CITY OF HUNTINGTON PARK

City Council

Regular Meeting

Agenda

Tuesday, August 2, 2022

6:00 p.m.
City Hall Council Chambers
6550 Miles Avenue, Huntington Park, CA 90255

Eduardo "Eddie" Martinez
Mayor

Marilyn Sanabria
Vice Mayor

Karina Macias
Council Member

Graciela Ortiz
Council Member

Manuel "Manny" Avila
Council Member

All agenda items and reports are available for review in the City Clerk's Office and www.hpca.gov. Any writings or documents provided to a majority of the City Council regarding any item on this agenda (other than writings legally exempt from public disclosure) will be made available for public inspection in the Office of the City Clerk located at 6550 Miles Avenue, Huntington Park, California 90255 during regular business hours, 7:00 a.m. to 5:30 p.m., Monday – Thursday, and at the City Hall Council Chambers during the meeting.

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.

PLEASE SILENCE ALL CELL PHONES AND OTHER ELECTRONIC EQUIPMENT WHILE COUNCIL IS IN SESSION. Thank you.

PLEASE NOTE--The numerical order of items on this agenda is for convenience of reference. Items may be taken out of order upon request of the Mayor or Members of the City Council. Members of the City Council and the public are reminded that they must preserve order and decorum throughout the Meeting. In that regard, Members of the City Council and the public are advised that any delay or disruption in the proceedings or a refusal to obey the orders of the City Council or the presiding officer constitutes a violation of these rules.

- The conduct of City Council meetings is governed by the portion of the California Government Code commonly known as the "Brown Act" and by the Huntington Park City Council Meeting Rules of Procedure.

- The City Council meeting is for conducting the City's business, and members of the audience must obey the rules of decorum set forth by law. This means that each speaker will be permitted to speak for three minutes to address items that are listed on the City Council agenda or topics which are within the jurisdictional authority of the City.

- No profanity, personal attacks, booing, cheering, applauding or other conduct disruptive to the meeting will be permitted. Any person not adhering to the Rules of Procedure or conduct authorized by the Brown Act may be asked to leave the Council Chambers.

- All comments directed to the City Council or to any member of the City Council must be directed to the Mayor (or Chairperson if Mayor is absent).

We ask that you please respect the business nature of this meeting and the order required for the proceedings conducted in the Council Chambers.

PUBLIC COMMENT

Hybrid virtual/in-person meetings are held pursuant to AB361 because state and local officials are recommending measures to promote social distancing. If you would like to comment on any listed Agenda Items or Non-Agenda Items, please email the City Clerk's office at publiccomment@hpca.gov or Esarmiento@hpca.gov or by telephone, by calling (323) 584-6297, up to one (1) hour, prior to the start of the meeting. Public Comments will then be read during public comment and made part of the record. Below is the virtual link and toll free phone number to participate in the meeting.

JOIN VIRTUALLY AT:

https://zoom.us/j/97897123169?pwd=NkhsNEFacUZCMmJyVFRkOFBsQXZMdz09

OR PARTICIPATE BY PHONE AT:

- **Toll Free: 669-900-9128,**
- **Meeting ID: 978 9712 3169, then #**
- **Password: 632516**

*ATTENDEES WILL BE MUTED UNTIL THE PUBLIC PARTICIPATION PERIOD IS OPENED. If you are joining by phone, press *9 to be placed in the queue to speak and *6 to unmute your line. Comments from the public are limited to 3 minutes per speaker.*

In the interest of Public Health and Safety in order to minimize the spread of the COVID 19 virus, you are strongly encouraged to observe the City Council meetings on the City of Huntington Park's website at www.hpca.gov or virtually via the Zoom link provided above.

The City of Huntington Park thanks you in advance for your cooperation.

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.**

All comments or queries shall be addressed to the Council as a body and not to any specific member thereof. Pursuant to Government Code Section 54954.2(a)(2), the Ralph M. Brown Act, no action or discussion by the City Council shall be undertaken on any item not appearing on the posted agenda, except to briefly provide information, ask for clarification, provide direction to staff, or schedule a matter for a future meeting.

Additions/Deletions to Agenda

Items of business may be added to the agenda upon a motion adopted by a minimum two-thirds vote finding that there is a need to take immediate action and that the need for action came to the attention of the City or Agency subsequent to the agenda being posted. Items may be deleted from the agenda upon the request of staff or Council.

Important Notice

The City of Huntington Park shows replays of City Council Meetings on Local Access Channel 3 and over the Internet at www.hpca.gov. NOTE: Your attendance at this public meeting may result in the recording and broadcast of your image and/or voice.

CALL TO ORDER

ROLL CALL

Mayor Eduardo "Eddie" Martinez
Vice Mayor Marilyn Sanabria
Council Member Karina Macias
Council Member Graciela Ortiz

INVOCATION

PLEDGE OF ALLEGIANCE

PRESENTATION(S)

None

PUBLIC COMMENT

Hybrid virtual/in-person meetings are held pursuant to AB361 because state and local officials are recommending measures to promote social distancing, any emailed public comment will be read into the record at this time.

Pursuant to Government Code Section 54954.3(a) Members of the public will have an opportunity to address the City Council on items listed on this agenda. For items on this agenda 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.

STAFF RESPONSE

RECESS TO CLOSED SESSION

CLOSED SESSION

1. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
   Government Code Section 54956.9(d)(1)
   Construction Industry Force Account Council v. City of Huntington Park
   Los Angeles Superior Court Case No. 20STCPO3947

2. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
   Government Code Section 54956.9(d)(4)
   Consideration of initiation in one potential case

3. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
   Government Code Section 54956.9(d)(2)

CLOSED SESSION ANNOUNCEMENT

CONSENT CALENDAR

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

OFFICE OF THE CITY CLERK

1. CITY COUNCIL MEETING MINTUES

RECOMMENDED THAT CITY COUNCIL:

Approve Minute(s) of the following City Council Meeting(s):
1-1. Regular City Council Meeting held July 5, 2022
1-2. Special City Council Meeting held July 12, 2022

FINANCE

2. CHECK REGISTERS

RECOMMENDED THAT CITY COUNCIL:

Approve Accounts Payable and Payroll Warrant(s) dated August 2, 2022;
Approve Accounts Payable and Payroll Warrant(s) dated July 19, 2022

END OF CONSENT CALENDAR

REGULAR AGENDA

PUBLIC WORKS

3. CONSIDERATION AND APPROVAL TO SUBMIT A GRANT FUNDING APPLICATION FOR THE HIGHWAY SAFETY IMPROVEMENT PROGRAM CYCLE 11

RECOMMENDED THAT CITY COUNCIL:

1. Authorize staff to submit a grant funding application for the Highway Safety Improvement Program Cycle 11 to the California Department of Transportation; and

2. Authorize the City Manager to sign all applicable documents.

4. CONSIDERATION AND APPROVAL TO SUBMIT A FUNDING APPLICATION FOR THE SAFE STREETS AND ROADS FOR ALL PROGRAM

RECOMMENDED THAT CITY COUNCIL:

1. Authorize staff to submit a funding application for the Safe Streets and Roads for All Program (SS4A); and

2. Authorize the City Manager to sign all applicable documents.

FINANCE

5. CONSIDERATION AND APPROVAL OF A RESOLUTION FIXING THE ANNUAL PENSION TAX RATE TO PAY THE CITY'S PENSION OBLIGATION BOND ANNUAL DEBT SERVICE AND A PORTION OF THE COST OF THE PUBLIC EMPLOYEES' RETIREMENT SYSTEM FOR FISCAL YEAR 2022-2023

RECOMMENDED THAT CITY COUNCIL:

1. Adopt Resolution No. 2022-24, Fixing the Rate of Taxes to Pay the Cost of the Public Employees Retirement System for the Fiscal Year 2022-2023 and Levying Taxes for Said Retirement System to the Fiscal Year Beginning July 1, 2022.

COMMUNITY DEVELOPMENT

6. CONSIDERATION AND APPROVAL TO AWARD PROFESSIONAL SERVICES AGREEMENT TO PROVIDE COMMUNITY DEVELOPMENT COMPLIANCE SERVICES

RECOMMENDED THAT CITY COUNCIL:

1. Award a One (1) year professional service agreement (PSA) with an option of two, one-year extensions to provide professional management and administrative services related to the implementation of the City's Community Development Block Grant program and other programs funded through the U.S. Department of Housing and Urban Development (HUD) to the sole responsive and responsible proposer, Michael Baker International for an amount of $84,500;

2. Approve the hourly rate schedule for as-needed services related to CDBG and HOME programs.

3. Authorize the City Manager to execute the PSA.

END OF REGULAR AGENDA

PUBLIC HEARINGS

FINANCE

7. CONSIDERATION AND APPROVAL OF A RESOLUTION AUTHORIZING COLLECTION OF DELINQUENT REFUSE CHARGES PURSUANT TO SECTION 6-2.112 OF THE CITY OF HUNTINGTON PARK'S MUNICIPAL CODE (172.54 REFUSE COLLECTION FEES)

RECOMMENDED THAT CITY COUNCIL:

1. Conduct a public hearing;

2. Take public testimony;

3. Adopt Resolution No. 2022-23, Directing the County Assessor to include delinquent refuse collection fees as a special assessment to be collected at the same time and in the same manner as County taxes (172.54 Refuse Collection Fees).

8. CONSIDERATION AND APPROVAL OF A RESOLUTION ESTABLISHING AND ORDERING THE LEVY AND COLLECTION OF THE ANNUAL SPECIAL TAX FOR THE CITY OF HUNTINGTON PARK STREET LIGHTING, PARKS AND LANDSCAPING SPECIAL TAX DISTRICT FOR FISCAL YEAR 2022-2023

RECOMMENDED THAT CITY COUNCIL:

1. Conduct a public hearing;

2. Take public testimony; and

3. Adopt Resolution No. 2022-28 Establishing and Ordering the Levy and Collection of the Annual Special Tax for the City of Huntington Park Street Lighting, Parks and Landscaping Special Tax District for Fiscal Year 2022-2023.

COMMUNITY DEVELOPMENT

9. APPEAL OF PLANNING COMMISSION DECISION: 3100 FLORENCE AVENUE: NEW CAR WASH PLANNING COMMISSION CASE NO. 2020-04 CUP DP

RECOMMENDED THAT CITY COUNCIL:

1. Following a public hearing and public testimony, adopt the attached resolution to deny Case No. 2020-04 with the findings therein.

10. APPEAL OF PLANNING COMMISSION DECISION: 6032-6023 SANTA FE AVENUE: REQUEST TO REVOKE (OR MODIFY) CONDITIONAL USE PERMIT FOR BILLIARDS HALL PLANNING COMMISSION CASE NO. 2013-07 CUP

RECOMMENDED THAT CITY COUNCIL:

1. Following a public hearing and testimony, adopt the attached resolution to revoke Conditional Use Permit Case No. 2022-25 with the findings therein.

11. CONSIDERATION AND ADOPTION OF THE CITY OF HUNTINGTON PARK'S FISCAL YEAR 2022-2023 ANNUAL ACTION PLAN

RECOMMENDED THAT CITY COUNCIL:

1. Conduct a public hearing;

2. Take public testimony;

3. Adopt the Fiscal Year 2022-2023 Annual Action Plan;

4. Authorize City Manager to prorate allocations to projects and programs with FY 2022-2023 CDBG and HOME entitlement allocations;

5. Authorize City Manager to execute all required documents for transmittal to the U.S. Department of Housing and Urban Development Department (HUD); and

6. Amend the Fiscal Year 2022-2023 Budget in accordance with the approved Fiscal Year 2022-2023 Annual Action Plan.

END OF PUBLIC HEARING ITEMS

DEPARTMENTAL REPORTS (Information only)

WRITTEN COMMUNICATIONS

COUNCIL COMMUNICATIONS

Council Member Karina Macias Council

Member Graciela Ortiz

Vice Mayor Marilyn Sanabria

Mayor Eduardo "Eddie" Martinez

ADJOURNMENT

The City of Huntington Park City Council will adjourn to a Regular Meeting on Tuesday, August 16, 2022 at 6:00 P.M.

I, Eduardo Sarmiento, hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted at City of Huntington Park City Hall and made available at www.hpca.gov not less than 72 hours prior to the meeting. Dated this 28th day of July 2022.

Eduardo Sarmiento, City Clerk

ATTACHMENT "A"

MINUTES

Special Meeting of the
City of Huntington Park City Council
Tuesday, July 12, 2022

The City Council hybrid virtual/in-person meetings are held pursuant to AB361 because state and local officials are recommending measures to promote social distancing conducted this meeting in accordance with

The regular meeting of the City Council of the City of Huntington Park, California was called to order at 11:05 a.m. on Tuesday, July 12, 2022, in the Council Chambers at City Hall, 6550 Miles Avenue, Huntington Park, California; Mayor Graciela Ortiz presiding.

PRESENT: Councilmember(s): Marilyn Sanabria, Karina Macias, Vice-Mayor Eduardo "Eddie" Martinez, and Mayor Graciela Ortiz. Councilmember Manny Avila was absent.

CITY OFFICIALS/STAFF: Ricardo Reyes, City Manager Ricardo Reyes; Cesar Roldan, Director of Public Works; Raul Alvarez Assistant City Manager; Eduardo Sarmiento, City Clerk; Cosme Lozano, Chief of Police, Director of Finance & Administrative Services – Absent; Steve Foster, Director of Community Development; Sergio Infanzon, Director of Communications; Araceli Almazan City Attorney, Cynthia Norzagaray Director of Parks & Recreation.

Mayor Ortiz directed that Closed Session be moved to the end of the agenda.

City Attorney Arnold Glasman confirmed that Mayor Ortiz, as chair of the Council meeting, has the authority to adjust the agenda's order without a motion.

INVOCATION

Invocation was led by Arnold Glasman.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Councilmember Sanabria

PRESENTATION(S)

1. **PROCLAMATION DECLARING JULY AS PARKS MAKE LIFE BETTER MONTH**

PUBLIC COMMENTS

None

STAFF RESPONSE

None

SPECIAL MEETING AGENDA

OFFICE OF THE CITY CLERK

1. **WAIVE FURTHER READING AND ADOPT RESOLUTION RECITING THE FACTS OF THE CONSOLIDATED MUNICIPAL ELECTION HELD ON JUNE 7, 2022**

Prior to voting on the adoption of the resolution, Councilmember Macias suggested a friendly amendment to the motion to include the correction on the resolution to state that Councilmember Avila was re-elected to office. Both Councilmember Sanabria and Mayor Ortiz agreed to the friendly amendment and added the correction of the resolution to the motion.

MOTION: Councilmember Sanabria moved to Adopt Resolution 2020-21; Reciting the Facts of the Consolidated Municipal Election Held on June 7, 2022, Declaring the Results thereof as Provided by Law, and amending the resolution to read that Councilmember Avila was re-elected to office. Seconded by Mayor Ortiz. Motion carried by unanimous consent.

AYES: Council Member(s): Sanabria, Macias, Vice Mayor Martinez, and Mayor Ortiz

NOES: None

ABSENT: Councilmember Avila

END OF SPECIAL AGENDA

DEPARTMENTAL REPORTS

Director of Parks and Recreation Cynthia Norzagaray shared that the month of July is Parks and Recreation month and every Thursday the Parks and Recreation program will be hosting summer nights at Salt Lake Park and listed the various activities for those Thursdays.

WRITTEN COMMUNICATIONS

None

COUNCIL COMMUNICATIONS

Councilmember Marilyn Sanabria congratulated both Councilmember Macias and Avila for their success re-election and thanked them for their continued service to the residents of Huntington Park. She also thanked Parks and Recreation for their hard work and continued service they provide the community.

Councilmember Karina Macias thanked staff for all their hard work. She then thanked the Huntington Park community for their support and trust in re-elected both herself and Councilmember Avila for another term in office. She also thanked Parks and Recreation and acknowledged all their hard work.

Vice Mayor Eduardo "Eddie" Martinez congratulated both Councilmembers Macias and Avila on their re-elections. He also thanked Parks and Recreation and all staff for their hard work. He closed by reminding all community members to continue their collaborative efforts in keeping the city clean by picking up litter.

Mayor Ortiz congratulated both Councilmembers Macias and Avila on their re-elections and added how it has been an honor to work alongside both. She also thanked Parks and Recreation for all they do for the community of Huntington Park and their nimbleness in stepping up in a variety of ways for the city.

RECESS TO CLOSED SESSION

City Attorney Glass announced that it is now appropriate to adjourn to the closed session portion of the meeting.

Mayor Ortiz recessed to closed session at 11:19 a.m.

CLOSED SESSION

1. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
   Government Code Section 54956.9(d)(1)
   Construction Industry Force Account Council v. City of Huntington Park
   Los Angeles Superior Court Case No. 20STCPO3947

2. CONFERENCE WITH LEGAL COUNSEL – ANTICPATED LITIGATION
   Government Code Section 54956.9(d)(2)

Mayor Ortiz reconvened the Council meeting from Closed Session at 12:11 p.m.

CLOSED SESSION ANNOUNCEMENT

City Attorney Arnold Glasman reported that the record should reflect that with Councilmembers Sanabria, Macias, Vice Mayor Martinez, and Mayor Ortiz the two matters listed on the closed session agenda were discussed. With regard to items one (1), two (2), Council was briefed, and no final action was taken. This concluded the closed session report.

ADJOURNMENT

MOTION: Councilmember Sanabria moved to adjourn the Council meeting, seconded by Councilmember Macias. Motion carried by unanimous consent.

AYES: Council Member(s): Sanabria, Macias, Vice Mayor Martinez, and Mayor Ortiz

NOES: None

ABSENT: Councilmember Avila

Mayor Ortiz adjourned the meeting at 12:12 p.m. The next City of Huntington Park City Council meeting will be held on Wednesday July 20, 2022 at 6:00 pm

Respectfully submitted,

Eduardo Sarmiento, City Clerk

ATTACHMENT "B"

MINUTES

Meeting of the
City of Huntington Park City Council
Tuesday, July 5, 2022

The City Council hybrid virtual/in-person meetings are held pursuant to AB361 because state and local officials are recommending measures to promote social distancing conducted this meeting in accordance with

The regular meeting of the City Council of the City of Huntington Park, California was called to order at 6:04 p.m. on Tuesday, July 5, 2022, in the Council Chambers at City Hall, 6550 Miles Avenue, Huntington Park, California; Mayor Graciela Ortiz presiding.

PRESENT: Councilmember(s): Marilyn Sanabria, Karina Macias, Vice-Mayor Eduardo "Eddie" Martinez, and Mayor Graciela Ortiz. Councilmember Manny Avila was absent.

CITY OFFICIALS/STAFF: Ricardo Reyes, City Manager Ricardo Reyes; Cesar Roldan, Director of Public Works; Raul Alvarez Assistant City Manager; Eduardo Sarmiento, City Clerk; Cosme Lozano, Chief of Police, Director of Finance & Administrative Services – Absent; Steve Foster, Director of Community Development; Sergio Infanzon, Director of Communications; Araceli Almazan City Attorney, Cynthia Norzagaray Director of Parks & Recreation.

INVOCATION

Invocation was led by Mayor Ortiz.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Councilmember Macias

PRESENTATION(S)

1. **PRESENTATION ON GOVERNOR'S EXECUTIVE ORDER N-7-22**

PUBLIC COMMENTS

The following person provided public comment:

1. Benjamin Macias

STAFF RESPONSE

Mayor Ortiz directed staff to look into the possibility of placing a stop sign on Belgrave Ave through the traffic authority.

City Manager Reyes announced that Item #3 on the regular agenda has been updated and is available for the public.

CLOSSED SESSION

City Attorney Almazan stated that it is appropriate to recess to closed session.

Mayor Ortiz recessed into closed session at 6:14 p.m.

1. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Government Code Section 54956.9(d)(1) Construction Industry Force Account Council v. City of Huntington Park Los Angeles Superior Court Case No. 20STCPO3947

2. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Government Code Section 54956.9(d)(4) Consideration of initiation in one potential case

Mayor Ortiz reconvened the Council meeting from Closed Session at 6:51 p.m.

CLOSED SESSION ANNOUNCEMENT

City Attorney Almazan reported that the record should reflect that with Councilmembers Sanabria, Macias, Vice Mayor Martinez, and Mayor Ortiz the two (2) matters listed on the closed session agenda were discussed. With regard to items one (1), two (2), Council was briefed, and no final action was taken. This concluded the closed session report.

CONSENT CALENDAR

OFFICE OF THE CITY CLERK

Prior to voting on the consent calendar Mayor Ortiz mentioned that the record should reflect that June 21, 2022 was a regular meeting and not a special meeting as indicated on the City Council agenda.

MOTION: Councilmember Sanabria moved to approve the consent calendar with the clarification regarding June 21, 2022 regular City Council meeting, seconded by Councilmember Macias. Motion carried by unanimous consent.

AYES: Council Member(s): Sanabria, Macias, Vice Mayor Martinez, and Mayor Ortiz

NOES: None

ABSENT: Councilmember Avila

1. CITY COUNCIL MEETING MINTUES

Approve Minute(s) of the following City Council Meeting(s):

1-1. Regular City Council Meeting held June 21, 2022

FINANCE

2. CHECK REGISTERS

Approve Accounts Payable and Payroll Warrant(s) dated June 21, 2022;

END OF CONSENT CALENDAR

REGULAR MEETING AGENDA

3. CONSIDERATION AND APPROVAL TO ADOPT RESOLUTION No. 2022-20 OPPOSING ELIGIBLE TRIBAL GAMING INITIATIVE

MOTION: Mayor Ortiz moved to adopt Resolution No. 2022-20 affirming the City's opposition to "Legalize Sports Betting on American Indian Lands Initiative" related to sports betting on American Indian gaming casinos and licensed racetracks in California; and take such additional, related, action that may be desirable, seconded by Councilmember Sanabria. Motion carried by unanimous consent.

AYES: Council Member(s): Sanabria, Macias, Vice Mayor Martinez, and Mayor Ortiz

NOES: None

ABSENT: Councilmember Avila

PUBLIC WORKS

4. CONSIDERATION AND APPROVAL TO PUBLISH A REQUEST FOR PROPOSAL FOR THE PREVENTATIVE MAINTENANCE OF THE HEATING, VENTILATION, AND AIR CONDITIONING UNITS LOCATED AT ALL CITY FACILITIES

MOTION: Mayor Ortiz moved to authorize staff to publish a Request for Proposal (RFP) to obtain professional services to provide preventative maintenance services of the Heating, ventilation, and air conditioning (HVAC) units located at all City facilities, seconded by Councilmember Sanabria. Motion carried by unanimous consent.

AYES: Council Member(s): Sanabria, Macias, Vice Mayor Martinez, and Mayor Ortiz

NOES: None

ABSENT: Councilmember Avila

5. **CONSIDERATION AND APPROVAL TO PUBLISH A REQUEST FOR PROPOSAL TO OBTAIN SERVICES FROM QUALIFIED CONSULTANTS TO OVERSEE THE ONE-TIME STATE DEPARTMENT OF RESOURCES RECYCLING AND RECOVERY SB 1383 LOCAL ASSISTANCE GRANT PROGRAM**

MOTION: Councilmember Sanabria moved to authorize staff to publish a Request for Proposal to obtain services to oversee and implement the one-time State Department of Resources Recycling and Recovery SB 1383 Local Assistance Grant Program, seconded by Councilmember Macias. Motion carried by unanimous consent.

AYES: Council Member(s): Sanabria, Macias, Vice Mayor Martinez, and Mayor Ortiz

NOES: None

ABSENT: Councilmember Avila

6. **CONSIDERATION AND APPROVAL OF AWARD OF CONTRACT TO PREPARE BID DOCUMENTS FOR FIRE PROTECTION ALARM SERVICES AT THIRTEEN CITY FACILITIES**

MOTION: Councilmember Sanabria moved to award the preparation of bid documents to Radiant Fire & Integration Inc. Dba. Radiant Fire Alarm Systems for a not-to-exceed amount of $98,678.52 payable from Account No. 111-8020-431.76.27; and authorize the City Manager to execute the professional services agreement, seconded by Councilmember Macias. Motion carried by unanimous consent.

AYES: Council Member(s): Sanabria, Macias, Vice Mayor Martinez, and Mayor Ortiz

NOES: None

ABSENT: Councilmember Avila

COMMUNITY DEVELOPMENT

7. CONSIDERATION AND APPROVAL OF A CONTINGENT PARKING LEASE AGREEMENT WITH IBIZA NIGHTCLUB

MOTION: Mayor Ortiz moved to approve a Contingent Parking Lease Agreement with Ibiza Nightclub; and authorize the City Manager to negotiate and execute the final terms of Contingent Parking Lease Agreement, seconded by Councilmember Sanabria. Motion carried by unanimous consent.

AYES: Council Member(s): Sanabria, Macias, Vice Mayor Martinez, and Mayor Ortiz

NOES: None

ABSENT: Councilmember Avila

END OF REGULAR AGENDA

DEPARTMENTAL REPORTS

City Manager Reyes mentioned that Huntington Park Police Chief Lozano is not in attendance at the Council tonight due to the passing of his father. He sent all of city staff thoughts and prayers to Chief Lozano and his family.

Director of Communications Sergio Infanzon provided reminders on upcoming events, including the summer nights series conducted by the Parks and Recreation Department and first-time home buyer program session on July 9, 2022.

Director of Community Development Steve Forster gave an update related to the first-time home buyer program.

WRITTEN COMMUNICATIONS

None

COUNCIL COMMUNICATIONS

Councilmember Marilyn Sanabria echoed the City Manager in sending her thoughts and prayers to the Lozano family during this difficult time.

Councilmember Karina Macias thanked staff for all their hard work. She also echoed Councilmember Sanabria in sending thoughts and prayers to the Lozano family.

Vice Mayor Eduardo "Eddie" Martinez thanked staff for all their efforts. He also echoed the sentiment shared by Councilmembers Macias and Sanabria and sent thoughts and prayers to the Lozano family.

Mayor Ortiz thanked staff for a good and concise Council meeting and also shared in sending her thoughts and condolences to the Lozano family.

ADJOURNMENT

Mayor Ortiz adjourned the meeting at 7:07 p.m. The next City of Huntington Park City Council meeting will be held on Tuesday July 19, 2022 at 6:00 pm

Respectfully submitted,

Eduardo Sarmiento, City Clerk

ITEM NO. 2

ATTACHMENT "A"

City of Huntington Park
List of Funds

Fund	Description
111	General Fund
121	Special Revenue Welfare Inmate
122	Prevention Intervention
152	Greenway Linear Park Project
210	Measure M
216	Employees Retirement Fund
217	OPEB
219	Sales Tax - Transit Proposition A
220	Sales Tax - Transit Proposition C
221	State Gasoline Tax Fund
222	Measure R
224	Office of Traffic & Safety
225	Cal Cops Fund
226	Air Quality Improvement Trust
227	Office of Criminal Justice
228	Bureau of Justice Fund
229	Police Forfeiture Fund
231	Parking System Fund
232	Art in Public Places Fund
233	Bullet Proof Vest Grant
239	Federal Community Development Block Grant
242	HUD Home Program
275	Successor Agency
283	Sewer Maintenance Fund
285	Solid Waste Management Fund
287	Solid Waste Recycle Grant
334	Ped/Bike Path Fund
475	Public Financng Authority
535	Street Lighting and Landscape
681	Water Department Fund
741	Fleet Maintenance
745	Self-Insurance Fund

City of Huntington Park
Demand Register
08/02/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
ADLERHORST INTERNATIONAL LLC	108514	111-7010-421.61-20	DOG SUPPLIES	226.28
				$226.28
ALVAREZ-GLASMAN & COLVIN	HPE07012022	111-0220-411.32-70	LEGAL SERVICES APRIL 2022	65,717.53
				$65,717.53
AMAZON.COM SERVICES, INC.	1LC3-VHP7-GVPD	111-6020-451.61-35	PARKS & REC SUPPLIES	10.46
	17T4-9CR4-41YQ	111-8020-431.61-20	PW SUPPLIES	16.52
				$26.98
AT&T	5/22-6/21	111-6010-419.53-10	SALT LAKE CAMERAS	106.29
	6/4-7/3	111-7010-421.53-10	PD PHONE DISPATCH	343.06
	6/7-7/6	111-7010-421.53-10	PD WIRELESS PHONES	1,177.54
	5/21-6/20	111-9010-419.53-10	COMMUNITY CENTER	136.24
	5/23-6/22	111-9010-419.53-10	PUBLIC WORKS YARD	90.25
	5/28-6/27	111-9010-419.53-10	FREEDOM PARK	79.54
	7/5-8/4	121-7040-421.56-14	PD INMATE PHONE SERVICES	64.91
				$1,997.83
AY NURSERY INC.	0118894	535-8090-452.61-20	PURCHASE OF TREES	1,892.25
				$1,892.25
BEAR ELECTRICAL SOLUTIONS, INC	16136	221-8014-429.56-41	TRAFFIC SIGNAL MAINTENANC	7,125.00
				$7,125.00
BOB BARKER COMPANY INC.	INV1787959	121-7040-421.56-14	JAIL SUPPLIES	249.31
	INV1787984	121-7040-421.56-14	JAIL SUPPLIES	175.73
	INV1788841	121-7040-421.56-14	JAIL SUPPLIES	610.61
				$1,035.65
BRINK'S INCORPORATED	4949489	111-9010-419.33-10	SVCS TRANS& MONEY PROCESS	295.14
	4949490	111-9010-419.33-10	SVCS TRANS& MONEY PROCESS	142.01
				$437.15
CALIFORNIA FRAME & AXLE	69114	219-8085-431.43-21	PARTS FOR SHUTTLE #002	163.46
				$163.46
CAMPAIGNREP INC	CRHPMRI0422	111-0210-413.56-41	SOFTWARE SVCS APRIL 2022	6,650.00
	CRHPMRI0522	111-0210-413.56-41	SOFTWARE SVCS MAY 2022	6,650.00
	CRHPMRI0622	111-0210-413.56-41	SOFTWARE SVCS JUNE 2022	6,650.00
	CRHPPPUI0422	111-0210-413.56-41	SOFTWARE SVCS APRIL 2022	4,457.82
	CRHPPPUI0522	111-0210-413.56-41	SOFTWARE SVCS MAY 2022	1,320.38
	CRHPPPUI0622	111-0210-413.56-41	SOFTWARE SVCS JUNE 2022	5,009.66
				$30,737.86
CENTRAL BASIN MWD	HP-JUN22	681-8030-461.41-00	IMPORTED WATER JUNE 2022	178,466.77
				$178,466.77
CENTRAL FORD	10750	219-8085-431.43-21	PARTS FOR UNITS	337.83
	10200	741-8060-431.43-20	PARTS FOR POLICE UNIT	464.75
	10443	741-8060-431.43-20	PARTS FOR POLICE UNIT	1,620.94
	10751	741-8060-431.43-20	PARTS FOR UNITS	246.96
	10853	741-8060-431.43-20	PARTS FOR UNITS	400.37
	10999	741-8060-431.43-20	PARTS FOR UNITS	1,335.34
	11060	741-8060-431.43-20	PARTS FOR UNITS	55.81
	11061	741-8060-431.43-20	PARTS FOR UNITS	541.42

City of Huntington Park
Demand Register
08/02/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
CENTRAL FORD	11096	741-8060-431.43-20	PARTS FOR UNITS	469.86
	11109(11061)	741-8060-431.43-20	PARTS FOR UNITS	97.51
	11158	741-8060-431.43-20	PARTS FOR UNITS	106.58
	11253	741-8060-431.43-20	PARTS FOR UNITS	119.80
	11304	741-8060-431.43-20	PARTS FOR UNITS	166.12
				$5,963.29
CHARTER COMMUNICATIONS	7/7-8/6	111-7010-421.53-10	PD FIBER INTERNET	1,650.00
	6/19-7/18	111-9010-419.53-10	CITY HALL BACK UP INTERNET	204.97
	6/2-7/1	111-9010-419.53-10	CITY HALL BACK UP INTERNET	1,999.00
	7/1-7/31	121-7040-421.56-14	JAIL TV SERVICES	356.51
				$4,210.48
CITY TRAFFIC COUNTERS	301037	221-8010-431.61-21	DIRECTIONAL SPEED PROFILE	425.00
	301039	221-8010-431.61-21	DIRECTIONAL SPEED PROFILE	425.00
				$850.00
CLINICAL LAB OF SAN BERNARDINO, INC	2201101	681-8030-461.56-41	WATER QUALITY TESTING	849.75
				$849.75
COMMERCIAL TIRE COMPANY	1-173697	741-8060-431.43-20	TIRES FOR PD UNITS	770.89
	1-173981	741-8060-431.43-20	TIRES FOR PD UNITS	1,167.79
	1-173989	741-8060-431.43-20	TIRES FOR PD UNITS	1,065.18
				$3,003.86
COUNTY OF LOS ANGELES DEPT	FY2022-23	111-9010-419.31-50	LAFCO-2022-23	1,892.02
				$1,892.02
DAPEER, ROSENBLIT & LITVAK	20420	111-7010-421.56-41	PROFESSIONAL SERVICES	35.00
				$35.00
DATAPROSE, INC.	DP2202464	681-3022-415.53-20	WATER BILLS & POSTAGE	1,006.07
	DP2202464	681-3022-415.56-41	WATER BILLS & POSTAGE	646.94
				$1,653.01
DAY WIRELESS SYSTEMS	INV731646	111-7010-421.56-41	RECURRING BILLLING SVCS	1,696.90
				$1,696.90
DE LAGE LANDEN	7/1-7/31	111-9010-419.44-10	COPIER LEASE	2,226.05
				$2,226.05
DELTA DENTAL INSURANCE COMPANY	BE005014747	111-0000-217.50-20	DELTA CARE MONTH BENEFITS	2,236.41
				$2,236.41
DEPARTMENT OF ANIMAL CARE & CONTROL	07252022	111-7065-441.56-41	ANIMAL CARE &CONTROL JUNE	14,762.48
				$14,762.48
DEPARTMENT OF JUSTICE	589874	111-7030-421.56-41	FINGERPRINT APPS	253.00
				$253.00
DUNN EDWARDS CORPORATION	2009342359	111-8095-431.61-50	PAINT GRAFFITI REMOVAL	245.74
				$245.74
ELITE IRON DOORS & FENCES INC	21597	111-8020-431.43-10	DOOR REPLACEMENT PART	110.00
				$110.00
				$200.00
EWING IRRIGATION PRODUCTS, INC.	17236424	535-8090-452.61-20	GARDENING SUPPLIES	681.32
				$681.32
EXPRESS TRANSPORTATION SERVICES LLC	HPE07012022	111-0000-362.20-15	FIXED ROUTE TRANSIT SVCS	-2,500.00
	HPE07012022	219-0000-340.30-00	FIXED ROUTE TRANSIT SVCS	-1,585.80

