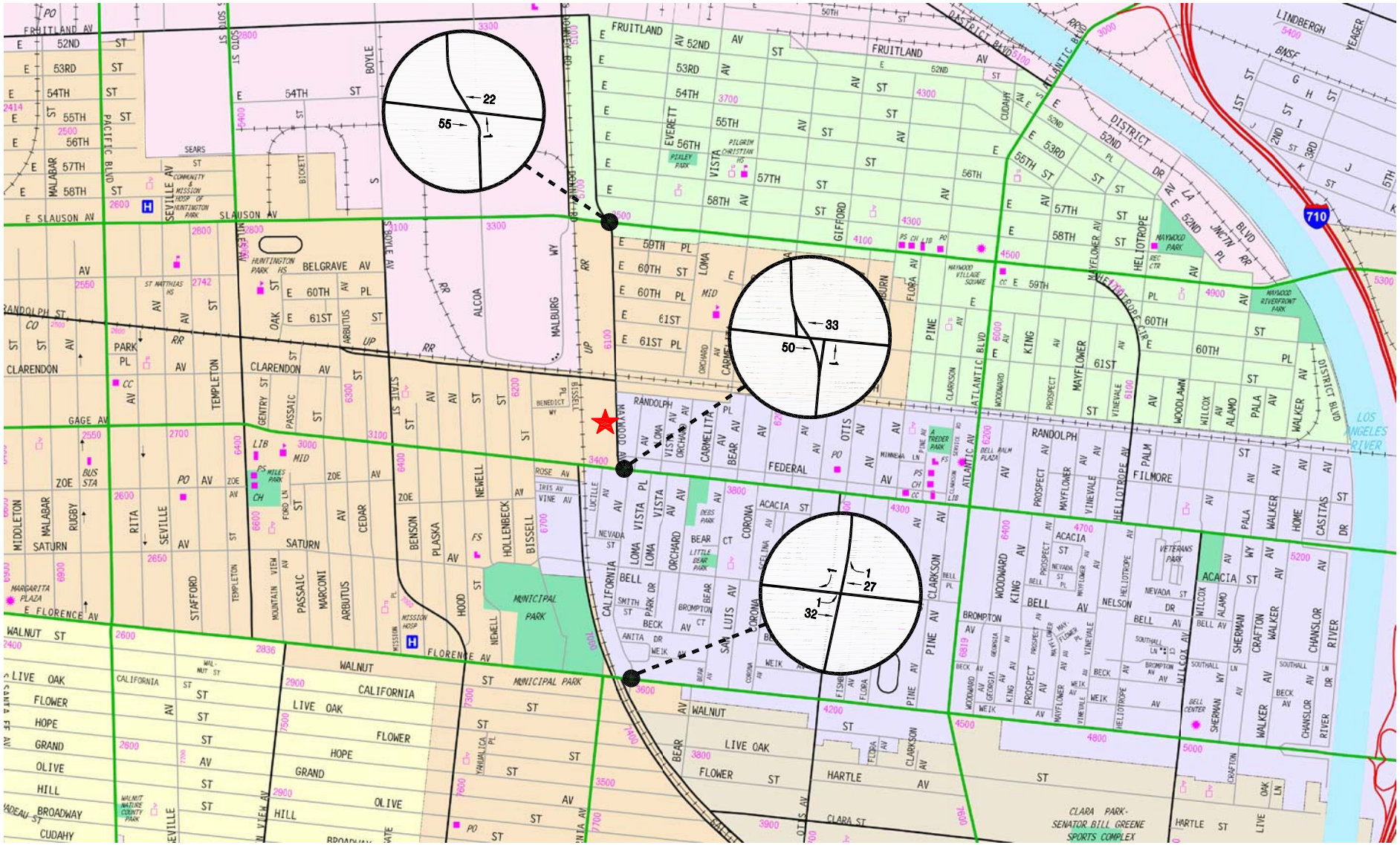
★ PROJECT SITE

FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



-31-

o:\job_file\4309\dwg\f6-3.dwg LDP 13:53:07 10/26/2018 turney

N

NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

6.2 Ambient Traffic Growth Factor

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as to account for typical growth in traffic volumes due to the development of projects outside the study area. Ambient traffic growth in the Huntington Park area, which is a part of Regional Statistical Area 21, is projected in the Los Angeles County Metropolitan Transportation Authority's *2010 Congestion Management Program* (CMP). The CMP manual indicates existing traffic volumes are expected to increase at an annual rate of approximately 1.46 percent (1.46%) per year between years 2015 and 2020. An annual growth rate of 1.5 percent (1.5%) until the year 2020 (i.e., the anticipated project build-out year) was identified for this analysis in consultation with the City's contract traffic engineer during the scoping process. Therefore, application of this 1.5 percent (1.5%) ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. The cumulative development projects are assumed to have been incorporated as part of the growth rate projection per the adopted, local, and regional planning documents (i.e., the CMP, which account for the future population, housing, and employment [socio-economic data] projections). Further, as described in Section 6.0 herein, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impacts of the 6241 Maywood Avenue Self-Storage project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development program (e.g., based on units such as square feet of floor area).

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentages of trips in various directions, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is determined by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

7.1 Traffic Generation

7.1.1 *Project Traffic Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation rates provided in the ITE *Trip Generation Manual*, 10th Edition, were utilized to forecast project traffic generation for the proposed project during the weekday AM and PM peak hours, as well as on a daily basis. Traffic volumes expected to be generated by the proposed project were based upon rates per 1,000 gross square feet for the project. ITE Land Use Code 151 (Mini-Warehouse) trip generation rates were used to forecast the traffic volumes expected to be generated by the proposed project.

The trip generation forecast for the proposed project is summarized in ***Table 7-1***. The trip generation forecast for the proposed project was submitted for review and approval by City of Huntington Park staff. As presented in *Table 7-1*, the proposed project is expected to generate 16 vehicle trips (10 inbound trips and 6 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 27 vehicle trips (13 inbound trips and 14 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 242 daily trip ends during a typical weekday (121 inbound trips and 121 outbound trips).

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Mini-Warehouse [3]	159,400 GSF	242	10	6	16	13	14	27
TOTAL PROJECT TRIPS		**242**	**10**	**6**	**16**	**13**	**14**	**27**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 151 (Mini-Warehouse) trip generation average rates.

- Daily Trip Rate: 1.51 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.10 trips/1,000 SF of floor area; 60% inbound/40% outbound
- PM Peak Hour Trip Rate: 0.17 trips/1,000 SF of floor area; 47% inbound/53% outbound

7.1.2 *PCE Adjusted Project Trip Generation*

Based on consultation with the City's contract traffic engineer, the project trip generation forecasts were adjusted for impact analysis purposes to account for truck trips expected to occur as part of the proposed project. As such, the project trip generation forecasts were adjusted to reflect a passenger car equivalent (PCE) factor based on the following approach:

- 15 percent (15%) of trips forecast to be generated by the project are assumed to be truck trips.

- A PCE factor of 2.0 was applied for the trucks in order to account for the assumption that a truck has the same overall effect on intersection operations as two (2) passenger vehicles.

- The remaining 85 percent (85%) of forecast project-related vehicular trips are assumed to consist of passenger vehicles and, therefore, no adjustment is required.

It is noted that a PCE factor of 2.0 is typically used for buses, single-unit trucks, 3-axle trucks, and 4-axle semi-tractor trailer trucks.

The PCE adjusted trip generation forecast for the proposed project is summarized in ***Table 7-2***. The PCE adjusted trip generation forecast for the proposed project was submitted for review and approval by City of Huntington Park staff. As presented in *Table 7-2*, the proposed project is expected to generate 20 PCE adjusted vehicle trips (13 inbound trips and 7 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 31 PCE adjusted vehicle trips (15 inbound trips and 16 outbound trips). The proposed project is expected to generate 278 PCE adjusted daily trip ends during a typical weekday (139 inbound trips and 139 outbound trips). Additionally, as noted above, the PCE adjusted project trip generation forecasts were used in this transportation impact analysis for impact purposes.

7.1.3 *Trip Generation Comparison with Re-Occupancy of Existing Site Buildings*

As noted previously (refer to Subsection 2.2), the existing project site is presently occupied by one story warehouse buildings totaling approximately 53,000 square feet of floor area and the associated surface parking areas. The existing buildings on the project site will be demolished to accommodate development of the proposed project, however the majority of the existing buildings are presently vacant and therefore were not considered for any existing use trip credits. This results in a conservative analysis of intersection capacity and Level of Service. For informational purposes only, the trip generation forecast for the proposed project was compared to the trip generation forecast for a by-right re-occupancy of the existing site buildings is shown in ***Table 7-3***. The existing buildings are assumed to be re-occupied with a land use similar in nature to the prior use (i.e., warehousing). This trip generation comparison includes the PCE adjustments for both the proposed project and the assumed re-occupancy of the existing site buildings.

As summarized in *Table 7-3*, the proposed project is expected to generate a net increase of 10 PCE adjusted vehicle trips (5 inbound trips and 5 outbound trips) during the weekday AM peak hour

Table 7-2
PCE ADJUSTED PROJECT TRIP GENERATION [1]

TRIP TYPE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
PCE Adjusted Truck Trips [3]	72	4	2	6	4	4	8
Passenger Vehicle Trips [4]	206	9	5	14	11	12	23
PCE ADJUSTED TOTAL PROJECT TRIPS	**278**	**13**	**7**	**20**	**15**	**16**	**31**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017. Refer to Table 7-1 for calculation of unadjusted vehicular project trips.

[2] Trips are one-way traffic movements, entering or leaving.

[3] Based on direction by City of Huntington Park staff, 15 percent (15%) of trips generated by the project are assumed to be truck trips. A passenger car equivalency (PCE) factor of 2.0 was applied to the truck trips in order to account for the assumption that a truck has the same overall effect on intersection traffic operations as 2.0 passenger vehicles.

[4] The remaining 85 percent (85%) of the forecast vehicular trips are assumed to consist of passenger vehicle trips, therefore no adjustment is required.

Table 7-3
PCE ADJUSTED PROJECT TRIP GENERATION COMPARISON
WITH RE-OCCUPANCY OF EXISTING SITE BUILDING [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Mini-Warehouse	159,400 GSF							
- PCE Adjusted Truck Trips [3]		72	4	2	6	4	4	8
- Passenger Vehicle Trips [4]		206	9	5	14	11	12	23
PCE Adjusted Total Project Trips		**278**	**13**	**7**	**20**	**15**	**16**	**31**
Existing Site Building								
Warehouse [5]	53,000 GSF							
- PCE Adjusted Truck Trips [6]		28	2	0	2	0	2	2
- Passenger Vehicle Trips [4]		78	6	2	8	3	6	9
Existing Site Buildings		**106**	**8**	**2**	**10**	**3**	**8**	**11**
COMPARISON: PROJECT VS. EXISTING SITE BUILDINGS		**172**	**5**	**5**	**10**	**12**	**8**	**20**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017. Refer to Tables 7-1 and 7-2 for calculation of the proposed project's PCE adjusted trip generation forecast.

[2] Trips are one-way traffic movements, entering or leaving.

[3] Based on direction by City of Huntington Park staff, 15 percent (15%) of trips generated by the project are assumed to be truck trips. A passenger car equivalency (PCE) factor of 2.0 was applied to the truck trips in order to account for the assumption that a truck has the same overall effect on intersection traffic operations as 2.0 passenger vehicles.

[4] The remaining 85 percent (85%) of the forecast vehicular trips are assumed to consist of passenger vehicle trips, therefore no adjustment is required.

[5] ITE Land Use Code 150 (Warehouse) trip generation average rates.
- Daily Trip Rate: 1.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.17 trips/1,000 SF of floor area; 77% inbound/23% outbound
- PM Peak Hour Trip Rate: 0.19 trips/1,000 SF of floor area; 27% inbound/73% outbound

[6] Consistent with the proposed project, 15 percent (15%) of trips generated by the existing site are assumed to be truck trips. A passenger car equivalency (PCE) factor of 2.0 was applied to the truck trips in order to account for the assumption that a truck has the same overall effect on intersection traffic operations as 2.0 passenger vehicles.

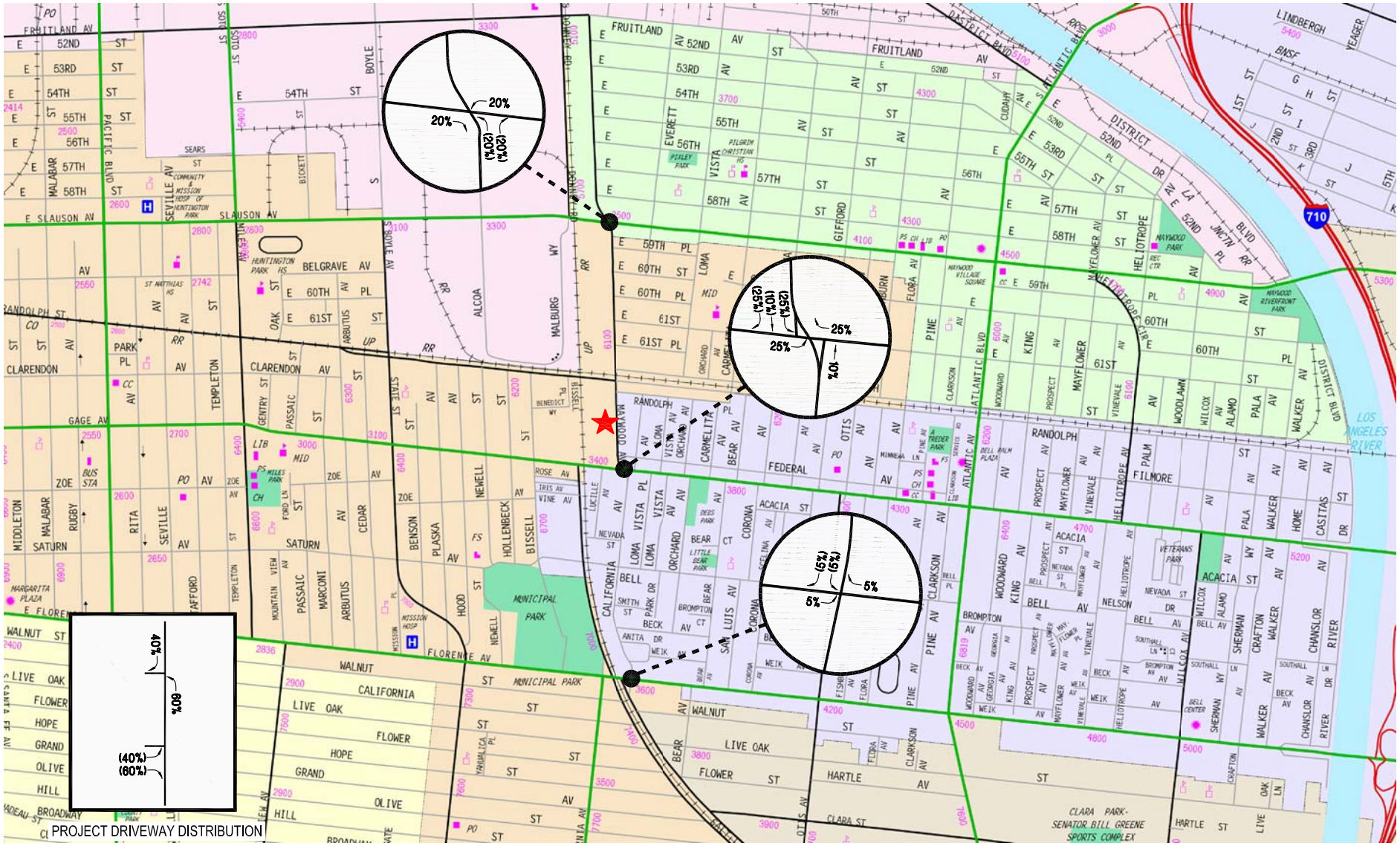
when compared with the by-right re-occupancy of the existing site buildings. During the weekday PM peak hour, the proposed project is expected to generate a net increase of 20 PCE adjusted vehicle trips (12 inbound trips and 8 outbound trips) when compared with the by-right re-occupancy of the existing site buildings. Over a 24-hour period, the proposed project is forecast to generate a net increase of 172 PCE adjusted daily trip ends during a typical weekday (86 inbound trips and 86 outbound trips) when compared with the by-right re-occupancy of the existing site buildings.

7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Maywood Avenue, Gage Avenue, Slauson Avenue, Florence Avenue, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress scheme planned for the proposed project; and
- Nearby population and employment centers.

The project traffic volume distribution percentages during weekday AM and PM peak hours at the study intersections are illustrated in ***Figure 7-1***. The forecast net new project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in ***Figures 7-2*** and ***7-3***, respectively. The traffic volume assignments presented in *Figures 7-2* and *7-3* reflect the traffic distribution characteristics shown in *Figure 7-1* and the project traffic generation forecasts presented in *Table 7-2*.



MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

XX = INBOUND PERCENTAGE

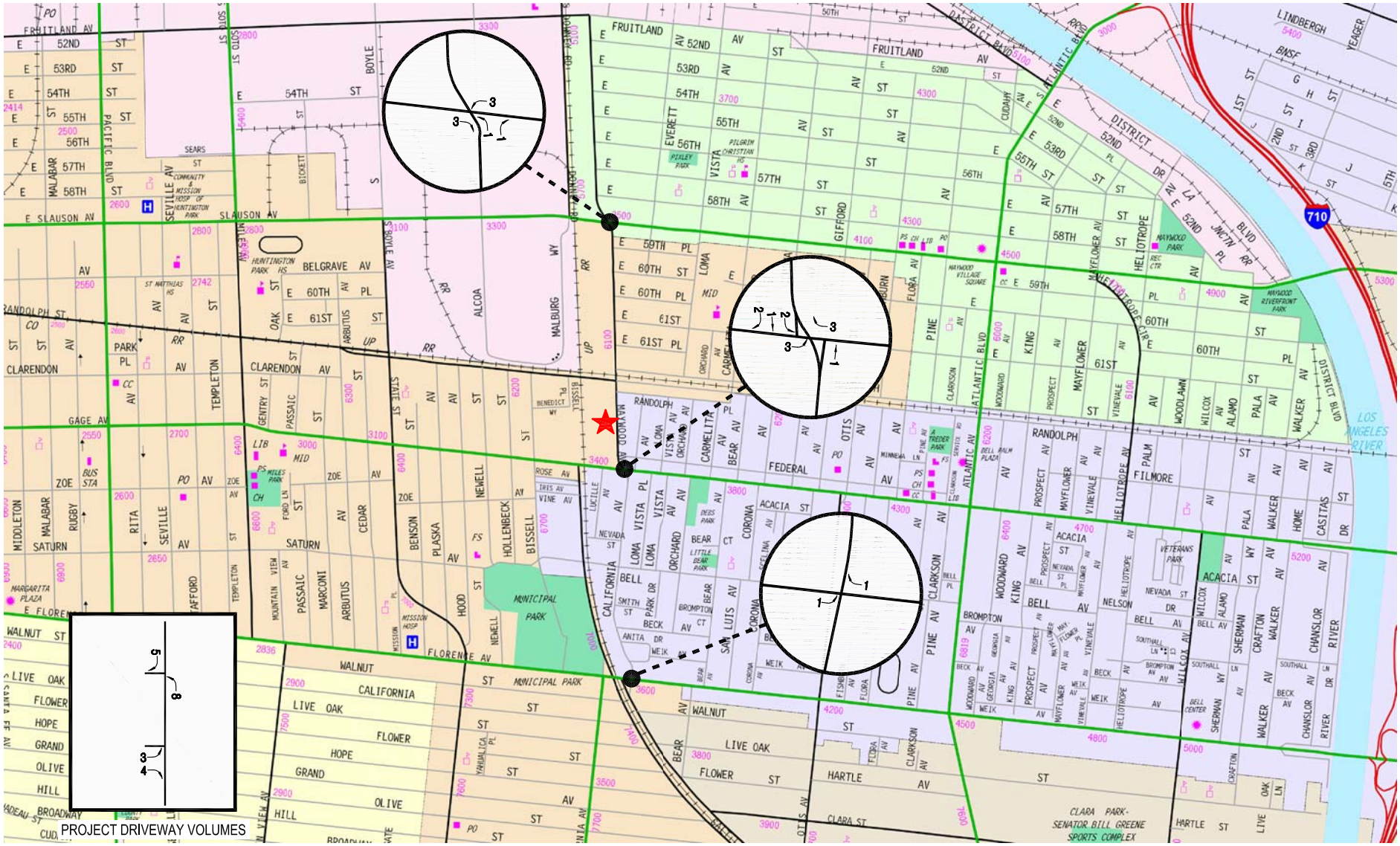
(XX) = OUTBOUND PERCENTAGE

NOT TO SCALE

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT



MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

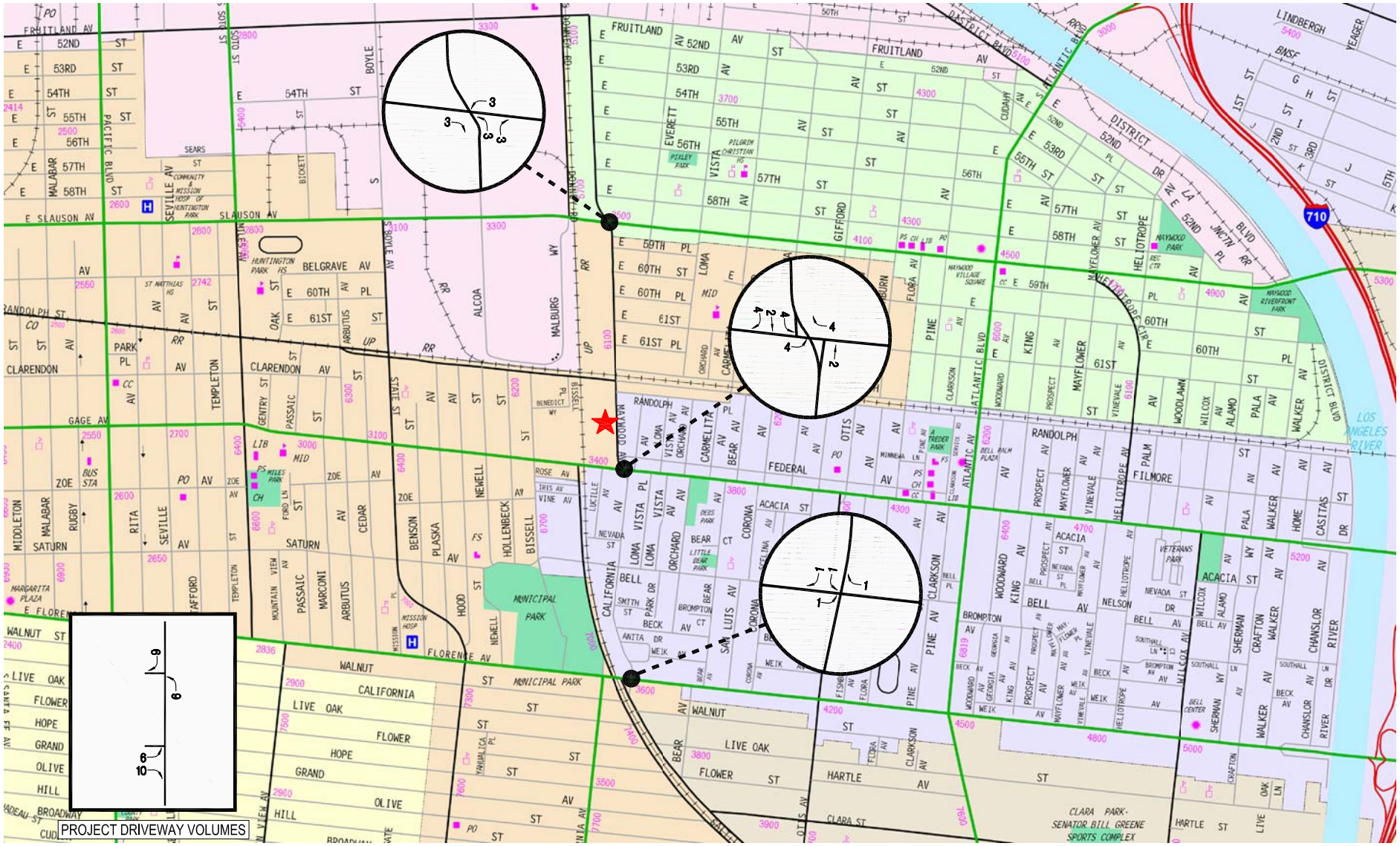
NOT TO SCALE

FIGURE 7-2
PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

N

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-3
PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow condition) to LOS F (jammed condition). The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 8–1*** below. A detailed description of the ICU method and corresponding LOS is provided in ***Appendix D***.

TABLE 8-1

ICU LEVEL OF SERVICE CRITERIA AND CHARACTERISTICS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

8.1 Intersection Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

As directed by City of Huntington Park staff, the significance of the potential impacts of project-generated traffic was identified using the traffic impact criteria set forth in the County of Los Angeles traffic study guidelines[7] According to the County's published traffic study guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 8–2***.

Table 8-2
COUNTY OF LOS ANGELES
SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA

Pre-Project *v/c*	**Level of Service**	**Project-Related Increase in *v/c***
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E or F	equal to or greater than 0.010

Pursuant to the County's *Traffic Impact Analysis Report Guidelines*, the ICU calculations utilize a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and 2,880 vph for dual left-turn lanes. A clearance factor of 0.10 is also utilized in the calculations.

8.2 Intersection Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with project conditions.

[c] Condition [b] with implementation of project mitigation measures, where necessary.

[d] Condition [a] plus 1.5 percent (1.5%) annual ambient traffic growth through year 2020 and with completion and occupancy of the related projects (i.e., future without project conditions).

[e] Condition [d] with completion and occupancy of the proposed project.

[f] Condition [e] with implementation of project mitigation measures, where necessary.

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with

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

the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions.

Condition [d] above analyzes future conditions upon completion and full occupancy of the proposed project, which is expected to occur in 2020. The traffic volumes for each new condition were added to the volumes in the prior condition as noted above.

9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the ICU methodology and application of the City of Huntington Park significant traffic impact criteria is summarized in ***Table 9-1***. The ICU data worksheets for the analyzed intersections are contained in *Appendix D*.

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, all three study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

9.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 9–1*, application of the City's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the three study intersections. Less than significant impacts are noted at all of the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–1*** and ***9–2***, respectively.

9.2 Future Conditions

9.2.1 *Future Cumulative Without Project Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [3] of *Table 9–1*, all three study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project conditions. The future without project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 9–3*** and ***9–4***, respectively.

9.2.2 *Future Cumulative With Project Conditions*

As shown in column [4] of *Table 9–1,* application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the three study intersections. Less than significant impacts are noted at all three study intersections. Because there are no significant impacts, no traffic mitigation measures are

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C Ratio	[1] LOS [a]	[2] YEAR 2018 EXISTING W/ PROJECT V/C Ratio	[2] LOS [a]	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [b]	[3] YEAR 2020 FUTURE PRE-PROJECT V/C Ratio	[3] LOS [a]	[4] YEAR 2020 FUTURE W/ PROJECT V/C Ratio	[4] LOS [a]	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [b]
1	Maywood Avenue/	AM	0.849	D	0.850	D	0.001	No	0.886	D	0.887	D	0.001	No
	Slauson Avenue	PM	0.699	B	0.703	C	0.004	No	0.735	C	0.738	C	0.003	No
2	Maywood Avenue-California Avenue/	AM	0.718	C	0.723	C	0.005	No	0.747	C	0.752	C	0.005	No
	Gage Avenue	PM	0.629	B	0.636	B	0.007	No	0.655	B	0.663	B	0.008	No
3	California Avenue-Salt Lake Avenue/	AM	0.788	C	0.789	C	0.001	No	0.815	D	0.816	D	0.001	No
	Florence Avenue	PM	0.804	D	0.805	D	0.001	No	0.836	D	0.837	D	0.001	No

[a] Level of Service (LOS) is based on the reported ICU value for signalized intersections.

[b] According to the City of Huntington Park, an impact is considered significant if the project related increase in the volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown in the following table:

Level of Service	Pre-Project V/C Ratio	Project-Related Increase in V/C
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E/F	> 0.900	equal to or greater than 0.010

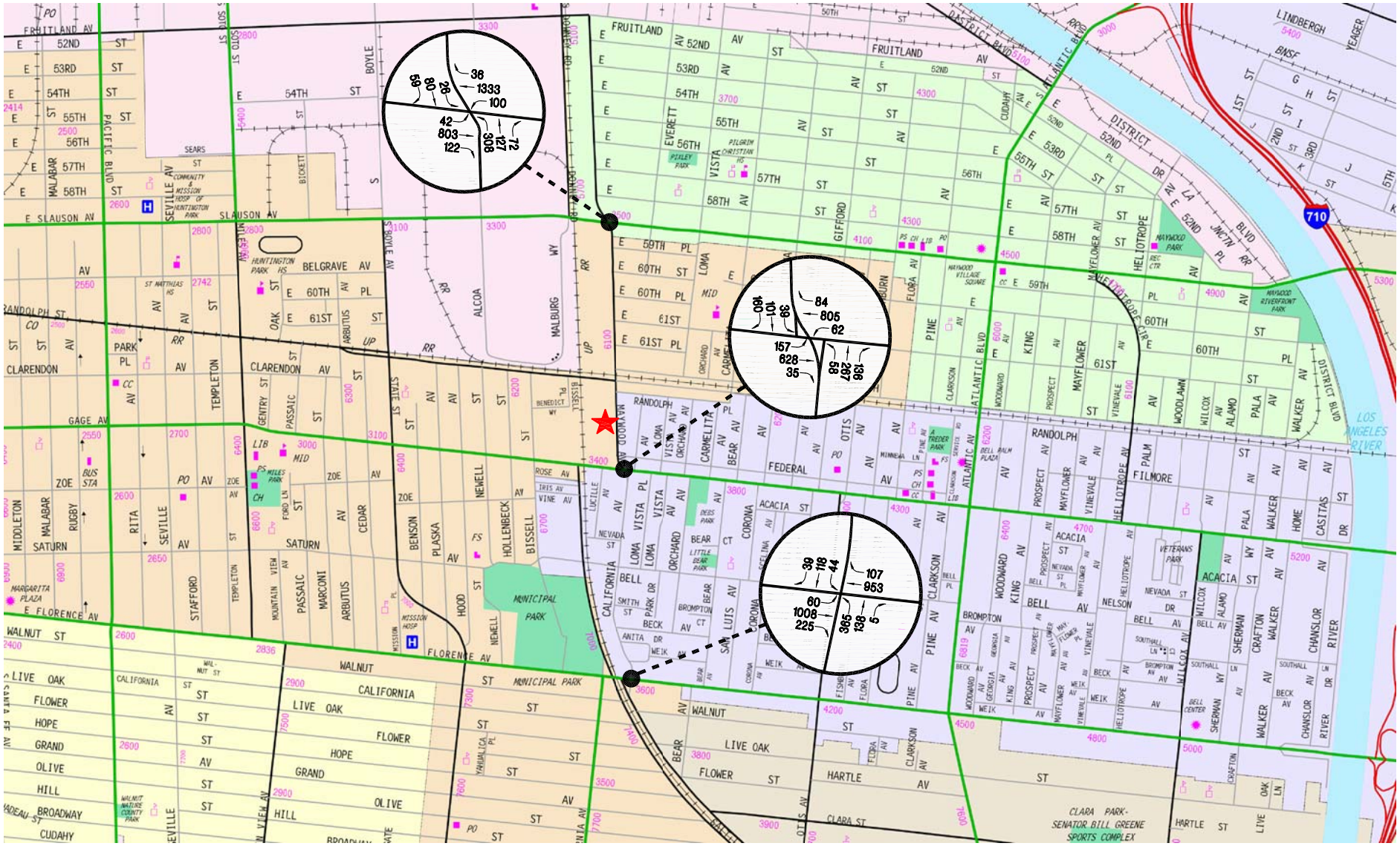


FIGURE 9-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

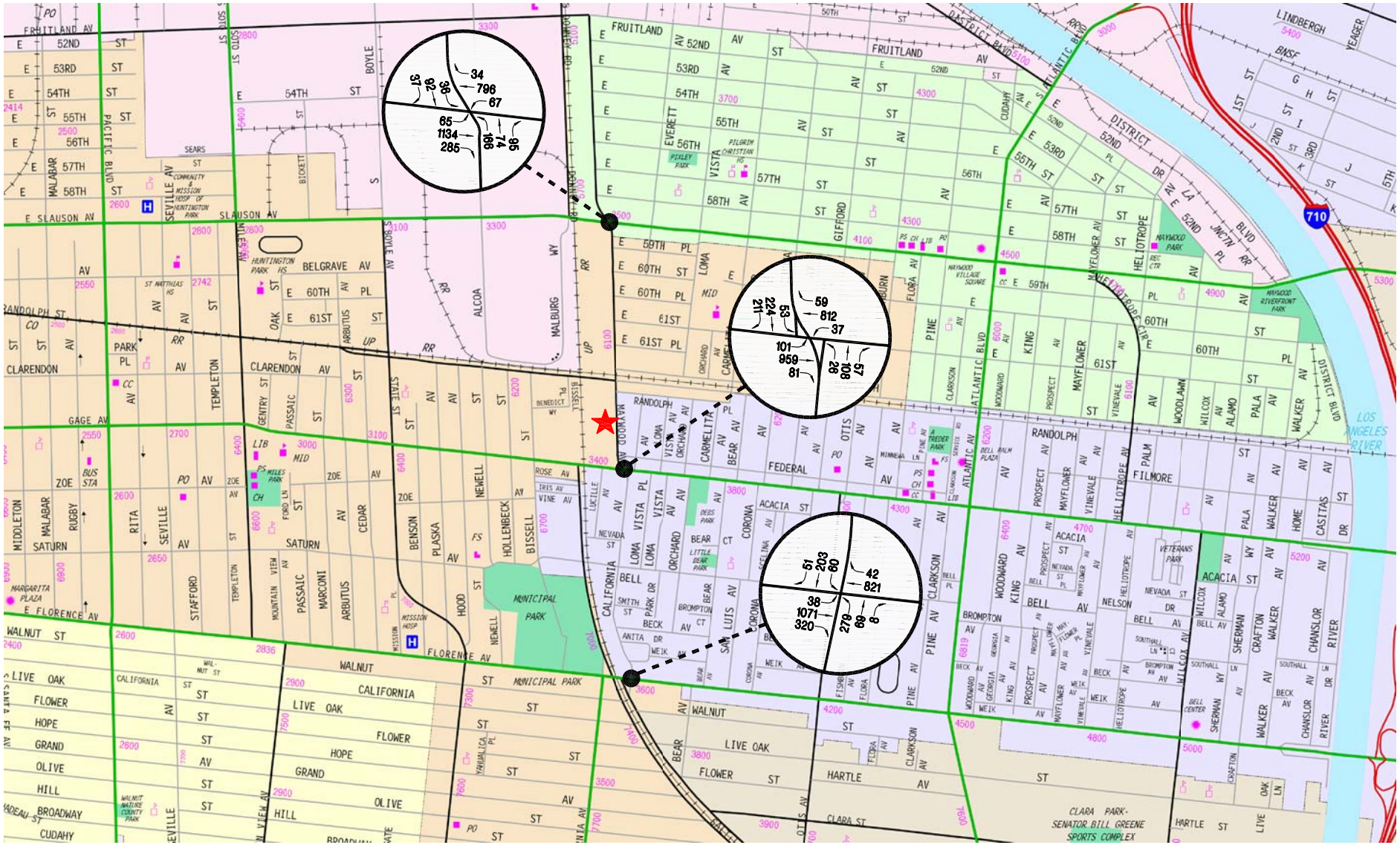
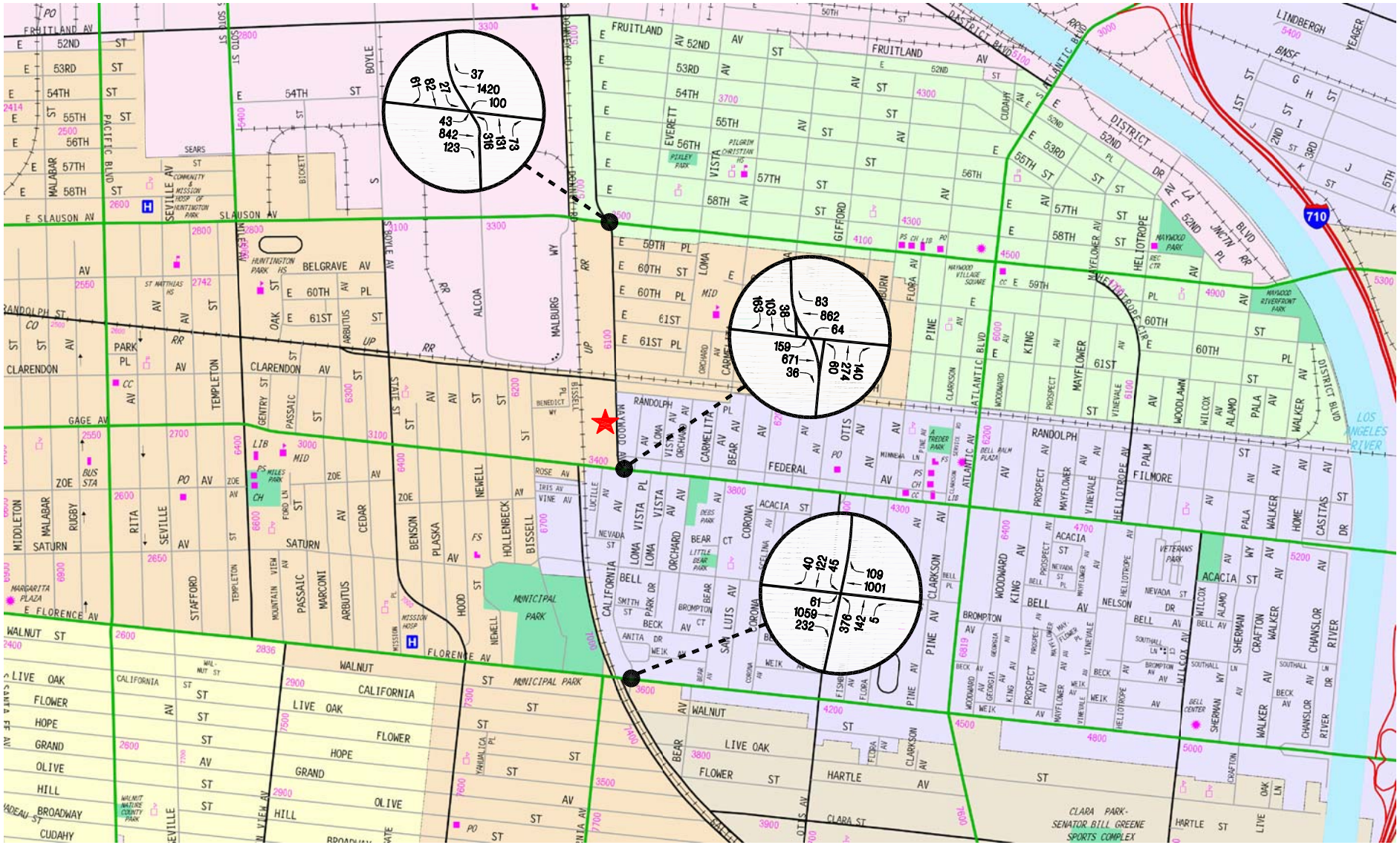


FIGURE 9-2
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

NOT TO SCALE

FIGURE 9-3
FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

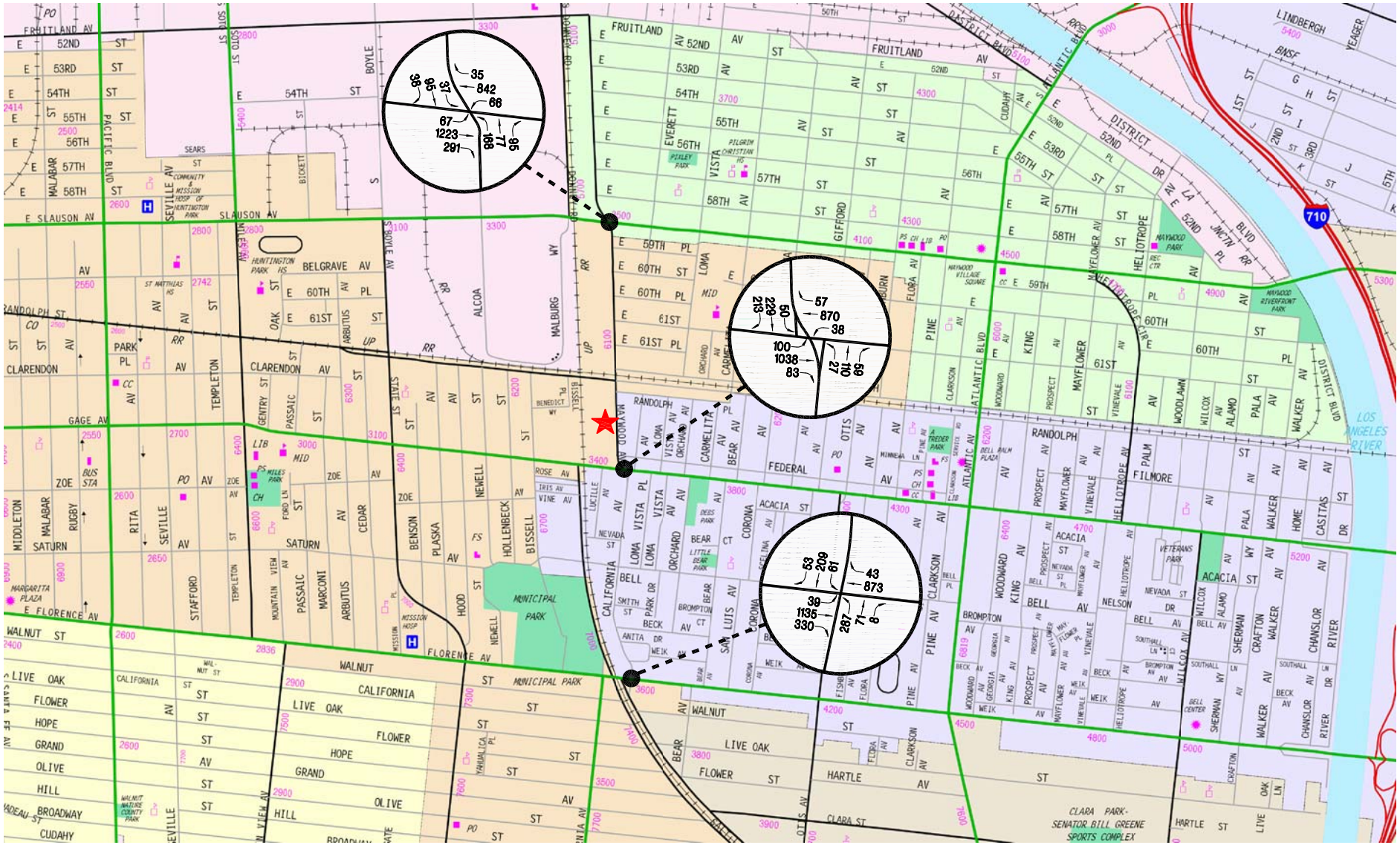


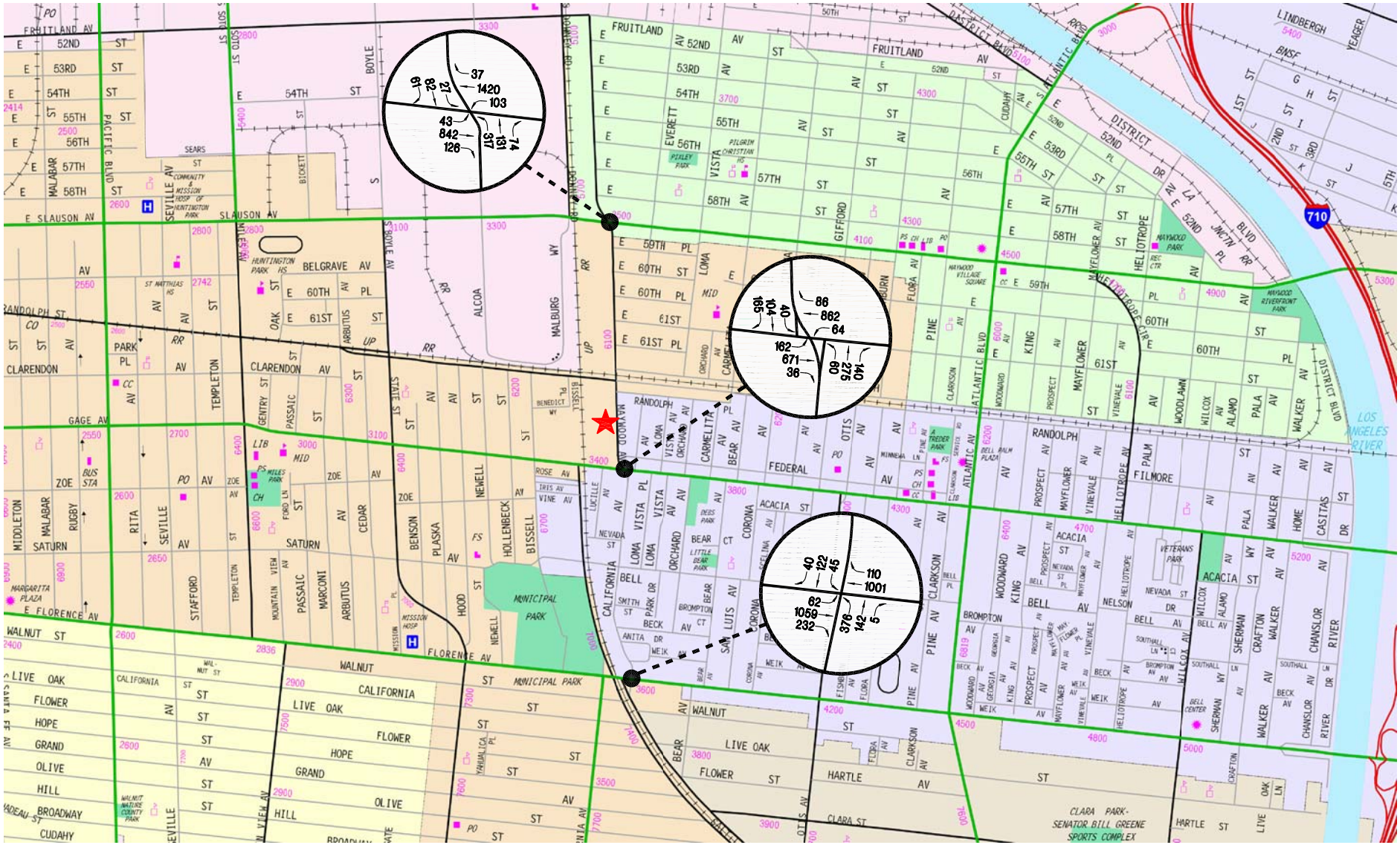
FIGURE 9-4
FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

required or recommended for the study intersections. The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in ***Figures 9-5*** and ***9-6***, respectively.



MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

N

NOT TO SCALE

FIGURE 9-5
FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

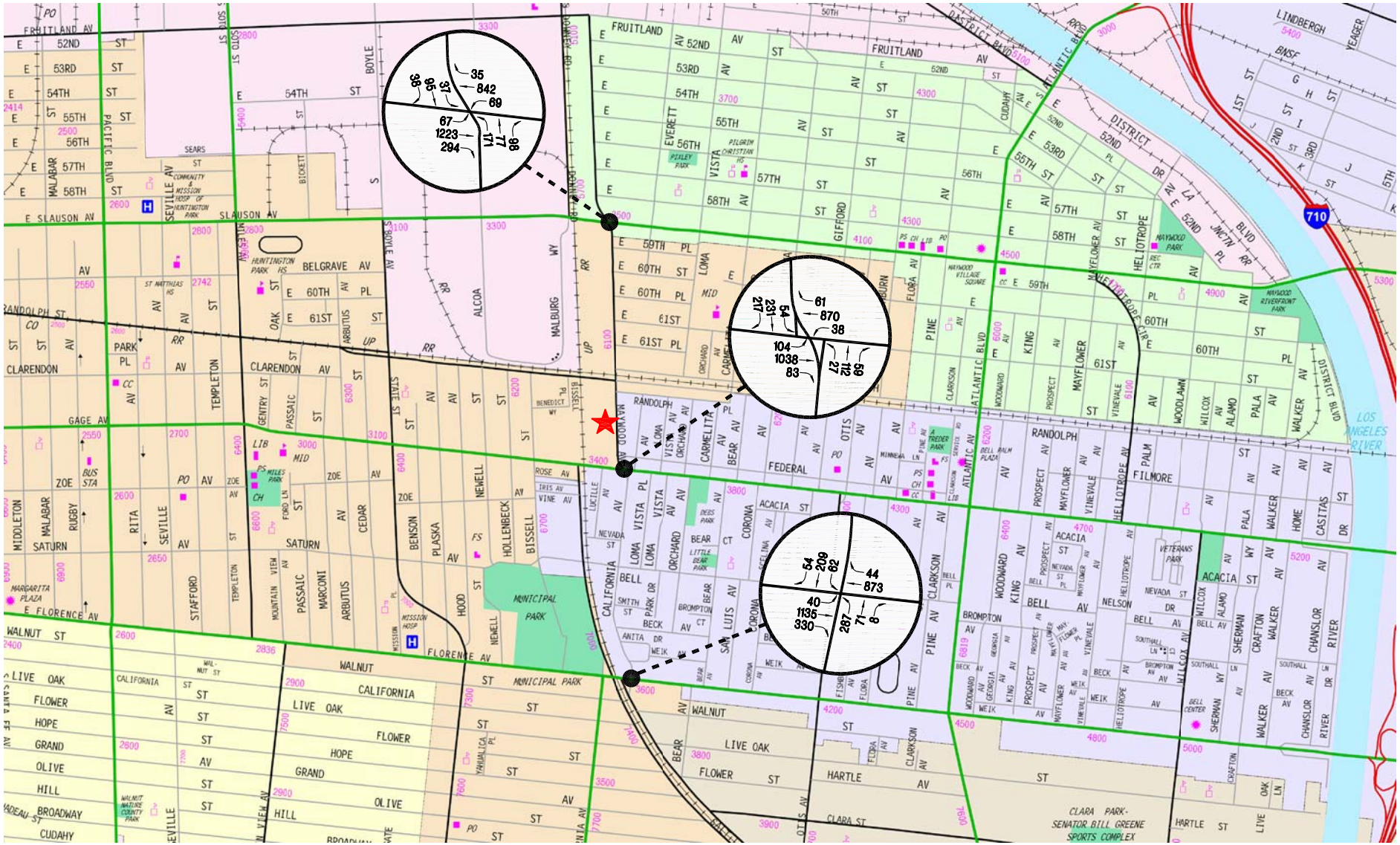


FIGURE 9-6
FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

10.0 TRANSPORTATION IMPROVEMENT/TRAFFIC MANAGEMENT MEASURES

As summarized in Subsections 9.1.2 (Existing With Project Conditions) and 9.2.2 (Future With Project Conditions) herein, application of the City's threshold criteria to the with proposed project scenarios indicates that the proposed project is not expected to create significant impacts at any of the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. However, as noted previously (refer to Subsection 3.1.5 herein), the following transportation management measures are recommended to facilitate vehicular access to and from the planned project site:

The following traffic management measures are recommended to facilitate vehicular access to and from the planned project site:

- Install one-way only signage and pavement markings along the internal travel lane west of the entry gate and throughout the project site to reinforce the counterclockwise circulation pattern.

- Install one-way outbound only signage and pavement markings at the southerly project site driveway to ensure that motorists both on-site and along Maywood Avenue recognize that this driveway is only appropriate for exiting the site. Also, install a stop bar with STOP legend at the exit approach lane just west of the public sidewalk along Maywood Avenue to ensure that motorists stop prior to the sidewalk before exiting the site.

- Maintain low height landscaping (i.e., 36 inches or less) adjacent to the project site driveways so as to not impede sight distance for vehicles entering and exiting the site.

- Maintain the future trees along the easterly property frontage such that the mature tree canopies fall no less than seven feet above the ground.

11.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

11.1 Intersections

The following CMP intersection monitoring location in the project vicinity has been identified:

- CMP Station — Intersection

  Int. No. 23 — Alameda Street/Slauson Avenue

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

11.2 Freeways

The following CMP freeway monitoring location in the project vicinity has been identified:

- CMP Station — Location

  Seg. No. 1081 — I-710 Freeway north of Route 105 and Firestone Boulevard

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak periods. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 4.5 herein, existing transit service is provided in the vicinity of the proposed 6241 Maywood Avenue Self-Storage project.

The project trip generation, as shown in *Table 7–1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 1 transit trip during the weekday AM and 2 transit trips during the weekday PM peak hours. Over a 24-hour period, the proposed project is forecast to generate demand for 12 daily transit trips. The calculations are as follows:

- Weekday AM Peak Hour = $16 \times 1.4 \times 0.035 = 1$ Transit Trip
- Weekday PM Peak Hour = $27 \times 1.4 \times 0.035 = 2$ Transit Trips
- Weekday Daily Trips = $242 \times 1.4 \times 0.035 = 12$ Transit Trips

As shown in *Table 4–2*, six bus transit lines and routes are provided in close proximity to the project site. As outlined in *Table 4–2*, under the "No. of Buses During Peak Hour" column, these six transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) roughly 44 and 42 buses during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus. It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

12.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The proposed project site is located at 6241 Maywood Avenue in the City of Huntington Park, California. The proposed 6241 Maywood Avenue Self-Storage project development program consists of the removal of the existing buildings on the site and the construction of a four-story, approximate 159,400 square-foot self-storage facility, including an 860 square-foot leasing office. The proposed project is planned to provide 15 on-site parking spaces, including loading spaces along the north and west sides of the building and one handicap van accessible space located near the leasing office. Construction of the proposed project is planned to begin in year 2019 and is anticipated to be completed by year 2020 (i.e., project build-out year 2020).

- ***Project Parking*** – Direct application of the City Code parking requirements to the proposed project results in a Code requirement of seven (7) parking spaces. A total of 15 on-site parking spaces, including five (5) loading spaces located along the north and west sides of the building, is shown on the project site plan contained herein. As part of the parking supply, the project also must provide a minimum of one (1) handicap accessible space. This complies with the ADA requirement of a minimum of one handicap spaces for parking facilities with 1 to 25 spaces, with one in every six handicap spaces being van accessible. One ADA van accessible space is planned to be provided as part of the on-site parking supply for the proposed project. Thus, the planned project parking supply satisfies both the City Code and ADA parking requirements.

- ***Site Access*** – Vehicular access to the proposed project will be provided via two driveways located along the west side of Maywood Avenue along the project site (i.e., on the easterly property frontage). Vehicular entry to the project site will be accommodated by the northerly driveway, while exiting movements will be accommodated by both the northerly and the southerly driveways. An entry gate providing controlled access for customers of the proposed project will be installed in-line with the northerly driveway approximately 110 feet west of the easterly property line. East of the entry gate, the on-site drive aisle will accommodate two-way travel and provide access to the leasing office and the required parking associated with the office. West of the entry gate, vehicular circulation through the site will be conducted via one-way, counterclockwise travel, with exiting movements accommodated via the gate-controlled southerly driveway. The northerly driveway will accommodate full access (i.e., left-turning and right-turning ingress and egress movements), while the southerly driveway will accommodate left-turning and right-turning egress movements only. Both of the project site driveways will be constructed to City of Huntington Park design standards.

- ***Truck Turning Maneuver Analysis***– The maneuvering requirements of trucks turning into and out of the project site, as well as traversing through the site, were analyzed using the AutoTURN software package in AutoCAD. The AutoTURN truck turning maneuver analyses were prepared for fire department engine (i.e., Pumper Fire Truck) and single-unit 30-foot (i.e., SU-30) type trucks. An analysis of right-turning and left-turning ingress and egress movements at both project driveways were prepared for each truck type. Based on the graphics of the truck turning

maneuver analyses provided in *Appendix A,* it is concluded that the planned site driveways and internal drive aisle are sufficient to accommodate access for these type of vehicles as well as for the smaller panel trucks, light-duty trucks, and municipal garbage collection trucks which are expected to typically access the proposed project site. It is noted that that the inbound turning maneuvers for both the fire department engine and SU-30 type trucks will require the full width of the driveway, therefore it is recommended that an on-site staff person hold any potential exiting vehicles until an entering truck has completed its turning maneuver.

- ***Sight Distance Analyses –*** A review of the required sight distances for left and right-turning vehicles was conducted for both the northerly and southerly project driveways. The sight distance analysis is based on criteria set forth in the American Association of State Highway and Transportation Officials' *A Policy on Geometric Design of Highways and Streets*, from which the sight distances associated with Case B1 – Left Turn from Stop were identified as the critical sight distances for the project driveways. Based on the prevailing speed of 35 mph along Maywood Avenue, the sight distance analyses contained herein, and strict application of the AASHTO guidelines, it can be concluded that when the driver's eye is set back 14.5 feet from edge of travel way, the sight distances to the left and right of the northerly project driveway do not meet the stated minimums required by Case B1 – Left Turn from Stop (i.e., the critical sight distance). A supplemental analysis indicates that when the driver's eye is set back 8.5 feet from edge of travel way, the minimum sight distance is adequately provided to the right of the driveway, and sight distance to the left of the project driveway is marginally acceptable. It can also be concluded that when the driver's eye is set back 14.5 feet from edge of travel way, the sight distance to the left and right of the southerly project driveway does meet the stated minimums required by Case B1 – Left Turn from Stop (i.e., the critical sight distance).

- ***Study Scope*** – A total of three study intersections was selected for analysis during the weekday AM peak hour and weekday PM peak hour in consultation with City of Huntington Park staff in order to determine potential impacts related to the proposed project.

- ***Related Projects*** – In addition to the City of Huntington Park, several nearby jurisdictions was consulted to obtain the list of development projects (related projects) in the area. A total of 27 related projects were identified and considered as part of the cumulative traffic analysis. In addition, an annual growth rate of 1.5 percent (1.5%) to the year 2020 (i.e., the anticipated project build-out year) was used for analysis purposes. Therefore, application of this ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. Further, as described in Section 6.0 above, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

- ***Project Trip Generation*** – The proposed project is expected to generate 20 PCE adjusted vehicle trips (13 inbound trips and 7 outbound trips) during the weekday AM peak hour. During the

weekday PM peak hour, the proposed project is expected to generate 31 PCE adjusted vehicle trips (15 inbound trips and 16 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 278 PCE adjusted daily trip ends during a typical weekday (139 inbound trips and 139 outbound trips).

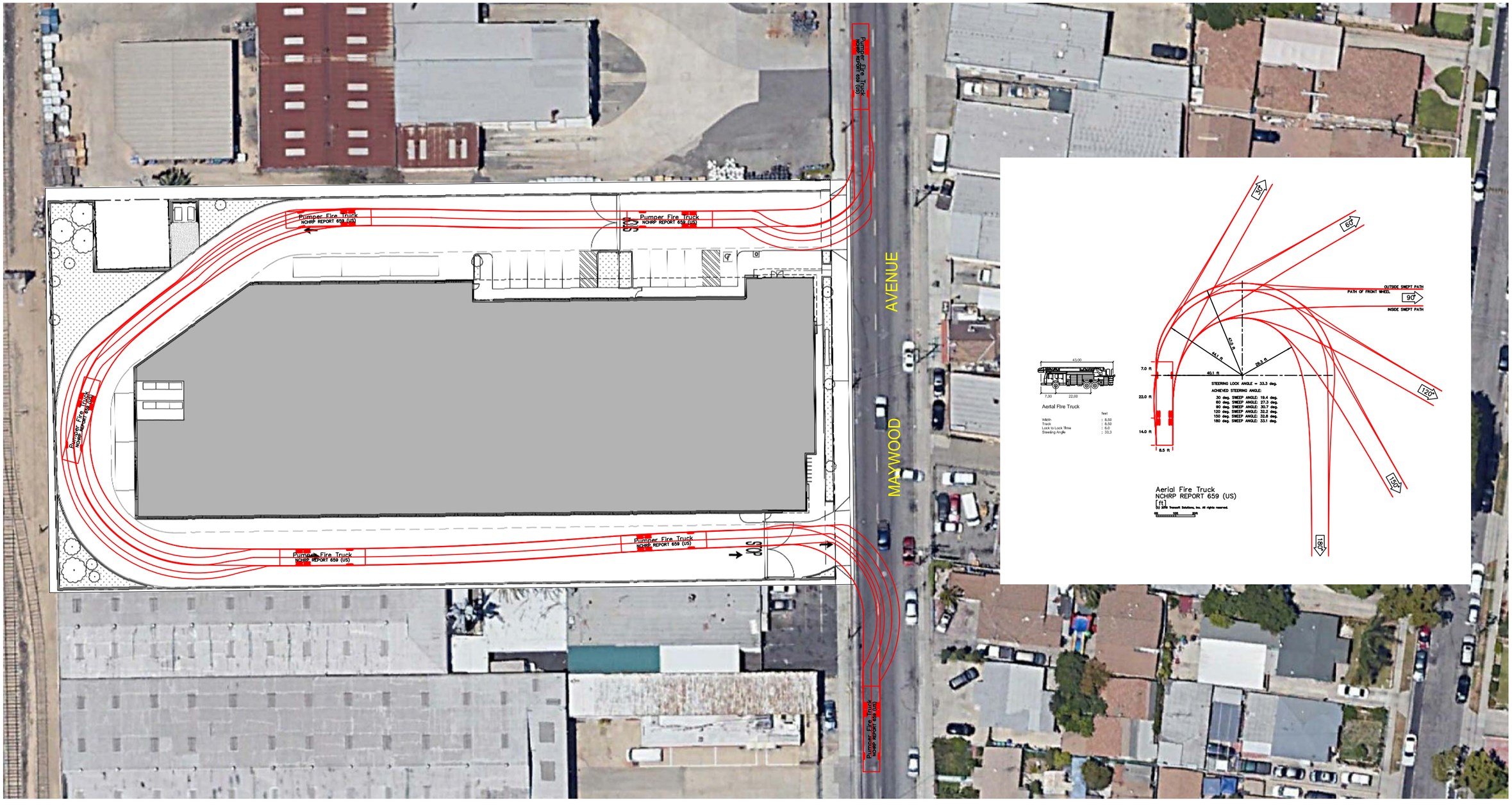
- ***Traffic Analysis*** – It is concluded that the proposed project is not expected to create significant impacts at any of the three study intersections under either the Existing With Project or Future With Project conditions based on the intersection thresholds of significance used for evaluating traffic impacts. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections.

- ***Transportation Improvement Measures*** – While the proposed project is not forecast to create significant impacts at any of the study intersections, site access and transportation management measures are recommended to facilitate on-site circulation as well as clear sight distances at the project driveways.

- ***CMP Traffic Assessment*** – The results of the CMP traffic assessment indicate that the proposed project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements or mitigation measures are required.

APPENDIX A

TRUCK TURNING MANEUVER ANALYSIS FIGURES



N

SCALE 1" = 50'

NOTE: SINCE THE INBOUND TRUCK TURNING MANEUVER WILL REQUIRE THE FULL WIDTH OF THE DRIVEWAY, IT IS RECOMMENDED THAT AN ON-SITE STAFF PERSON HOLD ANY POTENTIAL EXITING VEHICLES UNTIL THE TRUCK HAS COMPLETED THE MANEUVER.

APPENDIX FIGURE A-1
TRUCK TURNING MANEUVER ANALYSIS

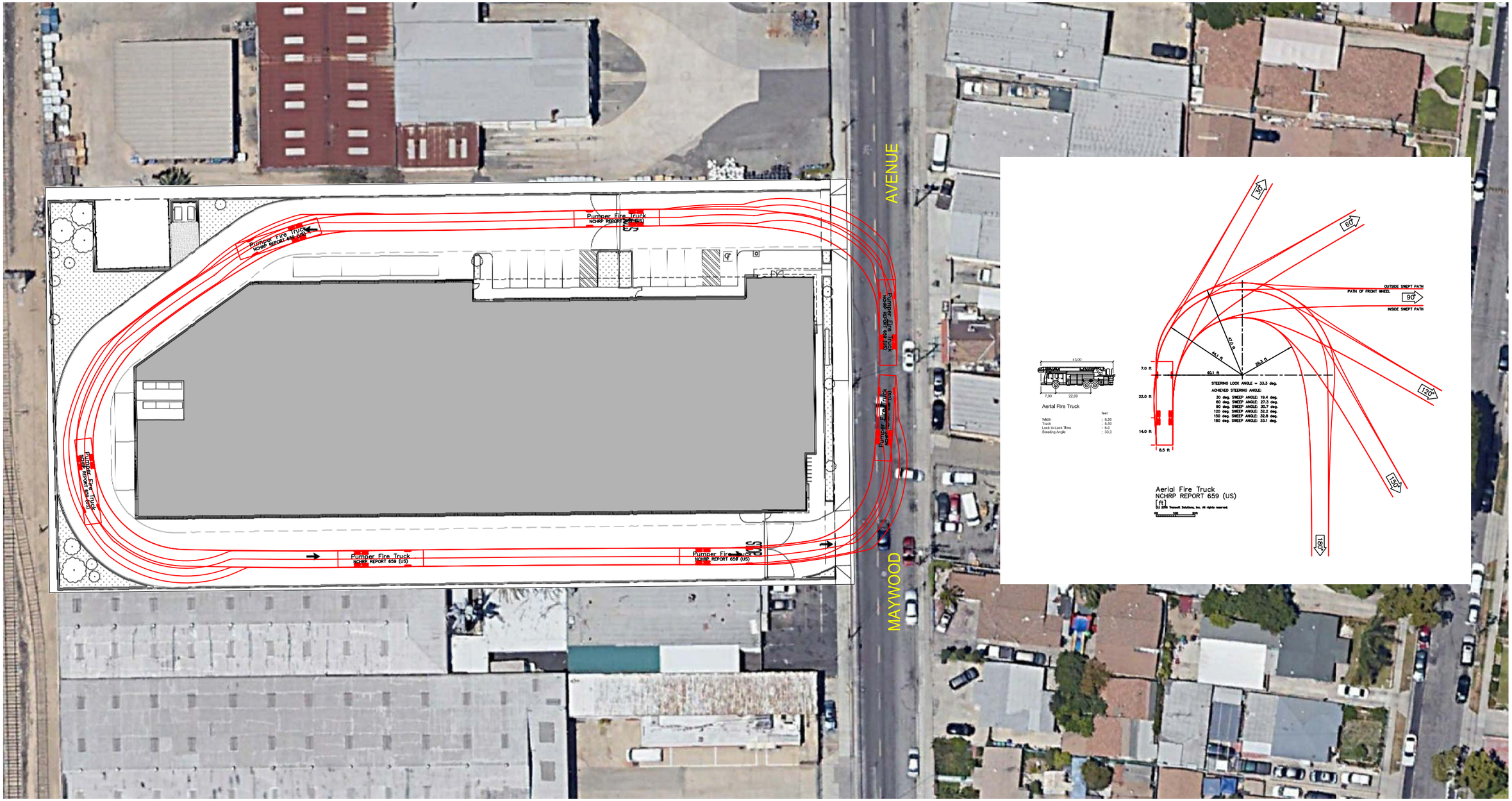
PUMPER FIRE TRUCK (43 FEET)

RIGHT-TURNING INGRESS AND EGRESS MOVEMENTS

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

c:\job_file\4309\dwg\vehicle maneuvering analysis.dwg 10/29/2018 16:13:54 turney



N

SCALE 1" = 50'

NOTE: SINCE THE INBOUND TRUCK TURNING MANEUVER WILL REQUIRE THE FULL WIDTH OF THE DRIVEWAY, IT IS RECOMMENDED THAT AN ON-SITE STAFF PERSON HOLD ANY POTENTIAL EXITING VEHICLES UNTIL THE TRUCK HAS COMPLETED THE MANEUVER.