City of Huntington Park
Demand Register
08/02/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
EXPRESS TRANSPORTATION SERVICES LLC	HPE07012022	219-8085-431.56-43	FIXED ROUTE TRANSIT SVCS	37,556.98
	HPE07012022	220-8085-431.56-43	FIXED ROUTE TRANSIT SVCS	50,347.81
	HPE07012022	222-8010-431.56-43	FIXED ROUTE TRANSIT SVCS	14,138.61
				$97,957.60
FERGUSON ENTERPRISES INC	1547568	111-8023-451.61-20	COMMERCIAL FAUCETS SINKS	855.88
				$855.88
FUNFLICKS OF SO CAL, LLC.	10036167	232-6010-466.55-56	PERFORIMING ARTS AT PARK	874.94
				$874.94
GABRIELAS PARTY RENTAL	0328630	111-0110-411.66-05	COCKTAIL TABLES	170.00
				$170.00
GATEWAY CITIES COUNCIL OF	06232022	111-0240-466.64-00	MEMBERSHIP FISCAL 22-23	22,050.00
				$22,050.00
GEORGE CHEVROLET	155395	741-8060-431.43-20	CAR WASH POLICE UNITS	106.53
				$106.53
GOODIES UNIFORMS	40	111-7022-421.61-24	PD UNIFORM BUTTONS	16.48
				$16.48
GUILLERMO PORTILLO	GP050322	745-9031-413.52-30	PROPERTY DAMAGE REIMBURSE	807.57
				$807.57
GUSTAVO GONZALEZ	HP030042809	111-0000-351.10-10	PARKING CITATION REFUND	55.00
	HP030042926	111-0000-351.10-10	PARKING CITATION REFUND	55.00
				$110.00
H.P. TEST ONLY	021711	741-8060-431.43-20	SMOG CHECK POLICE UNIT	35.00
				$35.00
HASA, INC.	828552	681-8030-461.41-00	SODIUM HYPOCHLORI WELL 12	226.88
	828556	681-8030-461.41-00	SODIUM HYPOCHLORI WELL 18	228.41
	828558	681-8030-461.41-00	SODIUM HYPOCHLORI WELL 14	113.44
	830157	681-8030-461.41-00	SODIUM HYPOCHLORI WELL 14	155.67
	830273	681-8030-461.41-00	SODIUM HYPOCHLORI WELL 12	259.45
	830274	681-8030-461.41-00	SODIUM HYPOCHLORI WELL 18	261.16
				$1,245.01
HDL COREN & CONE	SIN019935	111-9010-419.56-41	CONTRACT SVCS JULY-SEPT	2,240.20
				$2,240.20
HECTOR G. MORENO	5090	111-6060-466.33-20	TAEKWONDO 5090	864.00
	5096	111-6060-466.33-20	TAEKWONDO 5096	1,296.00
				$2,160.00
HG GRAPHIC AND PRINTING	1833	111-5010-419.61-20	ENVELOPE GRAPHICS	224.48
				$224.48
INFRAMARK LLC	80253	681-0000-228.30-10	SERIVES FOR PROJECT	49,518.00
				$49,518.00
INFRASTRUCTURE ENGINEERS	27705	111-5010-419.56-49	PROJECT BUILDING SERVICES	58,727.50
	27710	111-5010-419.56-49	PRJECT PLANNING SERVICES	34,237.50
	27770	111-5010-419.56-49	BUILDING & SAFETY PLAN	26,341.18
	27771	111-5010-419.56-49	BUILDING & SAFETY PLAN	5,236.00
	27715	111-8080-431.56-62	CITY ENGINEERING SERVICES	10,292.00
	27715	221-8010-431.56-41	CITY ENGINEERING SERVICES	5,733.00
	27000	221-8010-431.76-12	DESIGN AND CONTRUCTION	14,560.50

City of Huntington Park
Demand Register
08/02/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
INFRASTRUCTURE ENGINEERS	27741	222-8010-431.76-06	IMPROVEMENT PROJECT	168.00
	27742	222-8010-431.76-06	IMPROVEMENT PROJECT	9,309.00
	27715	222-8080-431.56-41	CITY ENGINEERING SERVICES	25,000.00
				$189,604.68
JOAQUINA RODRIGUEZ	HP0200023329	111-0000-351.10-10	PARKING CITATION REFUND	145.00
	HP040011404	111-0000-351.10-10	PARKING CITATION REFUND	145.00
	HP040011520	111-0000-351.10-10	PARKING CITATION REFUND	145.00
	HP040011621	111-0000-351.10-10	PARKING CITATION REFUND	145.00
				$580.00
JOHNSON CONTROLS SECURITY SOLUTIONS	37630301	111-7010-421.56-41	DEPT SECURITY SVCS	5,305.74
				$5,305.74
KENIA MONSIVAIS	HP010030699	111-0000-351.10-10	PARKING CITATION REFUND	51.00
				$51.00
KONICA MINOLTA BUSINESS SOLUTIONS	281314403	111-6010-451.56-41	COPIER METER READING	725.71
	281332350	111-6010-451.56-41	COPIER LEASE	241.40
				$967.11
LA COUNTY SHERIFF'S DEPT	223407BL	121-7040-421.56-41	INMATE MEAL SERVICE	823.40
				$823.40
LACMTA	HP07152022	219-8085-431.58-50	JUNE2022 POSITION SUMMARY	639.09
				$639.09
LAN WAN ENTERPRISE, INC	73237	111-7010-419.43-15	SVCS MONTHLY MAINT FEE	25,106.00
	73263	111-7010-419.43-15	IT SERVICES MONTHLY FEE	205.50
	73260	111-7010-421.56-41	AGREEMENT MONTH RECURRING	1,704.00
	73237	111-9010-419.43-15	SVCS MONTHLY MAINT FEE	25,106.00
	73263	111-9010-419.43-15	IT SERVICES MONTHLY FEE	205.50
				$52,327.00
LB JOHNSON HARDWARE CO.	121772	111-8023-451.43-10	REPAIRS AT KELLER PARK	51.97
	121897	221-8014-429.61-20	BOLTS FOR TRAFFIC SIGNAL	172.46
	121912	221-8014-429.61-20	BOLTS FOR TRAFFIC SIGNAL	215.61
	121806	741-8060-431.43-20	HARDWARE FOR FLEET STINK	5.67
				$445.71
MAYWOOD MUTUAL WATER COMPANY, NO. 1	4/18-6/16	681-8030-461.62-20	WATER SERVICES	1,721.14
				$1,721.14
NACHO'S LOCK & KEY SERVICE	17317	111-8023-451.43-10	KEYS FOR FREEDOM PARK	80.00
				$80.00
NATIONAL RECREATION AND PARK ASSN	08312022-377449	111-6010-451.64-00	PARKS&MEMBERSHIP-NRPA	175.00
	08312022-388917	111-6010-451.64-00	PARKS&MEMBERSHIP-NRPA	175.00
				$350.00
NCM CARWASH	10088	741-8060-431.43-20	CAR WASH POLICE- APRIL 22	69.46
	10089	741-8060-431.43-20	CAR WASH POLICE- MAY 2022	104.19
	10090	741-8060-431.43-20	CAR WASH POLICE- JUNE 22	46.30
				$219.95
NORMA S ORELLANA	HP020029147	111-0000-351.10-10	PARKING CITATION REFUND	145.00
				$145.00
O'REILLY AUTO PARTS	5655-295534	219-8085-431.43-21	CAR PARTS	101.41
	5655-297863	219-8085-431.43-21	CAR PARTS FOR UNITS	373.75

City of Huntington Park
Demand Register
08/02/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
O'REILLY AUTO PARTS	2959-170224	741-8060-431.43-20	HP ASSISTANCE	518.18
	565-298592	741-8060-431.43-20	CAR PARTS FOR UNITS	363.56
	5655-295215	741-8060-431.43-20	HP ASSISTANCE	47.72
	5655-296090	741-8060-431.43-20	HP ASSISTANCE	154.31
	5655-297423	741-8060-431.43-20	CAR PARTS FOR UNITS	19.86
	5655-297429	741-8060-431.43-20	CAR PARTS FOR UNITS	31.52
	5655-297883	741-8060-431.43-20	CAR PARTS FOR UNITS	681.36
	5655-298490	741-8060-431.43-20	CAR PARTS FOR UNITS	523.29
	5655-298593	741-8060-431.43-20	CAR PARTS FOR UNITS	1,699.72
	5655-299011	741-8060-431.43-20	CAR PARTS FOR POLICE UNIT	171.73
				$4,686.41
OROZCO MARTIN	HP050015311	111-0000-351.10-10	PARKING CITATION REFUND	145.00
				$145.00
OROZCO MATIN	HP010010615	111-0000-351.10-10	PARKING CITATION REFUND	145.00
	HP010010818	111-0000-351.10-10	PARKING CITATION REFUND	145.00
	HP010013593	111-0000-351.10-10	PARKING CITATION REFUND	235.00
	HP020011948	111-0000-351.10-10	PARKING CITATION REFUND	145.00
	HP020012817	111-0000-351.10-10	PARKING CITATION REFUND	141.00
	HP020014907	111-0000-351.10-10	PARKING CITATION REFUND	141.00
	HP030019940	111-0000-351.10-10	PARKING CITATION REFUND	141.00
	HP050013008	111-0000-351.10-10	PARKING CITATION REFUND	150.00
				$1,243.00
PACIFICA SERVICES INC.	346-01	221-8010-431.76-12	STREET RECONSTRUCTION	3,895.00
				$3,895.00
PARKINK	28440	232-6010-466.55-56	PARK EVENT SUPPLIES	1,499.95
				$1,499.95
QDOXS	IN44776	111-8020-431.43-05	XEROX COPIER CONTRACT	25.83
	IN44776	285-8050-432.43-05	XEROX COPIER CONTRACT	25.83
	IN44776	681-8030-461.43-05	XEROX COPIER CONTRACT	25.83
				$77.49
RINCON CONSULTANTS, INC.	39981	111-5010-419.56-49	HP ASSISTANCE	24,409.95
				$24,409.95
RIO HONDO COLLEGE	2122-RG-H-134	111-7010-421.59-15	ENROLLMENT FEES	1,200.00
	X22-50-ZHPK	111-7010-421.59-15	ENROLLMENT FEES	832.00
				$2,032.00
SANCHEZ AWARDS	1797	111-0110-411.66-05	RETIREMENT PLAQUE	70.56
	2070	111-0110-411.66-05	RETIREMENT PLAQUE	189.63
				$260.19
SOUTH COAST AIR QUALITY MGMT DISTR.	4025059	741-8060-431.42-05	ANNUAL RENEWAL FEE	745.88
	4026266	741-8060-431.42-05	EMISSION FEES	151.85
				$897.73
SOUTHEAST COMMUNITY FOUNDATION	000220721	111-9050-462.56-41	TUTORING	15,000.00
	2	111-9050-462.56-41	TUTORING	15,000.00
				$30,000.00
SOUTHERN CALIFORNIA EDISON	6/6-7/5	111-8010-415.62-10	ELECTRICAL SVCS VARIOUS LOCATIONS	324.40
	6/7-7/6	221-8014-429.62-10	ELECTRICAL SVCS 6621 WILSON AVE	69.89

City of Hu...ington Park
Demand Register
08/02/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
SOUTHERN CALIFORNIA EDISON	6/6-7/5	535-8016-431.62-10	ELECTRICAL SVCS 55ST/PACIFIC	53.09
				$447.38
SPARKLETTS	15142085 071422	111-0110-411.66-05	WATER VARIOUS COUNCIL	76.59
	15142085 071422	111-0210-413.61-20	WATER VARIOUS ADMIN	76.60
	15142085 071422	111-1010-411.61-20	WATER VARIOUS CITY CLERK	50.92
	15142085 071422	111-2030-413.61-20	WATER VARIOUS HUMANRESOUR	56.61
	15142085 071422	111-3010-415.61-20	WATER VARIOUS FINANCE GEN	99.33
	15142085 071422	111-5010-419.61-20	WATER VARIOUSCOMM DEVELOP	52.70
	15142085 071422	111-5055-419.61-20	WATER VARIOUS CODE ENFORC	35.14
	15142085 071422	111-6010-451.61-20	WATER VARIOUSMAIN REC CTR	187.75
	15142085 071422	111-8020-431.61-20	WATER VARIOUS PW-ADMIN	280.16
				$915.80
SPRINT SOLUTIONS, INC	6/9-7/8	111-6010-451.56-41	PARKS & REC WALKIE TALKIES	5.40
				$5.40
STACY MEDICAL CENTER	3160-47040	111-7022-421.56-15	PRE BOOKING EXAM	910.00
				$910.00
STANDARD INSURANCE COMPANY	003789170002	111-0000-217.50-70	STANDARD LIFE INS.-JULY	2,412.16
	3789170001	111-0000-217.50-70	JULY STANDARD LIFE INS.	6,912.77
				$9,324.93
STAPLES ADVANTAGE	8066791334	111-1010-411.61-20	OFFICE SUUPLIES-CITYCLERK	52.10
	8066791334	111-3010-415.61-20	OFFICE SUPPLIES-FINANCE	166.65
	8066791334	111-5010-419.61-20	OFFICE SUPPLIES- COMM DEV	296.50
	8066791334	111-6030-451.61-35	OFFICE SUPPLIES-PARK REC	186.28
	8066791334	111-6065-466.61-20	OFFICE SUPPLIES-SENIOR SU	389.94
	8066791334	111-7010-421.61-20	OFFICE SUPPLIIES-POL ADMI	357.43
	8066791334	111-7022-421.61-27	OFFICE SUPPLIIES-JAIL OPE	643.51
				$2,092.41
STAR2STAR COMMUNICATIONS LLC	SUBC00008840	111-9010-419.53-10	VOIP SERVICES	10,730.15
				$10,730.15
STATE CONTROLLER'S OFFICE	FTB-00004902	111-9010-419.56-41	FTB 2021 OFFSET	769.95
				$769.95
SUPERION, LLC	358415	111-7010-421.74-10	AVL LICENSES	4,189.64
	358416	111-7010-421.74-10	MOBILE GPS RECIEVER	992.51
	357002	111-9010-419.43-15	MAY 2022	383.55
	358064	111-9010-419.43-15	2022 AGREEMENT 2577 TRANS	12,888.24
	358691	111-9010-419.43-15	TRANS MGR JUNE 2022	463.05
				$18,916.99
SUPERIOR COURT OF CALIFORNIA	06142022	111-7010-415.56-10	PARKING CITATION MAY 2022	28,109.65
				$28,109.65
T2 SYSTEMS CANADA INC.	INVSTD000062122	111-8010-415.56-41	PAY STATION- RENEW 4/7	22,050.00
				$22,050.00
THE GAS COMPANY	6/8-7/8	111-8023-451.62-10	COURT HOUSE GAS SVCS	36.03
				$36.03
THE PIN CENTER	0622080	111-0110-411.66-05	PURCHASE LABEL PINS	413.00
				$413.00
TIME WARNER CABLE	7/1-7/31	111-7010-421.53-10	ICI SYSTEM PD	703.55
				$703.55

City of Huntington Park
Demand Register
08/02/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
TIREHUB, LLC	24999925	741-8060-431.43-20	TIRES FOR PD UNITS	635.10
	28158496	741-8060-431.43-20	TIRES FOR POLICE UNIT	387.64
				$1,022.74
TOWN HALL STREAMS	14108	111-1010-411.56-41	MONTHLY FACEBOOK LIVE	300.00
				$300.00
UNDERGROUND SERVICE ALERT OF SO CAL	620220130	221-8014-429.56-41	DIG ALERT MONTH OF JUNE	325.15
	DSB20211569	221-8014-429.56-41	CA STATE FEE REGULATORY	118.44
				$443.59
V & V MANUFACTURING, INC.	55377	111-7010-421.61-20	POLICE BADGES	1,418.18
				$1,418.18
VELADA CONSULTING LLC	39	111-0310-413.56-41	CONSULTING SERVICES	7,500.00
	40	111-0310-413.56-41	CONSULTING SVCS 5/21-6/20	7,500.00
				$15,000.00
VISION SERVICE PLAN-CA	815652712	111-0000-217.50-30	MONTHLY VISION SERVICE	7,418.60
	815652721	111-0000-217.50-30	MONTHLY VISION SERVICE	103.60
				$7,522.20
WATER REPLENISHMENT DISTRICT OF	5312022	681-8030-461.41-00	GROUNDWATER PRODUCTION	88,311.16
				$88,311.16
WEST & ASSOCIATES ENGINEERING, INC	10008162207	111-8031-433.76-17	MANAGEMENT OF NPDES	11,350.00
	1008162207A	111-8031-433.76-17	INSPECTION INVENTORY	1,396.00
	1008160605	202-8080-431.76-21	PS AND E FOR CIP	50,500.00
				$63,246.00
WEST GOVERNMENT SERVICES	846629296	111-7030-421.56-41	SUBSCRIPTION CHARGES	779.74
	846710900	111-7030-421.56-41	LIBRARY PLAN CHARGES	77.31
				$857.05
WESTERN EXTERMINATOR COMPANY	109528C	111-7024-421.56-41	EXTERMINATOR SERVICES	58.85
	109528C	111-8020-431.56-41	EXTERMINATOR SERVICES	73.60
	109528C	111-8022-419.56-41	EXTERMINATOR SERVICES	53.45
	109528C	111-8023-451.56-41	EXTERMINATOR SERVICES	100.90
	109528C	535-8090-452.56-60	EXTERMINATOR SERVICES	139.50
				$426.30
WEX BANK	82259967	741-8060-431.62-30	FUEL PURCHASE DEPT	806.30
				$806.30
WILLDAN FINANCIAL SERVICES	010-61665	111-9010-419.56-41	SPECIAL TAX DISTRICT ADMI	125.00
	010-51664	535-8016-431.56-41	SPECIAL TAX DISTRICT ADMI	2,522.26
				$2,647.26
YASMIN CRUZ	5083	111-6060-466.33-20	BALLET SESSIONS	416.00
	5084	111-6060-466.33-20	BALLET SESSIONS	160.00
	5085	111-6060-466.33-20	BALLET SESSIONS	800.00
				$1,376.00
				$1,108,076.32

ATTACHMENT "B"

City of Huntington Park
List of Funds

Fund	Description
111	General Fund
121	Special Revenue Welfare Inmate
122	Prevention Intervention
152	Greenway Linear Park Project
210	Measure M
216	Employees Retirement Fund
217	OPEB
219	Sales Tax - Transit Proposition A
220	Sales Tax - Transit Proposition C
221	State Gasoline Tax Fund
222	Measure R
224	Office of Traffic & Safety
225	Cal Cops Fund
226	Air Quality Improvement Trust
227	Office of Criminal Justice
228	Bureau of Justice Fund
229	Police Forfeiture Fund
231	Parking System Fund
232	Art in Public Places Fund
233	Bullet Proof Vest Grant
239	Federal Community Development Block Grant
242	HUD Home Program
275	Successor Agency
283	Sewer Maintenance Fund
285	Solid Waste Management Fund
287	Solid Waste Recycle Grant
334	Ped/Bike Path Fund
475	Public Financng Authority
535	Street Lighting and Landscape
681	Water Department Fund
741	Fleet Maintenance
745	Self-Insurance Fund

City of Huntington Park
Demand Register
WR 7/19/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
4IMPRINT INC	10113712	232-6010-466.55-56	PERFORMING ARTS & SUPPLY	437.93
				$437.93
ADLERHORST INTERNATIONAL LLC	107855	111-7010-421.61-20	ACCESSORIES & DOG FOOD K9	662.66
				$662.66
ALADDIN LOCK & KEY SERVICE	32139	111-8020-431.43-10	KEYS TO ADMIN	8.81
				$8.81
ALL CITY MANAGEMENT SERVICES, NC	78291	111-7022-421.56-41	SCHOOL CROSSING GUARD SVC	9,799.65
	78575	111-7022-421.56-41	SCHOOL CROSSING GUARD SVC	142.80
				$9,942.45
ANYTHING FOR SALINAS BAND	1015	232-6010-466.55-56	PERFORMING ARTS	2,500.00
				$2,500.00
ARDON WELDING INC.	2302	111-8010-415.61-20	STRUCTURE REPAIR	900.00
				$900.00
ARROYO BACKGROUND INVESTIGATIONS	2791	111-7010-421.56-41	BACKGROUND INVESTIGATION	935.00
				$935.00
ARTURO ADORNO	05252022A1	232-6010-466.55-56	PERFORMING ARTS	2,700.00
				$2,700.00
AT&T	000018374808	111-7010-421.53-10	PD PHONE SERVICE- DISPATCH	387.76
				$387.76
AT&T MOBILITY	X06142022	111-7010-421.53-10	PD WIRELESS PHONES	1,214.04
	X06252022	111-7010-421.53-10	PD WIRELESS PHONES	4,108.59
				$5,322.63
AT&T PAYMENT CENTER	05/28-06/27	111-7010-421.53-10	PD PHONE SERVICE	2,436.26
				$2,436.26
BDG LAW GROUP	31116	745-9031-413.32-70	LEGAL SVCS MONTH MAY2022	452.50
				$452.50
BEAR ELECTRICAL SOLUTIONS, INC	15962	221-8014-429.56-41	TRAFFIC SIGNAL CONTROLLER	9,750.00
				$9,750.00
BENEFIT ADMINISTRATION CORPORATION	6030680-IN	111-2030-413.56-41	ADMIN & BANK FEES MAY2022	50.00
				$50.00
BLACK AND WHITE EMERGENCY VEHICLES	4542	111-7022-421.61-28	UNIT 918 REPAIR	100.00
				$100.00
BSN SPORTS, LLC	305467569	535-8090-452.74-10	BLEACHERS	10,929.94
				$10,929.94
CENTRAL FORD	10010	741-8060-431.43-20	PARTS FOR POLICE UNIT	58.79
	10049	741-8060-431.43-20	PARTS FOR POLICE UNIT	64.67
	20142	741-8060-431.43-20	PARTS FOR POLICE UNIT	180.00
	391416	741-8060-431.43-20	PARTS FOR POLICE UNIT	64.46
	391472	741-8060-431.43-20	PARTS FOR POLICE UNIT	477.72
	391479	741-8060-431.43-20	PARTS FOR POLICE UNIT	149.76
	391531	741-8060-431.43-20	PARTS FOR POLICE UNIT	76.29
	391538	741-8060-431.43-20	PARTS FOR POLICE UNIT	604.86

City of Huntington Park
Demand Register
WR 7/19/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
CENTRAL FORD	391540	741-8060-431.43-20	PARTS FOR POLICE UNIT	147.64
	391646	741-8060-431.43-20	PARTS FOR POLICE UNIT	226.37
				$2,050.56
CHARTER COMMUNICATIONS	0514415063022	111-7010-421.53-10	PD BACKUP INTERNET	669.85
				$669.85
CINDI CAYAX	2120	111-6020-451.56-41	ZUMBA CLASSES AT PARK	735.00
	2120	111-6065-451.57-46	ZUMBA FOR SENIORS	280.00
				$1,015.00
CINTAS CORPORATION NO 3	4123584758	741-8060-431.56-41	DRY CLEANING	408.70
				$408.70
COLIMA GLASS & WINDOW CORP	4748	111-8023-451.61-20	REPLACEMENT OF WINDOW	220.00
	4749	111-8023-451.61-20	REPLACEMENT OF WINDOW	320.00
				$540.00
COLONIAL SUPPLEMENTAL INSURANCE	30097430713001	111-0000-217.50-40	LIFE CANCER INSURANCE	1,336.44
				$1,336.44
CONCENTRA MEDICAL CENTERS	75740720	111-2030-413.56-41	PRE-EMPLOYMENT PHYSICAL	877.00
	75818050	111-2030-413.56-41	PRE EMPLOYMENT PHYSICAL	1,073.00
				$1,950.00
COUNTY OF LA DEPT OF PUBLIC WORKS	22061307339	221-8014-429.56-41	TRAFFIC SIGNAL MAINTENANCE	2,836.61
				$2,836.61
DAILY JOURNAL CORPORATION	1124127366	111-1010-411.54-00	PUBLICATION FOR JUNE	1,702.07
				$1,702.07
DAPEER, ROSENBLIT & LITVAK	20327	111-0220-411.32-70	GENERAL CODE ENFORCEMENT	3,016.16
				$3,016.16
DATA TICKET INC.	138278	111-9010-415.56-15	PARKING CITATION PROCESS	25,370.35
	139561	111-9010-415.56-15	PARKING CITATION PROCESS	17,057.33
				$42,427.68
DEPARTMENT OF ANIMAL CARE & CONTROL	06252022	111-7065-441.56-41	ENGRAVED PLATES	15,271.09
				$15,271.09
DF POLYGRAPH	2022/4	111-7010-421.56-41	POLYGRAPH EXAMINATIONS	875.00
				$875.00
DUNN EDWARDS CORPORATION	2145195084	111-8095-431.61-50	PAINT SPRAYERS	3,488.31
	2145195658	111-8095-431.61-50	DUNN EDWARDS PAINT SPRAY	29.76
				$3,518.07
EBONY BATISTE	886524	111-6021-413.61-15	30 BALLOON HELIUM KIT	31.84
				$31.84
EL GRANERO GRILL, INC.	05272022	239-0280-490.51-03	SENIOR MEAL PROGRAM	1,140.00
	06012022	239-0280-490.51-03	SENIOR MEAL PROGRAM	1,128.00
	06032022	239-0280-490.51-03	SENIOR MEAL PROGRAM	1,128.00
	06082022	239-0280-490.51-03	SENIOR MEAL PROGRAM	1,128.00
	06102022	239-0280-490.51-03	SENIOR MEAL PROGRAM	1,128.00
	06152022	239-0280-490.51-03	SENIOR MEAL PROGRAM	1,128.00
	06172022	239-0280-490.51-03	SENIOR MEAL PROGRAM	1,128.00

City of Huntington Park
Demand Register
WR 7/19/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
EL GRANERO GRILL, INC.	06222022	239-0280-490.51-03	SENIOR MEAL PROGRAM	1,128.00
				$9,036.00
EXPRESS TRANSPORTATION SERVICES LLC	HPE07012022	111-0000-362.20-15	FIXED ROUTE TRANSIT	-2,500.00
	HPE07012022	219-0000-340.30-00	FIXED ROUTE TRANSIT	-1,585.80
	HPE07012022	219-8085-431.56-43	FIXED ROUTE TRANSIT	37,556.98
	HPE07012022	220-8085-431.56-43	FIXED ROUTE TRANSIT	50,347.81
	HPE07012022	222-8010-431.56-43	FIXED ROUTE TRANSIT	14,138.61
				$97,957.60
FM THOMAS AIR CONDITIONING INC	44062	111-8022-419.56-41	REPAIRS TO THE A/C	556.03
	44063	111-8023-451.56-41	REPAIRS TO AIR CONDITION	1,922.11
				$2,478.14
FORENSIC NURSE SPECIALISTS, INC.	5154	111-7030-421.56-16	SART EXAM	1,200.00
				$1,200.00
GEORGE CHEVROLET	114708	741-8060-431.43-20	POLICE UNIT#960 PARTS	446.59
				$446.59
GLORIA'S RESTAURANT, INC.	5-18-22- 5-20	239-0280-490.51-03	SENIOR MEAL PROGRAM	2,060.00
	5-25-22- 5-27	239-0280-490.51-03	SENIOR MEAL PROGRAM	2,060.00
	6-01-22- 6-03	239-0280-490.51-03	SENIOR MEAL PROGRAM	2,060.00
				$6,180.00
GUILLERMO PORTILLO	154399	232-6010-419.56-41	REFUND FOR SNACKS	28.25
				$28.25
H.P. TEST ONLY	21601	741-8060-431.43-20	SMOG TEST POLICE UNIT 971	35.00
	22295	741-8060-431.43-20	SMOG TEST POLICE UNIT 990	35.00
				$70.00
HASA, INC.	822385	681-8030-461.41-00	SODIUM HYPOCHLORITE WELL 18	274.09
	822387	681-8030-461.41-00	SODIUM HYPOCHLORITE WELL 14	226.88
	822388	681-8030-461.41-00	SODIUM HYPOCHLORITE WELL 12	226.88
	826640	681-8030-461.41-00	SODIUM HYPOCHLORITE WELL 14	204.19
	826641	681-8030-461.41-00	SODIUM HYPOCHLORITE WELL 12	260.92
	826643	681-8030-461.41-00	SODIUM HYPOCHLORITE WELL 18	228.41
				$1,421.37
HOME DEPOT - PUBLIC WORKS	1081994	111-7040-421.61-32	PD COMMUNITY CENTER	112.37
	1970830	111-8023-451.61-20	PARK SUPPLIES	200.60
	274917	111-8023-451.61-20	PARK SUPPLIES	437.25
	6175026	111-8095-431.61-50	GRAFFITI SUPPLIES	192.63
	6795394	111-8095-431.61-50	GRAFFITI SUPPLIES	100.59
	9540877	111-8095-431.61-50	GRAFFITI SUPPLIES	51.59
	1361189	221-8010-431.61-21	STREET OPERATIONS	335.99
	1974814	221-8010-431.61-21	STREET OPERATIONS	870.53
	2361179	221-8010-431.61-21	STREET OPERATIONS	84.10
	7380390	221-8010-431.61-21	STREET OPERATIONS	1,799.48
				$4,185.13
IMPACT TIRE SERVICE	4563	741-8060-431.43-20	FLAT TIRE REPAIR UNIT 353	90.00
				$90.00

City of Huntington Park
Demand Register
WR 7/19/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
INFINITY BACKGROUND INVESTIGATIONS	102	111-7010-421.56-41	BACKGROUND INVESTIGATION	1,000.00
				$1,000.00
INFRASTRUCTURE ENGINEERS	26989	111-5010-419.56-49	ENGINEER PLAN CHECK SVCS	1,848.00
				$1,848.00
INNER CITY VISIONS	1004	111-5010-419.56-49	CITY HP HOMELESS OUTREACH	14,500.48
				$14,500.48
INTEGRITY WASTE ENVIRON CONSULTANTS	AUDIT06032022	111-8027-431.56-41	INVOICES FOR TASKS	3,842.50
				$3,842.50
J.T. THORPE & SON, INC.	0401-22-5164-02	232-6010-419.76-25	WATER TANK MURALS	63,470.00
				$63,470.00
JOEL GORDILLO	JG202206	111-1010-411.56-41	FILMING &BROADCASTING CM	1,650.00
				$1,650.00
KONICA MINOLTA BUSINESS SOLUTIONS	280754965	111-7010-421.61-20	BLACK TONER RECORD DEPT.	50.26
				$50.26
LACTAM	6016558	219-8085-431.58-50	SENIOR TAP CARDS	646.00
	HP 06152022	219-8085-431.58-50	MAY 22 POSITION SUMMARY	874.84
				$1,520.84
LB JOHNSON HARDWARE CO.	102497	741-8060-431.61-20	WATER COOLER HOSE	35.03
				$35.03
LEGAL SHIELD	0143713	111-0000-217.60-50	PROTECTION PLAN MONTHLY	28.90
				$28.90
LUIS DUARTE	77499	111-0000-347.50-00	CLASS REFUND DUE TO COVID	50.00
				$50.00
LUIS RODRIGUEZ	3822862049	111-5010-419.59-15	PURCHASE CONFERENCE TICKET	192.50
				$192.50
MANAGED HEALTH NETWORK	PRM-073157	111-0000-217.50-60	MONTHLY HEALTH NETWORK	333.60
				$333.60
MIRACLE PLAYGROUND SALES	22473	535-8090-452.74-10	PLAYGROUND EQUIPMENT	8,780.19
				$8,780.19
NACHO'S LOCK & KEY SERVICE	017058	111-8024-421.43-10	REKEY POLICE DOOR ENTRY	139.26
	017070	111-8024-421.43-10	REPAIR PUSH BAR PD	165.00
				$304.26
NATIONAL READY MIXED CONCRETE CO.	827128	221-8010-431.61-21	CONCRETE FOR 6501 ALBANY	968.85
				$968.85
NATIONWIDE ENVIRONMENTAL SERVICES	32438	111-8031-433.56-41	STREET SWEEPING SVCS	3,032.00
	32439	220-8070-431.56-41	BUS STOP MAINTENANCE	18,795.50
	32438	221-8010-431.56-41	STREET SWEEPING SVCS	49,625.96
				$71,453.46
NICK ALEXANDER RESTORATION	3993	741-8060-431.43-20	DRIVER SEAT REPAIR	365.00
				$365.00
NORTH STAR LAND CARE	1601-356	535-8090-452.56-60	CONTRACTUAL SVCS	23,057.75
	1601-356A	535-8090-452.56-60	CONTRACTUAL SVCS	14,560.00
	1601-364	535-8090-452.56-60	CONTRACTUAL SVCS	2,880.00
				$40,497.75

City of Huntington Park
Demand Register
WR 7/19/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
O'REILLY AUTO PARTS	2959-167181	219-8085-431.43-21	BRAKE FOR SHUTTLE #963	72.74
	5655-296528	219-8085-431.43-21	BATTERY SHUTTLE #001	165.82
	2959-167198	741-8060-431.43-20	PARTS FOR UNITS	264.89
	2959-168862	741-8060-431.43-20	PARTS FOR UNITS	67.24
	5655-292438	741-8060-431.43-20	PARTS FOR UNITS	175.08
	5655-292490	741-8060-431.43-20	PARTS FOR UNITS	-175.08
	5655-295015	741-8060-431.43-20	PARTS FOR UNITS	101.18
	5655-295289	741-8060-431.43-20	PARTS FOR UNITS	122.71
	5655-295395	741-8060-431.43-20	PARTS FOR UNITS	157.02
	5655-295856	741-8060-431.43-20	PARTS FOR UNITS	38.58
	5655-296100	741-8060-431.43-20	PARTS FOR UNITS	293.42
	5655-296101	741-8060-431.43-20	PARTS FOR UNITS	177.93
	5655-296186	741-8060-431.43-20	PARTS FOR UNITS	544.21
	5655-296187	741-8060-431.43-20	PARTS FOR UNITS	-544.21
	5655-296215	741-8060-431.43-20	PARTS FOR UNITS	18.93
	5655-296502	741-8060-431.43-20	PARTS FOR UNITS	127.75
	5655-296724	741-8060-431.43-20	PARTS FOR UNITS	177.97
	5655-296913	741-8060-431.43-20	PARTS FOR UNITS	237.50
	5655-297226	741-8060-431.43-20	PARTS FOR UNITS	6,598.81
				$8,622.49
PLAYPOWER LT FARMINGTON INC.	FM00201228	535-8090-452.74-10	PLAYGROUND EQUIPMENT	3,752.55
				$3,752.55
PRIME STRATEGIES CALIFORNIA, LLC	000049	111-0210-413.56-41	ADVOCACY SERVICES DEC	10,000.00
	000050	111-0210-413.56-41	ADVOCACY SERVICES JAN	10,000.00
	000051	111-0210-413.56-41	ADVOCACY SERVICES FEB	10,000.00
	000052	111-0210-413.56-41	ADVOCACY SERVICES MARCH	10,000.00
	000053	111-0210-413.56-41	ADVOCACY SERVICES APRIL	10,000.00
	000054	111-0210-413.56-41	ADVOCACY SERVICES MAY	10,000.00
				$60,000.00
PSYCHOLOGICAL CONSULTING ASSOC, INC	525694	111-7010-421.56-41	PRE EMPLOYMENT EVALUATION	400.00
				$400.00
QUINN COMPANY	WO370163843	741-8060-431.43-20	TROUBLE SHOOT GENERATOR	1,202.50
				$1,202.50
REFRIGERATION SUPPLIES DISTRIBUTOR	1586537-00	111-8024-421.43-10	REMOTE A/C DISPATCH	171.02
				$171.02
ROGER PANIAGUA	0000100	232-6010-466.55-56	PERFORMING ARTS	2,000.00
				$2,000.00
SAFETY KLEEN	89234450	741-8060-431.43-20	BRAKE CLEANER &WASHER SVC	817.19
				$817.19
SMART & FINAL	513044	232-6010-466.55-56	PARK SUPPLIES	147.51
	748755	232-6010-466.55-56	PARK SUPPLIES	239.20
				$386.71
SOUTHERN CALIFORNIA EDISON	5/23-6/21	111-8022-419.62-10	ELECTRICAL SVCS COURT HOUSE	1,557.42
	5/6-6/6	221-8014-429.62-10	ELECTRICAL SVCS VARIOUS LOCATION	4,771.65

City of Huntington Park
Demand Register
WR 7/19/2022

Payee Name	Invoice Number	Account Number	Description	Transaction Amount
SOUTHERN CALIFORNIA EDISON	5/10-6/8	535-8016-431.62-10	ELECTRICAL SVCS VARIOUS LOCATION	35,843.50
	5/26-6/26	535-8016-431.62-10	ELECTRICAL SVCS 3220 OLIVE ST	45.30
	4/8-5/9	681-8030-461.62-20	ELECTRICAL SVCS SALT LAKE/SANTA ANA	9,467.44
	5/18-6/16	681-8030-461.62-20	ELECTRICAL SVCS BEAR/FLORENCE	5,176.02
				$56,861.33
SPARKLETTS	19438227062922	111-7010-421.56-41	PD WATER DELIVERY SVCS	382.07
				$382.07
STANDARD INSURANCE COMPANY	3789170001	111-0000-217.50-70	JUNE 2022 MONTHLY PREMIUM	6,813.50
				$6,813.50
T-MOBILE USA	5/21-6/20	111-0110-411.53-10	PHONE SVCS COUNCIL	194.29
	5/21-6/20	111-0210-413.53-10	PHONE SVCS ADMIN	129.01
	5/21-6/20	111-1010-411.53-10	PHONE SVCS CITY CLERK	39.49
	5/21-6/20	111-2030-413.53-10	PHONE SVCS HR	29.35
	5/21-6/20	111-3010-415.53-10	PHONE SVCS FINANCE	29.36
	5/21-6/20	111-5055-419.53-10	PHONE SVCS CD	85.71
	973138449	111-6010-451.56-41	MOBILE SVCS FOR PARKS	359.76
	5/21-6/21	111-8010-431.53-10	PUBLIC WORKS PHONE SVCS	815.51
	5/21-6/21	111-8095-431.53-10	PUBLIC WORKS PHONE SVCS	228.98
	5/21-6/21	681-8030-461.53-10	PUBLIC WORKS PHONE SVCS	154.80
				$2,066.26
T2 SYSTEMS CANADA INC.	IRIS0000106786	111-8010-415.56-41	DIGITAL IRS SERVICE	2,370.00
				$2,370.00
THE GAS COMPANY	5/11-6/10	111-7024-421.62-10	GAS SVC VARIOUS BUILDINGS	891.49
	5/11-6/10	111-8020-431.62-10	GAS SVC VARIOUS BUILDINGS	22.88
	5/11-6/10	111-8022-419.62-10	GAS SVC VARIOUS BUILDINGS	1,126.83
	5/11-6/10	111-8023-451.62-10	GAS SVC VARIOUS BUILDINGS	119.61
				$2,160.81
THE HITT COMPANIES, INC	OE-108852	111-0110-411.61-20	CUSTOM ENGRAVED PLATES	23.77
	OE-104488	111-6010-451.56-41	ENGRAVING SERVICES	11.80
	OE-104665	111-7030-421.61-20	ENGRAVED PLATES	54.79
	OE-108364	111-7030-421.61-20	ENGRAVED PLATES	31.71
				$122.07
TRITON TRAINING GROUP LLC	2549	111-7010-421.59-15	SENIOR OFFICER TRAINING	200.00
				$200.00
UPWARD SOLUTIONS	22-0610	111-0210-413.56-41	PROJECT ADVOCACY & LABOR	5,000.00
				$5,000.00
WALTERS WHOLESALE ELECTRIC COMPANY	S120956801.001	111-8024-421.43-10	BREAKERS FOR WATER DPT	219.57
				$219.57
WESTCHESTER MEDICAL GROUP	CH139-9701	111-2030-413.56-41	TEST FOR POLICE APPLICANT	200.00
				$200.00
				$612,897.78

ITEM NO. 3

CITY OF HUNTINGTON PARK

Public Works Department
City Council Agenda Report

August 2, 2022

Honorable Mayor and Members of the City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mayor and Members of the City Council:

CONSIDERATION AND APPROVAL TO SUBMIT A GRANT FUNDING APPLICATION FOR THE HIGHWAY SAFETY IMPROVEMENT PROGRAM CYCLE 11

IT IS RECOMMENDED THAT CITY COUNCIL:

1. Authorize staff to submit a grant funding application for the Highway Safety Improvement Program Cycle 11 to the California Department of Transportation; and

2. Authorize the City Manager to sign all applicable documents.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

On April 19, 2022, the City Council approved the adoption of the Local Roadway Safety Plan (LRSP) in preparation for the Highway Safety Improvement Program (HSIP) Cycle 11 grant. The LRSP creates a framework to systematically identify and analyze safety obstacles in our community and provides recommendations on safety enhancement measures that mitigate the City's traffic and safety concerns.

Identifying high-risk corridors, road segments, locations, etc., is a critical part of the road safety improvement analysis process. Staff and consultant staff analyzed contributing factors and are identified in the LRSP. The application requires the selection of effective countermeasures, which are prioritized. Identifying factors or variables that contribute to crashes and finding countermeasures for preventing crashes and mitigating crash severity is critical segment of the grant application.

Staff searched accident/incident databases to determine if certain factors, variables and specific sites throughout the City are more prevalent in the crash data than in the normal driving population or in other locations. The LRSP study reviewed recent crash data and existing roadway/intersection characteristics (i.e., geometry, control, sight distance, travel speeds, lane widths, etc.) to characterize crash data specific to the 13 locations as mentioned above.

Based on the information obtained from the LRSP, the following thirteen (13) intersections and three (3) roadway segments are identified as high collision locations eligible for HSIP funding.

High Collision Project Locations
Florence Avenue & California Avenue/Salt Lake Avenue
Gage Avenue & Pacific Boulevard
Gage Avenue & State Avenue
Gage Avenue & Miles Avenue
Gage Avenue & Santa Fe Avenue
Slauson Avenue & Pacific Boulevard
Gage Avenue & Rugby Avenue
Florence Avenue & State Street
Randolph Street & Alameda Street
Hope Street & State Street
Randolph Street & Santa Fe Avenue
Florence Avenue & Santa Fe Avenue
Saturn Avenue & Miles Avenue
Pacific Boulevard from Slauson Avenue to Belgrave Avenue
S. Alameda Street from E. 67th Street to Hawkins Cir
Pacific Boulevard from Gage Avenue to Clarendon Avenue

The project focus will include signal hardware and timing improvements, installation of accessible pedestrian signal, modification of signal phasing to implement a Leading Pedestrian Interval (LPI) and protected permissive left-turn phase, updated roadway signage and striping improvements.

There is only one application period. All applicants must apply by September 12, 2022, to be considered for funding. Staff recommends submittal of the grant application (Attachment 1) by the deadline in order to obtain funds.

LEGAL REQUIREMENT

The Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C. §148) is one of the core federal-aid programs. The purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and

serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. The HSIP program requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

FISCAL IMPACT/FINANCING

The City's maximum reimbursement ratio is 90%. The total project cost for the proposed improvements is $6,487,300; which includes environmental review, design, construction management and construction of the project. City's local match would be $648,730 out of the $6,487,300.

CONCLUSION

Upon Council approval, staff will proceed with the recommended actions.

Respectfully submitted,

RICARDO REYES
City Manager

CESAR ROLDAN
Director of Public Works

ATTACHMENT(S)

1. HSIP Grant Application

ATTACHMENT "A"

APPLICATION FORM FOR LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

APPLICATION SUMMARY

This summary page is filled out automatically once the application is completed.

After the application is finalized, please save this PDF form using the exact "Application ID" (shown below) as the file name.

Application ID 07-Huntington Park-1

Important: Review and follow the **Application Form Instructions** step-by-step as you complete the application. Completing an application without referencing the instructions will likely result in an incomplete application or an application with fatal flaws that will be disqualified from the ranking and selection process.

Submitted By (Agency)
Huntington Park

Application Category
Benefit Cost Ratio (BCR)

Caltrans District	Application Number	Out of
07	1	1

Project Location
3 roadway segments and 13 intersections throughout the City.

Project Description
Signal hardware and timing improvements, install accessible pedestrian signal, modify signal phasing to implement a Leading Pedestrian Interval (LPI) and protected permissive left-turn phase, update roadway signage, and striping improvements.

Total Project Cost
$6,487,300

HSIP Funds Requested
$5,838,570

Benefit Cost Ratio (BCR)
9.26

APPLICATION FORM FOR LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Basic Information

Date: Jun 20, 2022 | Caltrans District: 07 | MPO: SCAG

Agency: Huntington Park | County: Los Angeles County

Total number of applications being submitted by your agency: 1

Application Number (each application must have a unique number): 1

☐ Check if this application is one of the multiple ones for the same project (please review the form instructions for explanation).

Contact Person Information

Name (Last, First): Roldan, Cesar

Position/Title of Contact Person: Director of Public Works

Email: croldan@hpca.gov | Telephone: (323) 584-6320 | Extension:

Address: 6550 Miles Avenue

City: Huntington Park | Zip Code: CA 90255 (Enter only a 5-digit number)

Application Category: Benefit Cost Ratio (BCR)

Project Information

Project Title:
-Be Brief (Limited to 100 Characters)

Huntington Park's Roadway Segment & Intersection Safety Improvement Project

Project Location:
-Be Brief (Limited to 250 Characters)
-See Application Form Instructions

3 roadway segments and 13 intersections throughout the City.

Project Description:
-Be Brief (Limited to 250 Characters)
-See Application Form Instructions

Signal hardware and timing improvements, install accessible pedestrian signal, modify signal phasing to implement a Leading Pedestrian Interval (LPI) and protected permissive left-turn phase, update roadway signage, and striping improvements.

Total Project Cost

$6,487,300

HSIP Funds Requested

$5,838,570

Benefit Cost Ratio (BCR)
(Required for a BCR application. Skip for Funding Set-Aside application)

9.26

1. Project Identification

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven safety evaluation of their entire roadway network completed? Do the proposed project locations represent some of the agency's highest fatal and injury crash concentrations and types of crashes?
(Limited to 5,000 characters)

In preparation for this grant application, the City completed a Local Roadway Safety Plan (LRSP) which analyzed collision data for the time period between December 31, 2015 to December 31, 2020. The analysis focused on the following: stakeholder meetings, review of Statewide Integrated Traffic Records System (SWITRS), use of Transportation Injury Mapping System (TIMS) mapping tool to identify hot spots, comparison of countermeasures using TIMS benefit/cost calculator, evaluation of project cost, field review of high collision locations, etc. Based on the data obtained, the LRSP identified thirteen (13) intersections and three (3) roadway segments as high crash locations in the City that were eligible for HSIP funding. A combined total of 199 collisions were identified at the proposed project locations. The most common primary collision factors were traffic signals and signs, unsafe speeds, and automobile right of way. Based on the number of project locations with similar collision patterns, a systemic approach was chosen for this project.

2. Prior Attempts to Address the Safety Issues

List all other projects/countermeasures that have been (or are being) deployed at the location(s) within the last 5 years. Applicants must identify all federal and/or state funds that have been used or approved within the proposed project limits within the last 5 years. Normally HSIP funding cannot be used to construct safety countermeasures at the same locations within 5 years.
(Limited to 5,000 characters)

No countermeasures have been implemented at the identified project locations with in the last 5 years.

3. Other Comments

Explain here if this project has any special circumstances or if you have other comments. Enter "NA" if none.
(Limited to 5,000 characters)

NA

Application Attachments (See Application Form Instructions)

Please attach all files as needed. Note: files may not be attachable if file is open. Close before attach.

1. Local Roadway Safety Plan (LRSP) Certification (Required for all projects)
2. Engineer's Checklist (Required for all projects)
3. Vicinity map/Location map (Required for all projects)
4. Project maps/plans showing existing and proposed conditions (Required for all projects)
5. Pictures of Existing Condition (Required for all projects)
6. HSIP Analyzer (Required for all projects)
7. Collision diagram(s) (Required for a BCR application)
8. Collision List(s) (Required for a BCR application)

Warrant Studies

☐ Check if the project includes new installation of certain traffic control devices (e.g., traffic signals, pedestrian signals, etc.). If yes, Traffic Signal Warrant 4, 5 and/or 7 must be met (CA MUTCD Chapter 4C).

9. Warrant Studies (Not required for this project)

Work on the State Highway System

Does the project include improvements on the State Highway System?

☐ Yes, and the project will be jointly-funded with Caltrans
(Must be jointly-funded if the project is for intersection safety improvement involving SHS).
A formal Letter of Support from Caltrans District Traffic is required. The letter should include estimates of cost sharing.

☐ Yes, but the project will not be jointly-funded with Caltrans.
A written correspondence from Caltrans District Traffic is required. The correspondence should indicate that Caltrans does not see issues that would prevent the proposed project from receiving an encroachment permit.

☒ No.

10. Letter/email of Support from Caltrans (No SHS involved - not required for this project)
11. Additional narration, documentation, letters of support, etc. (Optional)

ITEM NO. 4

CITY OF HUNTINGTON PARK

Public Works Department
City Council Agenda Report

August 2, 2022

Honorable Mayor and Members of the City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mayor and Members of the City Council:

CONSIDERATION AND APPROVAL TO SUBMIT A FUNDING APPLICATION FOR THE SAFE STREETS AND ROADS FOR ALL PROGRAM

IT IS RECOMMENDED THAT CITY COUNCIL:

1. Authorize staff to submit a funding application for the Safe Streets and Roads for All Program (SS4A); and

2. Authorize the City Manager to sign all applicable documents.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The Safe Streets and Roads for All (SS4A) program funds regional and local initiatives that focus on mitigating and preventing roadway deaths and serious vehicular related injuries. Funds for SS4A grant program support planning, infrastructure, vehicular motorist behavioral modifications and operational initiatives to minimize and prevent death and serious injury on roadways involving all roadway users; including pedestrians, bicyclists, public transportation, personal conveyance, and micromobility users, motorists, and commercial vehicle operators.

Eligible activities include developing and updating a comprehensive safety action plan (Action Plan). The City's Local Roadway Safety Plan (LRSP) does not currently meet the grant requirements to be eligible for an implementation grant. However, the Action Plan Grant provides an opportunity to enhance the LRSP through expanded data and further analysis to comply with the grant requirements. Enhancing the LRSP will allow the City to be eligible for SS4A Implementation Grants as well as future Highway Safety Improvement Program (HSIP) funding. Currently, all the high collision locations identified in the LRSP are being proposed for HSIP Cycle 11.

The following are examples of activities that could directly assist in the process of developing or updating an Action Plan by conducting outreach, data collection, analysis, and other related tasks:

- Leadership commitment and goal setting that includes a timeline for eliminating roadway fatalities and serious injuries.
    - Adoption of a resolution that commits the City to trying its best to eliminate fatalities as a result of traffic collisions.
- Planning structure brought upon a committee with some oversight of the development, implementation and monitoring of the Action Plan.
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across the City.
- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- Equity considerations developed through a plan using inclusive and representative processes.
- Policy and process changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- Strategy and project selections that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- Progress and transparency methods that measure progress over time after an Action Plan is developed or updated, including outcome data.

There is only one application period. All applicants must apply by September 15, 2022, to be considered for funding. Staff recommends submittal of the grant application by the deadline in order to obtain funds.

FISCAL IMPACT/FINANCING

The Federal share of a SS4A grant may not exceed 80 percent of total eligible activity costs. City's local matching share is a minimum of 20 percent of eligible activity costs. All matching funds must be from non-Federal sources. Total cost for the Action Plan is estimated at $500,000. Federal reimbursement is $400,000, with a City local match of $100,000.

CONCLUSION

Upon Council approval, staff will proceed with the recommended actions.

Respectfully submitted,

RICARDO REYES

CESAR ROLDAN
Director of Public Works

ITEM NO. 5

CITY OF HUNTINGTON PARK

Finance Department
City Council Agenda Report

August 2, 2022

Honorable Mayor and Members of the City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mayor and Members of the City Council:

CONSIDERATION AND APPROVAL OF A RESOLUTION FIXING THE ANNUAL PENSION TAX RATE TO PAY THE CITY'S PENSION OBLIGATION BOND ANNUAL DEBT SERVICE AND A PORTION OF THE COST OF THE PUBLIC EMPLOYEES' RETIREMENT SYSTEM FOR FISCAL YEAR 2022-2023

IT IS RECOMMENDED THAT CITY COUNCIL:

1. Adopt Resolution No. 2022-23, Fixing the Rate of Taxes to Pay the Cost of the Public Employees Retirement System for the Fiscal Year 2022-2023 and Levying Taxes for Said Retirement System to the Fiscal Year Beginning July 1, 2022.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

In 1976, the voters of the City of Huntington Park approved an initiative to pay for the City's obligation to participate in the State of California Public Employees' Retirement System (CalPERS). Since that time, the City Council has annually set this voter approved ad valorem tax rate that facilitates placement on the property tax rolls by the Auditor Controller of the County of Los Angeles in order for the City to be able to meet its CalPERS related pension obligations.

Further, in 2005, the City issued $23,050,000 City of Huntington Park Pension Obligation Bonds (Federally Taxable), Series 2005A ("Refunding Bonds"). The proceeds of the Refunding Bonds were then deposited into CalPERS to mitigate the City's unfunded pension liability for public safety employees at that point in time. The pension tax override was then pledged to the Refunding Bonds and in order to establish the obligation by law, the Refunding Bonds were validated in the courts, a judgment so entered, and the Refunding Bonds and a pledge of the override accordingly validated.

As in prior years, City Council establishes the property tax rate to be levied for FY 2022-2023 by resolution. Staff will move forward with placement on the property tax roll prior to the deadline, so that collection is ensured for payment of the City's debt service obligation.

FISCAL IMPACT/FINANCING

If the City Council approves the proposed rates, the pension tax revenues are estimated in the amount of $8.2 million for Fiscal Year 2022-2023.

The City's pension obligation bond debt service payments are budgeted for Fiscal Year 2022-2023 in the amount of $2.4 million. Additionally, the City's budgeted costs for pension benefits for City employees is estimated at $7.0 million for Fiscal Year 2022-2023. There is a shortfall of $1.2 million in covering the City's costs for pension obligations.

CONCLUSION

After Council approval of the resolution fixing the annual pension tax rate for the payment of debt service, as well as a portion of the cost of the CalPERS contribution, the City Clerk shall certify as to the adoption of the Resolution and cause it to be published once in a newspaper of general circulation, no later than fifteen (15) days following the adoption.

Respectfully submitted,

RICARDO REYES
City Manager

NITA MCKAY
Director of Finance & Administrative Services

ATTACHMENT(S)

A. Resolution No. 2022-23, Fixing the Rate of Taxes to Pay the Cost of the Public Employees' Retirement System for the Fiscal Year 2022-2023 and Levying Taxes for Said Retirement System to the Fiscal Year Beginning July 1, 2022.

ATTACHMENT "A"

RESOLUTION NO. 2022-23

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK FIXING THE RATE OF TAXES TO PAY THE COST OF THE PUBLIC EMPLOYEES RETIREMENT SYSTEM FOR THE FISCAL YEAR 2022-2023 AND LEVYING TAXES FOR SAID RETIREMENT SYSTEM TO THE FISCAL YEAR BEGINNING JULY 1, 2022

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The tax rate for the cost of the Public Employees' Retirement System is hereby fixed at the following rates per $100.00 of assessed valuation at full market value for the fiscal year 2022-2023 for the following tax districts of the City, namely:

Huntington Park Tax District #1	.21000
Huntington Park CBD Redevelopment Project	.21000
Huntington Park Industrial Redevelopment Project	.21000
Huntington Park North Redevelopment Project	.21000
Huntington Park Santa Fe Redevelopment Project Tax	.21000
Huntington Park Neighborhood Preservation Redevelopment Project	.21000

Said taxes are hereby levied upon all taxable property within the City of Huntington Park.

SECTION 2. The Mayor and/or City Clerk are authorized and directed to certify, under penalty of perjury, that the tax rates levied herein are exempt from the application of Article XIII A, Section 1(A) of the Constitution of the State of California.

SECTION 3. The City Clerk shall certify to the adoption of this Resolution and cause it to be published once in The Press Telegram, a newspaper of general

circulation, printed and published in the County of Los Angeles and circulated in the City of Huntington Park. Such publication to be completed not later than fifteen (15) days following the passage hereof.

PASSED, APPROVED AND ADOPTED this 2nd day of August 2022.

_____
Eduardo Martinez, Mayor

ATTEST:

_____
Eduardo Sarmiento, City Clerk

ITEM NO. 6

CITY OF HUNTINGTON PARK

Community Development Department
City Council Agenda Report

August 2, 2022

Honorable Mayor and Members of the City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mayor and Members of the City Council:

CONSIDERATION AND APPROVAL TO AWARD PROFESSIONAL SERVICES AGREEMENT TO PROVIDE COMMUNITY DEVELOPMENT COMPLIANCE SERVICES

IT IS RECOMMENDED THAT CITY COUNCIL:

1. Award a One (1) year professional service agreement (PSA) with an option of two, one-year extensions to provide professional management and administrative services related to the implementation of the City's Community Development Block Grant program and other programs funded through the U.S. Department of Housing and Urban Development (HUD) to the sole responsive and responsible proposer, Michael Baker International for an amount of $84,500;

2. Approve the hourly rate schedule for as-needed services related to CDBG and HOME programs.

3. Authorize the City Manager to execute the PSA.

BACKGROUND

The City of Huntington Park has historically utilized technical consultant staff to perform the day-to-day operations of the City's CDBG programs, First Time Home Buyer/Residential Rehabilitation programs, Lead Based Paint Hazardous program, Emergency Solutions Grants, HUD Grants, and others.

City staff issued an RFQ on June 22, 2022, soliciting proposals for qualified firms interested in providing professional management services related to the implementation of Community Development Block Grant (CDBG) entitlement programs, HOME compliance, and other programs funded by the U.S. Department of Housing and Urban Development (HUD) or other agencies issuing funds for Community Development.

The RFQ provided the guidance expected of professional firms that perform similar type(s) of work.

The City solicited proposals from qualified firms and the date to submit proposals was July 21, 2022. The City received one proposal.

Staff reviewed Michael Baker International's proposal and found it to be responsive and properly responsible for the requirements of the RFQ. Based on the proposal evaluated, it is the staff's recommendation to award the professional services agreement to Michael Baker International.

FISCAL IMPACT

The City receives approximately $1,753,183.00 in CDBG and HOME from Federal funding. The consultant's time is directly billable from the funds received. In addition, a budgeted position has been added in the fiscal year 2021/22 for a Project Manager staff position that will assume the day-to-day oversite of the housing and CDBG funding. This contract will be based on specific task orders in the future as needed to accommodate any overflow and technical resource of work that will require this level of support service.

CONCLUSION

Upon Council's direction, staff will proceed with actions as directed.

Respectfully submitted,

RICARDO REYES
City Manager

Steve Forster
Interim Community Development Director

ATTACHMENT(S):

1. Draft Professional Services Agreement for Michael Baker International and Michael Baker International's proposal

ATTACHMENT "A"

PROFESSIONAL SERVICES AGREEMENT

THIS PROFESSIONAL SERVICES AGREEMENT ("Agreement") is made and entered into this **3rd day of August, 2022** (hereinafter, the "Effective Date"), by and between the CITY OF HUNTINGTON PARK, a municipal corporation ("CITY") and Michael Baker International, hereinafter, "CONTRACTOR"). For the purposes of this Agreement CITY and CONTRACTOR may be referred to collectively by the capitalized term "Parties." The capitalized term "Party" may refer to CITY or CONTRACTOR interchangeably.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions herein contained, CITY and CONTRACTOR agree as follows:

I. ENGAGEMENT TERMS

1.1 SCOPE OF SERVICES: Subject to the terms and conditions set forth in this Agreement and all exhibits attached and incorporated hereto, CONTRACTOR agrees to perform the services and tasks set forth in **Exhibit "A"** (hereinafter referred to as the **"Scope of Services"**). CONTRACTOR further agrees to furnish to CITY all labor, tools, supplies, equipment, services, tasks, and incidental and customary work necessary to competently perform and timely complete the services and tasks set forth in the Scope of Services. For the purposes of this Agreement the aforementioned services and tasks set forth in the Scope of Services shall hereinafter be referred to generally by the capitalized term "Work."

1.2 TERM: This Agreement shall commence on **August 3, 2022 to August 3, 2023**. It is the CONTRACTOR'S responsibility to request an extension at least (2) days in advance of the expiration of term of the Agreement. Nothing in this Section shall operate to prohibit or otherwise restrict the CITY's ability to terminate this Agreement at any time for convenience or for cause.

1.3 COMPENSATION:

A. CONTRACTOR shall perform the various services and tasks set forth in the **Scope of Services Exhibit "A"**.

B. Section 1.3(A) notwithstanding, CONTRACTOR'S total compensation during the Term of this Agreement or any extension term shall not exceed the budgeted sum for an amount of **$84,500.00.** Approval of additional services requested by the City shall utilize the hourly rate schedule for as needed services related to CDBG and HOME Programs. Hereinafter, the "Not-to-Exceed Sum", unless such added expenditure is first approved by the CITY acting in consultation with the City Manager. In the event CONTRACTOR'S charges are projected to exceed the Not-to-Exceed Sum prior to the expiration of the Term or any single extension term, CITY may suspend CONTRACTOR'S performance pending CITY approval of any anticipated expenditures in excess of the Not-to-Exceed Sum or any other CITY-approved amendment to the compensation terms of this Agreement.

1.4 PAYMENT OF COMPENSATION: Following the conclusion of each calendar month, CONTRACTOR shall submit to CITY an itemized invoice indicating the services and tasks performed during the recently concluded calendar month, including services and tasks

performed. If the amount of CONTRACTOR'S monthly compensation is a function of hours worked by CONTRACTOR'S personnel, the invoice shall indicate the number of hours worked in the recently concluded calendar month, the persons responsible for performing the Work, the rate of compensation at which such services and tasks were performed, the subtotal for each task and service performed and a grand total for all services performed. Within **thirty (30) calendar days** of receipt of each invoice, CITY shall notify CONTRACTOR in writing of any disputed amounts included in the invoice. Within **forty-five (45) calendar days** of receipt of each invoice, CITY shall pay all undisputed amounts included on the invoice. CITY shall not withhold applicable taxes or other authorized deductions from payments made to CONTRACTOR.

1.5 ACCOUNTING RECORDS: CONTRACTOR shall maintain complete and accurate records with respect to all matters covered under this Agreement during and for a period of three (3) years after the expiration or termination of this Agreement. CITY shall have the right to access and examine such records, without charge. CITY shall further have the right to audit such records, to make transcripts therefrom, and to inspect all program data, documents, proceedings, and activities. The City shall own all accounting records maintained by the CONTRACTOR.

1.6 ABANDONMENT BY CONTRACTOR: In the event CONTRACTOR ceases to perform the Work agreed to under this Agreement or otherwise abandons the undertaking contemplated herein prior to the expiration of this Agreement or prior to completion of any or all tasks set forth in the Scope of Services, CONTRACTOR shall deliver to CITY immediately and without delay, all materials, records and other work product prepared or obtained by CONTRACTOR in the performance of this Agreement. Furthermore, CONTRACTOR shall only be compensated for the reasonable value of the services, tasks and other work performed up to the time of cessation or abandonment, less a deduction for any damages, costs, or additional expenses which CITY may incur as a result of CONTRACTOR'S cessation or abandonment.

II. PERFORMANCE OF AGREEMENT

2.1 CITY'S REPRESENTATIVES: The CITY hereby designates the City Manager and Interim Director of Community Development (hereinafter, the "CITY Representatives") to act as its representatives for the performance of this Agreement. The City Manager shall be the chief CITY Representative. The CITY Representatives or their designee shall act on behalf of the CITY for all purposes under this Agreement. CONTRACTOR shall not accept directions or orders from any person other than the CITY Representatives or their designee.

2.2 CONTRACTOR REPRESENTATIVE AND CONTACT INFORMATION:
CONTRACTOR hereby designates or designee to act as its representative for the performance of this Agreement (hereinafter, "CONTRACTOR Representative"). CONTRACTOR Representative shall have full authority to represent and act on behalf of the CONTRACTOR for all purposes under this Agreement. CONTRACTOR Representative or his designee shall supervise and direct the performance of the Work, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences, and procedures and for the satisfactory coordination of all portions of the Work under this

Agreement. Notice to the CONTRACTOR Representative shall constitute notice to CONTRACTOR.

2.3 COORDINATION OF SERVICE; CONFORMANCE WITH REQUIREMENTS: CONTRACTOR agrees to work closely with CITY staff in the performance of the Work and this Agreement and shall be available to CITY staff and the CITY Representatives at all reasonable times. All work prepared by CONTRACTOR shall be subject to inspection and approval by CITY Representatives or their designees.