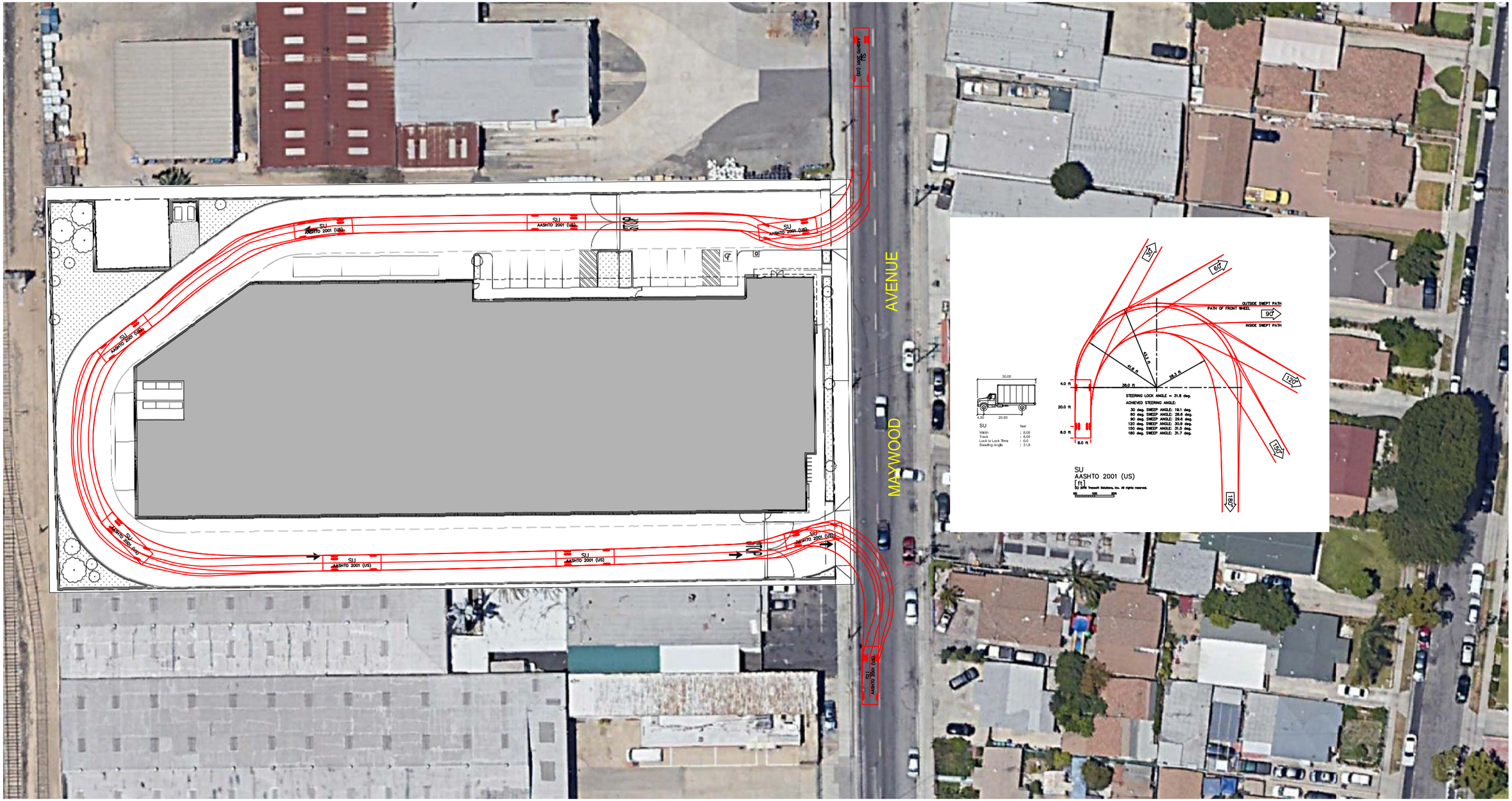
APPENDIX FIGURE A-2
TRUCK TURNING MANEUVER ANALYSIS

PUMPER FIRE TRUCK (43 FEET)

LEFT-TURNING INGRESS AND EGRESS MOVEMENTS

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



N

SCALE 1" = 50'

NOTE: SINCE THE INBOUND TRUCK TURNING MANEUVER WILL REQUIRE THE FULL WIDTH OF THE DRIVEWAY, IT IS RECOMMENDED THAT AN ON-SITE STAFF PERSON HOLD ANY POTENTIAL EXITING VEHICLES UNTIL THE TRUCK HAS COMPLETED THE MANEUVER.

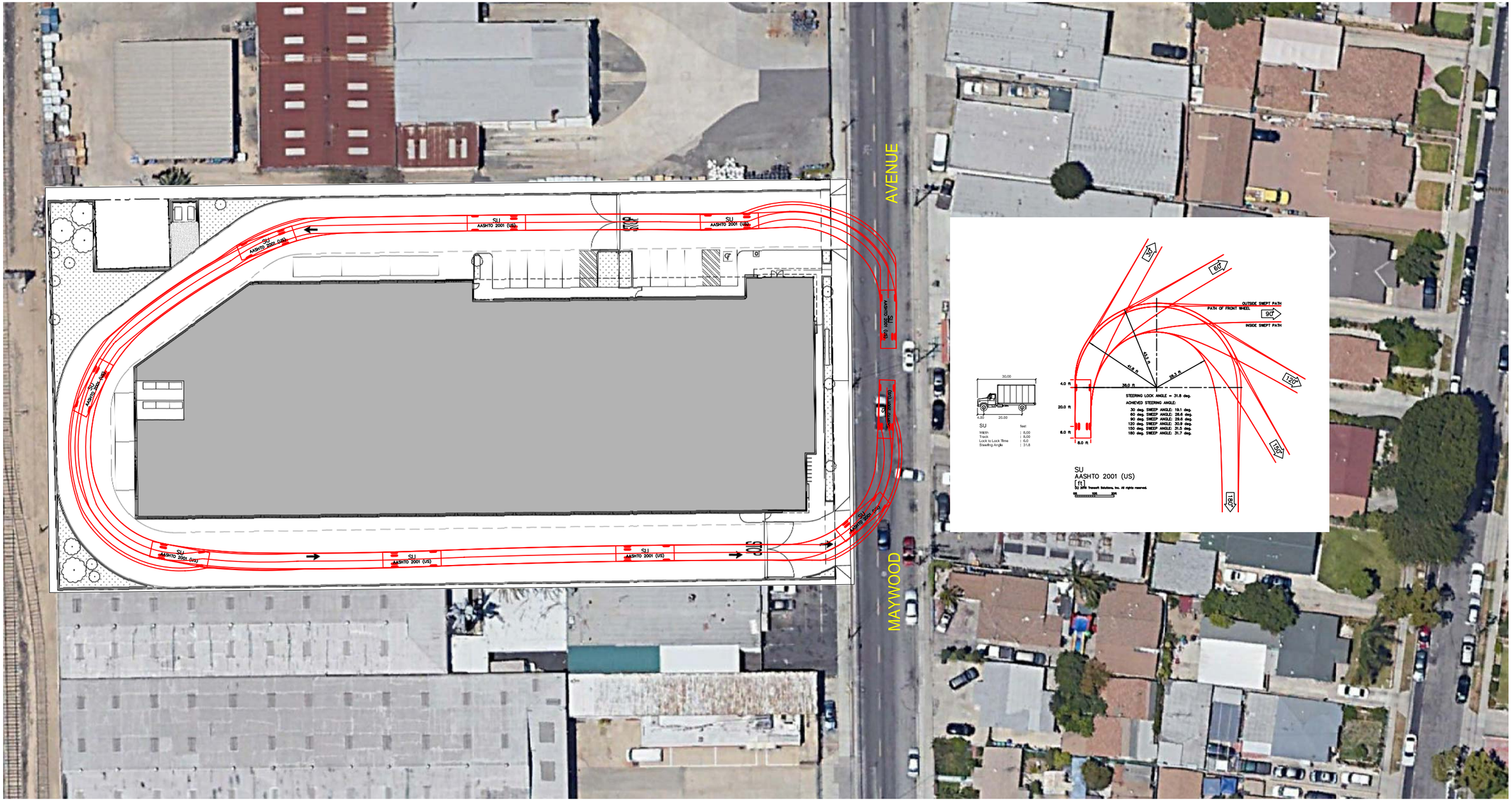
APPENDIX FIGURE A-3
TRUCK TURNING MANEUVER ANALYSIS

SINGLE-UNIT (SU) TRUCK (30 FEET)

RIGHT-TURNING INGRESS AND EGRESS MOVEMENTS

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



N

SCALE 1" = 50'

NOTE: SINCE THE INBOUND TRUCK TURNING MANEUVER WILL REQUIRE THE FULL WIDTH OF THE DRIVEWAY, IT IS RECOMMENDED THAT AN ON-SITE STAFF PERSON HOLD ANY POTENTIAL EXITING VEHICLES UNTIL THE TRUCK HAS COMPLETED THE MANEUVER.

APPENDIX FIGURE A-4
TRUCK TURNING MANEUVER ANALYSIS

SINGLE-UNIT (SU) TRUCK (30 FEET)

LEFT-TURNING INGRESS AND EGRESS MOVEMENTS

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX B

RADAR SPEED SURVEY DATA WORKSHEETS
SIGHT DISTANCE ANALYSIS FIGURES

HUNTINGTON PARK AREA OF LA COUNTY

c

Client: LLG

Street: Maywood Avenue

Spt.Spd. Location: Between Randolph Pl and Federal Ave 6312 Maywood Ave *Ref. # ?*

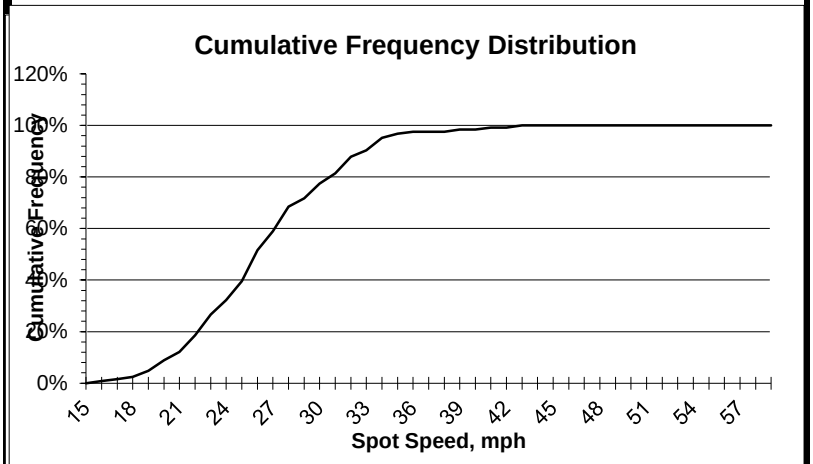
Speed	Frequency	Percent	Cumulative Percent
15	0	0.00%	0.00%
16	1	0.81%	0.81%
17	1	0.81%	1.61%
18	1	0.81%	2.42%
19	3	2.42%	4.84%
20	5	4.03%	8.87%
21	4	3.23%	12.10%
22	8	6.45%	18.55%
23	10	8.06%	26.61%
24	7	5.65%	32.26%
25	9	7.26%	39.52%
26	15	12.10%	51.61%
27	9	7.26%	58.87%
28	12	9.68%	68.55%
29	4	3.23%	71.77%
30	7	5.65%	77.42%
31	5	4.03%	81.45%
32	8	6.45%	87.90%
33	3	2.42%	90.32%
34	6	4.84%	95.16%
35	2	1.61%	96.77%
36	1	0.81%	97.58%
37	0	0.00%	97.58%
38	0	0.00%	97.58%
39	1	0.81%	98.39%
40	0	0.00%	98.39%
41	1	0.81%	99.19%
42	0	0.00%	99.19%
43	1	0.81%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
60	0	0.00%	100.00%
Total:	124	100%	

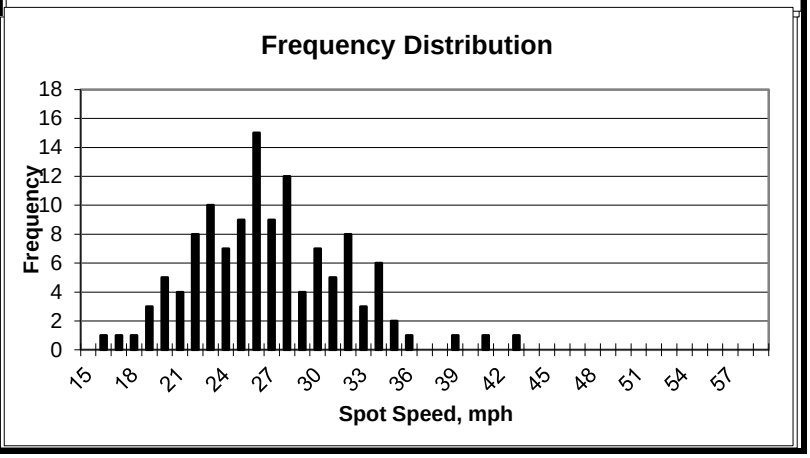
Date:	10/2/2018	**Day:**	Tuesday	
Weather:	Partly Cloudy			
Hours:	10:00 AM	**To**	10:22 AM	
Number of Lanes:	01 NB/ 01 SB	**Ped Activity:**		Yes
Posted Speed:	30			
Channelization:	Yellow dash line/Two-way traffic			
Street Width:	30'	**Sidewalks:**	Yes	
Comm./Resid.:	Ind/Res	**Driveways:**	Yes	
Direction:	Northbound	**Median:**	No	

DATA ANALYSIS:

Mean Speed:		27	
Standard Deviation:		5	
Standard error of the mean:		0.45	
50th Percentile:		26	
85th Percentile:		32	
97th Percentile:		36	
10 Mile Pace:	22	to	31
% of Samples in 10-Mile Pace:		69.35%	

Comments:





HUNTINGTON PARK AREA OF LA COUNTY

c

Client: LLG

Street: Maywood Avenue

Spt.Spd. Location: Between Randolph Pl and Federal Ave 6310 Maywood Ave *Ref. # ?*

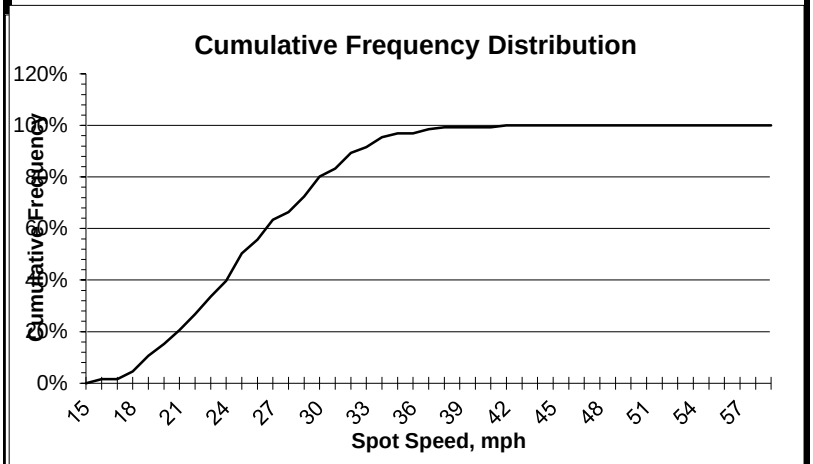
Speed	Frequency	Percent	Cumulative Percent
15	0	0.00%	0.00%
16	2	1.53%	1.53%
17	0	0.00%	1.53%
18	4	3.05%	4.58%
19	8	6.11%	10.69%
20	6	4.58%	15.27%
21	7	5.34%	20.61%
22	8	6.11%	26.72%
23	9	6.87%	33.59%
24	8	6.11%	39.69%
25	14	10.69%	50.38%
26	7	5.34%	55.73%
27	10	7.63%	63.36%
28	4	3.05%	66.41%
29	8	6.11%	72.52%
30	10	7.63%	80.15%
31	4	3.05%	83.21%
32	8	6.11%	89.31%
33	3	2.29%	91.60%
34	5	3.82%	95.42%
35	2	1.53%	96.95%
36	0	0.00%	96.95%
37	2	1.53%	98.47%
38	1	0.76%	99.24%
39	0	0.00%	99.24%
40	0	0.00%	99.24%
41	0	0.00%	99.24%
42	1	0.76%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
60	0	0.00%	100.00%
Total:	131	100%	

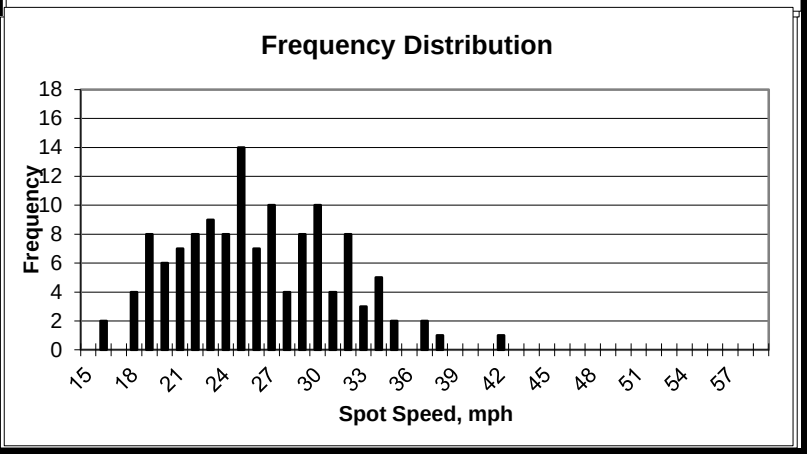
Date:	10/2/2018	**Day:**	Tuesday	
Weather:	Partly Cloudy			
Hours:	1:30 PM	**To**	1:56 PM	
Number of Lanes:	01 NB/ 01 SB	**Ped Activity:**		Yes
Posted Speed:	30			
Channelization:	Yellow dash line/Two-way traffic			
Street Width:	30'	**Sidewalks:**	Yes	
Comm./Resid.:	Ind/Res	**Driveways:**	Yes	
Direction:	Northbound	**Median:**	No	

DATA ANALYSIS:

Mean Speed:		26	
Standard Deviation:		5	
Standard error of the mean:		0.44	
50th Percentile:		25	
85th Percentile:		32	
97th Percentile:		37	
10 Mile Pace:	21	to	30
% of Samples in 10-Mile Pace:		64.89%	

Comments:





HUNTINGTON PARK AREA OF LA COUNTY

c

Client: LLG

Street: Maywood Avenue

Spt.Spd. Location: Between Randolph Pl and Federal Ave 6313 Maywood Ave *Ref. # ?*

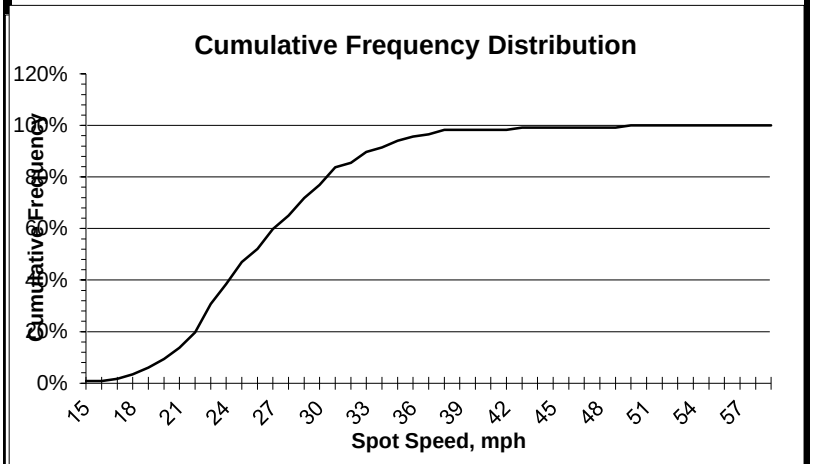
Speed	Frequency	Percent	Cumulative Percent
15	1	0.85%	0.85%
16	0	0.00%	0.85%
17	1	0.85%	1.71%
18	2	1.71%	3.42%
19	3	2.56%	5.98%
20	4	3.42%	9.40%
21	5	4.27%	13.68%
22	7	5.98%	19.66%
23	13	11.11%	30.77%
24	9	7.69%	38.46%
25	10	8.55%	47.01%
26	6	5.13%	52.14%
27	9	7.69%	59.83%
28	6	5.13%	64.96%
29	8	6.84%	71.79%
30	6	5.13%	76.92%
31	8	6.84%	83.76%
32	2	1.71%	85.47%
33	5	4.27%	89.74%
34	2	1.71%	91.45%
35	3	2.56%	94.02%
36	2	1.71%	95.73%
37	1	0.85%	96.58%
38	2	1.71%	98.29%
39	0	0.00%	98.29%
40	0	0.00%	98.29%
41	0	0.00%	98.29%
42	0	0.00%	98.29%
43	1	0.85%	99.15%
44	0	0.00%	99.15%
45	0	0.00%	99.15%
46	0	0.00%	99.15%
47	0	0.00%	99.15%
48	0	0.00%	99.15%
49	0	0.00%	99.15%
50	1	0.85%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
60	0	0.00%	100.00%
Total:	117	100%	

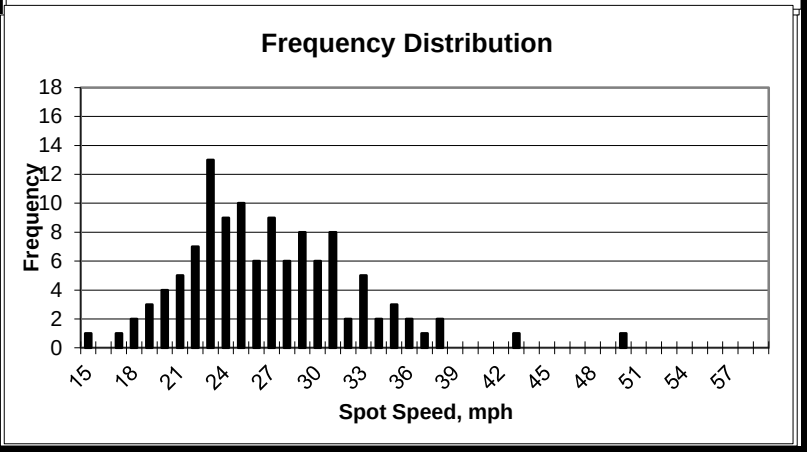
Date:	10/2/2018	**Day:**	Tuesday	
Weather:	Partly Cloudy			
Hours:	10:24 AM	**To**	10:59 AM	
Number of Lanes:	01 NB/ 01 SB	**Ped Activity:**		Yes
Posted Speed:	30			
Channelization:	Yellow dash line/Two-way traffic			
Street Width:	30'	**Sidewalks:**	Yes	
Comm./Resid.:	Ind	**Driveways:**	Yes	
Direction:	Southbound	**Median:**	No	

DATA ANALYSIS:

Mean Speed:		27	
Standard Deviation:		5	
Standard error of the mean:		0.46	
50th Percentile:		26	
85th Percentile:		32	
97th Percentile:		38	
10 Mile Pace:	22	to	31
% of Samples in 10-Mile Pace:		70.09%	

Comments:





HUNTINGTON PARK AREA OF LA COUNTY

c

Client: LLG

Street: Maywood Avenue

Spt.Spd. Location: Between Randolph Pl and Federal Ave 6313 Maywood Ave *Ref. # ?*

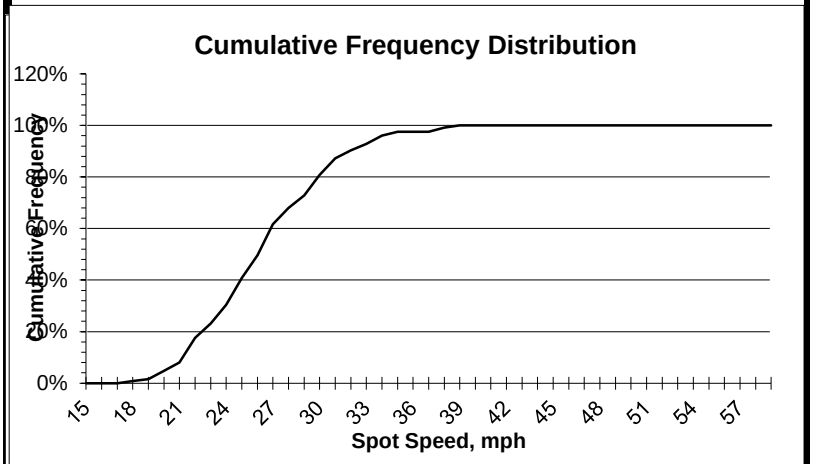
Speed	Frequency	Percent	Cumulative Percent
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	1	0.80%	0.80%
19	1	0.80%	1.60%
20	4	3.20%	4.80%
21	4	3.20%	8.00%
22	12	9.60%	17.60%
23	7	5.60%	23.20%
24	9	7.20%	30.40%
25	13	10.40%	40.80%
26	11	8.80%	49.60%
27	15	12.00%	61.60%
28	8	6.40%	68.00%
29	6	4.80%	72.80%
30	10	8.00%	80.80%
31	8	6.40%	87.20%
32	4	3.20%	90.40%
33	3	2.40%	92.80%
34	4	3.20%	96.00%
35	2	1.60%	97.60%
36	0	0.00%	97.60%
37	0	0.00%	97.60%
38	2	1.60%	99.20%
39	1	0.80%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
60	0	0.00%	100.00%
Total:	125	100%	