2.4 STANDARD OF CARE; PERFORMANCE OF EMPLOYEES: CONTRACTOR represents, acknowledges, and agrees to the following:

A. CONTRACTOR shall perform all Work skillfully, competently, and to the highest standards of CONTRACTOR'S profession;

B. CONTRACTOR shall perform all Work in a manner reasonably satisfactory to the CITY;

C. CONTRACTOR shall comply with all applicable federal, state and local laws and regulations, including the conflict of interest provisions of Government Code section 1090 and the Political Reform Act (Government Code section 81000 *et seq.*);

D. CONTRACTOR understands the nature and scope of the Work to be performed under this Agreement as well as any and all schedules of performance;

E. All of CONTRACTOR'S employees and agents possess sufficient skill, knowledge, training, and experience to perform those services and tasks assigned to them by CONTRACTOR; and

F. All of CONTRACTOR'S employees and agents (including but not limited SUB-CONTRACTOR) possess all licenses, permits, certificates, qualifications, and approvals of whatever nature that are legally required to perform the tasks and services contemplated under this Agreement, and all such licenses, permits, certificates, qualifications, and approvals shall be maintained throughout the term of this Agreement and made available to CITY for copying and inspection.

The Parties acknowledge and agree that CONTRACTOR shall perform, at CONTRACTOR'S own cost and expense and without any reimbursement from CITY, any services necessary to correct any errors or omissions caused by CONTRACTOR'S failure to comply with the standard of care set forth under this Section or by any like failure on the part of CONTRACTOR'S employees, agents, and SUB-CONTRACTOR. Such effort by CONTRACTOR to correct any errors or omissions shall be commenced immediately upon their discovery by either Party and shall be completed within seven (7) calendar days from the date of discovery or such other extended period of time authorized by the CITY Representatives in writing and in their sole and absolute discretion. The Parties acknowledge and agree that CITY'S acceptance of any work performed by CONTRACTOR or on CONTRACTOR'S behalf shall not constitute a release of any deficiency or delay in performance. The Parties further acknowledge, understand, and agree that CITY has relied upon the foregoing representations of CONTRACTOR, including but not limited to the representation that CONTRACTOR possesses the skills, training, knowledge, and experience necessary to perform the Work skillfully, competently, and to the highest standards of CONTRACTOR'S profession.

2.5 ASSIGNMENT: The skills, training, knowledge, and experience of CONTRACTOR are

material to CITY's willingness to enter into this Agreement. Accordingly, CITY has an interest in the qualifications and capabilities of the person(s) who will perform the services and tasks to be undertaken by CONTRACTOR or on behalf of CONTRACTOR in the performance of this Agreement. In recognition of this interest, CONTRACTOR agrees that it shall not assign or transfer, either directly or indirectly or by operation of law, this Agreement or the performance of any of CONTRACTOR'S duties or obligations under this Agreement without the prior written consent of CITY. In the absence of CITY'S prior written consent, any attempted assignment or transfer shall be ineffective, null and void and shall constitute a material breach of this Agreement.

2.6 CONTROL AND PAYMENT OF SUBORDINATES; INDEPENDENT CONTRACTOR: The Work shall be performed by CONTRACTOR or under CONTRACTOR'S strict supervision. CONTRACTOR will determine the means, methods and details of performing the Work subject to the requirements of this Agreement. CITY retains CONTRACTOR on an independent CONTRACTOR basis and not as an employee. CONTRACTOR reserves the right to perform similar or different services for other principals during the term of this Agreement, provided such work does not unduly interfere with CONTRACTOR'S competent and timely performance of the Work contemplated under this Agreement and provided the performance of such services does not result in the unauthorized disclosure of CITY's confidential or proprietary information. Any additional personnel performing the Work under this Agreement on behalf of CONTRACTOR are not employees of CITY and shall at all times be under CONTRACTOR'S exclusive direction and control. CONTRACTOR shall pay all wages, salaries and other amounts due such personnel and shall assume responsibility for all benefits, payroll taxes, Social Security and Medicare payments and the like. CONTRACTOR shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: Social Security taxes, income tax withholding, unemployment insurance, disability insurance, workers' compensation insurance and the like.

2.7 REMOVAL OF EMPLOYEES OR AGENTS: If any of CONTRACTOR'S officers, employees, agents, or SUB-CONTRACTOR is determined by the CITY Representatives to be uncooperative, incompetent, a threat to the adequate or timely performance of the tasks assigned to CONTRACTOR, a threat to persons or property, or if any of CONTRACTOR'S officers, employees, agents, or SUBCONTRACTOR fail or refuse to perform the Work in a manner acceptable to the CITY, such officer, employee, agent, or SUB-CONTRACTOR shall be promptly removed by CONTRACTOR and shall not be reassigned to perform any of the Work.

2.8 COMPLIANCE WITH LAWS: CONTRACTOR shall keep itself informed of and in compliance with all applicable federal, state or local laws to the extent such laws control or otherwise govern the performance of the Work. CONTRACTOR'S compliance with applicable laws shall include without limitation compliance with all applicable Cal/OSHA requirements.

2.9 NON-DISCRIMINATION: In the performance of this Agreement, CONTRACTOR shall not discriminate against any employee, CONTRACTOR, or applicant for employment because of race, color, creed, religion, sex, marital status, sexual orientation, national origin, ancestry, age, physical or mental disability or medical condition.

2.10. INDEPENDENT CONTRACTOR STATUS: The Parties acknowledge, understand and agree that CONTRACTOR and all persons retained or employed by CONTRACTOR are, and shall at all times remain, wholly independent CONTRACTOR and are not officials, officers,

employees, departments or subdivisions of CITY. CONTRACTOR shall be solely responsible for the negligent acts and/or omissions of its employees, agents, CONTRACTOR and SUB-CONTRACTOR. CONTRACTOR and all persons retained or employed by CONTRACTOR shall have no authority, express or implied, to bind CITY in any manner, nor to incur any obligation, debt or liability of any kind on behalf of, or against, CITY, whether by CONTRACTOR or otherwise, unless such authority is expressly conferred to CONTRACTOR under this Agreement or is otherwise expressly conferred by CITY in writing.

III. INSURANCE

3.1 DUTY TO PROCURE AND MAINTAIN INSURANCE: Prior to the beginning of and throughout the duration of the Work, CONTRACTOR will procure and maintain policies of insurance that meet the requirements and specifications set forth under this Article. CONTRACTOR shall procure and maintain the following insurance coverage, at its own expense:

A. Commercial General Liability Insurance: CONTRACTOR shall procure and maintain Commercial General Liability Insurance ("CGL Coverage") as broad as Insurance Services Office Commercial General Liability coverage (Occurrence Form CG 0001) or its equivalent. Such CGL Coverage shall have minimum limits of no less than One Million Dollars ($1,000,000.00) per occurrence and Two Million Dollars ($2,000,000.00) in the general aggregate for bodily injury, personal injury, property damage, operations, products and completed operations, and CONTRACTOR dual liability.

B. Automobile Liability Insurance: CONTRACTOR shall procure and maintain Automobile Liability Insurance as broad as Insurance Services Office Form Number CA 0001 covering Automobile Liability, Code 1 (any auto). Such Automobile Liability Insurance shall have minimum limits of no less than Two Million Dollars ($2,000,000.00) per accident for bodily injury and property damage.

C. Workers' Compensation Insurance / Employer's Liability Insurance: A policy of workers' compensation insurance in such amount as will fully comply with the laws of the State of California and which shall indemnify, insure and provide legal defense for both CONTRACTOR and CITY against any loss, claim or damage arising from any injuries or occupational diseases occurring to any worker employed by or any persons retained by CONTRACTOR in the course of carrying out the Work contemplated in this Agreement.

3.2 ADDITIONAL INSURED REQUIREMENTS: The CGL Coverage and the Automobile Liability Insurance shall contain an endorsement naming the CITY and CITY'S elected and appointed officials, officers, employees, agents and volunteers as additional insureds.

3.3 REQUIRED CARRIER RATING: All varieties of insurance required under this Agreement shall be procured from insurers admitted in the State of California and authorized to issue policies directly to California insureds. Except as otherwise provided elsewhere under this Article, all required insurance shall be procured from insurers who, according to the latest edition of the Best's Insurance Guide, have an A.M. Best's rating of no less than A: VII. CITY may also accept policies procured by insurance carriers with a Standard & Poor's rating of no less than BBB according to the latest published edition the Standard & Poor's rating guide. As to Workers' Compensation Insurance/ Employer's Liability Insurance, the CITY Representatives are authorized to authorize lower ratings than those set forth in this Section.

3.4 PRIMACY OF CONTRACTOR'S INSURANCE: All policies of insurance provided by CONTRACTOR shall be primary to any coverage available to CITY or CITY'S elected or appointed officials, officers, employees, agents or volunteers. Any insurance or self-insurance maintained by CITY or CITY'S elected or appointed officials, officers, employees, agents or volunteers shall be in excess of CONTRACTOR'S insurance and shall not contribute with it.

3.5 WAIVER OF SUBROGATION: All insurance coverage provided pursuant to this Agreement shall not prohibit CONTRACTOR officers, employees, agents, CONTRACTOR or SUB-CONTRACTOR from waiving the right of subrogation prior to a loss. CONTRACTOR hereby waives all rights of subrogation against CITY.

3.6 VERIFICATION OF COVERAGE: CONTRACTOR acknowledges, understands and agrees, that CITY'S ability to verify the procurement and maintenance of the insurance required under this Article is critical to safeguarding CITY'S financial well-being and, indirectly, the collective well-being of the residents of the CITY. Accordingly, CONTRACTOR warrants, represents and agrees that it shall furnish CITY with original certificates of insurance and endorsements evidencing the coverage required under this Article on forms satisfactory to CITY in its sole and absolute discretion. **The certificates of insurance and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf and shall be on forms provided by the CITY if requested**. All certificates of insurance and endorsements shall be received and approved by CITY as a condition precedent to CONTRACTOR'S commencement of any work or any of the Work. Upon CITY'S written request, CONTRACTOR shall also provide CITY with certified copies of all required insurance policies and endorsements.

IV. INDEMNIFICATION

4.1 The Parties agree that CITY and CITY'S elected and appointed officials, officers, employees, agents and volunteers (hereinafter, the "CITY Indemnitees") should, to the fullest extent permitted by law, be protected from any and all loss, injury, damage, claim, lawsuit, cost, expense, attorneys' fees, litigation costs, or any other cost arising out of or in any way related to the performance of this Agreement. Accordingly, the provisions of this indemnity provision are intended by the Parties to be interpreted and construed to provide the CITY Indemnitees with the fullest protection possible under the law. CONTRACTOR acknowledges that CITY would not enter into this Agreement in the absence of CONTRACTOR'S commitment to indemnify, defend and protect CITY as set forth herein.

4.2 To the fullest extent permitted by law, CONTRACTOR shall indemnify, hold harmless and defend the CITY Indemnitees from and against all liability, loss, damage, expense, cost (including without limitation reasonable attorneys' fees, expert fees and all other costs and fees of litigation) of every nature arising out of or in connection with CONTRACTOR'S performance of work hereunder or its failure to comply with any of its obligations contained in this Agreement.

4.3 CITY shall have the right to offset against the amount of any compensation due CONTRACTOR under this Agreement any amount due CITY from CONTRACTOR as a result of CONTRACTOR'S failure to pay CITY promptly any indemnification arising under this Article and related to CONTRACTOR'S failure to either (i) pay taxes on amounts received pursuant to this Agreement or (ii) comply with applicable workers' compensation laws.

4.4 The obligations of CONTRACTOR under this Article will not be limited by the provisions of any workers' compensation act or similar act. CONTRACTOR expressly waives its statutory immunity under such statutes or laws as to CITY and CITY'S elected and appointed officials,

officers, employees, agents and volunteers.

4.5 CONTRACTOR agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this Article from each and every CONTRACTOR or any other person or entity involved by, for, with or on behalf of CONTRACTOR in the performance of this Agreement. In the event CONTRACTOR fails to obtain such indemnity obligations from others as required herein, CONTRACTOR agrees to be fully responsible and indemnify, hold harmless and defend CITY and CITY'S elected and appointed officials, officers, employees, agents and volunteers from and against any and all claims and losses, costs or expenses for any damage due to death or injury to any person and injury to any property resulting from any alleged intentional, reckless, negligent, or otherwise wrongful acts, errors or omissions of CONTRACTOR'S, SUB-CONTRACTOR or any other person or entity involved by, for, with or on behalf of CONTRACTOR in the performance of this Agreement. Such costs and expenses shall include reasonable attorneys' fees incurred by counsel of CITY'S choice.

4.6 CITY does not, and shall not, waive any rights that it may possess against CONTRACTOR because of the acceptance by CITY, or the deposit with CITY, of any insurance policy or certificate required pursuant to this Agreement. This hold harmless and indemnification provision shall apply regardless of whether or not any insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost or expense.

4.7 This Article and all provisions contained herein (including but not limited to the duty to indemnify, defend and hold free and harmless) shall survive the termination or normal expiration of this Agreement and is in addition to any other rights or remedies which the CITY may have at law or in equity.

V. TERMINATION

5.1 TERMINATION WITHOUT CAUSE: CITY may terminate this Agreement at any time for convenience and without cause by giving CONTRACTOR a minimum of five (5) calendar day's prior written notice of CITY'S intent to terminate this Agreement. Upon such termination for convenience, CONTRACTOR shall be compensated only for those services and tasks which have been performed by CONTRACTOR up to the effective date of the termination. CONTRACTOR may not terminate this Agreement except for cause as provided under Section 5.2, below. If this Agreement is terminated as provided herein, CITY may require CONTRACTOR to provide all finished or unfinished Documents and Data, as defined in Section 6.1 below, and other information of any kind prepared by CONTRACTOR in connection with the performance of the Work. CONTRACTOR shall be required to provide such Documents and Data within fifteen (15) calendar days of CITY'S written request. No actual or asserted breach of this Agreement on the part of CITY pursuant to Section 5.2, below, shall operate to prohibit or otherwise restrict CITY'S ability to terminate this Agreement for convenience as provided under this Section.

5.2 EVENTS OF DEFAULT; BREACH OF AGREEMENT:

A. In the event either Party fails to perform any duty, obligation, service or task set forth under this Agreement (or fails to timely perform or properly perform any such duty, obligation, service or task set forth under this Agreement), an event of default (hereinafter, "Event of Default") shall occur. For all Events of Default, the Party alleging an Event of Default shall give written notice to the defaulting Party (hereinafter referred to as a "Default Notice") which shall specify: (i) the nature of the Event of Default; (ii) the action required to cure the Event of Default; (iii) a date by which the Event of Default shall be cured, which shall not be less than

the applicable cure period set forth under Sections 5.2.B and 5.2C below or if a cure is not reasonably possible within the applicable cure period, to begin such cure and diligently prosecute such cure to completion. The Event of Default shall constitute a breach of this Agreement if the defaulting Party fails to cure the Event of Default within the applicable cure period or any extended cure period allowed under this Agreement.

B. CONTRACTOR shall cure the following Events of Defaults within the following time periods:

   i. Within three (3) business days of CITY'S issuance of a Default Notice for any failure of CONTRACTOR to timely provide CITY or CITY'S employees or agents with any information and/or written reports, documentation or work product which CONTRACTOR is obligated to provide to CITY or CITY'S employees or agents under this Agreement. Prior to the expiration of the 3-day cure period, CONTRACTOR may submit a written request for additional time to cure the Event of Default upon a showing that CONTRACTOR has commenced efforts to cure the Event of Default and that the Event of Default cannot be reasonably cured within the 3-day cure period. The foregoing notwithstanding, CITY shall be under no obligation to grant additional time for the cure of an Event of Default under this Section 5.2 B.i. that exceeds seven (7) calendar days from the end of the initial 3-day cure period; or

   ii. Within fourteen (14) calendar days of CITY'S issuance of a Default Notice for any other Event of Default under this Agreement. Prior to the expiration of the 14-day cure period, CONTRACTOR may submit a written request for additional time to cure the Event of Default upon a showing that CONTRACTOR has commenced efforts to cure the Event of Default and that the Event of Default cannot be reasonably cured within the 14-day cure period. The foregoing notwithstanding, CITY shall be under no obligation to grant additional time for the cure of an Event of Default under this Section 5.2B.ii that exceeds thirty (30) calendar days from the end of the initial 14-day cure period.

   In addition to any other failure on the part of CONTRACTOR to perform any duty, obligation, service or task set forth under this Agreement (or the failure to timely perform or properly perform any such duty, obligation, service or task), an Event of Default on the part of CONTRACTOR shall include, but shall not be limited to the following: (i) CONTRACTOR'S refusal or failure to perform any of the services or tasks called for under the Scope of Services; (ii) CONTRACTOR'S failure to fulfill or perform its obligations under this Agreement within the specified time or if no time is specified, within a reasonable time; (iii) CONTRACTOR'S and/or its employees' disregard or violation of any federal, state, local law, rule, procedure or regulation; (iv) the initiation of proceedings under any bankruptcy, insolvency, receivership, reorganization, or similar legislation as relates to CONTRACTOR, whether voluntary of involuntary; (v) CONTRACTOR'S refusal or failure to perform or observe any covenant, condition, obligation or provision of this Agreement; and/or (vii) CITY'S discovery that a statement representation or warranty by CONTRACTOR relating to this Agreement is false, misleading or erroneous in any material respect.

C. CITY shall cure any Event of Default asserted by CONTRACTOR within forty-five (45) calendar days of CONTRACTOR'S issuance of a Default Notice, unless the Event of Default cannot reasonably be cured within the 45-day cure period. Prior to the expiration of the 45-day cure period, CITY may submit a written request for additional time to cure the Event of Default upon a showing that CITY has commenced its efforts to cure the Event of Default and that the Event of Default cannot be reasonably cured within the 45-day cure period. The foregoing notwithstanding, an Event of Default dealing with CITY'S failure to timely pay any

undisputed sums to CONTRACTOR as provided under Section 1.4, above, shall be cured by CITY within five (5) calendar days from the date of CONTRACTOR'S Default Notice to CITY.

D. CITY, in its sole and absolute discretion, may also immediately suspend CONTRACTOR'S performance under this Agreement pending CONTRACTOR'S cure of any Event of Default by giving CONTRACTOR written notice of CITY'S intent to suspend CONTRACTOR'S performance (hereinafter, a "Suspension Notice"). CITY may issue the Suspension Notice at any time upon the occurrence of an Event of Default. Upon such suspension, CONTRACTOR shall be compensated only for those services and tasks which have been rendered by CONTRACTOR to the reasonable satisfaction of CITY up to the effective date of the suspension. No actual or asserted breach of this Agreement on the part of CITY shall operate to prohibit or otherwise restrict CITY'S ability to suspend this Agreement as provided herein.

E. No waiver of any Event of Default or breach under this Agreement shall constitute a waiver of any other or subsequent Event of Default or breach. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.

F. The duties and obligations imposed under this Agreement and the rights and remedies available hereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. In addition to any other remedies available to CITY at law or under this Agreement in the event of any breach of this Agreement, CITY, in its sole and absolute discretion, may also pursue any one or more of the following remedies:

    i. Upon written notice to CONTRACTOR, CITY may immediately terminate this Agreement in whole or in part;

    ii. Upon written notice to CONTRACTOR, CITY may extend the time of performance;

    iii. CITY may proceed by appropriate court action to enforce the terms of the Agreement to recover damages for CONTRACTOR'S breach of the Agreement or to terminate the Agreement; or

    iv. CITY may exercise any other available and lawful right or remedy.

    CONTRACTOR shall be liable for all legal fees plus other costs and expenses that CITY incurs upon a breach of this Agreement or in the CITY'S exercise of its remedies under this Agreement.

G. In the event CITY is in breach of this Agreement, CONTRACTOR'S sole remedy shall be the suspension or termination of this Agreement and/or the recovery of any unpaid sums lawfully owed to CONTRACTOR under this Agreement for completed services and tasks.

5.3 SCOPE OF WAIVER: No waiver of any default or breach under this Agreement shall constitute a waiver of any other default or breach, whether of the same or other covenant, warranty, agreement, term, condition, duty or requirement contained in this Agreement. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.

5.4 SURVIVING ARTICLES, SECTIONS AND PROVISIONS: The termination of this Agreement

pursuant to any provision of this Article or by normal expiration of its term or any extension thereto shall not operate to terminate any Article, Section or provision contained herein which provides that it shall survive the termination or normal expiration of this Agreement.

VI. MISCELLANEOUS PROVISIONS

6.1 DOCUMENTS & DATA; LICENSING OF INTELLECTUAL PROPERTY: All Documents and Data shall be and remain the property of CITY without restriction or limitation upon their use or dissemination by CITY. For purposes of this Agreement, the term "Documents and Data" means and includes all reports, analyses, correspondence, plans, drawings, designs, renderings, specifications, notes, summaries, strategies, charts, schedules, spreadsheets, calculations, lists, data compilations, documents or other materials developed and/or assembled by or on behalf of CONTRACTOR in the performance of this Agreement and fixed in any tangible medium of expression, including but not limited to Documents and Data stored digitally, magnetically and/or electronically. This Agreement creates, at no cost to CITY, a perpetual license for CITY to copy, use, reuse, disseminate and/or retain any and all copyrights, designs, and other intellectual property embodied in all Documents and Data. CONTRACTOR shall require all SUB-CONTRACTORS working on behalf of CONTRACTOR in the performance of this Agreement to agree in writing that CITY shall be granted the same right to copy, use, reuse, disseminate and retain Documents and Data prepared or assembled by any CONTRACTOR as applies to Documents and Data prepared by CONTRACTOR in the performance of this Agreement.

6.2 CONFIDENTIALITY: All data, documents, discussion, or other information developed or received by CONTRACTOR or provided for performance of this Agreement are deemed confidential and shall not be disclosed by CONTRACTOR without prior written consent by CITY. CITY shall grant such consent if disclosure is legally required. Upon request, all CITY data shall be returned to CITY upon the termination or expiration of this Agreement. CONTRACTOR shall not use CITY'S name or insignia, photographs, or any publicity pertaining to the Work in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of CITY.

6.3 FALSE CLAIMS ACT: CONTRACTOR warrants and represents that neither CONTRACTOR nor any person who is an officer of, in a managing position with, or has an ownership interest in CONTRACTOR has been determined by a court or tribunal of competent jurisdiction to have violated the False Claims Act, 31 U.S.C., section 3789 et seq. and the California False Claims Act, Government Code section 12650 et seq.

6.4 NOTICES: All notices permitted or required under this Agreement shall be given to the respective Parties at the following addresses, or at such other address as the respective Parties may provide in writing for this purpose:

CONTRACTOR:
Michael Baker International
3760 Kilroy Airport Way, Suite 270
Long Beach, CA 90806
Attn. Damien Delany

CITY:
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255
Attn: Ricardo Reyes, City Manager
Phone: (323) 582-6161

Such notices shall be deemed effective when personally delivered or successfully transmitted by facsimile as evidenced by a fax confirmation slip or when mailed, forty-eight (48) hours after deposit with the United States Postal Service, first class postage prepaid and addressed to the

Party at its applicable address.

6.5 COOPERATION; FURTHER ACTS: The Parties shall fully cooperate with one another and shall take any additional acts or sign any additional documents as is reasonably necessary, appropriate or convenient to achieve the purposes of this Agreement.

6.6 SUBCONTRACTING: CONTRACTOR shall not SUB-CONTRACTOR any portion of the Work required by this Agreement, except as expressly stated herein, without the prior written approval of CITY. SUB-CONTRACTORS (including without limitation SUB-CONTRACTORS with Sub-CONTRACTOR'S), if any, shall contain a provision making them subject to all provisions stipulated in this Agreement, including provisions relating to insurance requirements and indemnification.

6.7 CITY'S RIGHT TO EMPLOY OTHER CONTRACTOR: CITY reserves the right to employ other CONTRACTOR in connection with the various projects worked upon by CONTRACTOR.

6.8 PROHIBITED INTERESTS: CONTRACTOR warrants, represents and maintains that it has not employed nor retained any company or person, other than a *bona fide* employee working solely for CONTRACTOR, to solicit or secure this Agreement. Further, CONTRACTOR warrants and represents that it has not paid nor has it agreed to pay any company or person, other than a *bona fide* employee working solely for CONTRACTOR, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, CITY shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of CITY, during the term of his or her service with CITY, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

6.9 TIME IS OF THE ESSENCE: Time is of the essence for each and every provision of this Agreement.

6.10 GOVERNING LAW AND VENUE: This Agreement shall be interpreted and governed according to the laws of the State of California. In the event of litigation between the Parties, venue, without exception, shall be in the Los Angeles County Superior Court of the State of California. If, and only if, applicable law requires that all or part of any such litigation be tried exclusively in federal court, venue, without exception, shall be in the Central District of California located in the City of Los Angeles, California.

6.11 ATTORNEYS' FEES: If either Party commences an action against the other Party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing Party in such litigation shall be entitled to have and recover from the losing Party reasonable attorneys' fees and all other costs of such action.

6.12 SUCCESSORS AND ASSIGNS: This Agreement shall be binding on the successors and assigns of the Parties.

6.13 NO THIRD-PARTY BENEFIT: There are no intended third-party beneficiaries of any right or obligation assumed by the Parties. All rights and benefits under this Agreement inure exclusively to the Parties.

6.14 CONSTRUCTION OF AGREEMENT: This Agreement shall not be construed in favor of, or against, either Party but shall be construed as if the Parties prepared this Agreement together through a process of negotiation and with the advice of their respective attorneys.

6.15 SEVERABILITY: If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

6.16 AMENDMENT; MODIFICATION: No amendment, modification or supplement of this Agreement shall be valid or binding unless executed in writing and signed by both Parties, subject to CITY approval. The requirement for written amendments, modifications or supplements cannot be waived and any attempted waiver shall be void and invalid.

6.17 CAPTIONS: The captions of the various articles, sections and paragraphs are for convenience and ease of reference only, and do not define, limits, augment, or describe the scope, content, or intent of this Agreement.

6.18 INCONSISTENCIES OR CONFLICTS: In the event of any conflict or inconsistency between the provisions of this Agreement and any of the exhibits attached hereto, the provisions of this Agreement shall control.

6.19 ENTIRE AGREEMENT: This Agreement including all attached exhibits is the entire, complete, final and exclusive expression of the Parties with respect to the matters addressed herein and supersedes all other agreements or understandings, whether oral or written, or entered into between CITY and CONTRACTOR prior to the execution of this Agreement. No statements, representations or other agreements, whether oral or written, made by any Party which are not embodied herein shall be valid or binding. No amendment, modification or supplement to this Agreement shall be valid and binding unless in writing and duly executed by the Parties pursuant to Section 6.15, above.

6.20 COUNTERPARTS: This Agreement shall be executed in three (3) original counterparts each of which shall be of equal force and effect. No handwritten or typewritten amendment, modification or supplement to any one counterpart(s) shall be valid or binding unless made to all three counterparts in conformity with Section 6.16, above. One fully executed original counterpart shall be delivered to CONTRACTOR and the remaining two original counterparts shall be retained by CITY.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed the day and year first appearing in this Agreement, above.

CITY OF HUNTINGTON PARK:

_____
By: Ricardo Reyes
City Manager

Date:_____

MICHAEL BAKER INTERNATIONAL:

_____
By: Damien Delany
Housing & Community Development
Department Manager

Date: _____

APPROVED AS TO FORM:

_____
By: Arnold M. Alvarez-Glasman
City Attorney

Date: _____

ATTEST:

EXHIBIT "A"

SCOPE OF WORK

MICHAEL BAKER INTERNATIONAL

RESPONSE FOR THE REQUEST FOR QUALIFICATIONS FOR

COMMUNITY DEVELOPMENT CONSULTING SERVICES

(ATTACHMENT)

ORIGINAL

Response for the Request for Qualifications for Community Development Consulting Services

Michael Baker
INTERNATIONAL

July 21, 2022

MBAKERINTL.COM

Submitted by:
Michael Baker International
3760 Kilroy Airport Way, Suite 270
Long Beach, CA 90806
Phone: (562) 200-7173
Fax: (562) 200-7166

Michael Baker
INTERNATIONAL

We Make a Difference

July 19, 2022

Mr. Steve Forster
Interim Community Development Director
City of Huntington Park
Community Development
6550 Miles Avenue
Huntington Park, CA 90255

RE: CITY OF HUNTINGTON PARK REQUEST FOR QUALIFICATIONS FOR COMMUNITY DEVELOPMENT CONSULTING SERVICES

Dear Mr. Forster,

Michael Baker International (Michael Baker) is pleased to submit this proposal to provide profession management and administrative services related to the implementation of the City's Community Development Block Grant (CDBG) program and other programs funded through the U.S. Department of Housing and Urban Development (HUD). Michael Baker has extensive experience in providing consulting services on federal, state, and municipal programs since 1940. This proposal is based on the information provided in the City's Request for Qualifications (RFQ)) as well as our considerable experience in administering federal grants across the United States.

The primary contact person for this proposal is Damien Delany, who can be reached at (562) 200-7177 or ddelany@mbakerintl.com. We believe that our proposal is fully responsive to the City's RFQ and that our services will fulfill the City's needs in a well-integrated, comprehensive, and cost-effective manner. We sincerely appreciate the opportunity to submit this proposal and look forward to providing services to the City. This proposal has been signed by the individuals authorized to represent and bind Michael Baker. If you have any questions regarding this proposal, please contact Damien Delany as indicated above.

Sincerely,

William M. Hoose, AICP
Associate Vice President, Long Beach

Damien Delany
Housing & Community Development
Department Manager, Long Beach

Michael Baker
INTERNATIONAL

Table of Contents

Michael Baker
INTERNATIONAL

Proposal Letter

(FAILURE TO INCLUDE THIS SIGNED PROPOSAL LETTER AND PROPOSAL CERTIFICATION MAY RESULT IN THE REJECTION OF YOUR PROPOSAL.)

We propose to furnish and deliver any and all of the deliverables and services named in the attached Request for Qualifications for Community Development Consulting Services for the City of Huntington Park for which prices have been set. The price or prices offered herein shall apply for the period of time stated in the RFQ.

It is understood and agreed that this proposal constitutes an offer, which when accepted in writing by Community Development, City of Huntington Park, and subject to the terms and conditions of such acceptance, will constitute a valid and binding contract between the undersigned and the City of Huntington Park ("City").

It is understood and agreed that we have read the City's specifications shown or referenced in the RFQ and that this proposal is made in accordance with the provisions of such specifications. By our written signature on this proposal, we guarantee and certify that all items included in this proposal meet or exceed any and all such City specifications described in this RFQ. We further agree, if awarded a contract, to deliver goods and services which meet or exceed the specifications. The City reserves the right to reject any or all proposals, waive technicalities, and informalities, and to make an award in the best interest of the City.

It is understood and agreed that this proposal shall be valid and held open for a period of one hundred twenty (120) days from proposal opening date.

PROPOSAL SIGNATURE AND CERTIFICATION

I certify that this proposal is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a proposal ("Applicant") for the same materials, supplies, equipment, or services and is in all respects fair and without collusion or fraud. I understand collusive bidding is a violation of state and federal law and can result in fines, prison sentences, and civil damage awards. I agree to abide by all conditions of the proposal and certify that I am authorized to sign this proposal for the Applicant.

Authorized Signature for Applicant: William Hoose
Date : July 19, 2022
Print/Type Name: William Hoose
Print/Type Applicant Name Here William M. Hoose

Overall Firm Qualification

Michael Baker is pleased to submit this proposal to provide on-call Community Development Block Grant Administration Services for the City of Huntington Park. Michael Baker was founded in 1940 and is a leading global provider of engineering, planning, program management, and other consulting services. Since its acquisition of Pacific Municipal Consultants (PMC) in February 2015, the firm has been able to offer a full complement of housing and community development services to its clients, including CDBG program administration and preparation of the US Department of Housing and Urban Development (HUD) required documents. Michael Baker's more than 3,300 employees across nearly 100 locations are committed to a culture of innovation, collaboration, and technological advancement to help solve challenges for clients and communities throughout the country. Michael Baker International is incorporated in the State of Pennsylvania.

The considerable experience of our staff in administering grants and programs funded by the U.S. Department of Housing and Urban Development (HUD) and other state funds will ensure the successful administration and implementation of the City's Community Development Block Grant (CDBG) which includes preparing Annual Action Plans, Five-Year Consolidated Plan, Consolidated Annual Performance and Evaluation Report (CAPER), Environmental Reviews, monitoring programs and administrative files, attending and presenting at public hearings and meetings, and more. Michael Baker staff has developed a deep understanding of program requirements and have established quality procedures to maintain a high level of productivity and accuracy. Our staff not only prides itself in maintaining compliance with federal regulations, but also by providing quality output. Our staff have developed a thorough understanding of all reporting requirements of the entitlement cities and have established sound practices to maintain a high level of accuracy in work produced. We have developed long-standing relationships with the respective funding agencies, including HUD, and our staff regularly attends HUD-sponsored trainings to extend their knowledge. Based on our staff education, career, and work experience, Michael Baker staff members are extremely qualified and fully capable of performing all the requested services in the City's RFP.

Michael Baker has provided accurate advice and technical assistance to efficiently administer specific program activities and minimize the demands placed on City staff. Our staff routinely prepares required reports, presentation materials, and public notices on behalf of City staff. Michael Baker has presented said materials to stakeholders, council members, residents, and any other pertinent audiences. All materials are to be approved by City staff prior to distribution. Michael Baker also provides assistance in all aspects of grant administration, such as procurement, labor compliance, subrecipient monitoring, IDIS and Disaster Recovery Grant Report System (DRGR) reporting, and policy development.