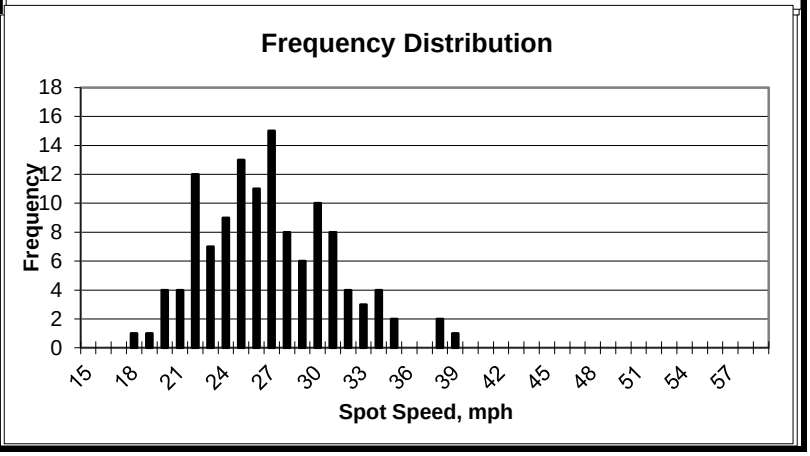
Date:	10/2/2018	**Day:**	Tuesday	
Weather:	Partly Cloudy			
Hours:	1:58 PM	**To**	2:28 PM	
Number of Lanes:	01 NB/ 01 SB	**Ped Activity:**		Yes
Posted Speed:	30			
Channelization:	Yellow dash line/Two-way traffic			
Street Width:	30'	**Sidewalks:**	Yes	
Comm./Resid.:	Ind	**Driveways:**	Yes	
Direction:	Southbound	**Median:**	No	

DATA ANALYSIS:

Mean Speed:		27	
Standard Deviation:		4	
Standard error of the mean:		0.36	
50th Percentile:		27	
85th Percentile:		31	
97th Percentile:		35	
10 Mile Pace:	22	to	31
% of Samples in 10-Mile Pace:		79.20%	

Comments:





N

SCALE 1" = 60'

APPENDIX FIGURE B-1

INTERSECTION SIGHT DISTANCE ANALYSIS - HORIZONTAL PERSPECTIVE

NORTHERLY PROJECT DRIVEWAY

DRIVER'S EYE SET BACK 14.5 FEET

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\job_file\4309\dwg\sight distance analysis.dwg 10/25/2018 16:36:04 turney

N

SCALE 1" = 60'

APPENDIX FIGURE B-2

INTERSECTION SIGHT DISTANCE ANALYSIS - HORIZONTAL PERSPECTIVE

NORTHERLY PROJECT DRIVEWAY

DRIVER'S EYE SET BACK 8.5 FEET

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\job_file\4309\dwg\sight distance analysis.dwg 10/25/2018 16:36:04 turney

N

SCALE 1" = 60'

APPENDIX FIGURE B-3

INTERSECTION SIGHT DISTANCE ANALYSIS - HORIZONTAL PERSPECTIVE

SOUTHERLY PROJECT DRIVEWAY

DRIVER'S EYE SET BACK 14.5 FEET

6241 MAYWOOD AVENUE SELF-STORAGE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\job_file\4309\dwg\sight distance analysis.dwg 10/25/2018 16:34:46 turney

Photo A

Looking north along Maywood Avenue from the existing northerly site driveway to approximately 390 feet north of the driveway from the existing property fence line.

Photo B

Looking north along Maywood Avenue from the existing northerly site driveway to approximately 390 feet north of the driveway from the existing property fence line. (Zoomed in view.)

APPENDIX C

TRAFFIC COUNT DATA

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood_Slauson
Site Code : 00000000
Start Date : 10/2/2018
Page No : 1

Groups Printed- Vehicles

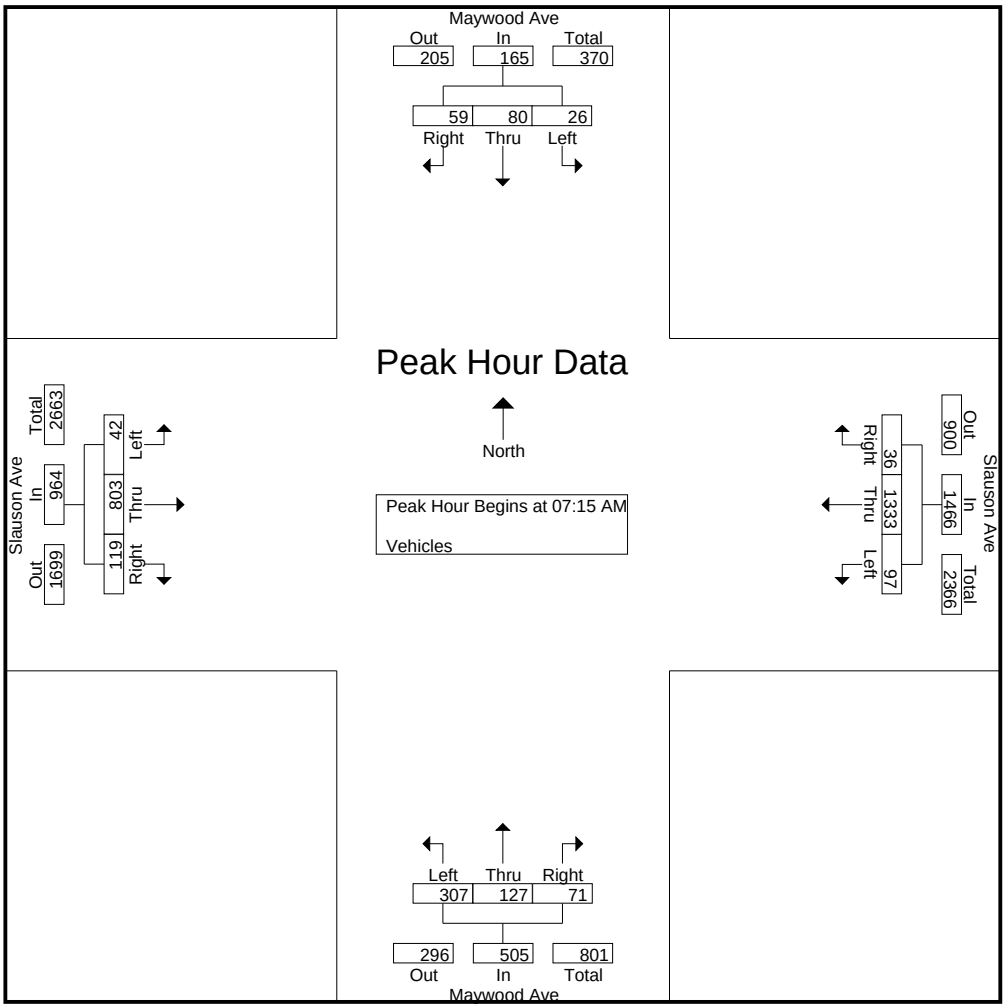
	Maywood Ave Southbound			Slauson Ave Westbound			Maywood Ave Northbound			Slauson Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	4	35	13	22	320	7	73	20	17	6	147	22	686
07:15 AM	6	23	13	21	330	2	74	24	21	11	242	34	801
07:30 AM	10	24	24	22	316	9	77	25	17	12	222	26	784
07:45 AM	2	24	12	24	370	8	81	38	18	8	192	30	807
Total	22	106	62	89	1336	26	305	107	73	37	803	112	3078
08:00 AM	8	9	10	30	317	17	75	40	15	11	147	29	708
08:15 AM	3	11	11	15	239	9	76	16	20	9	135	24	568
08:30 AM	4	9	9	15	236	8	77	11	22	7	126	29	553
08:45 AM	7	10	8	7	227	8	61	13	14	6	108	22	491
Total	22	39	38	67	1019	42	289	80	71	33	516	104	2320
04:00 PM	11	14	9	15	217	14	39	13	22	14	302	56	726
04:15 PM	12	21	8	16	187	4	38	19	32	10	277	91	715
04:30 PM	5	20	17	15	194	7	41	16	31	11	242	75	674
04:45 PM	11	19	10	28	195	6	36	20	15	12	256	65	673
Total	39	74	44	74	793	31	154	68	100	47	1077	287	2788
05:00 PM	11	22	4	14	197	12	35	16	19	20	288	66	704
05:15 PM	4	18	11	12	195	8	42	15	19	15	273	75	687
05:30 PM	10	30	8	13	205	8	47	21	20	13	285	61	721
05:45 PM	11	22	14	25	199	6	39	22	34	17	288	80	757
Total	36	92	37	64	796	34	163	74	92	65	1134	282	2869
Grand Total	119	311	181	294	3944	133	911	329	336	182	3530	785	11055
Apprch %	19.5	50.9	29.6	6.7	90.2	3	57.8	20.9	21.3	4	78.5	17.5	
Total %	1.1	2.8	1.6	2.7	35.7	1.2	8.2	3	3	1.6	31.9	7.1	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood_Slauson
Site Code : 00000000
Start Date : 10/2/2018
Page No : 2

	Maywood Ave Southbound				Slauson Ave Westbound				Maywood Ave Northbound				Slauson Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	23	13	42	21	330	2	353	74	24	**21**	119	11	**242**	**34**	**287**	801
07:30 AM	**10**	**24**	**24**	**58**	22	316	9	347	77	25	17	119	**12**	222	26	260	784
07:45 AM	2	24	12	38	24	**370**	8	**402**	**81**	38	18	**137**	8	192	30	230	**807**
08:00 AM	8	9	10	27	**30**	317	**17**	364	75	**40**	15	130	11	147	29	187	708
Total Volume	26	80	59	165	97	1333	36	1466	307	127	71	505	42	803	119	964	3100
% App. Total	15.8	48.5	35.8		6.6	90.9	2.5		60.8	25.1	14.1		4.4	83.3	12.3		
PHF	.650	.833	.615	.711	.808	.901	.529	.912	.948	.794	.845	.922	.875	.830	.875	.840	.960

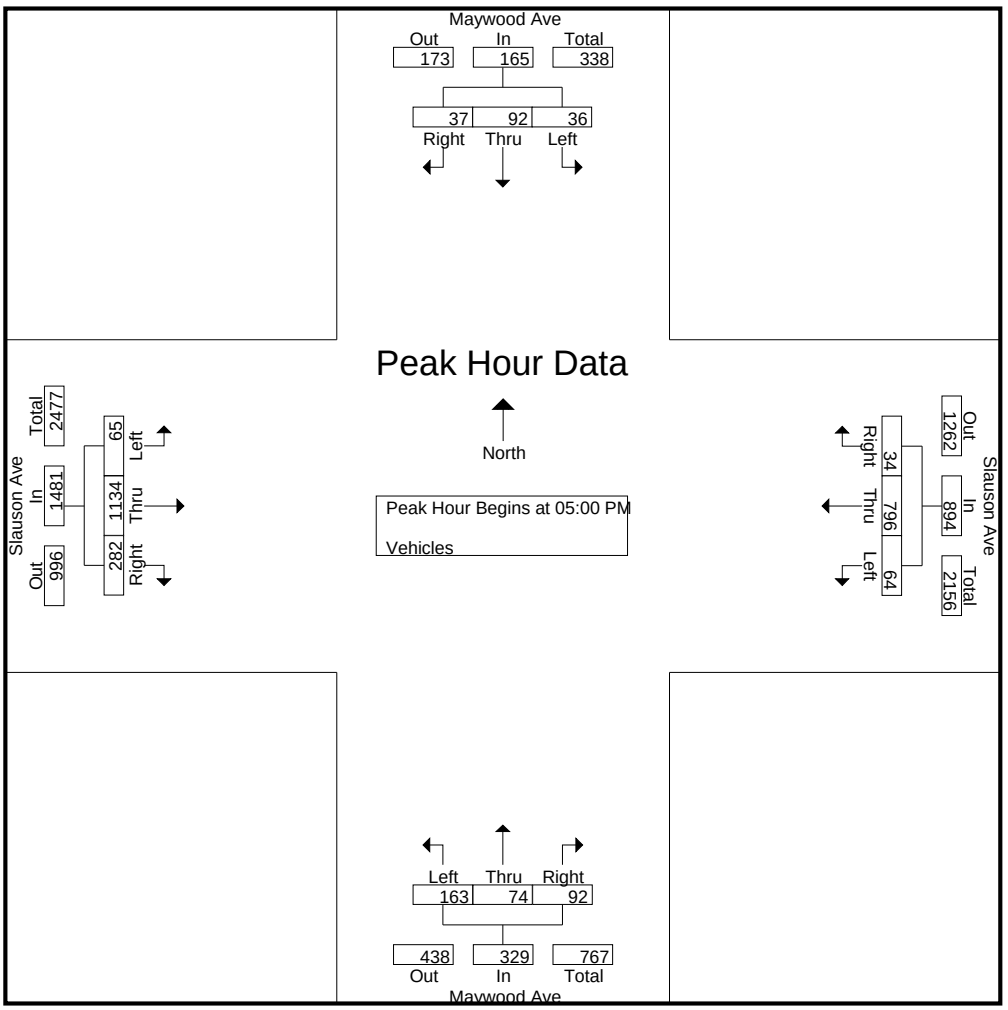


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood_Slauson
Site Code : 00000000
Start Date : 10/2/2018
Page No : 3

	Maywood Ave Southbound				Slauson Ave Westbound				Maywood Ave Northbound				Slauson Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**11**	22	4	37	14	197	**12**	223	35	16	19	70	**20**	**288**	66	374	704
05:15 PM	4	18	11	33	12	195	8	215	42	15	19	76	15	273	75	363	687
05:30 PM	10	**30**	8	**48**	13	**205**	8	226	**47**	21	20	88	13	285	61	359	721
05:45 PM	11	22	**14**	47	**25**	199	6	**230**	39	**22**	**34**	**95**	17	288	**80**	**385**	**757**
Total Volume	36	92	37	165	64	796	34	894	163	74	92	329	65	1134	282	1481	2869
% App. Total	21.8	55.8	22.4		7.2	89	3.8		49.5	22.5	28		4.4	76.6	19		
PHF	.818	.767	.661	.859	.640	.971	.708	.972	.867	.841	.676	.866	.813	.984	.881	.962	.947



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood_Slauson_BP
Site Code : 00000000
Start Date : 10/2/2018
Page No : 1

Groups Printed- Bikes & Peds

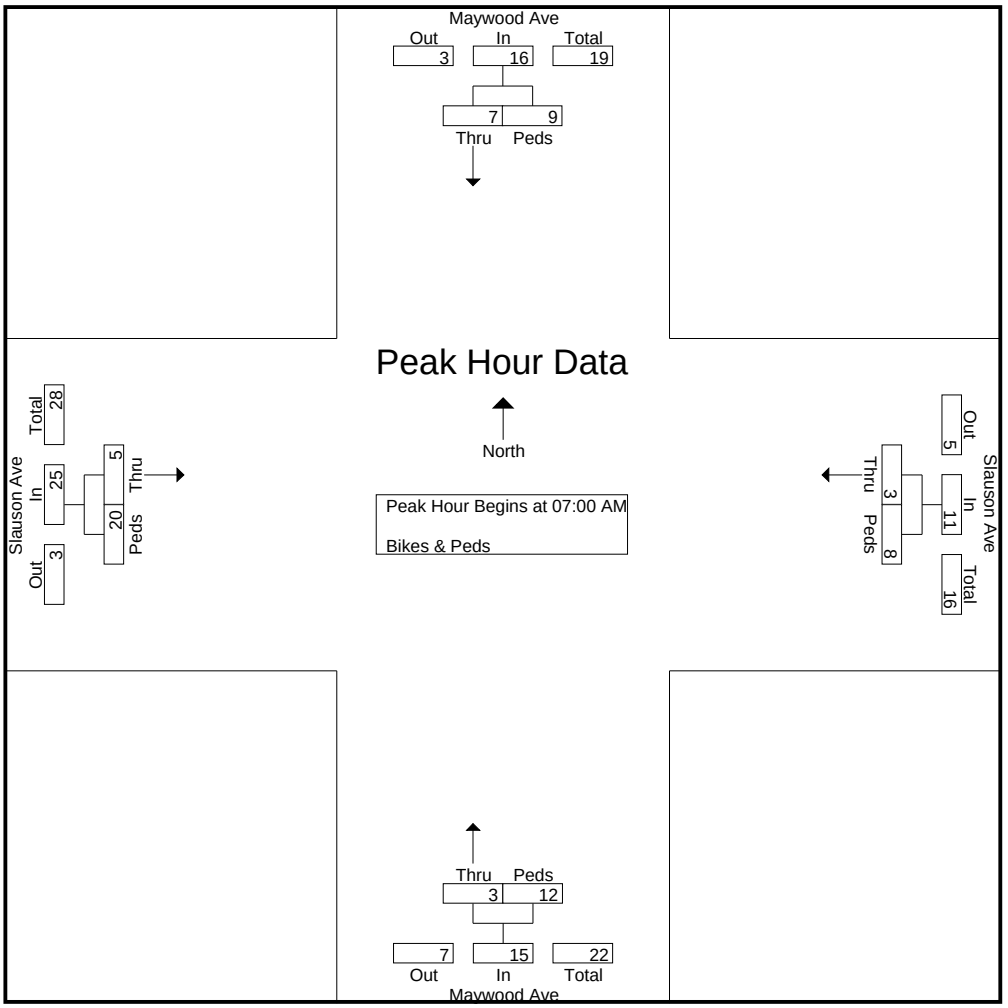
	Maywood Ave Southbound		Slauson Ave Westbound		Maywood Ave Northbound		Slauson Ave Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	5	2	2	2	0	3	4	3	21
07:15 AM	0	4	1	3	2	2	1	4	17
07:30 AM	2	2	0	3	1	3	0	4	15
07:45 AM	0	1	0	0	0	4	0	9	14
Total	7	9	3	8	3	12	5	20	67
08:00 AM	1	6	0	4	0	0	0	2	13
08:15 AM	0	3	0	6	0	6	0	4	19
08:30 AM	0	4	0	2	1	0	0	2	9
08:45 AM	0	3	0	3	0	2	0	2	10
Total	1	16	0	15	1	8	0	10	51
04:00 PM	4	3	0	4	0	5	3	7	26
04:15 PM	5	2	0	0	0	0	0	7	14
04:30 PM	2	0	0	6	0	0	1	9	18
04:45 PM	1	0	0	4	0	3	0	1	9
Total	12	5	0	14	0	8	4	24	67
05:00 PM	1	3	0	5	0	0	2	5	16
05:15 PM	5	3	0	5	0	3	3	13	32
05:30 PM	3	0	0	5	0	5	1	4	18
05:45 PM	4	5	0	6	0	0	0	2	17
Total	13	11	0	21	0	8	6	24	83
Grand Total	33	41	3	58	4	36	15	78	268
Apprch %	44.6	55.4	4.9	95.1	10	90	16.1	83.9	
Total %	12.3	15.3	1.1	21.6	1.5	13.4	5.6	29.1	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood_Slauson_BP
Site Code : 00000000
Start Date : 10/2/2018
Page No : 2

	Maywood Ave Southbound			Slauson Ave Westbound			Maywood Ave Northbound			Slauson Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	**5**	2	**7**	**2**	2	**4**	0	3	3	**4**	3	7	**21**
07:15 AM	0	**4**	4	1	**3**	4	**2**	2	**4**	1	4	5	17
07:30 AM	2	2	4	0	3	3	1	3	4	0	4	4	15
07:45 AM	0	1	1	0	0	0	0	**4**	4	0	**9**	**9**	14
Total Volume	7	9	16	3	8	11	3	12	15	5	20	25	67
% App. Total	43.8	56.2		27.3	72.7		20	80		20	80		
PHF	.350	.563	.571	.375	.667	.688	.375	.750	.938	.313	.556	.694	.798

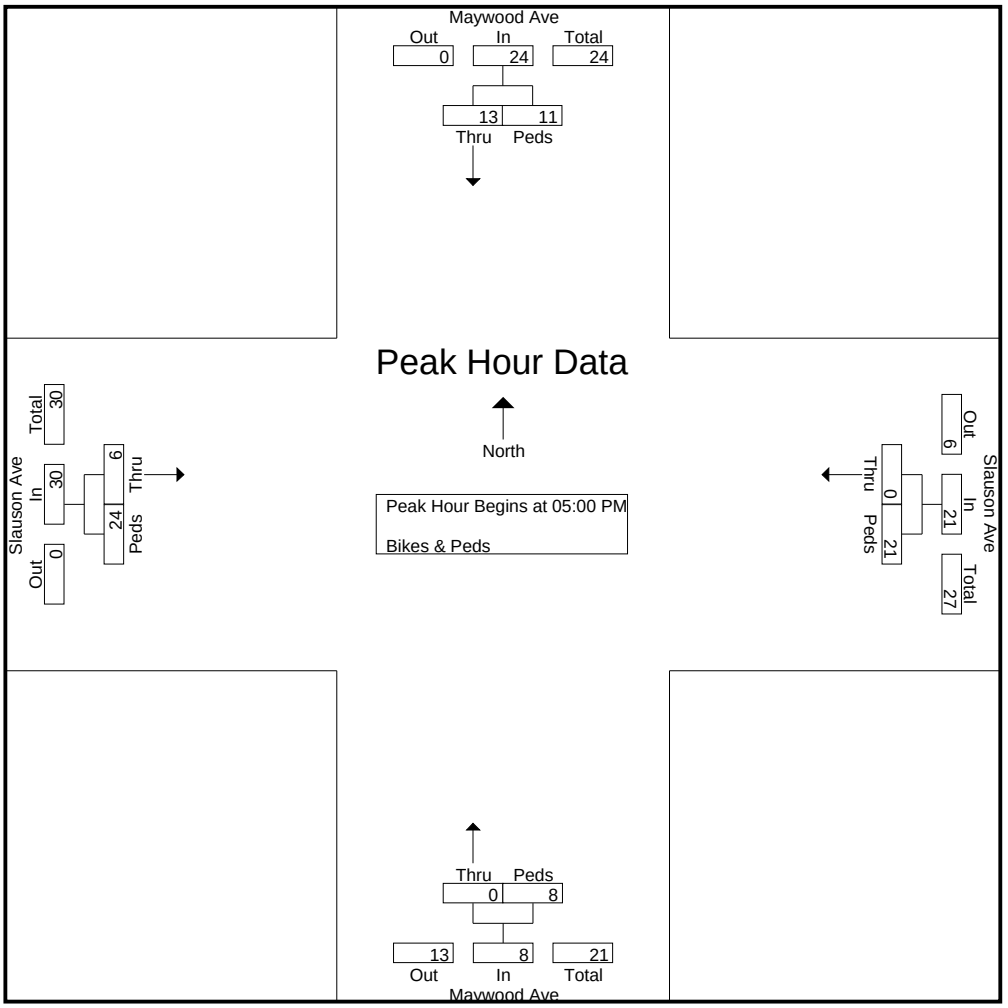


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood_Slauson_BP
Site Code : 00000000
Start Date : 10/2/2018
Page No : 3