Michael Baker has assisted multiple jurisdictions in drafting the 2022 Annual Action Plan and successfully submitted the report to HUD by the July 1st calendar year deadline. Processes include scheduling the calendar for dates for Michael Baker staff to submit the report to the City for review and providing ample time for City staff to comment on the report. Our staff has great technical knowledge in the Integrated Disbursement and Information System (IDIS) and can submit the report on the City's behalf. Staff have successfully submitted plans and the required reporting indications to follow compliance with HUD regulations and has assisted multiple jurisdictions in securing HOME-ARP funds through the required procedures.

Michael Baker staff specializes in preparing Consolidated Annual Performance and Evaluation Reports (CAPERs) and prepares this report on an on-going basis for entitlement cities. Michael Baker is prepared to provide excellent reports that not only comply with federal regulations but also reflect the great accomplishments of the City.

Michael Baker staff continues to provide a wide array of services relating to CDBG and HOME funds for multiple entitlement cities. We also track any changes to HUD regulations, particularly in light of the Coronavirus 2019 (COVID-19) pandemic. Our staff have successfully tracked new funding sources with the appropriate regulations and have secured various new funds for different jurisdictions. Our staff can provide monthly briefings to City staff on any changes in statutes on funds as well as any alterations in requirements to be in compliance with HUD regulations.

Scope of Project/Specifications

Addressing Each activity outlined in Section 3 of the RFQ, Michael Baker proposes to provide profession management and administrative services related to the implementation of the City's Community Development Block Grant (CDBG), HOME program and other programs funded through the U.S. Department of Housing and Urban Development (HUD) which would include the flowing services.

CDBG/HOME GRANT ADMINISTRATION

Working with Staff, assisting with CDBG and HOME program compliance, including conformity with Federal Requirements

Michael Baker staff will assist City staff with CDBG and HOME compliance, including conformity with Federal Requirements. Michael Baker has been providing quality work to assist various jurisdictions in all federally funded projects and activities. Michael Baker team members currently manage HUD entitlement programs in the Cities of Anaheim, Redondo Beach, Norwalk, and Lomita. We have successfully prepared program guidelines and administer grant programs in compliance with HUD regulations. Our wide range of experience for cities of varying sizes and demographics will allow us to efficiently provide services to the City of Huntington Park and help us stay current with best practices and new regulations. The following requested services with our accomplishments are listed below.

Preparation, Completion, and Submission of the City's Annual Action Plan, Comprehensive Annual Performance and Evaluation Report, Consolidated Plan, FFATA, (Section 3)

Michael Baker will assist the City of Huntington Park in preparing and completing the 2023 Annual Action Plan according to the January 1st calendar deadline. Our staff has great technical knowledge in the Integrated Disbursement and Information System (IDIS) and can submit the report on the City's behalf. Staff have successfully submitted plans and the required reporting indications to be in compliance with HUD regulations. Michael Baker staff specializes in preparing Consolidated Annual Performance and Evaluation Reports (CAPERs) and prepares this report on an on-going basis for entitlement cities. Michael Baker is prepared to provide excellent reports that not only comply with federal regulations but also reflect the great accomplishments of the City.

Additionally, Michael Baker has prepared meaningful Consolidated Plans for various entitlement cities and ensured the quality and relevancy of each individual plan. Part of the preparation of the City's Consolidated Plan includes thorough community outreach and stakeholder engagement.

Michael Baker staff prides themselves in providing meaningful consultation and engaging the community through community outreach. Our established process includes traditional one-on-one, stakeholder interviews and group workshops. This is supplemented with online surveys and large events to gather live responses. Staff understands the importance of citizen participation and have established effective procedures to invite public comments.

Public Outreach

Michael Baker staff can provide public outreach for the City of Huntington Park to attain public input that will be incorporated and reviewed for document drafts such as the Annual Action Plan. In addition to public outreach meetings, we can provide housing summits and online surveys to get the community's input regarding housing and community needs, housing and community needs, and barriers to affordable housing choices. The Michael Baker team is also prepared to reach out to various stakeholders as needed to support HUD documentation that require community feedback. . Online surveys can be prepared in English and Spanish to accommodate the local community needs. Our team can put together the notifications for these various events and meetings, through newspaper articles, official public notifications, and social media ads as required.

Sub-recipient file management, training, and monitoring

Michael Baker will provide subrecipient file management, training, and monitoring to confirm with the Final Rule for the HOME Program under 24 CFR Part 92. We have and are assisting with monitoring of subrecipients, labor compliance interviews for federally funded construction projects, and with all CDBG-CV work including creating substantial amendments and getting everything approved by HUD for existing clients.

Integrated Disbursement and Information System (IDIS) input and assistance

We complete all work in IDIS including conducting drawdowns, inputting accomplishment data, inputting program income, inputting annual reports, correcting over cap issues, and completing the quarterly cash on hand report.

Michael Baker has provided accurate advice and technical assistance to efficiently administer specific program activities and minimize the demands placed on City staff. Our staff routinely prepares required reports, presentation materials, and public notices on behalf of City staff. Michael Baker has presented said materials to stakeholders, council members, residents, and any other pertinent audiences. All materials are to be approved by City staff prior to distribution. Michael Baker also provides assistance in all aspects of grant administration, such as procurement, labor compliance, subrecipient monitoring, IDIS and Disaster Recovery Grant Report System (DRGR) reporting, and policy development.

Grant Administration

Michael Baker will provide all necessary services for the successful administration of the City's state and federal grants at costs that fall within the general administrative and activity delivery fees allowed for such services. Michael Baker is offering the City an exceptionally qualified team to assist with grant administration. Collectively, our project team has many years of experience in successfully providing state and federal grant administrative services to over 60 public agencies across California. We have experience working with CDBG/ESG/HOME program administration, HUD required reporting, administering grants, and managing programs funded by the US Department of Housing and Urban Development (HUD) and the California Department of Housing and Community Development (HCD), as well as CARES Act and CARES-CV funding administration. We have also provided support staff and technical assistance to help jurisdictions successfully administer HUD-funded housing and community development programs and to develop and implement other state and federal grant-funded programs. We have performed considerable online reporting through HUD's Integrated Disbursement Information System (IDIS), conducted sub-recipient monitoring, and are proficient in working with the data analysis and reporting requirements involved in successfully managing HUD and HCD grants and housing programs.

Review/assistance with other HUD-funded programs as needed

Michael Baker can provide accurate advice and technical assistance to efficiently administer specific program activities and minimize the demands placed on City staff. Our staff routinely prepares required reports, presentation materials, and public notices on behalf of City staff. Michael Baker has presented said materials to stakeholders, council members, residents, and any other pertinent audiences. All materials are to be approved by City staff prior to distribution. Michael Baker also provides assistance in all aspects of grant administration, such as procurement, labor compliance, subrecipient monitoring, IDIS and Disaster Recovery Grant Report System (DRGR) reporting, and policy development

Michael Baker designs all project tasks and deliverables in partnership with our clients. We believe that the final product should be in keeping with the objectives and priorities of our clients. We establish clear milestones and deliverables and provide a single point of contact to ensure consistent and clear communication between Michael Baker and our clients. Having a clear understanding of timeline and deliverables also allows us to identify opportunities to streamline similar or intersecting objectives.

LABOR COMPLIANCE

Review of construction projects for HUD compliance

Michael Baker will provide the City of Huntington Park with monitoring services for compliance with HUD Section 3, Federal Davis-Bacon Act, and State of California Department of Industrial Relations' requirements for construction projects. Our firm is extremely well qualified to serve the City in this capacity, with 28-plus years of experience performing Davis-Bacon Act and State Prevailing Wage compliance monitoring. We have led many projects from the design phase to the successful completion of construction and subsequent audit by various funding agencies.

Michael Baker understands that federal and state laws, labor codes, and regulations affect the enforcement of the City's policies. With this understanding and the knowledge of how-to-enforce, Michael Baker has successfully enforced and monitored the contractual requirements and goals of contractors of all tiers. Michael Baker provides full labor compliance monitoring and review services in accordance with all applicable federal and state laws and regulations. Services include preparation of required bid documents and contract language, determination and enforcement of applicable wage decisions, certified payroll review and on-site employee interviews, wage restitution, and reporting. Services we can provide to the City of Huntington Park include:

- Prevailing Wage Determination
- Contractor Eligibility
- Pre-Construction Meeting Attendance
- Creation of a Labor Compliance Welcome Package
- Certified Payroll Reporting
- Ensuring Apprenticeship Regulation
- LCP Tracking
- Site Visits and Interviews
- Labor Compliance Status Reporting
- Maintenance of Project Files
- Compliance Close-out

ENVIRONMENTAL REVIEW

Preparation of Environmental Review Records for all related activities

Michael Baker Environmental staff is well versed in HUD policies and procedures related to compliance with the National Environmental Policy Act (NEPA) and can provide categorial exclusions, environmental assessments, environmental impact studies, and 8-step process studies (Flood Hazard). Each environmental review is appropriately documented and submitted to the City for reporting purposes. For this particular project we assume the preparation of an environmental assessment would be appropriate.

Michael Baker is responsible for environmental reviews and supporting documents for HUD funded projects and Certification (HUD Form 7015.15) for submission to HUD.

Example of a 1-year CDBG/HOME Administration Calendar	
Month	**Activity**
August	Staff assistance with CDBG/HOME Program compliance Monitoring report complete and uploaded to IDIS Sub-recipient management Draft CAPER Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed
September	Staff assistance with CDBG/HOME Program compliance Sub-recipient management Final CAPER Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed
October	Staff assistance with CDBG/HOME Program compliance CDBG/HOME program guidelines - review Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed
November	Staff assistance with CDBG/HOME Program compliance CDBG/HOME program guidelines - review Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed
December	Staff assistance with CDBG/HOME Program compliance CDBG/HOME program guidelines - review Review of construction projects for HUD compliance Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed
January 2023	Staff assistance with CDBG/HOME Program compliance CDBG/HOME program guidelines - review Review of construction projects for HUD compliance Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed

February	Staff assistance with CDBG/HOME Program compliance Review of construction projects for HUD compliance Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed
March	Staff assistance with CDBG/HOME Program compliance Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed
April	Draft AAP Staff assistance with CDBG/HOME Program compliance Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed
May	Final AAP Staff assistance with CDBG/HOME Program compliance Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed
June	Staff assistance with CDBG/HOME Program compliance Review/assist with other HUD-Funded programs as needed Labor Compliance/NEPA review as needed

MBI's Project Manager will ultimately be responsible for the consistency and quality of work generated by our project team. Reports or other documents may be forwarded to other Michael Baker senior staff members for comment or review. Our staff will coordinate with City staff to have all documents reviewed and approved.

Standard procedure for the City's project will include (but may not be limited to):

1. Monthly meetings with the City to review project status to address any issues that may arise and to advise the City of the progress of associated programs.
2. At least 2 drafts of any documentation for City review and feedback (as needed) prior to completion.
3. Conduct all monitoring and compliance of the City's CDBG programs and completion of all necessary paperwork/composition of files as noted in the Scope of Work section.

References

City of Redondo Beach, California, Grant Administration and Program Implementation

Michael Baker is responsible for administering the City's annual CDBG grant, performing labor standards compliance, and managing housing rehabilitation programs. Staff prepares the Action Plan on a yearly basis and performs tasks associated with the development of the Plan including, but not limited to, drafting the Annual Action Plan, setting public hearings, publishing public hearing notices, and distributing the Plan for public viewing. Staff also assist City staff in preparing staff reports and presentation materials for public hearings. Michael Baker is responsible for environmental reviews and supporting documents for HUD funded projects and Certification (HUD Form 7015.15) for the City Manager's signature and submission to HUD. Our staff oversees the City's Fair Housing Services contract, monitors the City's Fair Housing Services Agency, updates the Integrated Disbursement and Information System ("IDIS") as needed, sets up activities on a program year basis, and closes out activities after the final draw down of CDBG grant funds.

Michael Baker also manages the City's Mobility Access Emergency Repair Program, which provides housing rehabilitation grants to eligible applicants. Duties include, but are not limited to, maintaining a list of eligible applicants for the program, review of applications and supporting documentation to determine applicant eligibility, solicitation, and receipt of the appropriate number of bids for each work write-up, project award and monitoring, and coordination with City staff.

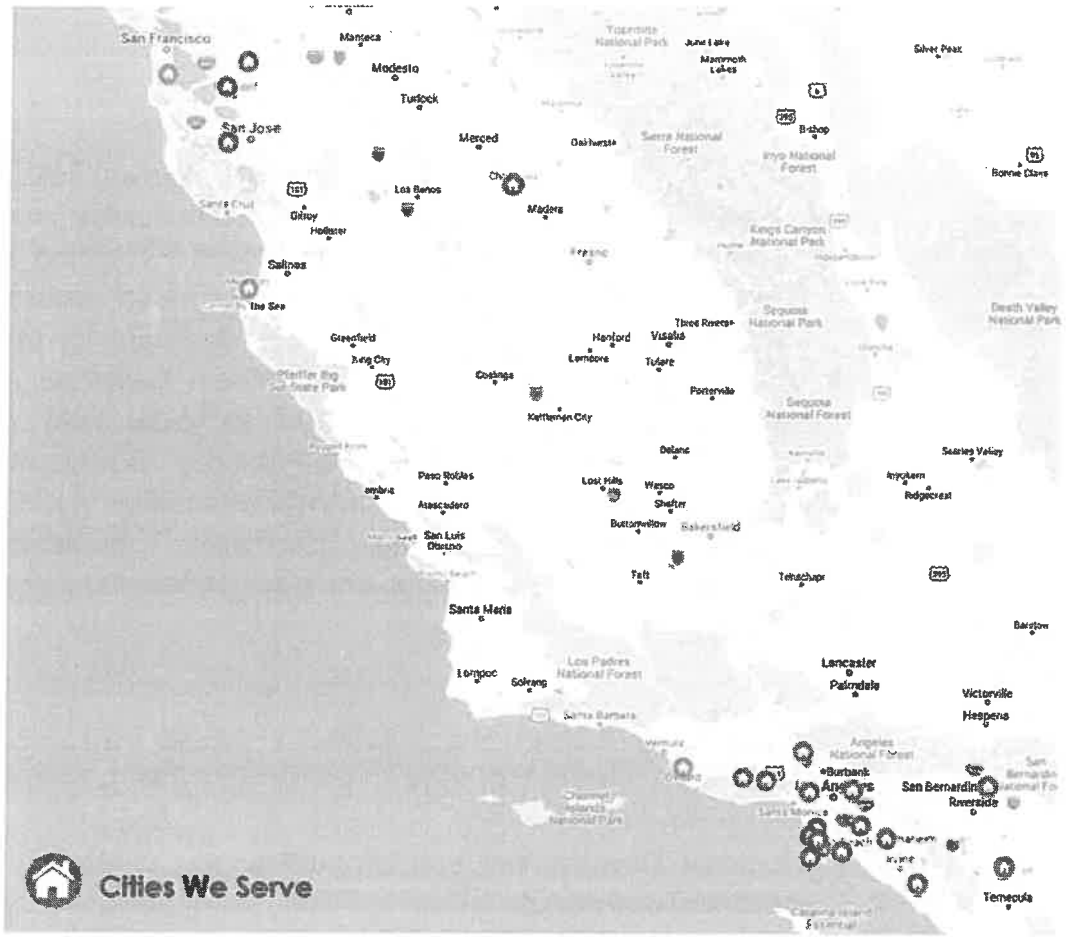
Lastly, Michael Baker administers CDBG-related bid package and construction contract documents. This includes performing Labor Standards Compliance for Capital Improvement Projects and review of bid packages to ensure compliance with federal labor standards. All labor standards compliance documents are reviewed and documented in accordance with the Davis Bacon Act and related laws. Related activities include, but are not limited to, performing all necessary labor standards compliance interviews of employees onsite, and general required procedures as required by applicable federal labor standards compliance requirements.

City of Norwalk, California, Grant Administration and Program Implementation

Michael Baker is responsible for consultation and administration of the CDBG process for Economic Development and Housing. Our staff ensures all HUD requirements for their Analysis of Impediments to Fair Housing (AI), 2020-2025 Consolidated Plan, and Annual Action Plan were met. Additionally, staff provides presentation materials and staff reports for City Council Meetings and conducts subrecipient monitoring to ensure funded organizations are meeting all HUD regulations. In preparation of the Consolidated Plan, Michael Baker staff collected and analyzed data from organizations, the City, regional groups, the current CENSUS information. A Housing and Homeless Needs Assessment was completed to compare local needs with existing resources and including assessments of the general housing needs of the City of Norwalk. Michael Baker also developed a Housing Market Analysis to confirm with the Final Rule for the HOME Program under 24 CFR Part 92.

Michael Baker is currently managing the local administration of the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funding for the City of Norwalk. This includes responding to inquiries and developing activities that meet all the required HUD regulations. Pursuant to the provisions of the CARES Act, Michael Baker continues to assist with CDBG and HOME fund waivers and suspensions from HUD. This includes proposing applicable suspensions for flexibility of funds to respond to the Coronavirus pandemic (COVID-19). Our staff prepare and submit requests for waivers on behalf of the City of Norwalk. Michael Baker has prepared necessary substantial amendments in order to secure funds. Understanding the need for adjusting the Annual Action Plan due to COVID-19, Michael Baker amended the Citizen Participation Plan to meet HUD's definition of reasonable opportunity to notice and comment. Michael Baker ensured all amendments as well as forms SF-424, SF-424D, and certifications of 24 CFR 91.255(A) and (b) or 24 CFR 91.325(a) and (b) have been submitted.

Below is a map and list of cities where Michael Baker staff have performed services relevant to those requested in the RFQ and proposed herein.



- Anaheim
- Beverly Hills
- Burbank
- Calabasas
- Chowchilla
- Cupertino
- Dublin
- LA CDA
- Laguna Woods
- Lawndale
- Lomita
- Long Beach
- Menifee
- Monterey
- Norwalk
- Oxnard
- Rancho Palos Verdes
- Redondo Beach
- San Bernardino
- San Fernando
- South San Francisco
- Torrance
- Union City
- Westlake Village

Firm's Key Personnel

Professional Affiliations
- National Association of Housing and Redevelopment Officials
- Innovative Commerce Serving Communities

Training/Seminars
- IDIS Reporting
- Basically CDBG
- Building HOME Partnership Training
- HOME ARP
- CARES Act

Team Member since 2014

Damien Delany

Project Manager

Mr. Delany has 30 years of experience in the planning field. He has worked for a nonprofit housing corporation and major private residential and commercial developers and as a planning and community development consultant to numerous Southern California cities. He has served as project manager for many community development projects in Southern California. Mr. Delany has coordinated the work of technical staff and subconsultants and administered Community Development Block Grant (CDBG), Home Investment Partnerships (HOME), Affordable Housing Programs, Economic Development Programs, CARES Act programs, and other state/federal grant-funded projects and programs.

Education

- Masters Certificate in Applied Project Management, Villanova University, Villanova, PA
- Regional Development and Urban Planning, University of Arizona, Tucson, AZ

Project Experience

- **City of Norwalk.** Responsible for administering the City's CDBG and HOME programs with funding received from US Department of Housing and Urban Development (HUD) such as the First Time Home Buyer program, Residential Rehabilitation Program, update of Policies and Procedures and general grants administration. Mr. Delany is responsible for the creation, administration, and implementation of the City of Norwalk's Economic Recovery Stimulus Program and COVID-19 Rental Assistance Program funded through the CARES Act. He is currently preparing the Administrative Plan for the management of HOME-ARP programs.
- **City of Monterey.** Responsible for the City's grant administration of CDBG programs, implementation of programs funded through the CARES Act, development of the Affordable Housing program, and the audit of the loan portfolio.
- **City of Redondo Beach.** Responsible for administering the City's annual CDBG grant received from US Department of Housing and Urban Development (HUD), performing labor standards compliance, monitoring subrecipients and managing

CDBG-funded mobility access and home repair grant programs.

- **City of Union City.** Responsible for the administration and implementation of the City's CDBG programs, CARES Act programs, grant administration, and labor compliance monitoring. Mr. Delany also oversees the Below Market Rate (BMR) home ownership program.
- **City of South San Francisco.** Responsible for the administration and implementation of the City's CDBG programs including grant assistance and overseeing the City's Below Market Rate (BMR) home ownership program.
- **City of Lomita.** Responsible for overseeing the management of the Lomita Manor Senior Housing Project, a conventional public housing project, and compliance with all related HUD reporting requirements, including Davis Bacon guidelines.

Kristine Gaa

Senior Planner

Ms. Gaa has 18 years of project management and economic analysis experience. Her projects with Michael Baker span housing and community development, public outreach, and economic analysis. Her key strength is the ability execute analysis to support community development projects, as well as converting complex ideas into messages appropriate for various sets of audiences.

Professional Affiliations

- American Planning Association (2017-present)
- National Association of Housing and Redevelopment Officials (2019-present)

Team Member since 2017

Education

BS, Urban and Regional Planning, California Polytechnic University at Pomona

Project Experience

- **City of Long Beach.** Multiple projects, including, but not limited to: City-wide analysis of vacant storefronts, city-owned real estate disposition and land lease management. Determination of highest and best uses for target properties. Creation of real estate cut-sheets and proposals for developers and investors. Conducting feasibility studies for the creation of Enhanced Infrastructure Financing Districts, Community Revitalization and Investment Authorities, and Economic Empowerment Zones.
- **City of Menifee.** Administration and execution of CDBG-CV funding for Rental and Mortgage Assistance Grant program; Community Outreach include survey creation and Community Outreach Meetings for the City's 2022-2027 Consolidated Plan process. Composition of the City's Analysis of Impediments and 2022-2027 Consolidated Plan.
- **City of Santa Fe Springs.** Administration and execution of CDBG-CV funding for Small Business Grant for COVID-19 Relief; Creation of and administration of Restaurant Grant Funding Program for COVID-19 Relief. Program requirements included comprehensive marketing and community, vetting of applicants, and City Council presentations.
- **City of San Bernardino**
    - *2021-2025 Consolidated Plan/Community Outreach. (2020)*

      Conducted online and paper surveys to inform the Analysis of Impediments and the 2020-2025 Consolidated Plan for the City of San Bernardino. Also conducted a Housing Summit which involved 7 key speakers, over 45 stakeholders, community leaders, and City staff.

- *2021-2022 Annual Action Plan (2021)*

  Composition of the City's 2021-2022 Annual Action Plan. Conducted online surveys in English and Spanish, as well as a Virtual Community Workshop and stakeholder interviews.

- **City of San Juan Capistrano.** Creation and execution of a comprehensive community engagement program to inform the City's Housing Element, Safety and Environmental Justice Element Update. This includes creation of online surveys in English and Spanish. Marketing materials such as flyers and social media posts. Stakeholder engagement meetings and interviews, and virtual Community Engagement meetings.

Professional Affiliations
- Association of Environmental Professionals

Team Member since 2018

Brent Schleck

Senior Environmental Planner

Mr. Schleck has eight years of experience assisting in and managing the preparation of environmental documentation in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Specifically, Mr. Schleck manages preparation of categorical exclusions and environmental assessments for U.S. Department of Housing and Urban Development-funded projects, such as affordable housing construction, housing rehabilitation programs, recreational facility renovations, and infrastructure improvement projects funded through Community Development Block Grant (CDBG), Home Investment Partnerships (HOME), and CARES Act Programs. Additionally, Mr. Schleck assists in and manages preparation of Initial Study / Mitigated Negative Declarations for residential, industrial, institutional, and commercial projects throughout California.

Education

- Master of Urban Planning (Environmental Planning), University of Michigan, Ann Arbor, MI
- B.S., Biology (Ecology and Environmental Biology), Purdue University, West Lafayette, IN.

Project Experience

- **City of South San Francisco.** Prepared environmental documentation and Environmental Review Records pursuant to 24 CFR Part 58 for HUD-funded minor home repair, infrastructure improvement, and public facilities improvement programs.
- **Sacramento Housing and Redevelopment Authority. Villa Jardin and Coral Gables Project.** Mr. Schleck managed the preparation of an Environmental Assessment pursuant to 24 CFR Part 58 and CEQA Class 32 Infill Development exemption for the renovation of the Villa Jardin Apartment complex and the construction of the Coral Gables apartment complex in Sacramento, CA. This project included construction of a shared playground and community center on a vacant lot that experienced impacts from nearby groundwater contamination.
- **City of Pasadena: Salvation Army Hope Center Project.** Mr. Schleck managed the preparation of an Environmental Assessment pursuant to 24 CFR Part 58 and a CEQA affordable housing statutory exemption for the demolition of existing office building and construction of a four story, mixed-use structure containing supportive

services, as well as 65 units of permanent supportive housing for homeless veterans.

Alec W. Vybiral
Technical Specialist

Mr. Vybiral currently supports Michael Baker's Housing team. He has experience in administering and managing CDBG programs as well as providing guidance on policies, rules, and regulatory provisions for projects. His experience, which includes grant applications/reporting and public workshops, is complemented by his analytical, organizational, and communication skill set.

Team Member since 2019

Education

B.S. Advertising, University of Illinois at Urbana-Champaign

Experience

- Assisted with the administration of CDBG programs for a number of different cities across California. This includes conducting drawdowns in IDIS, entering activity accomplishment data into IDIS, completing annual reports such as the Quarterly Cash on Hand Report, ensuring that they are on track to meet the timeliness test, etc.
- Is highly knowledgeable in the IDIS system that is used to setup CDBG activities, conduct drawdowns, receipt program income, and input reports such as the Annual Action Plan, Consolidated Plan, and CAPER.
- Assisted with the implementation and administration of a Small Business Assistance Loan Program that provided local small businesses with loans in response to the COVID-19 pandemic.
- Helped various cities receive their CARES Act funding from HUD through the adoption of a substantial amendment.
- Acted as construction manager for a facility improvement project. Duties included traveling to the work site, taking photos of work progress, ensuring that work was on schedule and being done correctly, and discussing the project with the construction foreman.
- Conducted labor compliance for multiple projects around California. This includes traveling to the worksite and interviewing the construction workers to ensure that they were being paid the proper wages, ensuring that necessary job site posters were up and visible, and taking photos of the work progress.

Professional Affiliations
- American Planning Association (2015 - present)

Team Member since 2022

Natasha Kumar

Planner I

Ms. Kumar will serve as the Planner I for the Project. She will aid with outreach and report writing. She has previously done community outreach for election campaigns on the ballot and the Fair Workweek LA coalition for labor rights in the grocery and retail sector. She has also participated and helped organize community outreach meetings when she interned with the City of Culver City and the affordable housing non-profit Venice Community Housing. The community outreach was a combination of over-the-phone, door-to-door, community meetings, and one-one-one discussions with individuals. She has researched and written reports and technical memorandums for LA Metro Transit Agency projects, City of Pomona Planning Department, and affordable housing proposals.

Education

- B.S., 2019, Urban & Regional Planning, California State Polytechnic University Pomona, Pomona, CA
- M.P.A., 2023, Public Administration, California State Polytechnic University Pomona, Pomona, CA

Experience

TransLink Consulting, LLC.

Ms. Kumar served as the Planner I for the boutique transportation planning firm. She developed the Technical Memorandum Parking Analysis for Metro's Vermont Transit Corridor South Bay Extension, assisted with writing the report for Metro's Draft Coordinated Public Transit, and assisted with the interviewing Metro's staff for Metro's Gender Action Plan. Ms. Kumar provided technical support on administrative tasks for RFPs and RFIs and developed a project key for current projects for timesheet management. Additionally, Ms. Kumar developed marketing materials for the company such as e-mail signatures, a Welcome Packet to assist with onboarding, and updated the company's project portfolio for all current and previous projects the company had worked on.

Additional staff available as needed.

Michael Baker
INTERNATIONAL

Firm's Primary Contact

The primary contact person for this proposal is Damien Delany, who can be reached at (562) 200-7177 or ddelany@mbakerintl.com.

Cost Proposal

Michael Baker is proposing to provide the services requested by the City, for not-to-exceed fees. The quotes below are fully burdened and include salaries, benefits, insurance, and other office overhead costs. Invoices presented to the City will contain an itemized description of the work performed and the date and amount for each charge. Charges will be itemized by task and identified as eligible under general administration or activity delivery. Michael Baker will invoice monthly.

Task	Cost
CDBG Administration/HUD mandated Program Reporting and IDIS/Financial Reporting	$65,000
Labor Compliance	$12,000
Environmental Review	$7,500
Total	**$84,500**

The fee quoted above is a not-to-exceed sum of the individual tasks as described above in the scope of work and are inclusive of all project costs for a two-year period. This fee is based on the anticipated number of hours to be devoted by the various team members at the following hourly rates:

NAME/TITLE	HOURLY RATE
Damien Delany, Project Manager	$165
Kristine Gaa, Sr. Planner	$140
Brent Schleck, Senior Environmental Planner	$135
Alec W. Vybiral, Technical Specialist	$125
Natasha Kumar, Planner I	$75

Item 7

CITY OF HUNTINGTON PARK

Finance Department
City Council Agenda Report

August 2, 2022

Honorable Mayor and Members of the City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mayor and Members of the City Council:

CONSIDERATION AND APPROVAL OF A RESOLUTION AUTHORIZING COLLECTION OF DELINQUENT REFUSE CHARGES PURSUANT TO SECTION 6-2.112 OF THE CITY OF HUNTINGTON PARK'S MUNICIPAL CODE (172.54 REFUSE COLLECTION FEES)

IT IS RECOMMENDED THAT CITY COUNCIL:

1. Conduct a public hearing;

2. Take public testimony;

3. Adopt Resolution No. 2022-24, Directing the County Assessor to include delinquent refuse collection fees as a special assessment to be collected at the same time and in the same manner as County taxes (172.54 Refuse Collection Fees).

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

CR&R, Incorporated is the City's current residential and commercial waste hauler. As required by the City's franchise agreement with CR&R and in accordance with Section 6-2.112 of the City of Huntington Park Municipal Code, CR&R has provided a list of delinquent residential and commercial accounts for the purpose of debt collection. Collection of delinquent accounts, including all applicable fees and penalties, is accomplished through the Los Angeles County Auditor-Controller's Office via the annual property tax roll.

The Los Angeles County Auditor-Controller's Office requires a City Council resolution to be adopted annually to document the service assessments to be levied upon each real property parcel and to inform the Auditor-Controller of the City's intent to collect delinquent fees associated with trash accounts via the tax roll. Absent this action, the City would be unable to collect the annual delinquent charges for the given year.

As required by law, the City publicized the public hearing in the July 9, 2022 edition of the Press Telegram.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The City's franchise agreement with the waste hauler provides for municipal solid waste and recycling collection, transport and disposal services ("Refuse Disposal Service") to residential and commercial properties in the City. Residential and operating businesses are required to have Refuse Disposal Service and each property owner of a residential and commercial property is ultimately responsible for the payment of charges for service provided. In the event that the Refuse Disposal Service charge billed by the City's waste hauler is not paid, the provisions of California Health and Safety Code Section 5473a and Section 6-2.112 of the City of Huntington Park Municipal Code authorize the City to collect the delinquent Refuse Disposal Service charges from the owners of the residential and commercial properties shown on the property tax roll after notice is given and a public hearing is held by the Huntington Park City Council.

FISCAL IMPACT/FINANCING

Upon receipt of monies from the Los Angeles County Auditor-Collector, the City will remit payment to CR&R equal to the actual amount recovered less ten percent (10%), in accordance with Section 6-2.112 of the City of Huntington Park Municipal Code to cover the City's cost in the collection of the delinquent fees. The City will also receive payment of the franchise fee from CR&R for the amount of delinquent fees received via the County tax roll.

CONCLUSION

Upon adoption of the attached Resolution, staff will proceed to coordinate with the County and place the subject assessments on the County's Tax Roll for Fiscal Year 2022-2023.

Respectfully submitted,

RICARDO REYES
City Manager

NITA MCKAY
Director of Finance & Administrative Services

ATTACHMENT(S)

A. Resolution No. 2022-24, Directing The County Assessor To Include Delinquent Refuse Collection Fees As A Special Assessment To Be Collected At The Same Time And In The Same Manner As County Taxes (172.54 Refuse Collection Fees)

B. Notice of Public Hearing – Proof of Publication

ATTACHMENT "A"

RESOLUTION NO. 2022-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK AUTHORIZING AND DIRECTING THE COUNTY ASSESSOR TO INCLUDE DELINQUENT REFUSE COLLECTION FEES AS A SPECIAL ASSESSMENT TO BE COLLECTED AT THE SAME TIME AND IN THE SAME MANNER AS COUNTY TAXES (172.54 REFUSE COLLECTION FEES)

WHEREAS, ***Section 38790.1*** of the Government Code of the State of California authorizes cities to collect delinquent refuse fees via a special assessment to be collected with county taxes; and

WHEREAS, the City of Huntington Park and its contractor have made numerous attempts to collect the delinquent refuse collection fees; and

WHEREAS, pursuant to Sections 25831 and 38790.1 of the Government Code of the State of California, notice was provided to all delinquent account holders of the Public Hearing; and

WHEREAS, a duly noticed Public Hearing was held on August 2, 2022 and closed with all comments received.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK DOES HEREBY FIND, DETERMINE, RESOLVE AND ORDER AS FOLLOWS:

SECTION 1. The list of properties and the amounts to be collected, attached as Exhibit "A", shall be forwarded to the Los Angeles County Auditor-Controller for posting on the tax bill as a special assessment. Exhibit "A" may be modified by the Director of Finance & Administrative Services to delete those parcels where delinquent bills are paid prior to the City Council hearing.