	Maywood Ave Southbound			Slauson Ave Westbound			Maywood Ave Northbound			Slauson Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	1	3	4	0	5	5	0	0	0	2	5	7	16
05:15 PM	**5**	3	8	0	5	5	0	3	3	**3**	**13**	**16**	**32**
05:30 PM	3	0	3	0	5	5	0	**5**	**5**	1	4	5	18
05:45 PM	4	**5**	**9**	0	**6**	**6**	0	0	0	0	2	2	17
Total Volume	13	11	24	0	21	21	0	8	8	6	24	30	83
% App. Total	54.2	45.8		0	100		0	100		20	80		
PHF	.650	.550	.667	.000	.875	.875	.000	.400	.400	.500	.462	.469	.648



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood-California_Gage
Site Code : 00000000
Start Date : 10/2/2018
Page No : 1

Groups Printed- Vehicles

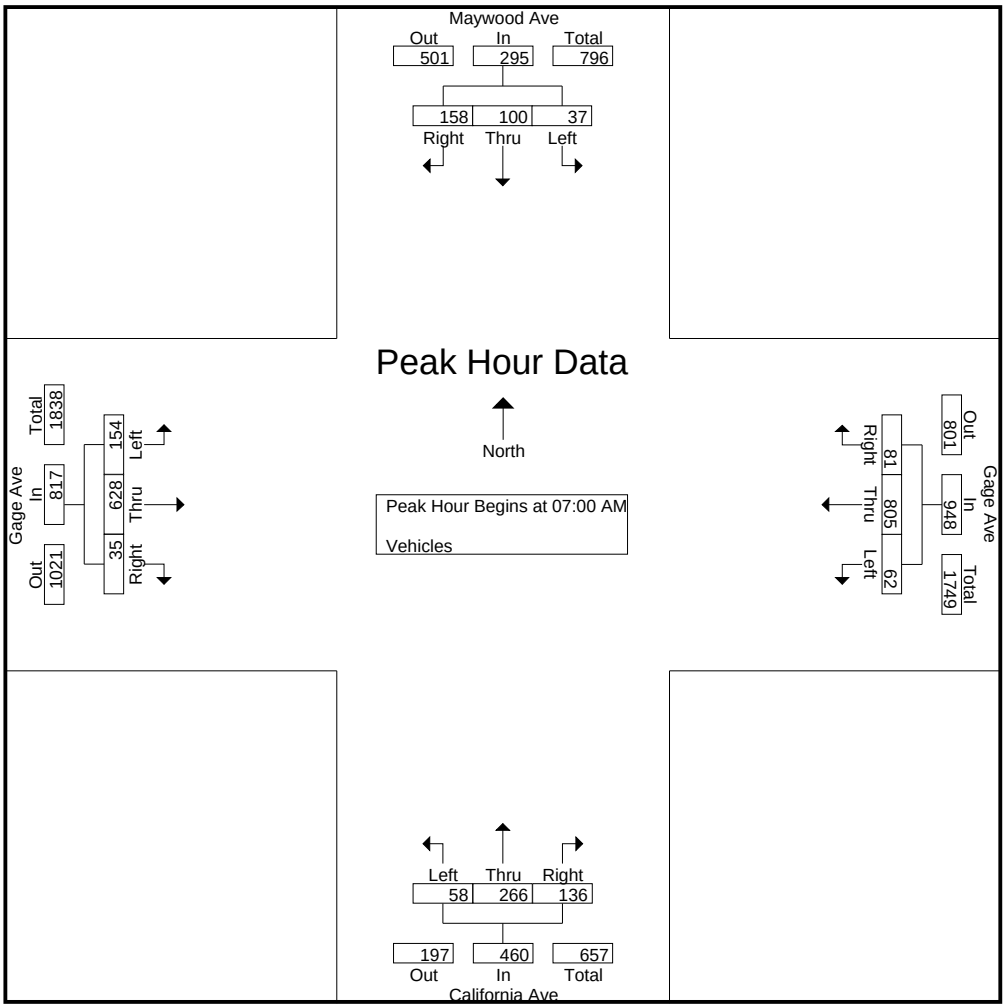
	Maywood Ave Southbound			Gage Ave Westbound			California Ave Northbound			Gage Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	9	19	46	2	211	17	13	62	21	40	153	6	599
07:15 AM	15	35	35	15	198	23	16	62	38	37	157	9	640
07:30 AM	5	26	34	23	187	15	14	68	40	44	149	11	616
07:45 AM	8	20	43	22	209	26	15	74	37	33	169	9	665
Total	37	100	158	62	805	81	58	266	136	154	628	35	2520
08:00 AM	4	16	29	10	229	13	7	46	15	33	172	9	583
08:15 AM	8	27	45	10	199	21	9	47	16	33	174	13	602
08:30 AM	9	16	35	8	219	10	9	32	12	28	144	4	526
08:45 AM	7	8	31	6	186	18	5	34	5	28	130	6	464
Total	28	67	140	34	833	62	30	159	48	122	620	32	2175
04:00 PM	12	50	49	5	215	18	5	26	20	31	220	17	668
04:15 PM	15	36	43	5	185	11	0	28	12	32	254	19	640
04:30 PM	13	49	52	7	199	13	4	21	12	26	240	20	656
04:45 PM	14	50	55	11	218	18	7	33	4	23	213	23	669
Total	54	185	199	28	817	60	16	108	48	112	927	79	2633
05:00 PM	12	59	53	6	198	10	3	25	19	26	252	15	678
05:15 PM	10	55	49	12	212	12	5	28	18	26	243	21	691
05:30 PM	13	58	50	8	184	15	11	20	16	22	251	22	670
05:45 PM	19	57	44	11	202	15	12	33	19	26	187	12	637
Total	54	229	196	37	796	52	31	106	72	100	933	70	2676
Grand Total	173	581	693	161	3251	255	135	639	304	488	3108	216	10004
Apprch %	12	40.2	47.9	4.4	88.7	7	12.5	59.3	28.2	12.8	81.5	5.7	
Total %	1.7	5.8	6.9	1.6	32.5	2.5	1.3	6.4	3	4.9	31.1	2.2	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood-California_Gage
Site Code : 00000000
Start Date : 10/2/2018
Page No : 2

	Maywood Ave Southbound				Gage Ave Westbound				California Ave Northbound				Gage Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	9	19	**46**	74	2	**211**	17	230	13	62	21	96	40	153	6	199	599
07:15 AM	**15**	**35**	35	**85**	15	198	23	236	**16**	62	38	116	37	157	9	203	640
07:30 AM	5	26	34	65	**23**	187	15	225	14	68	**40**	122	**44**	149	**11**	204	616
07:45 AM	8	20	43	71	22	209	**26**	**257**	15	**74**	37	**126**	33	**169**	9	**211**	**665**
Total Volume	37	100	158	295	62	805	81	948	58	266	136	460	154	628	35	817	2520
% App. Total	12.5	33.9	53.6		6.5	84.9	8.5		12.6	57.8	29.6		18.8	76.9	4.3		
PHF	.617	.714	.859	.868	.674	.954	.779	.922	.906	.899	.850	.913	.875	.929	.795	.968	.947

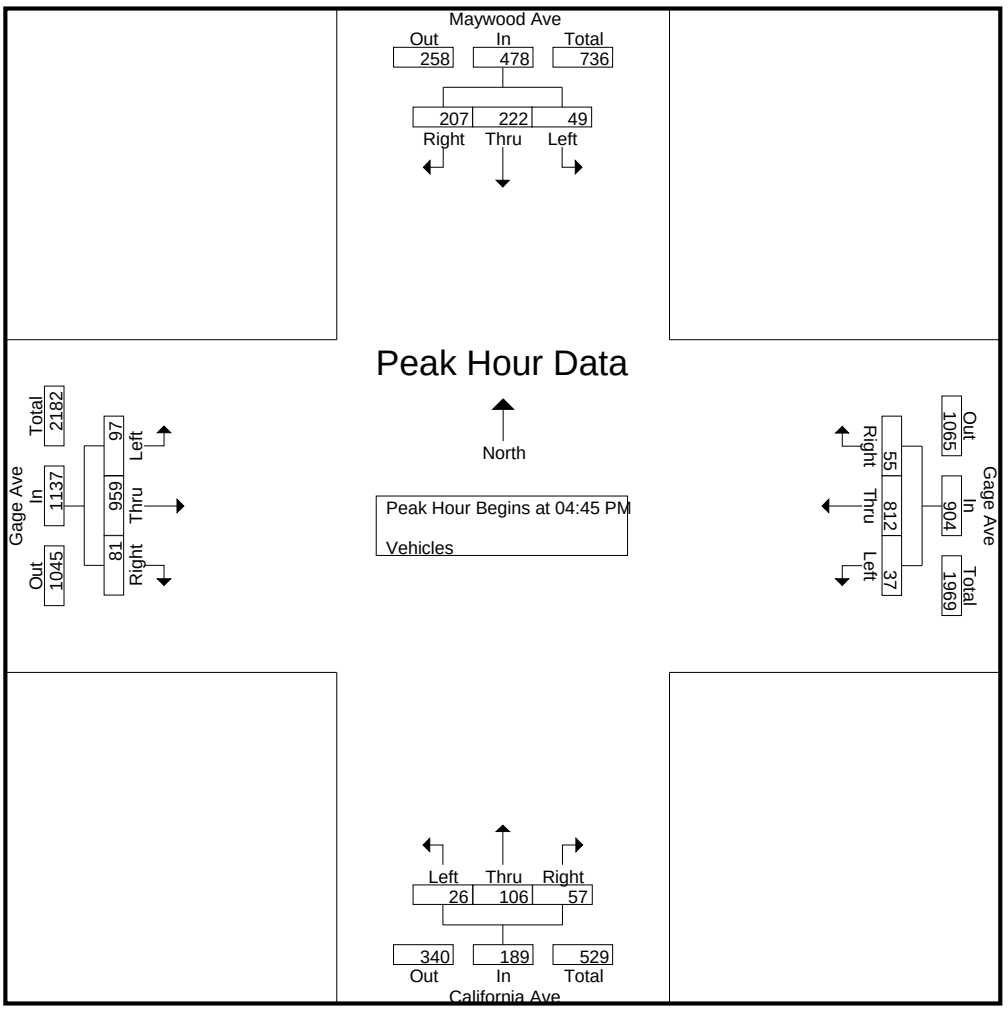


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood-California_Gage
Site Code : 00000000
Start Date : 10/2/2018
Page No : 3

	Maywood Ave Southbound				Gage Ave Westbound				California Ave Northbound				Gage Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**14**	50	**55**	119	11	**218**	**18**	**247**	7	**33**	4	44	23	213	**23**	259	669
05:00 PM	12	**59**	53	**124**	6	198	10	214	3	25	**19**	47	**26**	**252**	15	293	678
05:15 PM	10	55	49	114	**12**	212	12	236	5	28	18	**51**	26	243	21	290	**691**
05:30 PM	13	58	50	121	8	184	15	207	**11**	20	16	47	22	251	22	**295**	670
Total Volume	49	222	207	478	37	812	55	904	26	106	57	189	97	959	81	1137	2708
% App. Total	10.3	46.4	43.3		4.1	89.8	6.1		13.8	56.1	30.2		8.5	84.3	7.1		
PHF	.875	.941	.941	.964	.771	.931	.764	.915	.591	.803	.750	.926	.933	.951	.880	.964	.980



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood-California_Gage_BP
Site Code : 00000000
Start Date : 10/2/2018
Page No : 1

Groups Printed- Bikes & Peds

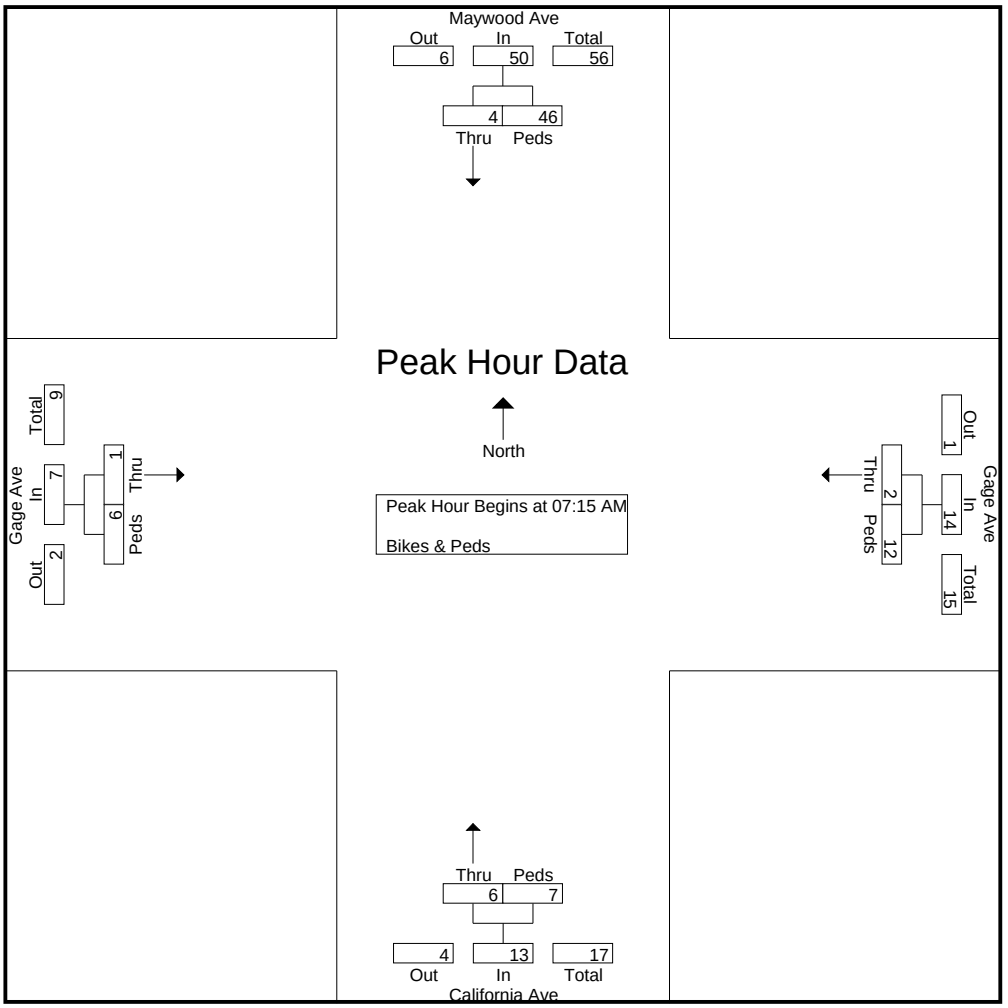
	Maywood Ave Southbound		Gage Ave Westbound		California Ave Northbound		Gage Ave Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	1	5	0	2	3	0	2	0	13
07:15 AM	1	10	2	6	2	0	0	3	24
07:30 AM	2	22	0	2	2	0	1	2	31
07:45 AM	0	4	0	3	1	4	0	1	13
Total	4	41	2	13	8	4	3	6	81
08:00 AM	1	10	0	1	1	3	0	0	16
08:15 AM	0	3	0	3	1	3	1	5	16
08:30 AM	1	2	0	1	1	0	0	8	13
08:45 AM	0	7	0	1	0	1	0	4	13
Total	2	22	0	6	3	7	1	17	58
04:00 PM	0	5	1	1	0	6	0	2	15
04:15 PM	2	7	1	4	0	1	0	5	20
04:30 PM	1	8	0	1	3	4	0	1	18
04:45 PM	2	5	2	1	1	3	0	6	20
Total	5	25	4	7	4	14	0	14	73
05:00 PM	4	3	1	3	0	1	0	0	12
05:15 PM	0	2	0	0	0	1	2	4	9
05:30 PM	4	10	1	1	0	4	1	3	24
05:45 PM	1	5	3	2	0	4	0	4	19
Total	9	20	5	6	0	10	3	11	64
Grand Total	20	108	11	32	15	35	7	48	276
Apprch %	15.6	84.4	25.6	74.4	30	70	12.7	87.3	
Total %	7.2	39.1	4	11.6	5.4	12.7	2.5	17.4	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood-California_Gage_BP
Site Code : 00000000
Start Date : 10/2/2018
Page No : 2

	Maywood Ave Southbound			Gage Ave Westbound			California Ave Northbound			Gage Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	1	10	11	**2**	**6**	**8**	**2**	0	2	0	**3**	**3**	24
07:30 AM	**2**	**22**	**24**	0	2	2	2	0	2	**1**	2	3	**31**
07:45 AM	0	4	4	0	3	3	1	**4**	**5**	0	1	1	13
08:00 AM	1	10	11	0	1	1	1	3	4	0	0	0	16
Total Volume	4	46	50	2	12	14	6	7	13	1	6	7	84
% App. Total	8	92		14.3	85.7		46.2	53.8		14.3	85.7		
PHF	.500	.523	.521	.250	.500	.438	.750	.438	.650	.250	.500	.583	.677

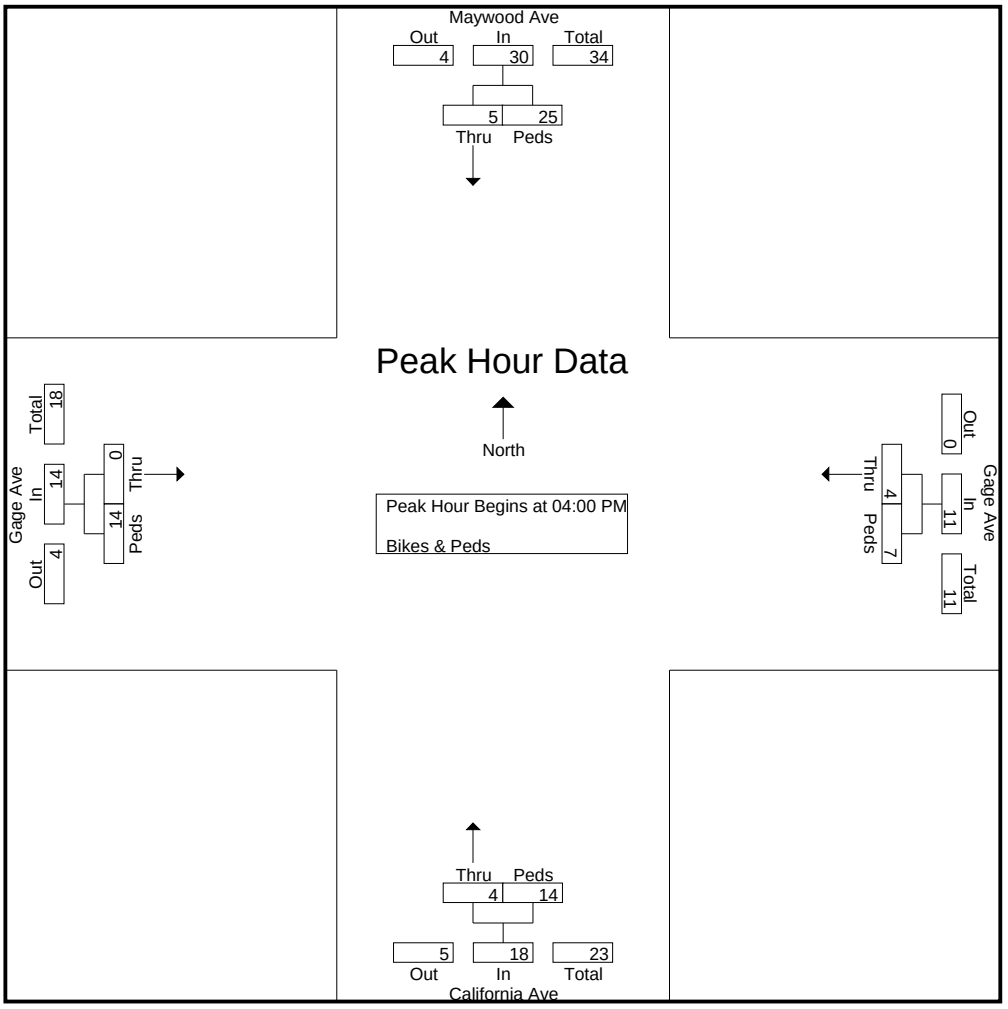


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Maywood-California_Gage_BP
Site Code : 00000000
Start Date : 10/2/2018
Page No : 3

	Maywood Ave Southbound			Gage Ave Westbound			California Ave Northbound			Gage Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	5	5	1	1	2	0	**6**	6	0	2	2	15
04:15 PM	**2**	7	**9**	1	**4**	**5**	0	1	1	0	5	5	**20**
04:30 PM	1	**8**	9	0	1	1	**3**	4	**7**	0	1	1	18
04:45 PM	2	5	7	**2**	1	3	1	3	4	0	**6**	**6**	20
Total Volume	5	25	30	4	7	11	4	14	18	0	14	14	73
% App. Total	16.7	83.3		36.4	63.6		22.2	77.8		0	100		
PHF	.625	.781	.833	.500	.438	.550	.333	.583	.643	.000	.583	.583	.913



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : California-SaltLake_Florence
Site Code : 00000000
Start Date : 10/2/2018
Page No : 1