SECTION 2. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED THIS 2nd day of August 2022.

_____
Eduardo Martinez, Mayor

ATTEST:

_____
Eduardo Sarmiento, City Clerk

Exhibit A
City of Huntington Park
Fiscal Year 2021-22 CR R Inc.
List of Delinquent Refuse Disposal Accounts

PARCEL #	NAME	ADDRESS	BALANCE	CITY FEE	TOTAL DUE
6212001025	HECTOR & MARTHA MALDONADO	3103 WALNUT ST	100.44	10.04	110.48
6212002009	QUETZAL TRANSMISSION CENTER	2964 E FLORENCE AVE	37.95	3.80	41.75
6212002024	RASPADO XPRESS	3052 E FLORENCE AVE	1,694.59	169.46	1,864.05
6212004041	HECTOR & MARIA TRS GUZONATTO	3212 WALNUT ST	411.67	41.17	452.84
6212005038	SILVIAS BEAUTY SALON	7423 STATE ST	565.58	56.56	622.14
6212016051	LA ESTRELLITA MEAT MARKET	7825 STATE ST	122.29	12.23	134.52
6213001017	AUGUSTIN NIEVES	3303 WALNUT ST	384.90	38.49	423.39
6213001019	MASSIMO D & BERTHA A DEGLI ERE	3257 WALNUT ST	600.36	60.04	660.40
6213004007	DANIEL & ISABEL VALENCIA	3252 WALNUT ST	103.44	10.34	113.78
6213006011	FELIX W & MARIA A HERNANDEZ	3463 CALIFORNIA ST	167.40	16.74	184.14
6213009008	CESAR & EDITH ORDONEZ	3470 CALIFORNIA ST	200.12	20.01	220.13
6213010013	NELLY TOVAR	3300 LIVE OAK ST	446.95	44.70	491.65
6213010021	ALBERTO VIERA	3312 LIVE OAK ST	167.40	16.74	184.14
6213011012	ARMINDA G ET AL GARCIA	3360 LIVE OAK ST	135.92	13.59	149.51
6213013003	JORGE E JR VIRAMONTES	3312 FLOWER ST	176.29	17.63	193.92
6213014001	KRISTIN CASTILLO	3408 FLOWER ST	287.09	28.71	315.80
6213016001	LISANDRA DURAN-MARTINEZ	3240 HOPE ST	163.72	16.37	180.09
6213016008	CHRISTIAN AMEZCUA	3253 GRAND AVE	200.12	20.01	220.13
6213017001	IGLESIA APOSTOLICA CENTRAL	3326 HOPE ST	140.78	14.08	154.86
6213017002	ALEJANDRA NUNEZ	3332 HOPE ST	100.24	10.02	110.26
6213017019	JUAN HERNANDEZ	3401 GRAND AVE	177.38	17.74	195.12
213020019	ARCELIA ARREDONDO	3353 OLIVE ST	167.14	16.71	183.85
6213026021	JOSE G ARCINIEGA	3333 BROADWAY AVE	200.12	20.01	220.13
6213030019	EL UNICO MEAT MARKET	7909 CALIFORNIA AVE	2,244.22	224.42	2,468.64
6213030024	OLIVIA C ALVAREZ	3421 CUDAHY ST	103.44	10.34	113.78
6213032025	VERONICA BARRAZA	3353 SANTA ANA ST	448.47	44.85	493.32
6214002001	JESSIE L ALVARADO	7402 CALIFORNIA AVE	44.24	4.42	48.66
6214002013	CESAR LEYVA	3609 LIVE OAK ST	219.84	21.98	241.82
6214003005	EUGENIO PEGUERO	3501 FLOWER ST	79.04	7.90	86.94
6214007003	CARLOS & BLANCA TULA	7664 CALIFORNIA AVE	34.90	3.49	38.39
6214007004	LUIS RODRIGUEZ	7668 CALIFORNIA AVE	62.18	6.22	68.40
6214010015	GUSTAVO R ESPINOZA	3716 GRAND AVE	200.12	20.01	220.13
6214013002	JUAN G & IMELDA TOPETE	3632 OLIVE ST	33.48	3.35	36.83
6214013010	JAIRO A RIZO	3706 OLIVE ST	97.37	9.74	107.11
6214015014	LORRAINE CHAVEZ	7807 SALT LAKE AVE	188.40	18.84	207.24
6214018010	GABRIEL GUTIERREZ	4001 BROADWAY AVE	177.38	17.74	195.12
6214018015	MARIA DEL ROSARIO LUNA	3916 HILL ST	450.77	45.08	495.85
6214020004	JOSE & MARTHA MORALES	7916 CALIFORNIA AVE	33.48	3.35	36.83
6214020018	LOPEZ PEREZ GUMERCINDO	3534 BROADWAY AVE	298.76	29.88	328.64
6214021022	MARIA F AMAYA	3804 BROADWAY AVE	42.59	4.26	46.85
6214025004	ARMANDO CASILLAS	8008 CALIFORNIA AVE	299.88	29.99	329.87
6214026005	GONZALO MARTINEZ	3815 SANTA ANA ST	100.12	10.01	110.13
6214026009	ALEX OMAR TINAJERO	3727 SANTA ANA ST	182.19	18.22	200.41
214027006	JORGE & GAUDENCIA REYES	3923 SANTA ANA ST	245.63	24.56	270.19
6309001018	GENESIS THE FACTORY INC	2418 E 54TH ST	1,618.32	161.83	1,780.15

Exhibit A
City of Huntington Park
Fiscal Year 2021-22 CR R Inc.
List of Delinquent Refuse Disposal Accounts

6309002013	JAESCO MANUFACTURING	2416 E 52ND ST #C	1,312.18	131.22	1,443.40
6309004002	JESUS GUTIERREZ	2455 E 55TH ST	701.67	70.17	771.84
6309007001	HP TIRES & WHEELS CO	2469 E 58TH ST	865.86	86.59	952.45
6309007016	JM IRON WORKS	2414 E 57TH ST	2,589.67	258.97	2,848.64
6309011030	PACIFIC AUTO REPAIR	2567 E 54TH ST	163.41	16.34	179.75
6309012004	LITTLE TRATTORIA 25	5415 PACIFIC BLVD	186.19	18.62	204.81
6309013012	VH CUTTING SERVICE	2501 E 56TH ST	1,180.62	118.06	1,298.68
6309013020	RODRIGUEZ FASHION INC	2509 E 56TH ST	1,558.98	155.90	1,714.88
6309016026	APC OUTLET	2519 E SLAUSON AVE	3,008.94	300.89	3,309.83
6309023009	EILEEN GRANADOS	2633 E 57TH ST	44.80	4.48	49.28
6309028017	CLINICA MEDICA GENERAL	5725 S SOTO ST	636.90	63.69	700.59
6309029018	JOSE DELGADO	2808 E 58TH ST	177.87	17.79	195.66
6309030013	INT'L AUTO BODY	2771 SLAUSON AVE	215.71	21.57	237.28
6309030017	ALICIA BRIDAL	2801 E SLAUSON AVE A	750.36	75.04	825.40
6310015023	RFS INVESTMENTS	5608 SOTO ST UNIT# 1	866.13	86.61	952.74
6310024001	HUMBERTO NAVEL	6001 STATE ST	540.86	54.09	594.95
6310025002	ADVANTAGE AUTO REPAIR	6057 STATE ST	493.13	49.31	542.44
6310025006	OSCAR GARCIAS	6069 STATE ST	332.70	33.27	365.97
6310025045	RHINO CAPITAL & INVESTMENT	3063 RANDOLPH ST	301.32	30.13	331.45
6312025017	REFUFIO QUINONES CISNEROS MON	5928 OTIS AVE	230.46	23.05	253.51
6312025022	ARLENE GARCIA	5914 OTIS AVE	238.02	23.80	261.82
6312027017	NESTOR MORA	5963 GIFFORD AVE	200.12	20.01	220.13
6317006023	LUIS & IRMA CAMACHO	6072 GIFFORD AVE	200.12	20.01	220.13
6317006029	GERONIMO NAJERA HERNANDEZ	4118 E 60TH ST	12.75	1.28	14.03
6317009007	JUAN C VAZQUEZ	6163 RIVERSIDE AVE	200.12	20.01	220.13
6317010015	MARIO PEREZ	6171 GIFFORD AVE	65.50	6.55	72.05
6317010018	LIBORIA ZAVALZA	4053 RANDOLPH ST	343.51	34.35	377.86
6317011005	CONSUELO GUERRA FLORES	6160 GIFFORD AVE	407.74	40.77	448.51
6317011006	CONSUELO GUERRA FLORES	6166 GIFFORD AVE	459.37	45.94	505.31
6317011019	TERESITA ALBA	6114 GIFFORD AVE	631.83	63.18	695.01
6317012013	DINA GOMEZ	6164 OTIS AVE	21.89	2.19	24.08
6318008013	CENTRAL ELECTRO MOTOR	6025 MAYWOOD AVE #12	750.36	75.04	825.40
6318009020	MARIA H DIAZ	6013 MAYWOOD AVE 10	227.20	22.72	249.92
6318011022	OSCAR MOTORS	5954 MAYWOOD AVE	279.96	28.00	307.96
6318015029	LUZ ENRIQUEZ	3523 E 61ST ST	34.03	3.40	37.43
6318015031	JOSE FIGUEROA	3550 E 60TH PL	165.43	16.54	181.97
6318015043	RAUL VERDUZCO	3608 E 60TH PL	103.51	10.35	113.86
6318016029	RAFAEL LOPEZ	3540 E 61ST ST	33.48	3.35	36.83
6318016032	MARIA A AMAYA	3528 E 61ST ST	135.92	13.59	149.51
6318016041	LAZARO & NATIVIDAD PEDRAJA	3515 E 61ST PL	384.90	38.49	423.39
6318017013	PEDRO MURILLO	3638 E 61ST PL	134.68	13.47	148.15
6318017014	FERNANDO L LOPEZ	3634 E 61ST PL	216.01	21.60	237.61
6318018012	CYNTHIA IDARRA	3639 RANDOLPH PL	435.53	43.55	479.08
6318018019	MARCIA CABRERA	3727 RANDOLPH PL	658.30	65.83	724.13
6318027011	MARTIN PEREZ REYES	6157 CARMELITA AVE	140.78	14.08	154.86
6318027020	JIMMY MARINELARENA	6115 CARMELITA AVE	103.44	10.34	113.78

Exhibit A
City of Huntington Park
Fiscal Year 2021-22 CR R Inc.
List of Delinquent Refuse Disposal Accounts

6318030011	CARLOS ANG ORELLANA	6017 CORONA AVE	177.38	17.74	195.12
6318034013	ADRIANA M DEYET	5973 CORONA AVE	296.35	29.64	325.99
6319001014	OLIVIA PADILLA	2918 RANDOLPH ST	1,907.40	190.74	2,098.14
6319001038	JAIME & MARIA BRAVO	6126 MILES AVE #A	33.48	3.35	36.83
6319003015	HECTOR BECERRA	6350 GENTRY ST	200.12	20.01	220.13
6319003019	VERONICA PEREYRA	6321 PASSAIC ST	193.00	19.30	212.30
6319005019	JUAN CARLOS RAMIREZ	6360 MARCONI ST	229.67	22.97	252.64
6319006018	MIRZABEK KULATTI	2983 CLARENDON AVE	636.32	63.63	699.95
6319007020	EDUARDO CRUZ	6371 CEDAR ST	1,819.02	181.90	2,000.92
6319007023	CAFE GLORIA'S OAXACA	3043 E GAGE AVE	112.86	11.29	124.15
6319007027	MICHAEL D TR HIMANGO	6356 ARBUTUS AVE #A	90.60	9.06	99.66
6319008036	LILIANA & ROSALIBA MARISCAL	6222 CEDAR ST #A	400.24	40.02	440.26
6319008039	ALMA A MEDINA	3070 RANDOLPH ST	35.00	3.50	38.50
6319010004	JOSE JIMENEZ	6318 STATE ST	32.68	3.27	35.95
6319010012	CESAR POUZEAUD	3115 E GAGE AVE	62.79	6.28	69.07
6319011019	RAMIREZ MARGARITA & DENISE	6331 PLASKA AVE	451.13	45.11	496.24
6319013019	ANTONIO C & GUADALUPE FLORES	6239 HOOD AVE	200.12	20.01	220.13
6319015008	FATIMA R MORALES	6350 HOOD AVE	200.12	20.01	220.13
6319015012	PUERTO DE LIBERTAD	3249 E GAGE AVE	656.09	65.61	721.70
6319016004	ALBERTO ARAUZ	6218 HOOD AVE	449.57	44.96	494.53
6319017003	DAVID RODRIGUEZ	6226 NEWELL ST	96.52	9.65	106.17
6319018012	CFK INVESTMENTS LLC	3271 E GAGE AVE	2,378.89	237.89	2,616.78
6319019013	MANUEL GARCIA	3309 E GAGE AVE	373.73	37.37	411.10
6319020008	MITCHELL E SHULMAN	6234 HOLLENBECK ST	310.36	31.04	341.40
6319021001	LA DYE TECH INC	6240 BISSELL PL	4,488.44	448.84	4,937.28
6319021033	AZUCENA CARILLO	6248 BISSELL ST	194.34	19.43	213.77
6320002094	OSWALDO & LETICIA E HUERTA	5957 RUGBY AVE	103.44	10.34	113.78
6320006016	ANN M RIOS	5931 1/2 STAFFORD AVE	136.92	13.69	150.61
6320006040	HUNTINGTON VI TOWNHOMES C/O	5915 STAFFORD AVE	373.77	37.38	411.15
6320006091	NANCY RODRIGUEZ	5945 STAFFORD AVE	218.56	21.86	240.42
6320008042	LIEU K PHAM	5914 TEMPLETON ST	134.68	13.47	148.15
6320009074	DAVID N & SOCORRO P GARDUNO	6023 MILES AVE	100.44	10.04	110.48
6320010051	JOSUE CANTU	6045 TEMPLETON ST	200.12	20.01	220.13
6320012010	MANUEL BALDERAS	2668 BELGRAVE AVE	92.29	9.23	101.52
6320012014	ANN MARIE RIOS	6013 SEVILLE AVE	744.87	74.49	819.36
6320015010	RUDOLPH FRICKER	6015 RUGBY AVE	163.41	16.34	179.75
6320015013	VALADEZ GONZALEZ ANA MARIA	2503 RANDOLPH ST	2,253.39	225.34	2,478.73
6320015016	CYNTHIA RIVERA	2515 RANDOLPH ST	1,746.33	174.63	1,920.96
6320016020	JUAN ET AL LIMA	6015 MALABAR ST	53.77	5.38	59.15
6320018028	ADRIAN TARANGO	6203 MALABAR ST	1,733.27	173.33	1,906.60
6320019038	RUTH M OLIVA	6147 RUGBY AVE	180.82	18.08	198.90
6320020019	DORIA FURNITURE & MATRESSES	6121 PACIFIC BLVD	620.21	62.02	682.23
6320020020	LOLY'S BRIDAL	6133 PACIFIC BLVD	865.86	86.59	952.45
6320020021	KAMILA FURNITURE	6137 PACIFIC BLVD	1,961.13	196.11	2,157.24
6320020023	PATRICIA ESPARZA	6209 PACIFIC BLVD	304.95	30.50	335.45
6320020026	HEARTLESS INK CLOTHING	2573 CLARENDON AVE	31.92	3.19	35.11

Exhibit A
City of Huntington Park
Fiscal Year 2021-22 CR R Inc.
List of Delinquent Refuse Disposal Accounts

6320021003	ALL MY CHILDREN KIDS STORE	6208 PACIFIC BLVD A	865.86	86.59	952.45
6320022006	CENTURY CLEANERS	6112 RITA AVE	313.95	31.40	345.35
6320025001	ALEJANDRO C & BLANCA J NORIEGA	2815 CLARENDON AVE	75.12	7.51	82.63
6320025010	JACOB & CELIA BANDA	6205 MILES AVE	459.37	45.94	505.31
6320026010	MARTIN MELGOZA	6346 TEMPLETON ST	339.73	33.97	373.70
6320026013	NINA'S CAFE	2805 E GAGE AVE	429.56	42.96	472.52
6320026021	LUCIA AQUINO	6341 MILES AVE	75.88	7.59	83.47
6320027011	MARY'S CAKE SHOP	2761 E GAGE AVE	187.80	18.78	206.58
6320027024	RICARDO A. SANTIZO	2779 E GAGE AVE	33.48	3.35	36.83
6320028022	ALEX CASTRO	6353 STAFFORD AVE	459.37	45.94	505.31
6320030001	YERBERITO	6306 PACIFIC BLVD	2,175.02	217.50	2,392.52
6320030002	MORACOMP COMPUTERS	6314 PACIFIC BLVD	750.36	75.04	825.40
6320030004	PT SATELLITES	6320 PACIFIC BLVD #C	42.05	4.21	46.26
6320030033	JEFF KERN	6330 PACIFIC BLVD	9,595.44	959.54	10,554.98
6320031010	DINOS CHICKEN & BURGER	6135 PACIFIC BLVD	696.47	69.65	766.12
6320032011	RIGOBERTO JURADO	6350 MALABAR ST	200.12	20.01	220.13
6321003057	SOUTH GATE SUNROOFS	2466 E SLAUSON AVE	865.86	86.59	952.45
6321003068	DUNG NGUYEN	5968 MIDDLETON ST	34.24	3.42	37.66
6321004017	GAYNEL RADER	2315 RANDOLPH ST	855.01	85.50	940.51
6321004036	GENESIS COMPLETE AUTO REPAIR	6003 SANTA FE AVE	2,013.14	201.31	2,214.45
6321005005	INDUSTRIAL ASSETS MACHINERY	2301 BELGRAVE AVE	66.31	6.63	72.94
6321007031	JERRY SOLOMAN ENTERPRISES	2001 BELGRAVE AVE 1	4,531.95	453.20	4,985.15
6321007032	ADVANCE PIPE BENDING	5975 REGENT ST	213.06	21.31	234.37
6321009026	DEMETRIO & ARACELI E VARGAS	6127 ALBANY ST	200.12	20.01	220.13
6321010017	ARACELIA FLORES	6144 ALBANY ST	2,225.11	222.51	2,447.62
6321012004	ERNESTO & MARIA T RAMIREZ	6214 SANTA FE AVE	427.01	42.70	469.71
6321012007	JAIME CHAVEZ	6200 SANTA FE AVE	33.48	3.35	36.83
6321014004	OSCAR & VICTORIA ORTEGA	6332 MARBRISA AVE	200.12	20.01	220.13
6321015006	JORGE MARTINEZ	6324 ALBANY ST	140.78	14.08	154.86
6321015010	RUBEN RAMIREZ	6302 ALBANY ST	676.33	67.63	743.96
6321015019	RIGOBERTO CANTINCA	6335 MARBRISA AVE	600.36	60.04	660.40
6321015027	NELLY S ESCAMILLO	2211 E GAGE AVE	400.24	40.02	440.26
6321018001	COLIMA GLASS	6405 REGENT ST	288.04	28.80	316.84
6321018015	ALEX & JOSEPHINE A HERNANDEZ	6531 COTTAGE ST A&B	689.04	68.90	757.94
6321018040	GILBERTO ANGELES GARCIA	6424 REGENT ST	200.12	20.01	220.13
6321019012	LORENA CASTILLO	6416 COTTAGE ST FRONT	225.99	22.60	248.59
6321020012	MIGUEL & ANA M SILVA	6520 ALBANY ST	36.68	3.67	40.35
6321020021	CARLOS GRIMALDO RLY 26 INVESTM	6421 MARBRISA AVE	400.24	40.02	440.26
6321020022	HELIA TORRES	6425 1/2 MARBRISA AVE	219.84	21.98	241.82
6321023004	PAULINA LASS	6714 SANTA FE AVE	2,547.13	254.71	2,801.84
6321026008	JOSE FUENTES	2226 ZOE AVE	3,815.62	381.56	4,197.18
6321027013	JOSE OROZCO	2132 ZOE AVE	400.24	40.02	440.26
6321029011	XOCHILT ET AL SANCHEZ	6919 ALBANY ST	199.36	19.94	219.30
6321029015	LHT LLC	6903 ALBANY ST	146.56	14.66	161.22
6321030028	LETICIA FUENTES	7000 ALBANY ST	2,776.98	277.70	3,054.68
6321034010	MIRTALA ORELLANA	6110 SANTA FE AVE	167.40	16.74	184.14

Exhibit A
City of Huntington Park
Fiscal Year 2021-22 CR R Inc.
List of Delinquent Refuse Disposal Accounts

322002002	SERGIO HUERTA DIAZ TORKIAN PAR	2504 E GAGE AVE	33.48	3.35	36.83
6322003017	EMELITAS BRIDAL	6515 PACIFIC BLVD 101	849.59	84.96	934.55
6322003019	JOYERIA MICHELLE & BRIDAL	6531 PACIFIC BLVD	223.48	22.35	245.83
6322004002	TOTAL WIRELESS	6408 PACIFIC BLVD	833.28	83.33	916.61
6322004003	STEPHANIES BRIDAL	6412 PACIFIC BLVD	865.86	86.59	952.45
6322004011	PRINCESS PALACE	6518 PACIFIC BLVD #B	18.65	1.87	20.52
6322004012	KIPSI LA	6524 PACIFIC BLVD #A	659.64	65.96	725.60
6322004034	EL PASO ZAPATERIA & WESTERN WE	6438 PACIFIC BLVD	395.39	39.54	434.93
6322005001	UNITED METHODIST CHURCH	2660 E GAGE AVE	2,407.45	240.75	2,648.20
6322006015	GUSTAVO DA SILVA	6528 SEVILLE AVE	662.50	66.25	728.75
6322007001	LAS BRISAS DEL PACIFICO	2754 E GAGE AVE	2,001.76	200.18	2,201.94
6322007019	CALIQUEENS WHOLESALE	2780 E GAGE AVE	699.32	69.93	769.25
6322008013	LETICIA VELASQUEZ	6522 TEMPLETON ST	67.96	6.80	74.76
6322012002	ENGELBERTO & JOSE BARBA	2810 ZOE AVE	68.96	6.90	75.86
6322012008	MARIA ET AL MONTEZ	6702 TEMPLETON ST	177.38	17.74	195.12
6322014010	JUAN G CORONA	6814 SEVILLE AVE	189.96	19.00	208.96
6322017005	PALACIOS PHOTOGRAPHY	6704 PACIFIC BLVD	750.36	75.04	825.40
6322017007	MAS SPORTSWEAR INC,	6722 PACIFIC BLVD	865.95	86.60	952.55
6322017009	FERNANDO O ROSALES PROFESSIONA	6800 PACIFIC BLVD	695.86	69.59	765.45
6322018014	RUBICON GLOBAL	6601 PACIFIC BLVD	243.54	24.35	267.89
6322018015	AROMAS PERFUMES	6609 PACIFIC BLVD	126.52	12.65	139.17
6322018016	MI BELLA COLLECTION	6615 PACIFIC BLVD	750.36	75.04	825.40
322018024	EL COCO LOCO	6811 PACIFIC BLVD	2,375.13	237.51	2,612.64
6322018025	MAYRA ILUSIONES	6823 PACIFIC BLVD	689.10	68.91	758.01
6322018030	BEAUTIFUL COLLECTIONS	6725 PACIFIC BLVD	866.12	86.61	952.73
6322020024	BARBARA S BRYM	6803 MALABAR ST	200.12	20.01	220.13
6322021020	JUDITH DOMINGUEZ	7029 MALABAR ST	169.96	17.00	186.96
6322021023	AGUSTIN SR PULIDO	7117 MALABAR ST	103.90	10.39	114.29
6322023017	LYZY'S FASHION	7131 PACIFIC BLVD	750.36	75.04	825.40
6322023018	ANGI'S BRIDAL	6923 PACIFIC BLVD	62.79	6.28	69.07
6322023020	PRINCESS BRIDAL	7007 PACIFIC BLVD	183.89	18.39	202.28
6322023022	VICTORIAS BRIDAL INC	7029 PACIFIC BLVD	1,353.58	135.36	1,488.94
6322023026	CALEBS WIRELESS & VIDEO GAMES	7119 PACIFIC BLVD	1,261.05	126.11	1,387.16
6322023031	WOW JEWERLY CO.	7115 PACIFIC BLVD	750.36	75.04	825.40
6322024005	FINE DISCOUNT INC #3	7004 PACIFIC BLVD	209.62	20.96	230.58
6322024006	DI MARI'S BOUTIQUE	7008 PACIFIC BLVD	191.34	19.13	210.47
6322024007	MICHAEL'S BOUTIQUE	7118 PACIFIC BLVD	82.56	8.26	90.82
6322024030	HP SHOE PLUS	7028 PACIFIC BLVD	21.05	2.11	23.16
6322024034	EMILY'S BRIDAL SALON INC	7102 PACIFIC BLVD	2,070.99	207.10	2,278.09
6322024037	MIA'S BOUTIQUE	7124 PACIFIC BLVD	750.36	75.04	825.40
6322025042	FERNANDO ROSALES	7013 SEVILLE AVE	363.68	36.37	400.05
6322027003	JOSE CONTRERAS	7118 SEVILLE AVE	461.01	46.10	507.11
6322027019	ANTONIO BRINK	7145 STAFFORD AVE	53.10	5.31	58.41
6322029002	ANGEL G ARMENTA CASTRO	7118 STAFFORD AVE A	158.90	15.89	174.79
322030013	BAKS INVESTMENTS LLC	2814 SATURN AVE	1,358.77	135.88	1,494.65
6322031005	PEDRO & SOCORRO S DE LARA	7038 TEMPLETON ST A-D	100.60	10.06	110.66

Exhibit A
City of Huntington Park
Fiscal Year 2021-22 CR R Inc.
List of Delinquent Refuse Disposal Accounts

6322033011	FREDDY BARBER SHOP & BEAUTY SA	2859 E FLORENCE AVE	1,607.52	160.75	1,768.27
6322033017	MEG FINANCIAL SERVICES	2885 E FLORENCE AVE	384.27	38.43	422.70
6323001023	RAMON CAMPOY	6616 HOOD AVE	400.24	40.02	440.26
6323001036	RUIZ FURNITURE	3246 E GAGE AVE	405.32	40.53	445.85
6323001041	ROGELIO NUNEZ	6513 NEWELL ST	200.12	20.01	220.13
6323003032	MARTIN ZAZUETA	6707 PLASKA AVE	267.76	26.78	294.54
6323005018	MARIA E MAHER	6928 PASSAIC ST	33.48	3.35	36.83
6323005022	EDWIN MINERA	7010 PASSAIC ST	215.43	21.54	236.97
6323008001	VERONICA GONZALEZ	6900 MARCONI ST	81.56	8.16	89.72
6323011041	JACQUELINE BUGARIN	6822 PLASKA AVE	447.59	44.76	492.35
6323012061	OLIVER GUDINO	6830 HOOD AVE #A	434.82	43.48	478.30
6323012065	RENE ZENDEJAS	6808 HOOD AVE	183.43	18.34	201.77
6323014005	MARIA N CASTRO	6434 ARBUTUS AVE	69.24	6.92	76.16
6323014010	MODERN GLASS & MIRROR WOR	3046 E GAGE AVE	1,972.95	197.30	2,170.25
6323014011	TIENDA LA BUENA FE	3048 E GAGE AVE A	383.79	38.38	422.17
6323014044	FIRST METHODIST CHURCH	6525 STATE ST	287.60	28.76	316.36
6323015002	RAYMOND & ADELA ESPINOZA	6607 STATE ST	24.43	2.44	26.87
6323018011	GUSTAVO RUIZ	7130 ARBUTUS AVE	229.67	22.97	252.64
6323022015	THOMAS RODRIGUEZ	6915 BENSON ST	459.37	45.94	505.31
6323023026	LUIS M & GLORIA BARILLAS	6706 STATE ST	229.67	22.97	252.64
6323026055	GONZALO C JIMENEZ	7116 STATE ST	550.36	55.04	605.40
6324015020	LAS CORONAS GRILL	3340 E GAGE AVE	3,806.57	380.66	4,187.23
6324033015	EAGLE RADIATOR SERVICE	3315 E FLORENCE AVE	750.36	75.04	825.40
6324036027	JOSE M CHAVEZ	6802 NEWELL ST	532.25	53.23	585.48
6324037003	MARISOL ENCISO	6610 NEWELL ST	167.40	16.74	184.14
6324037006	JOSE H SOTO	6516 NEWELL ST	17.09	1.71	18.80
			$ 149,359.16	**$ 14,935.92**	**$ 164,295.08**

ATTACHMENT "B"

City of
HUNTINGTON PARK
California

NOTICE OF CANCELLED MEETING

THE CITY OF HUNTINGTON PARK

CITY COUNCIL

NOTICE IS HEREBY GIVEN that the July 19, 2022, regular meeting of the City of Huntington Park City Council is **CANCELLED** due to lack of quorum.

NOTE: All public hearing items scheduled for the July 19, 2022 City Council meeting will be heard at the next regular City Council meeting scheduled for August 2, 2022 at 6:00 p.m.

NOTE: The next regular meeting is scheduled for Tuesday, August 2, 2022, at 6:00 p.m. in the Council Chambers at the City Hall, 6550 Miles Avenue, Huntington Park, CA.

Eduardo Sarmiento
City Clerk

6550 Miles Avenue • Huntington Park, CA 90255
Tel. (323)584-6230 • Fax (323) 588-4577

ITEM NO. 8

CITY OF HUNTINGTON PARK

Finance Department
City Council Agenda Report

August 2, 2022

Honorable Mayor and Members of the City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mayor and Members of the City Council:

CONSIDERATION AND APPROVAL OF A RESOLUTION ESTABLISHING AND ORDERING THE LEVY AND COLLECTION OF THE ANNUAL SPECIAL TAX FOR THE CITY OF HUNTINGTON PARK STREET LIGHTING, PARKS AND LANDSCAPING SPECIAL TAX DISTRICT FOR FISCAL YEAR 2022-2023

IT IS RECOMMENDED THAT CITY COUNCIL:

1. Conduct a public hearing;

2. Take public testimony; and

3. Adopt Resolution No. 2022-28 Establishing and Ordering the Levy and Collection of the Annual Special Tax for the City of Huntington Park Street Lighting, Parks and Landscaping Special Tax District for Fiscal Year 2022-2023.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

In 2004, City voters passed Measure L, which replaced the former Lighting and Landscaping Maintenance District with a parcel tax designed to upgrade the City's aging streetlights. The monies received by the Measure L parcel tax pays for debt service, electricity, repair, and maintenance of light fixtures and landscape maintenance throughout the City.

The Measure L Assessment Levy Schedule places each property owner into one of 40 categories, each of which has a different annual fee charge as shown in Attachment A, Exhibit A. The Measure L assessment levy is collected on the annual property tax bill. The Assessment Levy Schedule is subject to a 3.0% annual inflation increase in accordance with Ordinance 750-NS. The authorizing Ordinance requires that the annual levy and annual operating expense budget be approved by the City Council each fiscal year.

Fiscal Year 2021-2022 Financial Performance. The Street Lighting and Landscape Assessment Fund began Fiscal Year 2021-2022 with a positive fund balance of 1,124,250. Estimated revenues for Fiscal Year 2021-2022 were $1,763,400, which included Assessment Revenue of $1,755,800 and Interest Income of $7,600. The City has currently collected $1,659,618 in revenues at June 30, 2022.

The Fiscal Year 2021-2022 expenditure budget totaled $2,319,059. The City has expended $2,217,562 to date, with some of the year-end expenditures to be recorded this month. This special assessment provides adequate coverage of all expenditures for the Street Lighting and Landscape Assessment Fund, so the General Fund is not required to subsidize this fund. Further, while property tax delinquencies within the Street Lighting and Landscape District are 2.6% and 8.7% for the 1st and 2nd installments of Fiscal Year 2021-2022, respectively, additional financial flexibility is afforded by a positive fund balance.

Fiscal Year 2022-2023 Financial Estimates. The City estimates that revenues will be received for the Street Lighting and Landscape District in the amount of $1,782,615 for Fiscal Year 2022-2023. The approved expenditures consist of 41% Debt Service, 10% Electricity, 7% Light Fixtures Maintenance, 35% Landscaping Maintenance and 7% Salaries & Benefits. The table below illustrates Fiscal Year 2021-2022 Actuals and Fiscal Year 2022-2023 Budget.

Measure L - Fund 535	FY 2021-22 Actuals	FY 2022-23 Budget
Revenues		
Street Light Assessment	$ 1,659,451	$1,782,137
Interest Income	167	478
Total Revenues	***$ 1,659,618***	***$1,782,615***
Expenditures		
Salaries & Benefits	$ 109,556	$ 175,293
Debt Service	961,875	1,003,162
Electricity	245,985	240,000
Light Fixtures Maintenance	157,473	178,000
Landscaping Maintenance	742,673	872,370
Total Expenditures	***$ 2,217,562***	***$2,468,825***

FISCAL IMPACT/FINANCING

The fiscal impact is detailed in the paragraphs above regarding both budgeted and actual revenues and expenditures for the Street Lighting and Landscape Assessment Fund.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Ordinance No. 750-NS, Section 3-10.08c requires the Finance Officer to file a report with the City Council at least once a year. This report is to contain information on the amount of funds collected and expended as well as information on the status of any project required or authorized to be funded by the proceeds of the charge.

CONCLUSION

A copy of the approved resolution will be provided to the Los Angeles County Auditor and Los Angeles County Tax Collector for collections.

Respectfully submitted,

RICARDO REYES
City Manager

NITA MCKAY
Director of Finance & Administrative Services

ATTACHMENT(S)

A. Resolution No. 2022-28, Establishing and Ordering the Levy and Collection of the Annual Special Tax for the City of Huntington Park Street Lighting, Parks and Landscaping Special Tax District for Fiscal Year 2022-2023

B. Notice of Public Hearing – Proof of Publication

ATTACHMENT "A"

RESOLUTION NO. 2022-28

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK ESTABLISHING AND ORDERING THE LEVY AND COLLECTION OF THE ANNUAL SPECIAL TAX FOR THE CITY OF HUNTINGTON PARK STREET LIGHTING, PARKS AND LANDSCAPING SPECIAL TAX DISTRICT FOR FISCAL YEAR 2022-2023

WHEREAS, the City Council of the City of Huntington Park, California, did initiate proceedings, held a public hearing, conducted an election and received a favorable vote from the qualified electors relating to the levy of a special tax within the City, all of which are authorized pursuant to the terms and provisions of Government Code Section 50075 and Ordinance 750-NS of Municipal Code of the City. This district shall hereinafter be referred to as STREET LIGHTING, PARKS AND LANDSCAPING SPECIAL TAX DISTRICT (hereinafter the "District"); and

WHEREAS, the City Council of the City of Huntington Park did, by Ordinance 750-NS, as authorized by Section 50075 of the Government Code of the State of California, authorize the levy of a special tax to pay for costs and expenses related to said District, and the City Council now desires to establish the rate of special tax to be collected for the Fiscal Year 2022-2023.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK DOES HEREBY FIND, DETERMINE, RESOLVE AND ORDER AS FOLLOWS:

SECTION 1. The above recitals are true and correct.

SECTION 2. The specific rate and amount of the special tax to be collected to pay for the costs and expenses for the Fiscal Year 2022-2023 for the referenced District are hereby determined and established as set forth in Exhibit "A" attached hereto and incorporated by reference.

SECTION 3. The rates as set forth in Exhibit "A" do not exceed the amount previously authorized by the City Council and further do not exceed the amount previously approved by the qualified electors of the District.

SECTION 4. The proceeds of the special tax shall be used to pay, in whole or in part, the costs of financing the improvements as follows.

Improvements:

Park maintenance and improvement, street landscaping maintenance and improvement and the operation improvement and maintenance of street lighting, as set forth in Section 105 of California Revenue and Taxation Code.

Section 5. The special tax shall be collected in the same manner as ordinary ad valorem property taxes are collected by the County of Los Angeles on behalf of the City of Huntington Park, and shall be subject to the same penalties, procedure and sale in case of any delinquency for ad valorem taxes.

Section 6. All revenue so collected either on the County Tax Roll or by any other method, shall be paid into the City of Huntington Park Treasury and credited to a special fund, which shall only be used for the District in the manner specified above.

Section 7. The City Clerk shall certify to the adoption of this resolution and shall timely file certified copies thereof with the County Auditor and County Tax Collector.

PASSED, APPROVED, AND ADOPTED THIS 2nd day of August 2022.

_____
Eduardo Martinez, Mayor

ATTEST:

_____
Eduardo Sarmiento, City Clerk

EXHIBIT "A"

As specified in Ordinance 750-NS, all Taxable Property shall be subject to an annual Maximum Special Tax in Fiscal Year 2022-2023 as shown in the table below:

Land Use	Total Per Parcel Tax
Auto, Recreation/Construction Equipment, Sales & Services	$ 653.69
Banks, Savings & Loans	$ 326.83
Bowling Alleys	$ 906.09
Cemeteries, Mausoleums, Mortuaries	$ 98.43
Churches	$ 259.96
Clubs and Lodge Halls	$ 519.91
Commercial-Miscellaneous	$ 326.83
Department Stores	$ 1,039.87
Food Processing Plants	$ 713.00
Heavy Manufacturing	$ 326.84
Homes for Aged	$ 293.41
Hotels and Motels	$ 1,039.87
Industrial - Miscellaneous	$ 519.91
Light Manufacturing	$ 779.88
Lumber Yards	$ 326.83
Mineral Processing	$ 259.96
Mobile Home Parks	$ 1,039.87
Office Buildings	$ 326.83
Open Storage	$ 519.91
Parking Lots (Commercial Use)	$ 293.41
Parking Lots (Industrial Use)	$ 293.41
Private Schools	$ 259.96
Professional Buildings	$ 326.83
Residential with Four Units	$ 469.77
Residential with Three Units	$ 356.51
Residential with Two Units	$ 243.26
Restaurants	$ 713.00
Rooming Houses	$ 662.85
Service Shops	$ 326.83
Service Stations	$ 519.91
Shopping Ctr. (Neighborhood)	$ 713.00
Single-Family Residential	$ 129.98
Store Combinations	$ 519.91
Stores	$ 519.91
Supermarkets	$ 1,039.87
Theaters	$ 713.00
Utility	$ 33.45
Vacant, Unimproved Lots	$ 33.45
Warehousing, Distribution, Storage	$ 586.82
Water Recreation	$ 906.09
Wholesale and Manufacturing Outlets	$ 779.88
Apt Units 5 More	$ 566.29

ATTACHMENT "B"

City of
HUNTINGTON PARK
California

NOTICE OF CANCELLED MEETING

THE CITY OF HUNTINGTON PARK

CITY COUNCIL

NOTICE IS HEREBY GIVEN that the July 19, 2022, regular meeting of the City of Huntington Park City Council is **CANCELLED** due to lack of quorum.

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NOTE: The next regular meeting is scheduled for Tuesday, August 2, 2022, at 6:00 p.m. in the Council Chambers at the City Hall, 6550 Miles Avenue, Huntington Park, CA.

Eduardo Sarmiento
City Clerk

6550 Miles Avenue • Huntington Park, CA 90255
Tel. (323)584-6230 • Fax (323) 588-4577

Item 9

CITY OF HUNTINGTON PARK

Community Development Department
City Council Agenda Report

August 2, 2022

Honorable Mayor and Members of the City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mayor and Members of the City Council:

APPEAL OF PLANNING COMMISSION DECISION: 3100 FLORENCE AVENUE: NEW CAR WASH PLANNING COMMISSION CASE NO. 2020-04 CUP DP

IT IS RECOMMENDED THAT CITY COUNCIL:

1. Following a public hearing and public testimony, adopt the attached resolution to deny Case No. 2020-04 with the findings therein.

BACKGROUND

On May 18, 2022, the Planning Commission, following a public hearing, denied the above-referenced application. The findings that the Planning Commission made to deny the project are contained in the attached PC Resolution No. 2020-04. The attorney for the property owner is appealing the Planning Commission decision to the City Council. The appellant submitted exhibits with the appeal application, attached.

ANALYSIS

The Planning Commission discussed several issues in reference to its decision to deny the application. Staff recommends that the City Council uphold the Planning Commission's decision to deny the proposed car wash project because a new car wash could lead to an oversaturation of car wash services in the City and impact the surrounding residential neighborhood.

Nearby Car Wash Services

In their deliberation, members of the Planning Commission noted that there are "too many" car washes in the vicinity of the project, the approval of which would lead to an oversaturation of car wash services in the City. The proposed car wash would be the only self-serve "express" car wash (self-serve tunnel) in Huntington Park and within approximately 1-1/4 miles of the site, as noted in the following table:

Address	Name	Type	Site Size
3100 Florence HP	**Proposed Car Wash**	**Self-serve tunnel**	**38,198 sf**
2974 Florence HP	Bien Coin Car Wash	Self-serve stalls: 4	10,680 sf
3356 Florence HP	Reye's Car Wash & Detail Center	Full-serve stalls: 1	5,906 sf
3003 Gage HP	Crystal Car Wash	Full-serve tunnel	18,202 sf
2730 Slauson HP	NCM Car Wash	Full-serve tunnel	15,806 sf
7201 Santa Fe WP	Santa Fe Hand Car Wash	Full-serve stalls	12,248 sf
2556 Cudahy WP	Cosala Car Wash	Full-serve stalls	17,361 sf

There are more car washes between 1-1/4 miles and 2 miles of the site. The closest "express" car washes (self-serve tunnel) are at 4100 Firestone Boulevard in South Gate (approximately 1.5 miles away) and 7700 Atlantic Avenue in Cudahy (approximately 1.6 miles away).

Express car washes are characterized by low base price, free vacuums, 6-minute wash cycle, and maximum automation ("Defining the Express Exterior Carwash," Brian Bath, carwash.com, October 11, 2010). This type of car wash will save the customer time compared to the extended wait times typical of a full-service car wash. Because vacuuming and final detail work is done by the customer after the wash, express car washes are offered at a lower price than a comparable full-service car wash.

Although there are several car washes in the vicinity of the site, two within two miles of the site currently offer an express self-service. The proposed car wash will be the largest (by site size) in the area. The proposed car wash will likely saturate the local market of car wash services in the short term and cause some of the nearby smaller car washes to eventually close and be replaced by other commercial uses.

Noise

In their deliberation, members of the Planning Commission noted that the car wash would introduce a new source of noise to the neighborhood with the concern that it would be adverse to the public interest of the residents on properties adjacent to the project site. With the proposed construction of a 10-foot wall, the noise level in the noisiest residential yard at human ear level would be 54 dBA, compared to the existing measured average background noise level that ranges from 57.4 to 60.6 dBA during potential business hours at that location.

Air Quality

In their deliberation, members of the Planning Commission noted that the car wash will introduce a new source of air pollution to the neighborhood. The Initial Study prepared for the project concluded that with the required construction-phase air quality mitigation measures, the project would have a less-than-significant effect on air quality. Furthermore, the localized emissions from idling vehicles will have a less-than-significant impact on the neighborhood because they are well below the SCAQMD localized thresholds for criteria pollutants, as discussed in the Initial Study. Finally, construction of a new car wash is expected to reduce idling and wait times for car washes throughout the community, resulting in an overall reduction of idling and wait times.

Water Use

In their deliberation, members of the Planning Commission noted that the car wash will use a large volume of water. The Sanitation Districts of Los Angeles County estimated that the car wash would increase the wastewater generation of the site by 11,073 gallons per day (see attachment). The applicant provided a written estimate that the car wash would demand up to 10,051 gallons per day of water and generate up to 9,051 gallons per day of wastewater (see attachment). The applicant also calculated that 60% of the water used by the car wash equipment will have been recycled on-site.

Alternative Use of Site

In their deliberation, members of the Planning Commission noted that the car wash will provide only 3 jobs per shift (fewer jobs than other commercial uses) and less in tax revenue than other commercial uses. The project will increase the taxable assessed value of the property, as the proposed improvements ($2,000,000 estimated construction cost) will replace a demolished office building ($250,000 approximate value). The annual revenue (excluding sales tax) from vending machine sales is expected by the applicant to be $106,000, $1,060 which is received by the City of Huntington Park. Continuance of the existing 11,718 square foot medical office building as the current use will not increase the assessed value of the property or generate sales tax but will provide local employment at the site.

Alternative Car Wash Location

In their deliberation, members of the Planning Commission speculated that there may be a better location for the proposed car wash. Staff is not aware of an alternative location that would meet the applicant's needs for site size, commercial zoning, and adequate street access.

No Public Opposition

Prior to the May 18 Planning Commission public hearing, Planning staff visited thirteen properties on Walnut Street closest to the south property line of the site and the church and left information regarding the May 18 Planning Commission hearing, meeting agenda, and Planning Manager contact information. The applicant also independently contacted residents on southerly adjacent properties and reported that residents expressed a concern regarding homeless encampments on the site.

In light of the public outreach efforts by staff, nobody submitted communication or attended either of the April 20 or May 18 Planning Commission meetings in opposition to the project.

CONCLUSION

Staff recommends that the City Council deny the project as the proposed car wash because a new car wash could lead to an oversaturation of car wash services in the City and negatively impact the residential neighborhood.

Respectfully submitted,

RICARDO REYES
City Manager

STEVE FORSTER
Interim Community Development Director

ATTACHMENT(S)

A. City Council Resolution to Deny Application
B. Alternative City Council Resolution to Approve Application
C. Documentation of expected wastewater generation: Applicant-provided calculation and Los Angeles County Sanitation Districts comment letter
D. Appeal application with Appellant-provided exhibits (includes all materials provided to the Planning Commission May 18, 2022)

CITY COUNCIL RESOLUTION NO. 2022-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK, STATE OF CALIFORNIA, DENYING A CONDITIONAL USE PERMIT AND DEVELOPMENT PERMIT IN CONNECTION WITH REAL PROPERTY AT 3100 FLORENCE AVENUE, HUNTINGTON PARK, CALIFORNIA.

WHEREAS, a public hearing was held in the City Hall, 6550 Miles Avenue, Huntington Park, California on Tuesday, August 2, 2022 at 6:00 p.m., pursuant to the notice published and posted as required by law in accordance with the provisions of the Huntington Park Municipal Code (HPMC), upon an application from Salazar Law, APC, to appeal the May 18, 2022 Planning Commission decision to deny Case No. 2020-04, an application by Leedco Engineers, Inc., requesting approval of a Conditional Use Permit and Development Permit to allow construction and operation of a new automated drive-thru car wash with self-serve vacuum stalls and vending machines at 3100 Florence Avenue; and

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

WHEREAS, the City Council has considered the environmental impact information relative to the proposed request; 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 City Council; and

WHEREAS, the City Council is required to announce its findings and recommendations.

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

SECTION 1: Based on the evidence in the Initial Study prepared for the project, the

City Council finds that the project, as proposed, will have a less-than-significant impact on the environment with the incorporation of mitigation measures and adopts a Mitigated Negative Declaration.

SECTION 2: The City Council hereby makes all of the following required findings for a Conditional Use Permit in connection with Case No. 2020-04:

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 drive-thru car wash with vending machines is conditionally permitted within the subject zoning district. The subject zoning district is Commercial General (CG) and the proposed project will not impair the integrity and character of the zoning district as it will comply with all of the applicable provisions of the Huntington Park Municipal Code.

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

   Finding: The proposed car wash is consistent with the General Plan, specifically, the proposed use is consistent with Goal 1.0; Policy 1.2 of the Land Use Element of the General Plan by encouraging community-oriented retail development. The project is responding to the local need for an inexpensive car wash with a high degree of self-service (self-serve vacuum stalls) which is not provided elsewhere nearby. This project will redevelop an underutilized commercially-zoned site with a viable commercial retail service.

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: The approval of this project includes the adoption of a Mitigated Negative Declaration 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.

Finding: The proposed car wash is adjacent to a major arterial street on a site of 38,198 square feet. The traffic study prepared for the project concluded that the car wash would have adequate on-site space for queuing and would not have a significant impact on traffic or public safety. The noise study prepared for the project concluded that with the incorporation of mitigation measures, the car wash would not have a significant noise impact on the community. The design, location, size, and operating characteristics of the proposed car wash is not expected to be detrimental to the public health, safety and welfare of the City. The proposed project will be harmonious and compatible with the existing commercial uses presently located within the vicinity and zoning district. Additionally, the site has adequate vehicle circulation and access.

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

   Finding: The proposed car wash is adjacent to a major arterial street on a site of 38,198 square feet. The proposed 4,969 square foot car wash building and associated development will comply with all development standards and adequate ingress and egress will exist on the site.

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 would be provided from Florence Avenue. The proposed car wash has an unusually large demand for

water supply and sanitation service compared to most other commercial services; however, the Initial Study prepared for the project concluded that adequate infrastructure exists to serve the proposed water and wastewater demand. The project will not require changes to existing public utilities. Given that the surrounding area is already completely developed with public access, water, sanitation, and other public utilities, the proposed project would not affect these infrastructures or require any types of modifications. In addition, the proposed project would not impede the accessibility to public access, water, sanitation, or other public utilities and services.

SECTION 3. The City Council hereby makes all of the following required findings for a Development Permit in connection with Case No. 2020-04:

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 drive-thru car wash with vending machines is conditionally permitted within the subject zoning district. The subject zoning district is Commercial General (CG) and the proposed project will not impair the integrity and character of the zoning district as it will comply with all of the applicable provisions of the Huntington Park Municipal Code, including prescribed development standards.

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

   Finding: The proposed car wash is consistent with the General Plan, specifically, the proposed use is consistent with Goal 1.0; Policy 1.2 of the Land Use Element of the General Plan by encouraging community-oriented retail development. The project is responding to the local need for an inexpensive car wash with a high degree of self-service (self-serve vacuum stalls) which is not provided elsewhere nearby. This project will redevelop an underutilized commercially-zoned site with a viable commercial retail service.

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 development adequately meets all City standards and design guidelines. Staff can make all Design Review findings for the project as it has undergone Design Review with staff and as conditioned, is harmonious and compatible with existing and planned future developments within the zoning district and general area.

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: The approval of this project includes the adoption of a Mitigated Negative Declaration 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.**

   Finding: The proposed car wash is adjacent to a major arterial street on a site of 38,198 square feet. The proposed 4,969 square foot car wash building and associated development will comply with all development standards and adequate ingress and egress will exist on the site.

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 would be provided from Florence Avenue. The proposed car wash has an unusually large demand for water supply and sanitation service compared to most other commercial services; however, the Initial Study prepared for the project concluded that adequate

infrastructure exists to serve the proposed water and wastewater demand. The project will not require changes to existing public utilities. Given that the surrounding area is already completely developed with public access, water, sanitation, and other public utilities, the proposed project would not affect these infrastructures or require any types of modifications. In addition, the proposed project would not impede the accessibility to public access, water, sanitation, or other public utilities and services.

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 car wash is adjacent to a major arterial street on a site of 38,198 square feet. The traffic study prepared for the project concluded that the car wash would have adequate on-site space for queuing and would not have a significant impact on traffic or public safety. The noise study prepared for the project concluded that with the incorporation of mitigation measures, the car wash would not have a significant noise impact on the community. The design, location, size, and operating characteristics of the proposed car wash is not expected to be detrimental to the public health, safety and welfare of the City. The proposed project will be harmonious and compatible with the existing commercial uses presently located within the vicinity and zoning district. Additionally, the site has adequate vehicle circulation and access.

SECTION 4: The City Council hereby approves Case No. 2020-04 subject to the following conditions:

1. The property owner, applicant, and each successor in interest shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, its officers, employees and agents from all claims, actions, or proceedings against the City to attack, set aside, void, annul, or seek damages arising out of an approval of the City, or any agency or commission thereof, concerning this project. City shall promptly notify both the property owner and Applicant of any claim, action, or proceeding to which this condition is applicable. The City shall cooperate in the defense of the action, while reserving its right to act as it deems to be in the best interest of the City and the public. The property

owner and Applicant shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study, or for supplementing or revising any document, including, without limitation, environmental documents. If the City's legal counsel is required to enforce any condition of approval, the Applicant shall pay for all costs of enforcement, including legal fees.

2. Except as set forth in conditions herein, all-inclusive, and subject to department corrections and conditions, the property shall be developed and operated substantially in conformance with the description contained in the staff report, environmental assessment, and attached plans and materials.

3. The proposed development/use shall comply with all applicable City, County, State and Federal codes, laws, rules, and regulations, including but not limited to Health, Building and Safety, Fire, Zoning, and Business License, including environmental mitigation measures, and including the applicable requirements described in the attached Building & Safety Division Conditions of Approval and Public Works Department Conditions of Approval.

4. The second sheet of building plans shall include a copy of the Planning entitlement decision with conditions of approval, attachments to the decision with applicable requirements, and mitigation monitoring and reporting program as applicable. This information shall be incorporated into the plans prior to the first submittal for plan check.

5. The use shall be conducted, and the property be maintained, in a clean, neat, quiet, and orderly manner at all times and comply with the property maintenance standards as set forth in Section 9-3.103.18 and Title 8, Chapter 9 of the Huntington Park Municipal Code. Required maintenance includes, but is not limited to, the following:
    a. Replace/repair canopies to ensure good condition and color
    b. Provide routine trash/litter removal
    c. Keep landscape areas free and clear of overgrown vegetation and weeds
    d. Empty trash cans routinely to prevent overflow problems
    e. Keep trash enclosure free and clear of any trash/litter

6. The use shall be conducted, and the property be maintained, in a manner that promotes public safety and reduces vagrancy. Required actions include the following:
    a. Maintain sufficient lighting on the property, including behind the building
    b. Secure trash enclosure
    c. Maintain No Trespassing and No Loitering signage around property
    d. File a No Trespassing Form with the Police Department and maintain a current No Trespassing Form with the Police Department

7. Prior to issuance of a Certificate of Occupancy, the applicant shall:
    a. Install No Trespassing and No Loitering signage around property
    b. File a No Trespassing Form with the Police Department

8. Prior to the issuance of a Certificate of Occupancy, clear untinted acid-etch graffiti film shall be installed to all glass that is adjacent to the parking lot.

9. The business shall be operated consistent with the Business Operational Plan dated May 2, 2022, except as modified by conditions of approval herein.

10. Vehicle repair and maintenance, including, but not limited to engine repair, body repair, tire and suspension repair, shall be prohibited, with the exception of minor repair to make the vehicle operable.

11. The business shall be operated in compliance with the City of Huntington Park Noise Ordinance.

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

13. No payphones shall be allowed on the site.

14. Vending machines shall be limited to the approved location within the building.

15. All proposed signage shall be reviewed and approved by the Planning Division under a separate permit. All proposed signage shall comply with the requirements of the Huntington Park Municipal Code and/or Master Sign Program of the subject site.

16. Prior to the issuance of permits for signage, the freestanding pole sign shall be revised to specify opaque face backgrounds with illumination confined to the letters and symbols.

17. 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 inspection.

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

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

20. This entitlement may be subject to additional conditions after its original issuance. Such conditions shall be imposed by the 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.

21. Per applicable provisions in the HPMC, 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.

22. Per HPMC 9-2.1113, upon a change of ownership of the site, business, service, use or structure subject to the permit, the new owner/operator shall file for and receive approval

of a Certificate of Compliance and agree, in application writing, to all applicable conditions and operating standards prior to reuse/reopening under the new ownership.

23. The Director of Community Development is authorized to approve 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.

24. 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. Art fee shall be paid to the City prior to issuance of the building permit.

25. All requirements as deemed necessary by utility companies shall be complied with.

26. All requirements as deemed necessary by the Los Angeles County Fire Department shall be complied with.

27. Prior to the issuance of a building permit, the site shall be merged to a single property through a lot line adjustment, lot merger, parcel map, or “hold-as-one” covenant, form to be approved by the City prior to execution and recording.

28. Prior to the issuance of permits, plans shall be revised to reflect the following:
    a. Include canopy above vending machine opening to call attention to and shelter the opening
    b. Windows: consistency with specifications of all grids to include exterior muntins, untinted glass, no frosting at ground level windows
    c. Additional details of the building and paystation canopies to ensure internal consistency of the design

29. Prior to the issuance of a building permit, product descriptions/shop drawings of proposed windows shall be submitted for staff review and approval.

30. The City Council makes the following recommendations for optional changes:
    a. Include motion sensors on exterior lighting for the option to turn down or off when motion is not present.
    b. Eliminate the designation/marking of employee parking to allow the owner operational flexibility.

31. Final landscape and irrigation plans shall be wet signed and stamped by a landscape architect registered to practice in the State of California and submitted for Planning review and approval prior to the installation of landscaping. The landscape architect shall certify the following statement on the plans with their signature: “I certify that these landscape and irrigation plans are consistent with all provisions of the Huntington Park Municipal Code regarding type and quantity of plant materials and irrigation systems, including those provisions contained in Articles 4 and 8 of Chapter 3 of the Zoning Code and includes a complete landscape documentation package per HPMC 9-3.407 for projects with 2,500 square feet or more of new or replacement landscaped area.”

32. Hours of operation shall be no earlier than 7:00 a.m. and no later than 9:00 p.m., 7 days per week. The car wash shall not accept new vehicles in the car wash queue after 8:00 p.m.

33. Any order speakers shall be certified by an acoustical engineer to not exceed 60 decibels at the residential property line, per HPMC requirements.

34. The paystation kiosk design shall be submitted for staff review and approval (for potential menu board signage and noise level) prior to the issuance of permits and installation.

35. The car wash shall maintain the noise insulation horseshoe or equivalent sound attenuation device to reduce the drying system noise from the car wash exit.

36. The applicant and property owner shall agree in writing to these conditions of approval.

SECTION 5: The Mayor shall certify to the adoption of this resolution and a copy thereof shall be filed with the City Clerk.

PASSED, APPROVED, AND ADOPTED this 2nd day of August, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

HUNTINGTON PARK CITY COUNCIL

Graciela Ortiz, Mayor

ATTEST:

_____

Eduardo Sarmiento, City Clerk

RESOLUTION NO. 2022-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK, STATE OF CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT AND DEVELOPMENT PERMIT IN CONNECTION WITH REAL PROPERTY AT 3100 FLORENCE AVENUE, HUNTINGTON PARK, CALIFORNIA.

WHEREAS, a public hearing was held in the City Hall, 6550 Miles Avenue, Huntington Park, California on Tuesday, August 2, 2022 at 6:00 p.m., pursuant to the notice published and posted as required by law in accordance with the provisions of the Huntington Park Municipal Code (HPMC), upon an application from Salazar Law, APC, to appeal the May 18, 2022 Planning Commission decision to deny Case No. 2020-04, an application by Leedco Engineers, Inc., requesting approval of a Conditional Use Permit and Development Permit to allow construction and operation of a new automated drive-thru car wash with self-serve vacuum stalls and vending machines at 3100 Florence Avenue; and

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

WHEREAS, the City Council has considered the environmental impact information relative to the proposed request; 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 City Council; and

WHEREAS, the City Council is required to announce its findings and recommendations.

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

SECTION 1. Based on the evidence in the Initial Study prepared for the project, the

City Council finds that the project, as proposed, will have a less-than-significant impact on the environment with the incorporation of mitigation measures and adopts a Mitigated Negative Declaration.

SECTION 2. The City Council hereby makes all of the following required findings for a Conditional Use Permit in connection with Case No. 2020-04:

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 drive-thru car wash with vending machines is conditionally permitted within the subject zoning district. The subject zoning district is Commercial General (CG) and the proposed project will not impair the integrity and character of the zoning district as it will comply with all of the applicable provisions of the Huntington Park Municipal Code.

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

   Finding: The proposed car wash is consistent with the General Plan, specifically, the proposed use is consistent with Goal 1.0; Policy 1.2 of the Land Use Element of the General Plan by encouraging community-oriented retail development. The project is responding to the local need for an inexpensive car wash with a high degree of self-service (self-serve vacuum stalls) which is not provided elsewhere nearby. This project will redevelop an underutilized commercially-zoned site with a viable commercial retail service.

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: The approval of this project includes the adoption of a Mitigated Negative Declaration 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.

Finding: The proposed car wash is adjacent to a major arterial street on a site of 38,198 square feet. The traffic study prepared for the project concluded that the car wash would have adequate on-site space for queuing and would not have a significant impact on traffic or public safety. The noise study prepared for the project concluded that with the incorporation of mitigation measures, the car wash would not have a significant noise impact on the community. The design, location, size, and operating characteristics of the proposed car wash is not expected to be detrimental to the public health, safety and welfare of the City. The proposed project will be harmonious and compatible with the existing commercial uses presently located within the vicinity and zoning district. Additionally, the site has adequate vehicle circulation and access.

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

   Finding: The proposed car wash is adjacent to a major arterial street on a site of 38,198 square feet. The proposed 4,969 square foot car wash building and associated development will comply with all development standards and adequate ingress and egress will exist on the site.

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 would be provided from Florence Avenue. The proposed car wash has an unusually large demand for

water supply and sanitation service compared to most other commercial services; however, the Initial Study prepared for the project concluded that adequate infrastructure exists to serve the proposed water and wastewater demand. The project will not require changes to existing public utilities. Given that the surrounding area is already completely developed with public access, water, sanitation, and other public utilities, the proposed project would not affect these infrastructures or require any types of modifications. In addition, the proposed project would not impede the accessibility to public access, water, sanitation, or other public utilities and services.

SECTION 3. The City Council hereby makes all of the following required findings for a Development Permit in connection with Case No. 2020-04:

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 drive-thru car wash with vending machines is conditionally permitted within the subject zoning district. The subject zoning district is Commercial General (CG) and the proposed project will not impair the integrity and character of the zoning district as it will comply with all of the applicable provisions of the Huntington Park Municipal Code, including prescribed development standards.

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

   Finding: The proposed car wash is consistent with the General Plan, specifically, the proposed use is consistent with Goal 1.0; Policy 1.2 of the Land Use Element of the General Plan by encouraging community-oriented retail development. The project is responding to the local need for an inexpensive car wash with a high degree of self-service (self-serve vacuum stalls) which is not provided elsewhere nearby. This project will redevelop an underutilized commercially-zoned site with a viable commercial retail service.

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 development adequately meets all City standards and design guidelines. Staff can make all Design Review findings for the project as it has undergone Design Review with staff and as conditioned, is harmonious and compatible with existing and planned future developments within the zoning district and general area.

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: The approval of this project includes the adoption of a Mitigated Negative Declaration 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.**

   Finding: The proposed car wash is adjacent to a major arterial street on a site of 38,198 square feet. The proposed 4,969 square foot car wash building and associated development will comply with all development standards and adequate ingress and egress will exist on the site.

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 would be provided from Florence Avenue. The proposed car wash has an unusually large demand for water supply and sanitation service compared to most other commercial services; however, the Initial Study prepared for the project concluded that adequate

infrastructure exists to serve the proposed water and wastewater demand. The project will not require changes to existing public utilities. Given that the surrounding area is already completely developed with public access, water, sanitation, and other public utilities, the proposed project would not affect these infrastructures or require any types of modifications. In addition, the proposed project would not impede the accessibility to public access, water, sanitation, or other public utilities and services.

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 car wash is adjacent to a major arterial street on a site of 38,198 square feet. The traffic study prepared for the project concluded that the car wash would have adequate on-site space for queuing and would not have a significant impact on traffic or public safety. The noise study prepared for the project concluded that with the incorporation of mitigation measures, the car wash would not have a significant noise impact on the community. The design, location, size, and operating characteristics of the proposed car wash is not expected to be detrimental to the public health, safety and welfare of the City. The proposed project will be harmonious and compatible with the existing commercial uses presently located within the vicinity and zoning district. Additionally, the site has adequate vehicle circulation and access.

SECTION 4. The City Council hereby approves Case No. 2020-04 subject to the following conditions:

1. The property owner, applicant, and each successor in interest shall indemnify, protect, hold harmless and defend the City and any agency or instrumentality thereof, its officers, employees and agents from all claims, actions, or proceedings against the City to attack, set aside, void, annul, or seek damages arising out of an approval of the City, or any agency or commission thereof, concerning this project. City shall promptly notify both the property owner and Applicant of any claim, action, or proceeding to which this condition is applicable. The City shall cooperate in the defense of the action, while reserving its right to act as it deems to be in the best interest of the City and the public. The property

owner and Applicant shall defend, indemnify and hold harmless the City for all costs and fees incurred in additional investigation or study, or for supplementing or revising any document, including, without limitation, environmental documents. If the City's legal counsel is required to enforce any condition of approval, the Applicant shall pay for all costs of enforcement, including legal fees.

2. Except as set forth in conditions herein, all-inclusive, and subject to department corrections and conditions, the property shall be developed and operated substantially in conformance with the description contained in the staff report, environmental assessment, and attached plans and materials.

3. The proposed development/use shall comply with all applicable City, County, State and Federal codes, laws, rules, and regulations, including but not limited to Health, Building and Safety, Fire, Zoning, and Business License, including environmental mitigation measures, and including the applicable requirements described in the attached Building & Safety Division Conditions of Approval and Public Works Department Conditions of Approval.

4. The second sheet of building plans shall include a copy of the Planning entitlement decision with conditions of approval, attachments to the decision with applicable requirements, and mitigation monitoring and reporting program as applicable. This information shall be incorporated into the plans prior to the first submittal for plan check.

5. The use shall be conducted, and the property be maintained, in a clean, neat, quiet, and orderly manner at all times and comply with the property maintenance standards as set forth in Section 9-3.103.18 and Title 8, Chapter 9 of the Huntington Park Municipal Code. Required maintenance includes, but is not limited to, the following:
    a. Replace/repair canopies to ensure good condition and color
    b. Provide routine trash/litter removal
    c. Keep landscape areas free and clear of overgrown vegetation and weeds
    d. Empty trash cans routinely to prevent overflow problems
    e. Keep trash enclosure free and clear of any trash/litter

6. The use shall be conducted, and the property be maintained, in a manner that promotes public safety and reduces vagrancy. Required actions include the following:
    a. Maintain sufficient lighting on the property, including behind the building
    b. Secure trash enclosure
    c. Maintain No Trespassing and No Loitering signage around property
    d. File a No Trespassing Form with the Police Department and maintain a current No Trespassing Form with the Police Department

7. Prior to issuance of a Certificate of Occupancy, the applicant shall:
    a. Install No Trespassing and No Loitering signage around property
    b. File a No Trespassing Form with the Police Department

8. Prior to the issuance of a Certificate of Occupancy, clear untinted acid-etch graffiti film shall be installed to all glass that is adjacent to the parking lot.