Groups Printed- Vehicles

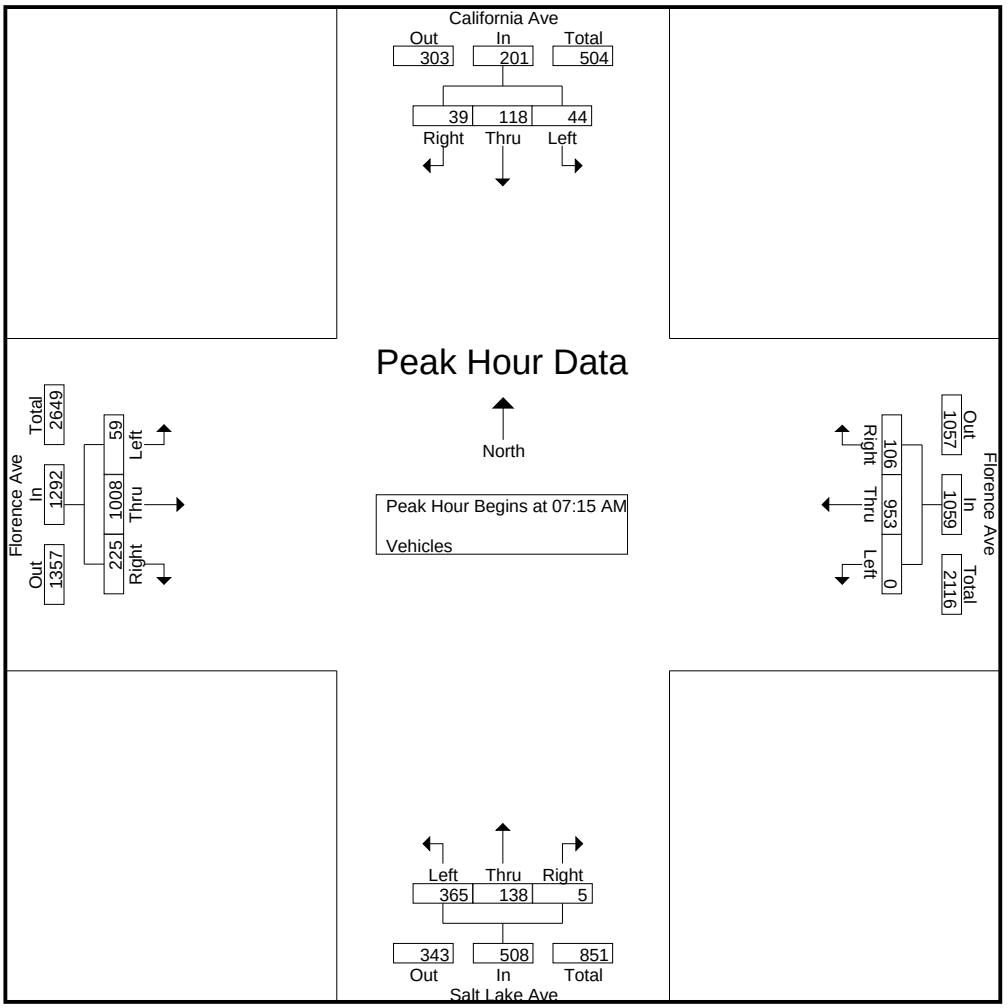
	California Ave Southbound			Florence Ave Westbound			Salt Lake Ave Northbound			Florence Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	9	14	10	0	232	14	98	32	0	5	214	27	655
07:15 AM	16	33	10	0	261	28	89	45	0	13	239	41	775
07:30 AM	10	34	15	0	223	35	99	33	2	23	285	61	820
07:45 AM	13	30	9	0	242	29	91	34	2	15	262	74	801
Total	48	111	44	0	958	106	377	144	4	56	1000	203	3051
08:00 AM	5	21	5	0	227	14	86	26	1	8	222	49	664
08:15 AM	11	21	7	0	215	6	70	21	3	6	217	45	622
08:30 AM	13	20	7	0	206	11	64	20	4	8	181	32	566
08:45 AM	12	13	3	0	206	7	58	16	5	7	163	33	523
Total	41	75	22	0	854	38	278	83	13	29	783	159	2375
04:00 PM	15	45	7	0	205	6	79	27	0	3	247	81	715
04:15 PM	8	33	12	0	197	6	58	25	3	8	276	98	724
04:30 PM	18	43	9	0	202	9	54	17	2	8	234	93	689
04:45 PM	13	43	11	0	238	10	57	19	2	9	273	80	755
Total	54	164	39	0	842	31	248	88	7	28	1030	352	2883
05:00 PM	15	48	12	0	171	8	64	9	3	16	227	69	642
05:15 PM	13	51	10	0	211	8	67	18	1	8	294	86	767
05:30 PM	15	68	14	0	211	11	76	18	3	4	263	74	757
05:45 PM	16	36	14	0	228	14	72	24	1	9	287	91	792
Total	59	203	50	0	821	41	279	69	8	37	1071	320	2958
Grand Total	202	553	155	0	3475	216	1182	384	32	150	3884	1034	11267
Apprch %	22.2	60.8	17	0	94.1	5.9	74	24	2	3	76.6	20.4	
Total %	1.8	4.9	1.4	0	30.8	1.9	10.5	3.4	0.3	1.3	34.5	9.2	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : California-SaltLake_Florence
Site Code : 00000000
Start Date : 10/2/2018
Page No : 2

	California Ave Southbound				Florence Ave Westbound				Salt Lake Ave Northbound				Florence Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**16**	33	10	**59**	0	**261**	28	**289**	89	**45**	0	**134**	13	239	41	293	775
07:30 AM	10	**34**	**15**	59	0	223	**35**	258	**99**	33	**2**	134	**23**	**285**	61	**369**	**820**
07:45 AM	13	30	9	52	0	242	29	271	91	34	2	127	15	262	**74**	351	801
08:00 AM	5	21	5	31	0	227	14	241	86	26	1	113	8	222	49	279	664
Total Volume	44	118	39	201	0	953	106	1059	365	138	5	508	59	1008	225	1292	3060
% App. Total	21.9	58.7	19.4		0	90	10		71.9	27.2	1		4.6	78	17.4		
PHF	.688	.868	.650	.852	.000	.913	.757	.916	.922	.767	.625	.948	.641	.884	.760	.875	.933

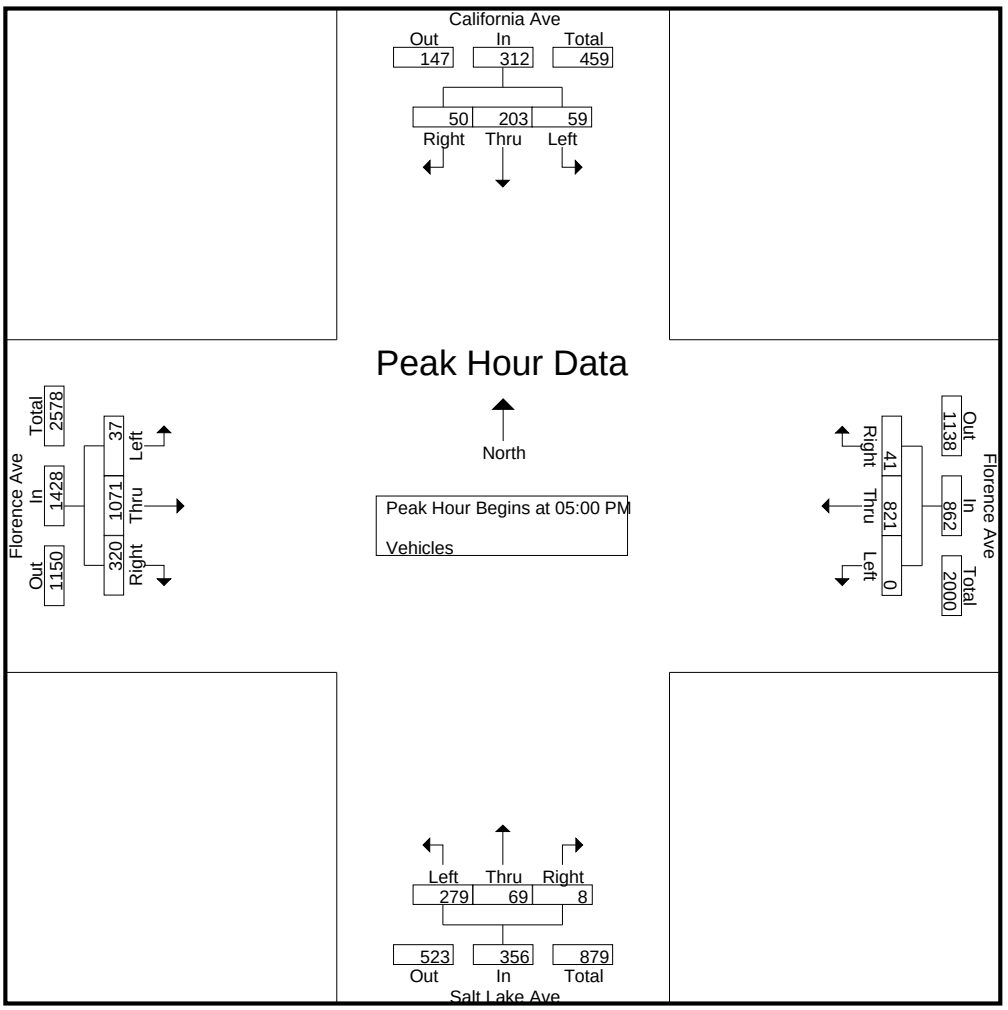


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : California-SaltLake_Florence
Site Code : 00000000
Start Date : 10/2/2018
Page No : 3

	California Ave Southbound				Florence Ave Westbound				Salt Lake Ave Northbound				Florence Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	15	48	12	75	0	171	8	179	64	9	**3**	76	**16**	227	69	312	642
05:15 PM	13	51	10	74	0	211	8	219	67	18	1	86	8	**294**	86	**388**	767
05:30 PM	15	**68**	**14**	**97**	0	211	11	222	**76**	18	3	**97**	4	263	74	341	757
05:45 PM	**16**	36	14	66	0	**228**	**14**	**242**	72	**24**	1	97	9	287	**91**	387	**792**
Total Volume	59	203	50	312	0	821	41	862	279	69	8	356	37	1071	320	1428	2958
% App. Total	18.9	65.1	16		0	95.2	4.8		78.4	19.4	2.2		2.6	75	22.4		
PHF	.922	.746	.893	.804	.000	.900	.732	.890	.918	.719	.667	.918	.578	.911	.879	.920	.934



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : California-SaltLake_Florence_BP
Site Code : 00000000
Start Date : 10/2/2018
Page No : 1

Groups Printed- Bikes & Peds

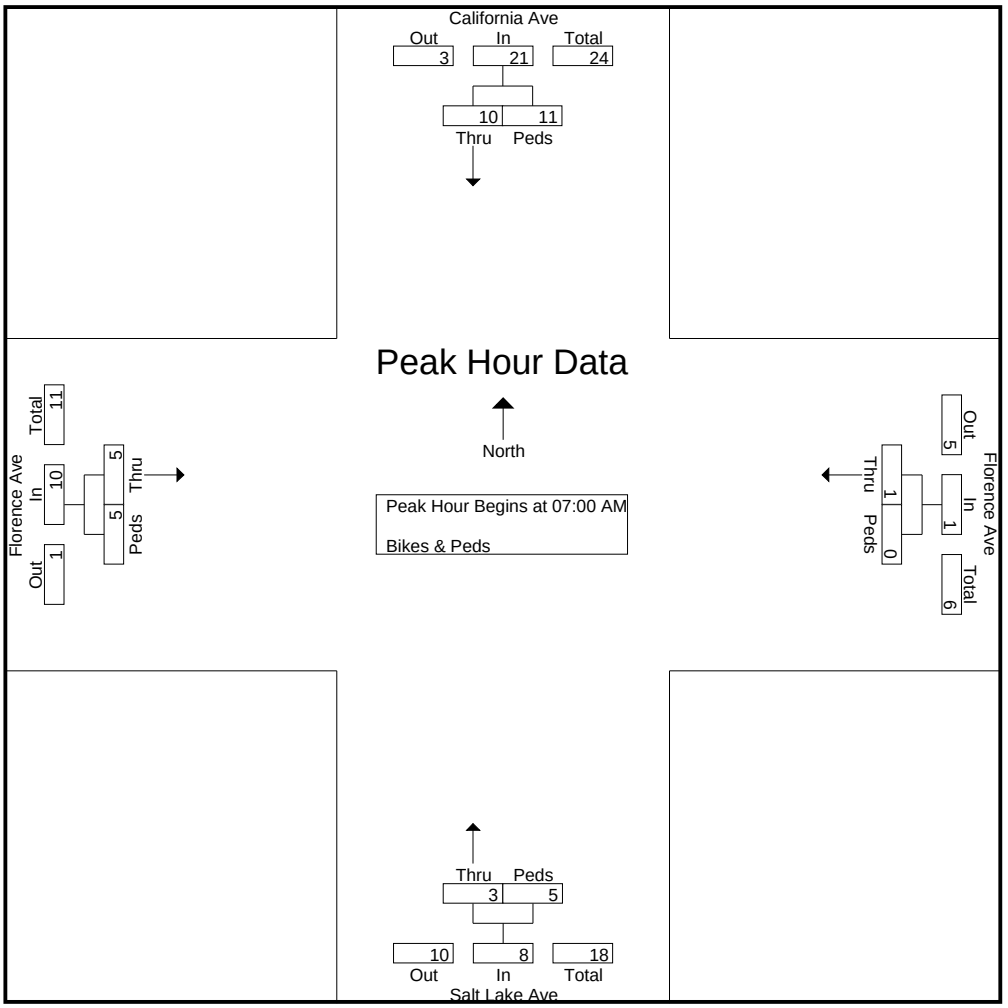
	California Ave Southbound		Florence Ave Westbound		Salt Lake Ave Northbound		Florence Ave Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	2	5	1	0	0	0	3	1	12
07:15 AM	2	2	0	0	0	1	1	2	8
07:30 AM	3	3	0	0	2	1	1	1	11
07:45 AM	3	1	0	0	1	3	0	1	9
Total	10	11	1	0	3	5	5	5	40
08:00 AM	1	2	0	0	1	3	0	1	8
08:15 AM	0	2	0	0	1	1	1	0	5
08:30 AM	0	3	0	0	0	1	0	1	5
08:45 AM	0	3	0	0	0	5	0	4	12
Total	1	10	0	0	2	10	1	6	30
04:00 PM	6	2	0	0	0	1	0	3	12
04:15 PM	4	3	0	0	1	5	1	1	15
04:30 PM	4	0	0	0	1	1	3	2	11
04:45 PM	2	7	0	0	0	3	1	5	18
Total	16	12	0	0	2	10	5	11	56
05:00 PM	4	2	0	0	2	2	1	4	15
05:15 PM	3	3	0	0	1	3	1	2	13
05:30 PM	1	0	0	0	4	4	4	1	14
05:45 PM	0	2	0	0	1	4	1	3	11
Total	8	7	0	0	8	13	7	10	53
Grand Total	35	40	1	0	15	38	18	32	179
Apprch %	46.7	53.3	100	0	28.3	71.7	36	64	
Total %	19.6	22.3	0.6	0	8.4	21.2	10.1	17.9	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : California-SaltLake_Florence_BP
Site Code : 00000000
Start Date : 10/2/2018
Page No : 2

	California Ave Southbound			Florence Ave Westbound			Salt Lake Ave Northbound			Florence Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	2	**5**	**7**	**1**	0	**1**	0	0	0	**3**	1	**4**	**12**
07:15 AM	2	2	4	0	0	0	0	1	1	1	**2**	3	8
07:30 AM	**3**	3	6	0	0	0	**2**	1	3	1	1	2	11
07:45 AM	3	1	4	0	0	0	1	**3**	**4**	0	1	1	9
Total Volume	10	11	21	1	0	1	3	5	8	5	5	10	40
% App. Total	47.6	52.4		100	0		37.5	62.5		50	50		
PHF	.833	.550	.750	.250	.000	.250	.375	.417	.500	.417	.625	.625	.833

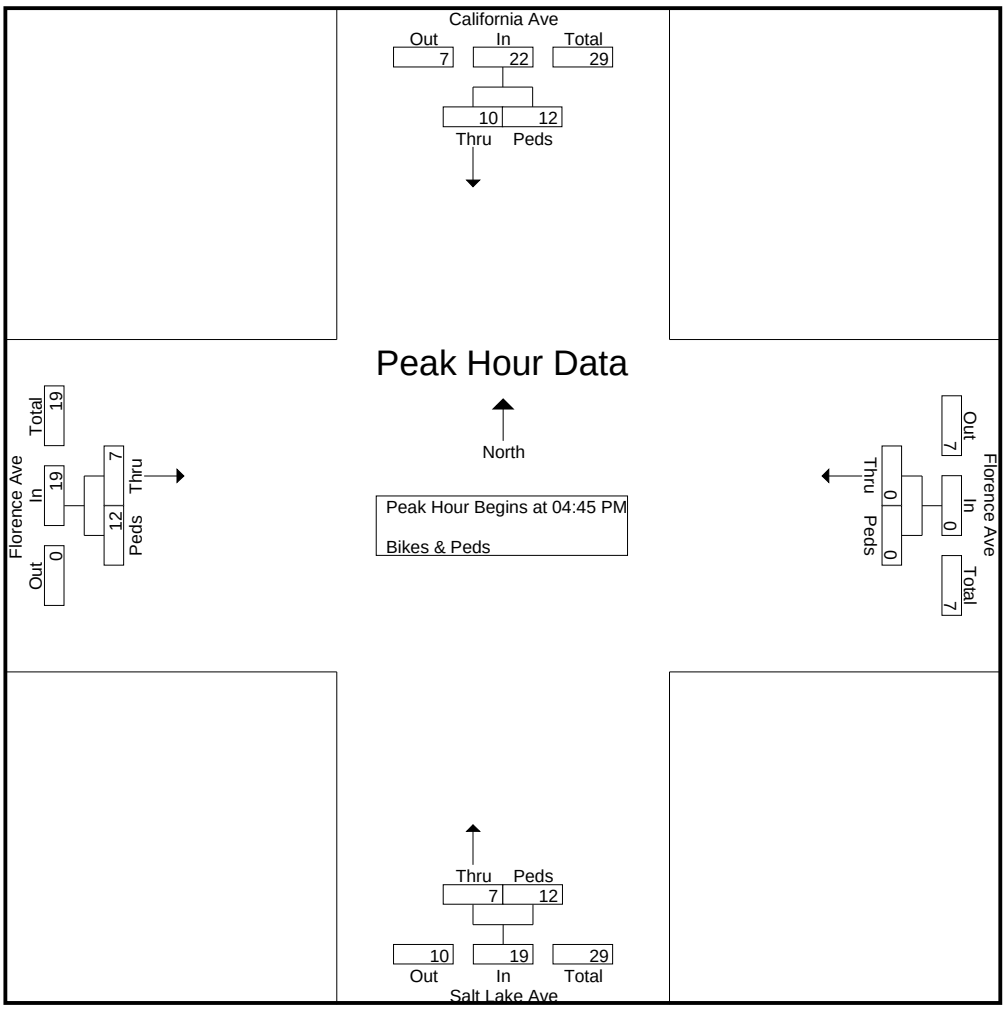


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : California-SaltLake_Florence_BP
Site Code : 00000000
Start Date : 10/2/2018
Page No : 3

	California Ave Southbound			Florence Ave Westbound			Salt Lake Ave Northbound			Florence Ave Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	2	**7**	**9**	0	0	0	0	3	3	1	**5**	**6**	**18**
05:00 PM	**4**	2	6	0	0	0	2	2	4	1	4	5	15
05:15 PM	3	3	6	0	0	0	1	3	4	1	2	3	13
05:30 PM	1	0	1	0	0	0	**4**	**4**	**8**	**4**	1	5	14
Total Volume	10	12	22	0	0	0	7	12	19	7	12	19	60
% App. Total	45.5	54.5		0	0		36.8	63.2		36.8	63.2		
PHF	.625	.429	.611	.000	.000	.000	.438	.750	.594	.438	.600	.792	.833



APPENDIX D

ICU AND LEVELS OF SERVICE EXPLANATION
ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Maywood Avenue @ Slauson Avenue

N-S St: Maywood Avenue
E-W St: Slauson Avenue
Project: 6241 Maywood Avenue Self-Storage Project/1-18-4309-1
File: ICU1

Peak hr: AM
Annual Growth: 1.50%

Date: 10/26/2018
Date of Count: 2018
Projection Year: 2020

	2018 EXISTING TRAFFIC			2018 EXISTING WITH PROJECT				2018 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	307	1600	0.192 *	1	308	1600	0.193 *	0	308	1600	0.193 *	9	0	316	1600	0.198 *	1	317	1600	0.198 *
NB Thru	127	1600	0.079	0	127	1600	0.079	0	127	1600	0.079	4	0	131	1600	0.082	0	131	1600	0.082
NB Right	71	1600	0.044	1	72	1600	0.045	0	72	1600	0.045	2	0	73	1600	0.046	1	74	1600	0.046
SB Left	26	0	0.016	0	26	0	0.016	0	26	0	0.016	1	0	27	0	0.017	0	27	0	0.017
SB Thru	80	1600	0.103 *	0	80	1600	0.103 *	0	80	1600	0.103 *	2	0	82	1600	0.106 *	0	82	1600	0.106 *
SB Right	59	0	0.000	0	59	0	0.000	0	59	0	0.000	2	0	61	0	0.000	0	61	0	0.000
EB Left	42	1600	0.026 *	0	42	1600	0.026 *	0	42	1600	0.026 *	1	0	43	1600	0.027 *	0	43	1600	0.027 *
EB Thru	803	3200	0.251	0	803	3200	0.251	0	803	3200	0.251	24	15	842	3200	0.263	0	842	3200	0.263
EB Right	119	1600	0.074	3	122	1600	0.076	0	122	1600	0.076	4	0	123	1600	0.077	3	126	1600	0.079
WB Left	97	1600	0.061	3	100	1600	0.063	0	100	1600	0.063	3	0	100	1600	0.063	3	103	1600	0.064
WB Thru	1333	3200	0.428 *	0	1333	3200	0.428 *	0	1333	3200	0.428 *	40	47	1420	3200	0.455 *	0	1420	3200	0.455 *
WB Right	36	0	0.000	0	36	0	0.000	0	36	0	0.000	1	0	37	0	0.000	0	37	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.849				0.850				0.850					0.886				0.887
LOS			D				D				D					D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Maywood Avenue @ Slauson Avenue

N-S St: Maywood Avenue
E-W St: Slauson Avenue
Project: 6241 Maywood Avenue Self-Storage Project/1-18-4309-1
File: ICU1

Peak hr: PM
Annual Growth: 1.50%

Date: 10/26/2018
Date of Count: 2018
Projection Year: 2020

	2018 EXISTING TRAFFIC			2018 EXISTING WITH PROJECT				2018 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	163	1600	0.102 *	3	166	1600	0.104 *	0	166	1600	0.104 *	5	0	168	1600	0.105 *	3	171	1600	0.107 *
NB Thru	74	1600	0.046	0	74	1600	0.046	0	74	1600	0.046	2	1	77	1600	0.048	0	77	1600	0.048
NB Right	92	1600	0.058	3	95	1600	0.059	0	95	1600	0.059	3	0	95	1600	0.059	3	98	1600	0.061
SB Left	36	0	0.023	0	36	0	0.023	0	36	0	0.023	1	0	37	0	0.023	0	37	0	0.023
SB Thru	92	1600	0.103 *	0	92	1600	0.103 *	0	92	1600	0.103 *	3	0	95	1600	0.106 *	0	95	1600	0.106 *
SB Right	37	0	0.000	0	37	0	0.000	0	37	0	0.000	1	0	38	0	0.000	0	38	0	0.000
EB Left	65	1600	0.041	0	65	1600	0.041	0	65	1600	0.041	2	0	67	1600	0.042	0	67	1600	0.042
EB Thru	1134	3200	0.354 *	0	1134	3200	0.354 *	0	1134	3200	0.354 *	34	55	1223	3200	0.382 *	0	1223	3200	0.382 *
EB Right	282	1600	0.176	3	285	1600	0.178	0	285	1600	0.178	9	0	291	1600	0.182	3	294	1600	0.184
WB Left	64	1600	0.040 *	3	67	1600	0.042 *	0	67	1600	0.042 *	2	0	66	1600	0.041 *	3	69	1600	0.043 *
WB Thru	796	3200	0.259	0	796	3200	0.259	0	796	3200	0.259	24	22	842	3200	0.274	0	842	3200	0.274
WB Right	34	0	0.000	0	34	0	0.000	0	34	0	0.000	1	0	35	0	0.000	0	35	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.699				0.703				0.703					0.735				0.738
LOS			B				C				C					C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Maywood Avenue-California Ave @ Gage Avenue

N-S St: Maywood Avenue-California Ave
E-W St: Gage Avenue
Project: 6241 Maywood Avenue Self-Storage Project/1-18-4309-1
File: ICU2

Peak hr: AM
Annual Growth: 1.50%

Date: 10/26/2018
Date of Count: 2018
Projection Year: 2020

	2018 EXISTING TRAFFIC			2018 EXISTING WITH PROJECT				2018 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	58	0	0.036	0	58	0	0.036	0	58	0	0.036	2	0	60	0	0.038	0	60	0	0.038
NB Thru	266	1600	0.203 *	1	267	1600	0.203 *	0	267	1600	0.203 *	8	0	274	1600	0.209 *	1	275	1600	0.209 *
NB Right	136	1600	0.085	0	136	1600	0.085	0	136	1600	0.085	4	0	140	1600	0.088	0	140	1600	0.088
SB Left	37	0	0.023 *	2	39	0	0.024 *	0	39	0	0.024 *	1	0	38	0	0.024 *	2	40	0	0.025 *
SB Thru	100	1600	0.086	1	101	1600	0.088	0	101	1600	0.088	3	0	103	1600	0.088	1	104	1600	0.090
SB Right	158	1600	0.099	2	160	1600	0.100	0	160	1600	0.100	5	0	163	1600	0.102	2	165	1600	0.103
EB Left	154	1600	0.096 *	3	157	1600	0.098 *	0	157	1600	0.098 *	5	0	159	1600	0.099 *	3	162	1600	0.101 *
EB Thru	628	3200	0.207	0	628	3200	0.207	0	628	3200	0.207	19	24	671	3200	0.221	0	671	3200	0.221
EB Right	35	0	0.000	0	35	0	0.000	0	35	0	0.000	1	0	36	0	0.000	0	36	0	0.000
WB Left	62	0	0.019	0	62	0	0.019	0	62	0	0.019	2	0	64	0	0.020	0	64	0	0.020
WB Thru	805	3200	0.296 *	0	805	3200	0.297 *	0	805	3200	0.297 *	24	33	862	3200	0.315 *	0	862	3200	0.316 *
WB Right	81	0	0.000	3	84	0	0.000	0	84	0	0.000	2	0	83	0	0.000	3	86	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.718				0.723				0.723					0.747				0.752
LOS			C				C				C					C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Maywood Avenue-California Ave @ Gage Avenue

N-S St: Maywood Avenue-California Ave
E-W St: Gage Avenue
Project: 6241 Maywood Avenue Self-Storage Project/1-18-4309-1
File: ICU2

Peak hr: PM
Annual Growth: 1.50%

Date: 10/26/2018
Date of Count: 2018
Projection Year: 2020

	2018 EXISTING TRAFFIC			2018 EXISTING WITH PROJECT				2018 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	26	0	0.016 *	0	26	0	0.016 *	0	26	0	0.016 *	1	0	27	0	0.017 *	0	27	0	0.017 *
NB Thru	106	1600	0.083	2	108	1600	0.084	0	108	1600	0.084	3	1	110	1600	0.086	2	112	1600	0.087
NB Right	57	1600	0.036	0	57	1600	0.036	0	57	1600	0.036	2	0	59	1600	0.037	0	59	1600	0.037
SB Left	49	0	0.031	4	53	0	0.033	0	53	0	0.033	1	0	50	0	0.031	4	54	0	0.034
SB Thru	222	1600	0.169 *	2	224	1600	0.173 *	0	224	1600	0.173 *	7	0	229	1600	0.174 *	2	231	1600	0.178 *
SB Right	207	1600	0.129	4	211	1600	0.132	0	211	1600	0.132	6	0	213	1600	0.133	4	217	1600	0.136
EB Left	97	1600	0.061 *	4	101	1600	0.063 *	0	101	1600	0.063 *	3	0	100	1600	0.063 *	4	104	1600	0.065 *
EB Thru	959	3200	0.325	0	959	3200	0.325	0	959	3200	0.325	29	50	1038	3200	0.350	0	1038	3200	0.350
EB Right	81	0	0.000	0	81	0	0.000	0	81	0	0.000	2	0	83	0	0.000	0	83	0	0.000
WB Left	37	0	0.012	0	37	0	0.012	0	37	0	0.012	1	0	38	0	0.012	0	38	0	0.012
WB Thru	812	3200	0.283 *	0	812	3200	0.284 *	0	812	3200	0.284 *	25	33	870	3200	0.302 *	0	870	3200	0.303 *
WB Right	55	0	0.000	4	59	0	0.000	0	59	0	0.000	2	0	57	0	0.000	4	61	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.629				0.636				0.636					0.655				0.663
LOS			B				B				B					B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

California Avenue-Salt Lake Avenue @ Florence Avenue

N-S St: California Avenue-Salt Lake Avenue
E-W St: Florence Avenue
Project: 6241 Maywood Avenue Self-Storage Project/1-18-4309-1
File: ICU3

Peak hr: AM
Annual Growth: 1.50%

Date: 10/26/2018
Date of Count: 2018
Projection Year: 2020

	2018 EXISTING TRAFFIC			2018 EXISTING WITH PROJECT				2018 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	365	1600	0.228 *	0	365	1600	0.228 *	0	365	1600	0.228 *	11	0	376	1600	0.235 *	0	376	1600	0.235 *
NB Thru [3]	138	1600	0.089	0	138	1600	0.089	0	138	1600	0.089	4	0	142	1600	0.092	0	142	1600	0.092
NB Right [3]	5	0	0.000	0	5	0	0.000	0	5	0	0.000	0	0	5	0	0.000	0	5	0	0.000
SB Left [3]	44	0	0.028	0	44	0	0.028	0	44	0	0.028	1	0	45	0	0.028	0	45	0	0.028
SB Thru [3]	118	1600	0.126 *	0	118	1600	0.126 *	0	118	1600	0.126 *	4	0	122	1600	0.129 *	0	122	1600	0.129 *
SB Right [3]	39	0	0.000	0	39	0	0.000	0	39	0	0.000	1	0	40	0	0.000	0	40	0	0.000
EB Left	59	1600	0.037 *	1	60	1600	0.038 *	0	60	1600	0.038 *	2	0	61	1600	0.038 *	1	62	1600	0.039 *
EB Thru	1008	3200	0.315	0	1008	3200	0.315	0	1008	3200	0.315	30	21	1059	3200	0.331	0	1059	3200	0.331
EB Right	225	1600	0.141	0	225	1600	0.141	0	225	1600	0.141	7	0	232	1600	0.145	0	232	1600	0.145
WB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000
WB Thru	953	3200	0.298 *	0	953	3200	0.298 *	0	953	3200	0.298 *	29	19	1001	3200	0.313 *	0	1001	3200	0.313 *
WB Right	106	1600	0.066	1	107	1600	0.067	0	107	1600	0.067	3	0	109	1600	0.068	1	110	1600	0.069
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.788				0.789				0.789					0.815				0.816
LOS			C				C				C					D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

California Avenue-Salt Lake Avenue @ Florence Avenue

N-S St: California Avenue-Salt Lake Avenue
E-W St: Florence Avenue
Project: 6241 Maywood Avenue Self-Storage Project/1-18-4309-1
File: ICU3

Peak hr: PM
Annual Growth: 1.50%

Date: 10/26/2018
Date of Count: 2018
Projection Year: 2020

	2018 EXISTING TRAFFIC			2018 EXISTING WITH PROJECT				2018 EXISTING W/ PROJECT + MITIGATION				2020 FUTURE PRE-PROJECT					2020 FUTURE WITH PROJECT			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	279	1600	0.174 *	0	279	1600	0.174 *	0	279	1600	0.174 *	8	0	287	1600	0.179 *	0	287	1600	0.179 *
NB Thru [3]	69	1600	0.048	0	69	1600	0.048	0	69	1600	0.048	2	0	71	1600	0.049	0	71	1600	0.049
NB Right [3]	8	0	0.000	0	8	0	0.000	0	8	0	0.000	0	0	8	0	0.000	0	8	0	0.000
SB Left [3]	59	0	0.037	1	60	0	0.038	0	60	0	0.038	2	0	61	0	0.038	1	62	0	0.039
SB Thru [3]	203	1600	0.195 *	0	203	1600	0.196 *	0	203	1600	0.196 *	6	0	209	1600	0.202 *	0	209	1600	0.203 *
SB Right [3]	50	0	0.000	1	51	0	0.000	0	51	0	0.000	2	1	53	0	0.000	1	54	0	0.000
EB Left	37	1600	0.023	1	38	1600	0.024	0	38	1600	0.024	1	1	39	1600	0.024	1	40	1600	0.025
EB Thru	1071	3200	0.335 *	0	1071	3200	0.335 *	0	1071	3200	0.335 *	32	32	1135	3200	0.355 *	0	1135	3200	0.355 *
EB Right	320	1600	0.200	0	320	1600	0.200	0	320	1600	0.200	10	0	330	1600	0.206	0	330	1600	0.206
WB Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *
WB Thru	821	3200	0.257	0	821	3200	0.257	0	821	3200	0.257	25	27	873	3200	0.273	0	873	3200	0.273
WB Right	41	1600	0.026	1	42	1600	0.026	0	42	1600	0.026	1	1	43	1600	0.027	1	44	1600	0.028
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.804				0.805				0.805					0.836				0.837
LOS			D				D				D					D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green
3 Split-phase operation.

AB52: TRIBAL CONSULTATION; GABRIELENO BAND OF MISSION INDIANS

EXHIBIT F **CASE NO.** 2018-09 CUP/DP

Gabrieleno Band of Mission Indians – Kizh Nation

Protection of Tribal Cultural Resources (TCRs)

Most Important Things for Agencies to Know About AB52:

- An EIR, MND, or ND can not be certified until AB-52 tribal consultation has concluded.
- Agreed mitigation measures with the tribe, MUST be recommended for inclusion in the environmental document.
- Signature confirming acceptance of these mitigation measures recommended by our Tribal Government is required within 14 days of receipt to conclude AB52 consultation.

Tribal Cultural Resources Mitigation Measures within Kizh Nation Tribal Territory:

Note: To avoid compliance issues with the following laws, all Native American Monitoring shall be conducted by a documented lineal descendant from the ancestral Tribe of the project area (NAGPRA Law 10.14)

- The Native American Graves Protection and Repatriation Act (NAGPRA), Public Law-101-601, 25 U.S.C. 3001 et seq., 104 Stat. 3048.
- CEQA Guidelines Section15064.5, PRC 5097.98 (d)(1).
- The United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).

If you are receiving these measures, The Gabrieleño Band of Mission Indians Kizh -Nation are the direct lineal descendants of your project area. The Kizh Nation ONLY responds and consults on projects within their ANCESTRAL tribal territory. Therefore, to remain in compliance with above referenced laws and to enable our Tribe with the ability to protect and preserve our last remaining and irreplaceable Tribal Cultural Resources, it is recommended that the project applicant retain a qualified professional tribal monitor/consultant from the Gabrieleño Band of Mission Indians Kizh -Nation. The Kizh Nation possesses Tribal archives including documented historical information as well as multiple members who possess unique knowledge derived from oral tradition passed down through generations of the Tribe in order to provide the expertise needed to identify whether a project is located within a culturally sensitive area given its proximity to village areas, commerce areas, recreation areas, ceremonial areas, and burial locations.

Native American Heritage Commission (NAHC) Guidelines for Native American Monitors/Consultants (approved 9/13/05): By acting as a liaison between Native American, archaeologist, developers, contactors and public agency, a Native American monitor/consultant can ensure that cultural features are treated appropriately from the Native American point of view. This can help others involved in a project to coordinate mitigation measures. These guidelines are intended to provide prospective monitors/consultants, and people who hire monitors/consultants, with an understanding of the scope and extant of knowledge that should be expected.

Mitigation Guidelines for Tribal Cultural Resources (TCRs): CEQA now defines TCRs as an independent element separate from archaeological resources. Environmental documents shall address a separate Tribal Cultural Resources section that includes a thorough analysis of the impacts to only TCRs and includes separate and independent mitigation measures created with tribal input under AB-52 consultations. Therefore, all agreements, mitigation, and conditions of approval regarding TCRs shall be handled solely with the Tribal Government and conversely all agreements, mitigation, and conditions of approval regarding Archaeological Resources shall be handled by an Archaeological resource company.

MITIGATION MEASURES

Retain a Native American Monitor/Consultant: The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and

Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

Unanticipated Discovery of Human Remains and Associated Funerary Objects:
Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

Resource Assessment & Continuation of Work Protocol:

Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Kizh-Gabrieleno Procedures for burials and funerary remains:

If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Treatment Measures:

Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

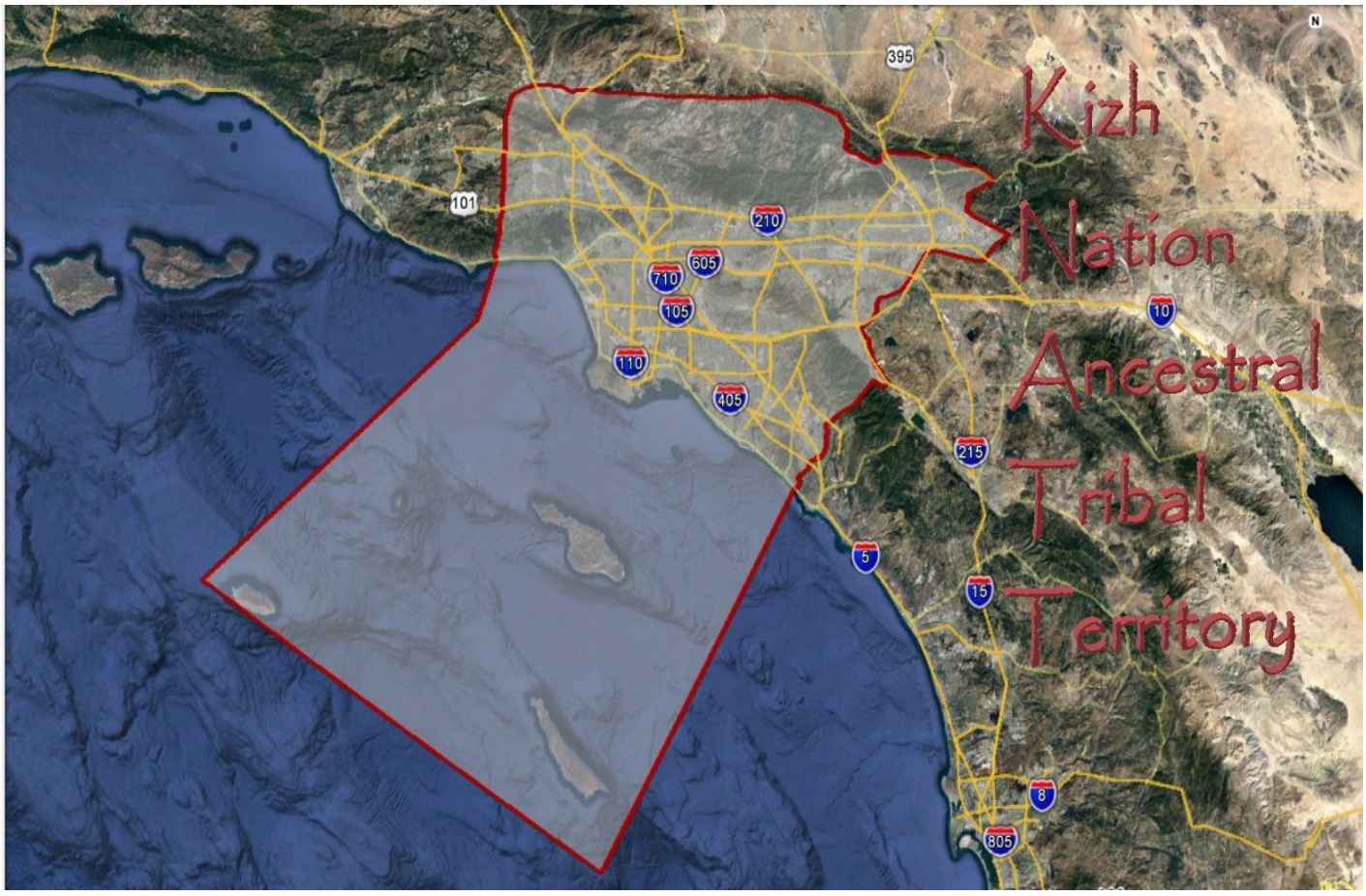
Acceptance of Tribal Government Recommended Mitigation Measures:

By _____ Date: _____
Lead Agency Representative Signature

Revised: August 2018

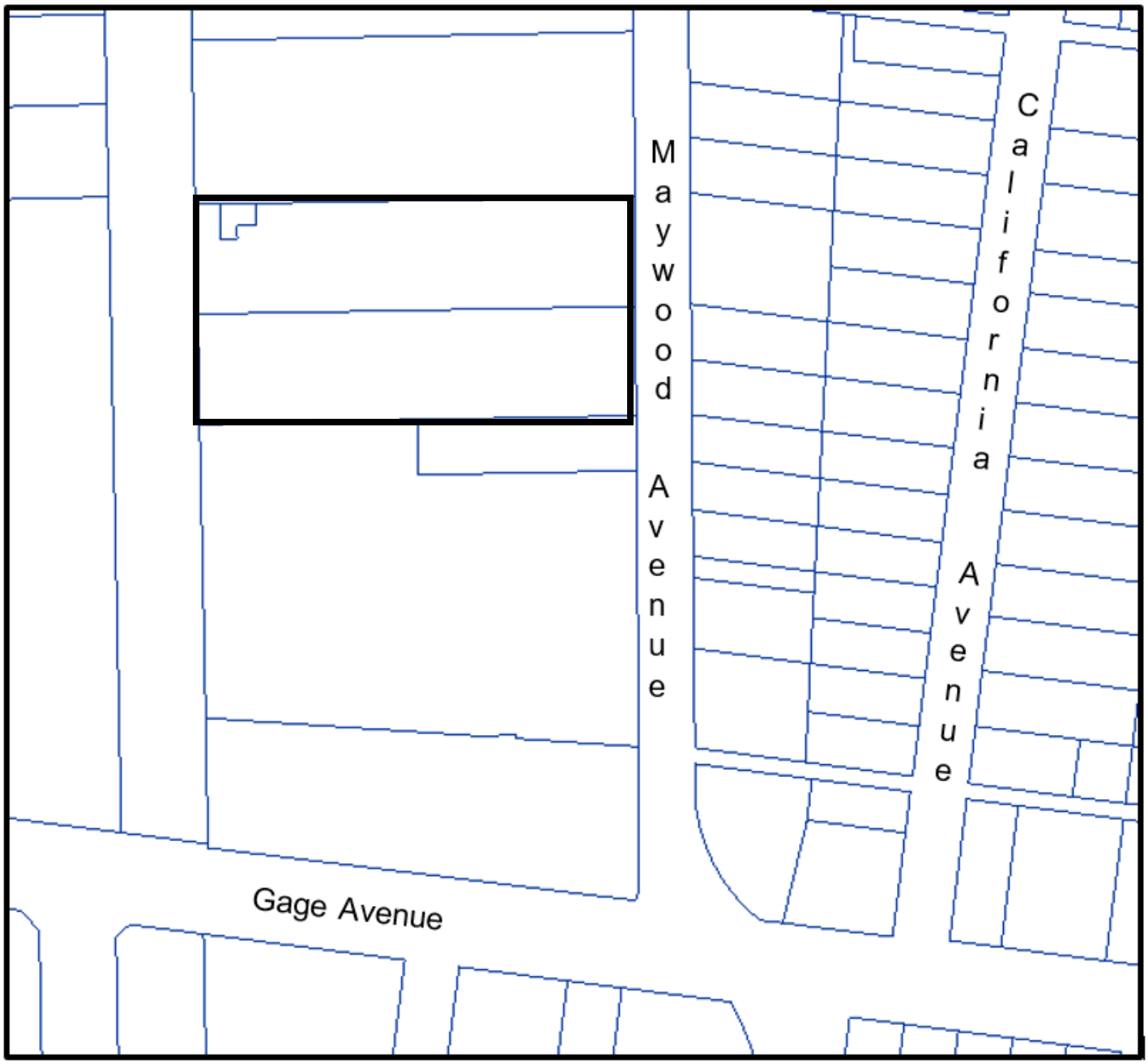
Attachment A

Kizh Nation Ancestral Tribal Territory extended along the coast from Malibu Creek in Los Angeles County down to Aliso Creek in Orange County and encompassed the Channel Islands of Catalina (Pimugna), San Nicolas (Haraasnga), and San Clemente (Kiinkenga). Our inland border was the San Gabriel Mountains (Hidakupa) and eastwardly our territory extended to parts of San Bernardino (Waatsngna), Orange, and Riverside counties.



VICINITY MAP

EXHIBIT G **CASE NO.** 2018-09 CUP/DP


Maywood Avenue
California Avenue
Gage Avenue

ASSESSOR'S PARCEL MAP

EXHIBIT H **CASE NO.** 2018-09 CUP/DP

6318 | 7

2004

SCALE 100'

950612020110001-12
960708050080001-12
200008040300400 1-12
200108221601500 1-12
200306101000400 2-22
20031015

N

RANDOLPH PL.

19

MAYWOOD AVE.

65 50

N.0°12'57"W.

ST. 50

85.72 | 100 | 100 | 50 | 50 | 100 | 100 | 50 | 50 | 100 | 100 | 126.42

R=17.46 29.76

78

AVE.

0.39 Ac. = 16,988 □'

203.74

11

85 N.7°13'20"E.

10 0.41 Ac. = 17,860 □'

N.82°47'15"W. 411.88

217.18

205.11

3.03

406.76 | 405.63 | 404.50 | 403.37 | 402.25 | 401.12 | 400 | 398.87

834 | 833 | 832 | 831 | 830 | 829 | 828 | 827 | 826 | 825 Por.

7 112,043 □'

6 60,632 □'

Formerly shown as SBE 2547-19-620, Par 1

12 39,270± □'

13 1,010± □'

4 40,168 □'

3

200 | 200

50

N.89°27'03"W.

2 103,510± □'

1 51,200± □'

N.4°26'55"E. 0.10

112 199.76

26.58

824 Por.

135.76

180.17

N.85°33'05"W. 260.82

199.64

200.16

LUCILE AVE.

BK. 6324

GAGE AVE.

78

50 | 85.85 | 3 | 153.20 | 100.01 | 50 | 50 | 100.01 | 100.01 | 100 | 100.01 | 100 | 67.52 | 125

S.0°51'38"E.

UND. 1/2 INT. (902) CITY OF L.A.

0.01± Ac. = 440± □'

CITY OF LONG BEACH (903) UND. 1/2 INT.

CITY OF L.A. (900) UND. 1/2 INT.

CITY OF LONG BEACH (901) UND. 1/2 INT.

2.12 Ac.

80

R. S. 161 — 76 — 85

40

RANDOLPH O.R. 16102-12

BK. 6319

SALT LAKE AVE.

13483

SAN ANTONIO RANCHO P. 1-389

TRACT NO. 3398 M.B. 37-43

703-1&22
6318-6