9. The business shall be operated consistent with the Business Operational Plan dated May 2, 2022, except as modified by conditions of approval herein.

10. Vehicle repair and maintenance, including, but not limited to engine repair, body repair, tire and suspension repair, shall be prohibited, with the exception of minor repair to make the vehicle operable.

11. The business shall be operated in compliance with the City of Huntington Park Noise Ordinance.

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

13. No payphones shall be allowed on the site.

14. Vending machines shall be limited to the approved location within the building.

15. All proposed signage shall be reviewed and approved by the Planning Division under a separate permit. All proposed signage shall comply with the requirements of the Huntington Park Municipal Code and/or Master Sign Program of the subject site.

16. Prior to the issuance of permits for signage, the freestanding pole sign shall be revised to specify opaque face backgrounds with illumination confined to the letters and symbols.

17. 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 inspection.

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

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

20. This entitlement may be subject to additional conditions after its original issuance. Such conditions shall be imposed by the 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.

21. Per applicable provisions in the HPMC, 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.

22. Per HPMC 9-2.1113, upon a change of ownership of the site, business, service, use or structure subject to the permit, the new owner/operator shall file for and receive approval

of a Certificate of Compliance and agree, in application writing, to all applicable conditions and operating standards prior to reuse/reopening under the new ownership.

23. The Director of Community Development is authorized to approve 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.

24. 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. Art fee shall be paid to the City prior to issuance of the building permit.

25. All requirements as deemed necessary by utility companies shall be complied with.

26. All requirements as deemed necessary by the Los Angeles County Fire Department shall be complied with.

27. Prior to the issuance of a building permit, the site shall be merged to a single property through a lot line adjustment, lot merger, parcel map, or “hold-as-one” covenant, form to be approved by the City prior to execution and recording.

28. Prior to the issuance of permits, plans shall be revised to reflect the following:
    a. Include canopy above vending machine opening to call attention to and shelter the opening
    b. Windows: consistency with specifications of all grids to include exterior muntins, untinted glass, no frosting at ground level windows
    c. Additional details of the building and paystation canopies to ensure internal consistency of the design

29. Prior to the issuance of a building permit, product descriptions/shop drawings of proposed windows shall be submitted for staff review and approval.

30. The City Council makes the following recommendations for optional changes:
    a. Include motion sensors on exterior lighting for the option to turn down or off when motion is not present.
    b. Eliminate the designation/marking of employee parking to allow the owner operational flexibility.

31. Final landscape and irrigation plans shall be wet signed and stamped by a landscape architect registered to practice in the State of California and submitted for Planning review and approval prior to the installation of landscaping. The landscape architect shall certify the following statement on the plans with their signature: “I certify that these landscape and irrigation plans are consistent with all provisions of the Huntington Park Municipal Code regarding type and quantity of plant materials and irrigation systems, including those provisions contained in Articles 4 and 8 of Chapter 3 of the Zoning Code and includes a complete landscape documentation package per HPMC 9-3.407 for projects with 2,500 square feet or more of new or replacement landscaped area.”

32. Hours of operation shall be no earlier than 7:00 a.m. and no later than 9:00 p.m., 7 days per week. The car wash shall not accept new vehicles in the car wash queue after 8:00 p.m.

33. Any order speakers shall be certified by an acoustical engineer to not exceed 60 decibels at the residential property line, per HPMC requirements.

34. The paystation kiosk design shall be submitted for staff review and approval (for potential menu board signage and noise level) prior to the issuance of permits and installation.

35. The car wash shall maintain the noise insulation horseshoe or equivalent sound attenuation device to reduce the drying system noise from the car wash exit.

36. The applicant and property owner shall agree in writing to these conditions of approval.

SECTION 5. The Mayor shall certify to the adoption of this resolution and a copy thereof shall be filed with the City Clerk.

PASSED, APPROVED, AND ADOPTED this 2nd day of August, 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Eduardo Martinez, Mayor

ATTEST:

Eduardo Sarmiento, City Clerk

LOS ANGELES COUNTY
SANITATION DISTRICTS
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

May 10, 2022

Ref. DOC 6507643

Mr. Steve Forster, Director of Community Development
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mr. Forster:

NOI Response to Florence Car Wash

The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration for the subject project on April 6, 2022. The proposed project is located within the jurisdictional boundaries of District No. 1. We offer the following comments:

1. Initial Study, Section 19 Utilities and Service Systems, Waste Collection and Disposal, page 131 stated that "The Mesquite Regional Landfill has a 100-year capacity at 8,000 tons per day." Please note that the use of the Mesquite Regional Landfill (MRL) is postponed. No waste has been accepted at the MRL. The proposed maximum tonnage is 20,000 tons per day of municipal solid waste over an anticipated active life of about 100 years.

2. Initial Study, Section 19 Utilities and Service Systems, Waste Collection and Disposal, pages 131 and 132 stated that "Waste from Huntington Park also may be transferred to the Downey Area Recycling and Transfer Facility, the South Gate Transfer Station, the Commerce Refuse-to-Energy Facility, and the Southeast Resource and recovery facility." Please note that the Commerce Refuse-to-Energy Facility was closed in June 2018 and no longer accepts waste.

3. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Huntington Park Trunk Sewer, located in Florence Avenue at Plaska Avenue. The Districts' 18-inch diameter trunk sewer has a capacity of 3.3 million gallons per day (mgd) and conveyed a peak flow of 1.3 mgd when last measured in 2019.

4. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 249.8 mgd.

5. The expected increase in average wastewater flow from the project site, described in the Initial Study as a 4,969 square foot car wash building, is 11,073 gallons per day, after the structures on the project site are demolished. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link.

6. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital

facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.

7. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2743, or mandyhuffman@lacsd.org.

Very truly yours,

Mandy Huffman

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

cc: A. Schmidt
A. Howard

New Express Car Wash
at 3100 E. Florence Avenue, Huntington Park, CA 90255

Methodology I (Water estimated based on car wash equipment demands)

Water Demand of Carwash Equipment - 78 gals/min x 30 min in operation = 2,340 gal/hr x 8 hours peak time/ day
= 18,720 gal/day

- Water to be Recycled = 60%

- Drainage to the City Sewer = 100% - 60% = 40%, that is, 18,720 x 0.40 = 7,488 gal/day

Methodology II (Waste water estimated based on water consumption per vehicles)

Per car water consumption = 78 gals/car x 8,000 vehicles/month = 624,000 gals/month = 20,129 gal/day

- Water to be Recycled = 60%

- Drain to the City Sewer = 60%

∴ Drain to the Sewer = (100% - 60%) x 20,129 gal/day = 8,051 gal/day

ESTIMATED TOTAL FLOW: 8,100 GPD

Domestic Water Uses : 10 gals / person x 100 person/day = 1,000 gal/day

Irrigation : 1,000 gal/day

Total 2,000 gal/day

CITY OF HUNTINGTON PARK
Community Development Dept. • Planning Division
6550 Miles Avenue, Huntington Park, CA 90255
Tel. (323) 584-6210 • planning@hpca.gov

PLANNING COMMISSION APPEAL APPLICATION

FOR OFFICE USE ONLY

Date Filed: 6/14/22 *Case No.:* 2020-04 *Fee/Receipt No.:* $1,299.00 *Initials:* JAW

Note to the appellant: *Pursuant to the Huntington Park Municipal Code, Section 9-2.1712, appeals may be filed with the Office of the City Clerk on this form within fifteen (15) days following the date of an action. Appeals shall be accompanied by a filing fee, which is indicated above.*

I/We, appellant(s) hereby appeal the decision of the Huntington Park Planning Commission on 5-18-22 **for Case No.** 2020-04 **and petition that the City Council modify the action or decision that was made.**

PROJECT INFORMATION

Property Address: 3100 E. Florence Avenue, Huntington Park, CA 90255

APPELLANT'S INFORMATION

Appellant(s): Salazar Law, APC, Attorney for Property Owner

Mailing Address: 600 W. Broadway, Suite 700, San Diego, CA 92101

Phone 1: 909-238-6134 Phone 2: 619-900-4399 email: sal@ceqalaw.com

PROPERTY OWNER'S INFORMATION

Property Owner: Moogun Investment, LLC

Mailing Address: 3100 E. Florence Avenue, Huntington Park, CA 90255

Phone 1: 213-605-5396 Phone 2: _____ email: spexpresscarwash@gmail.com

REASON FOR APPEAL:

The action or decision is being appealed for the following reason(s): (Attach additional sheets if necessary)
The proposed carwash as reviewed and conditioned by City staff would be in compliance with all applicable rules and regulations. The staff report supports the use at this location. The conditions of approval identify measures to comply with adopted city regulations. All environmental issues (including but not limited to noise, traffic, water quality) identified in the Initial Study and Mitigated Negative Declaration have included, where appropriate mitigation measures to reduce all impacts to less than significant. The Planning Commission's concerns and issues discussed during the public hearing were based on opinions and statements unsupported by facts or substantial evidence on the record. Therefore, the decision of the Planning Commission to deny the Conditional Use permit was inconsistent with City regulations.

dispose and say that I/we have prepared the foregoing appeal and that the statements and information contained therein are in all respects true and correct to the best of my/our knowledge and belief, and that said information, so far as I am/we are aware, is complete and represents all of the evidence and opinion that bears on the case and refers to no facts or evidence not introduced previously.

Signature: _____ Date: June 13, 2022

May 31, 2022

Dr. C. Dennis Lee, P.E.
Leedco Engineers, Inc.
3380 Flair Drive, Ste. 225
El Monte, CA 91731

Re: 3100 Florence Avenue: New Car Wash
Planning Commission Case No. 2020-04 CUP DP

Dear Dr. Lee:

At a Regular Meeting held on May 18, 2022, the Huntington Park Planning Commission denied your request for a Conditional Use Permit and Development Permit to develop and operate a new automated drive-thru car wash at 3100 Florence Avenue.

After conducting the public hearing, the Planning Commission deliberated and voted to deny Case No. 2020-04, making the findings set forth in Resolution No. 2020-04, a copy of which is enclosed.

Please be advised that the Planning Commission's decision, as reflected in Resolution No. 2020-04, shall be final sixteen (16) days after the date of this notice of decision (May 31, 2022) pursuant to Section 9-2.2309 of the Huntington Park Municipal Code unless an appeal is timely filed in the office of the City Clerk within fifteen (15) days after the date of the notice of decision in accordance with Section 9-2.2312.

If you have any questions or need assistance, please feel free to contact me via email jwasmund@hpca.gov or by phone at (323) 584-6270.

Sincerely,

Jason Wasmund
Contract Associate Planner

Attachment: PC Resolution 2020-04

PC RESOLUTION NO. 2020-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HUNTINGTON PARK, STATE OF CALIFORNIA, TO DENY CASE NO. 2020-04, A CONDITIONAL USE PERMIT AND DEVELOPMENT PERMIT, IN CONNECTION WITH REAL PROPERTY AT 3100 FLORENCE AVENUE, HUNTINGTON PARK, CALIFORNIA.

WHEREAS, a public hearing was held in the City Hall, 6550 Miles Avenue, Huntington Park, California on Wednesday, May 18, 2022 at 6:30 p.m., continued from the public hearing on Wednesday, April 20, 2022 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 (HPMC), upon an application from Leedco Engineers, Inc., requesting approval of a Conditional Use Permit and Development Permit to allow construction and operation of a new automated drive-thru car wash with self-serve vacuum stalls and vending machines at 3100 Florence Avenue; and

WHEREAS, the Planning Division has reviewed the request and has found that not all of the required findings for approval of a Conditional Use Permit and Development Permit can be made as required by the Municipal Code; and

WHEREAS, the Planning Commission has considered the environmental impact information relative to the proposed request; 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: The Planning Commission cannot make the following required findings

to approve a Conditional Use Permit in connection with Case No. 2020-04:

1. **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 car wash is not compatible with existing land uses in the general area in that there are several existing car washes in the City and surrounding area, including at these addresses within Huntington Park: 2974 E. Florence Avenue, 3360 E. Florence Avenue, 3003 E. Gage Avenue, 2730 Slauson Avenue, and these addresses outside of Huntington Park: 2556 Cudahy St., and 7201 Santa Fe Avenue, and that the additional car wash will lead to an oversaturation of car wash services in the City. The car wash will introduce a new source of noise to the neighborhood that may be adverse to the public interest of the residents on properties adjacent to the project site. The car wash will introduce a new source of air pollution to the neighborhood that may be adverse to the public health within the neighborhood. The car wash will use a large volume of water (11,073 gallons per day increase in wastewater estimated by the Sanitation Districts of Los Angeles County), which may impede State water conservation goals, adverse to the public interest. The car wash is adverse to the public welfare of the City in that it generates only 3 jobs per shift and no sales tax revenue (except for sales of car care products from vending machines) and will prevent the location of an alternative commercial use that may generate retail sales taxes and more employment at the site.

SECTION 2: The Planning Commission cannot make the following required findings to approve a Development Permit in connection with Case No. 2020-04:

1. **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 car wash is not compatible with existing land uses in the general area in that there are several existing car washes in the City and surrounding area, including at these addresses within Huntington Park: 2974 E. Florence Avenue, 3360 E. Florence Avenue, 3003 E. Gage Avenue, 2730 Slauson Avenue, and these addresses outside of Huntington Park: 2556 Cudahy St., and 7201 Santa Fe Avenue, and that the additional car wash will lead to an oversaturation of car wash services in the City. The car wash will introduce a new source of noise to the neighborhood that may be adverse to the public interest of the residents on properties adjacent to the project site.

2. **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 car wash will introduce a new source of air pollution to the neighborhood that may be adverse to the public health within the neighborhood. The car wash will use a large volume of water (11,073 gallons per day increase in wastewater estimated by the Sanitation Districts of Los Angeles County), which may impede State water conservation goals, adverse to the public interest. The car wash is adverse to the public welfare of the City in that it generates only 3 jobs per shift and no sales tax revenue (except for sales of car care products from vending machines) and will prevent the location of an alternative commercial use that may generate retail sales taxes and more employment at the site.

SECTION 3: The Planning Commission hereby denies Case No. 2020-04.

SECTION 4: This resolution shall not become effective until the 16th day following the date of decision rendered by the Planning Commission, unless prior to the effective

date it is appealed to the City Council. The decision of the Planning Commission shall be stayed until final determination of the appeal has been made by the City Council.

SECTION 5: 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 18th day of May, 2022, by the following vote:

AYES: Barba-Ochoa, Montes, Sanabria

NOES:

ABSTAIN:

ABSENT: Carvajal, Nuno

HUNTINGTON PARK PLANNING COMMISSION

DocuSigned by:
Jonathan Sanabria
3399668DCE8042E...

Jonathan Sanabria, Chair

ATTEST:

DocuSigned by:
Steve Forster
F8553AAAE1F24BF...

Steve Forster, Secretary

CITY OF HUNTINGTON PARK

PLANNING DIVISION AGENDA REPORT

DATE: MAY 18, 2022

TO: CHAIRPERSON AND MEMBERS OF THE PLANNING COMMISSION

FROM: STEVE FORSTER, INTERIM DIRECTOR OF COMMUNITY DEVELOPMENT

BY: JASON WASMUND, CONTRACT ASSOCIATE PLANNER

SUBJECT: **3100 FLORENCE AVENUE: NEW CAR WASH**
PLANNING COMMISSION CASE NO. 2020-04 CUP DP

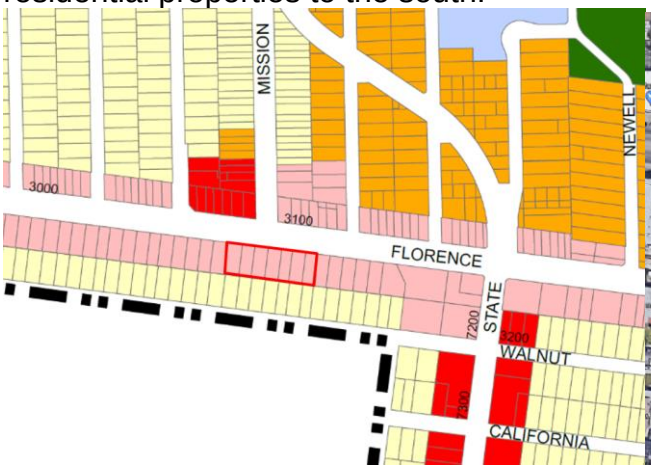
RECOMMENDATION:

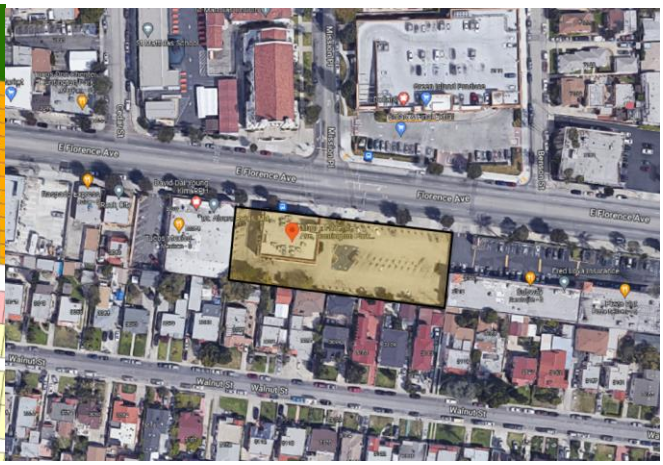
That the Planning Commission, following a public hearing, adopt the attached resolution approving Case No. 2020-04 with the findings and conditions of approval therein.

BACKGROUND:

The 38,198 square foot (0.876 acre) site contains two existing Assessor's parcels identified by the 3100 Florence Avenue address: APN 6212-001-060 and APN 6212-001-061. The site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition.

The site is zoned Commercial General (CG) and is designated General Commercial in the General Plan. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.





REQUEST/PROPOSED PROJECT:

Leedco Engineers, Inc., on behalf of the property owner, Moogun Investment, LLC, submitted an application for a Conditional Use Permit and Development Permit to develop and operate a new automated drive-thru car wash at 3100 Florence Avenue.

Proposed Work

The following development work is proposed:

- Demolish the existing 11,718 square foot office building and remove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

Proposed Business Operation

The proposed automated drive-thru car wash will be operated by the project owner, Moogun Investment, LLC. The owner has developed similar car washes in Los Angeles, as described in their business operational plan (see exhibit). The proposed automated car wash will require three employees to operate and the applicant proposes to operate the car wash from 7:00 am through 9:00 pm, 7 days per week. Customers will pay at an entrance kiosk, then drive into the car wash tunnel guided by an employee, remain in the car while the conveyor take the car through the tunnel, and after exiting the tunnel, drive to a vacuum station to vacuum the car themselves. Customers will have access to car care products provided by a vending machine located in an alcove within the car wash building.

Community-Oriented Retail Development

The applicant's objective is to provide an automated car wash service to Huntington Park and the surrounding communities. This car wash is responding to the local need for an inexpensive car wash with a high degree of self-service (self-serve vacuum stalls) which is not provided elsewhere nearby. This project will redevelop an underutilized commercially-zoned site with a viable commercial retail service.

ANALYSIS:

Pursuant to the Huntington Park Municipal Code (HPMC) section 9-4.202, car washes are allowed provided a Conditional Use Permit (CUP) has been granted by the Planning Commission. In addition, HPMC 9-4.203.2.G requires approval of a Conditional Use Permit for a drive-thru establishment, and HPMC 9-4.203.2.R requires approval of a Minor Conditional Use Permit for vending machines. The Planning Commission will review the drive-thru car wash with vending machines as a single conditional use permit. HPMC 9-2.1003 requires approval of a Development Permit for a new commercial building. As the review authority for the project, the Planning Commission will review the Development Permit for the project.

Project Design

The applicant is proposing an Art Deco design combined with elements of Streamline Moderne, which draws on the City's rich tradition in these styles. Featuring a tower element with curved corners (curves not apparent in the elevations), this design is a significant improvement over the applicant's previous submittals. Following the April 20 Planning Commission meeting, during which the design of the car wash was discussed, the applicant further refined the design based on the comments received, including the following:

- Revised the front wall height to 3 feet to meet development standards
- Eliminated wheelstops in favor of a 4" curb
- Simplified the elevations for a cleaner appearance that is more consistent with the Art Deco and Streamline Moderne design languages chosen for the project
- Revised the colors to simplify the background colors to a single color (a light cream), eliminated the blue accent color, and revised the red to a matte finish to complement the building
- Revised the plans to specify clear windows with exterior mullions/muntins, and upgraded all windows to aluminum construction
- Revised the light pole bases to be consistent with the site design, and vertically oriented the building light fixtures
- Revised the building canopies to specify curved corners and a soffit for consistency with the Streamline Moderne architectural language
- Revised the paystation canopy to be more consistent with the project design
- Provided additional details of the fin decorations
- Specified a more compatible bronze color for the vacuum canopy shade cloth
- Specified an integral concrete color (Manufacturer: Curber Corner, Color: Adobe) for durability of the stamped concrete driveways

Signage

A freestanding pole sign, with architectural details consistent with the project, is proposed for the site. Staff recommends a condition of approval to specify an opaque sign face with illuminated letters to provide a high-quality image. Two vertical signs projecting from the curved corners of the tower element of the building are also proposed. As the Zoning Code allows only one projecting sign, the applicant will need to apply for staff review and approval

of a Sign Program to install two projecting signs. All signs will require a subsequent review by Planning staff prior to issuance of sign permits.

Landscaping

Approximately 20% of the site will be landscaped area which is a significant improvement in landscaped area over the existing site condition. The landscape planting plan includes a well-developed combination of trees, shrubs, ground cover, and climbing vines. Twenty-six 24-inch box trees are proposed to be planted on-stie, which meets the minimum requirements. The transformer is proposed to be covered with artificial ivy to screen it from view of the queuing vehicles. (L-1 and A-10 Det. 6).

Environmental Review

Pursuant to the California Environmental Quality Act (CEQA), staff has prepared an Initial Study of the project which concluded that the project will not have a significant adverse impact on the environment, with the implementation of required mitigation measures during the development and operation of the project. The mitigation measures addressing the areas of Air Quality, Biological Resources, Cultural Resources, Noise, Tribal Cultural Resources, and Mandatory Findings of Significance are included in the Mitigation Monitoring Program. The Mitigation Monitoring Program is p. 151-157 of the Initial Study/Mitigated Negative Declaration document package in the attached exhibits. The applicant has agreed to the mitigation measures.

The proposed Initial Study/Mitigated Negative Declaration underwent the required statewide and local review period which concluded on May 12. As of staff report writing, a comment was received from the Los Angeles County Sanitation Districts offering corrections of minor factual errors but none requiring substantial changes to mitigation measures. The attached draft resolution for approval of the project includes language adopting the proposed Mitigated Negative Declaration as part of the decision to approve the project.

Circulation and Off-Street Parking

According to the Traffic Impact Analysis submitted for the project, the proposed car wash is expected to generate 944 daily trips, which is roughly equivalent to 465 daily customers. The existing medical office building, when fully occupied, would generate 383 daily trips. The traffic study analyzed the impact of these additional vehicle trips on three nearby intersections. These intersections, 1) Mountain View Ave. at Florence Ave., 2) Mission Pl. at Florence Ave., and 3) State St. at Florence Ave., as reported on p. 40 of the traffic study, would continue to operate at Levels of Service ranging from A to C. A Level of Service (measure of congestion) of D or better is considered acceptable in the City of Huntington Park. The traffic study concluded that the project would maintain acceptable levels of service and not result in any operational deficiencies.

The traffic study also includes a queuing analysis of the proposed car wash based on a survey of three similar car wash businesses in Southern California. The analysis estimated the typical peak queuing length to be approximately 18 vehicles during peak periods based on the highest 85th percentile queue length. The site plan includes a queuing storage capacity of 12 vehicles (without interfering with vacuum stations). On the Tuesday studied,

the 85th percentile queue length exceeded 12 vehicles only once, prior to closing. On the Saturday studied, the 85th percentile queue length exceeded 12 vehicles for most of the period between 1:30pm and 4:45pm. The average queue between the three studied car wash businesses never exceeded 12 vehicles. Because the proposed site plan includes an overflow capacity of approximately 7 vehicles before extending into the street, the traffic study concludes that "the overall drive-through storage capacity for the project site is forecast to be adequate to accommodate the peak queue."

The proposed project will retain the existing signalized driveway at the south leg of Mission Place, and the project will provide a new stop-controlled right-turn-exit-only driveway on Florence Avenue east of Mission Place. A previous version of the plan raised safety concerns, notably the potential for conflicts between the left turn movements in and out of the neighboring shopping center driveway and left turn movements in and out of the proposed easterly driveway. The most recent plans propose a right-turn-exit-only driveway with signage and right-turn-only access control "pork chop" which resolves those safety concerns. The applicant has been unable to eliminate the second driveway as they reported that the Los Angeles County Fire Department requires the second driveway access to the property.

Based on the square footage of the car wash building, a total of 30 parking spaces are required for the proposed project. The applicant is proposing a total of 34 spaces, two of which will be ADA (American with Disability Act) compliant, and one designated for motorcycles. The project will exceed the minimum required number of off-street parking spaces by 4. Three spaces are designated as employee parking; however, staff recommends that employee parking is not marked on the site to allow the owner maximum flexibility in operating the car wash to meet customer and employee needs.

Noise

The Noise Impact Analysis for the project concluded that operational noise generated by the project would be a less than significant environmental impact, provided that the car wash operation is prohibited between the hours of 10:00 pm and 7:00 am. The applicant is proposing to operate the car wash from 7:00 am through 9:00 pm. Construction noise and vibration would be a less than significant environmental impact with the implementation of standard construction noise mitigation measures (see p. 151-157 of the Initial Study/Mitigated Negative Declaration attachment).

The Noise Impact Analysis for the project includes an analysis of federal, state, and local noise regulations, measurements of baseline ambient noise levels around the site, noise modeling of project-generated noise sources, and analysis of the noise model results. Project noise sources included in the model and analysis include construction equipment, project-generated trips, carwash drying equipment (the loudest operational source), the vacuum sources and vacuum hoses from each of the vacuum stations, and heating ventilation air conditioning equipment, estimated to be two 5-ton Carrier units on rooftop locations. The noise model assumes the construction of a 6.5-foot height concrete wall at the south property line.

Measurements of existing average background noise levels around the site, taken during an afternoon, include 60.6 dBA at the south property line of the site and 76.9 dBA at the front steps of St. Matthias Church. Noise measurements were also taken over a 24-hour period at the south property line of the site. Average noise levels were 61.8 dBA between 8-10 pm, 51.8 dBA between 2-3 am, and ranging between 57.4 dBA and 60.3 dBA during the daytime hours of 7am through 8pm.

The noise study provided peak hour operational noise generated by the project, as well as background noise. The following table, which assumes the construction of a 6.5-foot height wall at the south property line, provides data for two key receptor locations:

Receptor Location	Existing Background Noise	Car Wash Operational Noise as Heard at Location
South property line of site	57.4 to 60.6 dBA	55 through 59 dBA
St. Matthias Church front steps	76.9 dBA	55 dBA

Peak hour operation generates 55 dBA received at the front steps of St. Matthias Church, which is less than the existing average 76.9 dBA ambient background (traffic) noise during a typical afternoon, and generates 55 through 59 dBA received at the south property line of the site, compared to 57.4 dBA through 60.6 dBA average background noise levels. The loudest noise source is the car wash drying system inside the car wash tunnel exit. This system will generate 59 dBA received at the southeast corner of the site. For comparison, 55 dBA is equivalent to a business office, and conversational speech ranges from less than 60 dBA to 65 dBA.

To further reduce the noise received by the residences at the south side of the site, the applicant is proposing to construct an 8-foot height wall at the west 240 feet of the south property line, and a 10-foot height wall at the east 90 feet of the south property line nearest the drying system, which is taller than the 6.5-foot wall analyzed in the noise study. Staff contacted the noise study engineer who prepared the report. The engineer reported that the 8-foot wall would reduce the noise level to 56 dBA, and the 10-foot wall to 54 dBA, from a prior level of 59 dBA.

Staff is recommending the following conditions of approval to further reduce operational noise:

- Hours of operation shall be limited to 7:00 am through 9:00 pm as proposed by the applicant, and the car wash shall not accept new vehicles in the car wash queue after 8:00 pm, to ensure that business activities are completed by the 9:00 pm closure.
- Any order speakers shall be certified by an acoustical engineer to not exceed 60 decibels at the residential property line, per HPMC requirements. The plans do not specify whether the paystations will include speakers.

<u>Light & Glare</u>
Project development and operation would entail installation of new structural lighting, security lighting, and parking lot lighting on the project site. All proposed lighting will be confined to illumination of the project site and consist of shielded light sources as described in the plans.

The submitted photometric plan shows a maximum intensity of approximately 16 foot-candles on the site, as it will need to be well-lighted at night, but the south property line adjacent to the residential back yards ranges from 0.1 to 0.5 foot-candles, and most of the other property lines are within a similar range. Furthermore, the proposed structures will be finished with non-reflective materials. Therefore, the resultant level of impact would be less than significant.

Additional Community Outreach

Planning staff visited thirteen properties on Walnut Street closest to the south property line of the site and the church and left information regarding the May 18 Planning Commission meeting, meeting agenda, and Planning Manager contact information. The applicant also independently contacted residents on southerly adjacent properties and reported that residents expressed a concern regarding homeless encampments on the site.

Findings and Conclusion

Based on the above analysis, staff has determined that with the recommended conditions of approval, the proposed project complies with the HPMC. With the recommended conditions of approval, all of the required findings in support of a Conditional Use Permit and Development Permit can be made as discussed in the attached resolution. Therefore, staff recommends approval of the request to allow the development of a new automated drive-thru car wash with vending machines at 3100 Florence Avenue.

EXHIBITS:

A: PC Resolution No. 2020-04
B: Building & Safety Division Conditions of Approval
C: Public Works Department Conditions of Approval
D: Business Operational Plan
E: Initial Study/Mitigated Negative Declaration
F: Transportation Impact Analysis
G: Noise Impact Analysis
H: Site Photographs
I: Project Plans received May 11, 2022

NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION

The City of Huntington Park has prepared an Initial Study for the following project in accordance with City and State of California Environmental Quality Act Guidelines.

Project Title: Florence Car Wash

Project Applicant: Leedco Engineers, Inc.

Project Location: The Project site occupies approximately 0.876 acres within two Assessor's parcels in the southerly portion of the City of Huntington Park. The addresses/Assessor Parcel Numbers of the Project site are as follows:

- 3100 Florence Avenue, APNs 6212-001-060 and 6212-001-061

Project Description: The Project involves a Conditional Use Permit and Development Permit application that would allow the applicant to develop and operate a new automated drive-thru car wash, including vending machines. Proposed development work includes the following:

- Demolish the existing 11,718 square foot office building and remove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The City prepared an Initial Study to determine the Project's impact(s) on the environment and found that the Project would not have any significant impacts on the environment. Therefore, a Mitigated Negative Declaration was prepared.

The public hearing to consider the Mitigated Negative Declaration is scheduled before the Planning Commission on April 20, 2022.

Copies of the proposed Mitigated Negative Declaration and related documents are on file and available for public review in the Huntington Park City Hall during the hours of 7:00 a.m. to 5:30 p.m. Monday through Thursday and the Huntington Park Public Library. This Notice will be posted at the following locations.

- Los Angeles County Recorder's Office
  12400 Imperial Highway, Norwalk, CA 90650
- Huntington Park City Hall
  6550 Miles Avenue, Huntington Park, CA 90255
- Huntington Park Public Library
  6518 Miles Avenue, Huntington Park, CA 90255
- On- and Off-site at the project location
  3100 Florence Avenue, Huntington Park, CA 90255

The starting date for the review period during which the Lead Agency will receive comments about the proposed Mitigated Negative Declaration shall be **March 31, 2022**. The ending date for the review period shall be **April 20, 2022**, at which time all written comments about the Mitigated Negative Declaration must be received by the City. Persons wishing to review or obtain copies of the proposed Negative Declaration and Initial Study may contact Steve Forster, Interim Director of Community Development.

Steve Forster, Interim Director of Community Development

CITY OF HUNTINGTON PARK
FLORENCE CAR WASH PROJECT

Initial Study

Prepared by:

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

Contact:

Steve Forster
Director of Community Development

APRIL 2022

INITIAL STUDY CHECKLIST

Project Title: Florence Car Wash

Project Location: The Project site occupies approximately 0.876 acres within two Assessor's parcels in the southerly portion of the City of Huntington Park. The addresses/Assessor Parcel Numbers of the Project site are as follows:

- 3100 Florence Avenue, Huntington Park, CA 90255
- APNs 6212-001-060 and 6212-001-061

The City of Huntington Park is bordered to the north by the cities of Vernon and Maywood, to the south by the City of South Gate and unincorporated Los Angeles, to the east by the cities of Cudahy, Bell, and Maywood; and, to the west by the City of Los Angeles and unincorporated Los Angeles County. A regional map with the City identified is provided as **Exhibit 1**. A map of the City is provided as **Exhibit 2**. The Project site is shown in **Exhibit 3**.

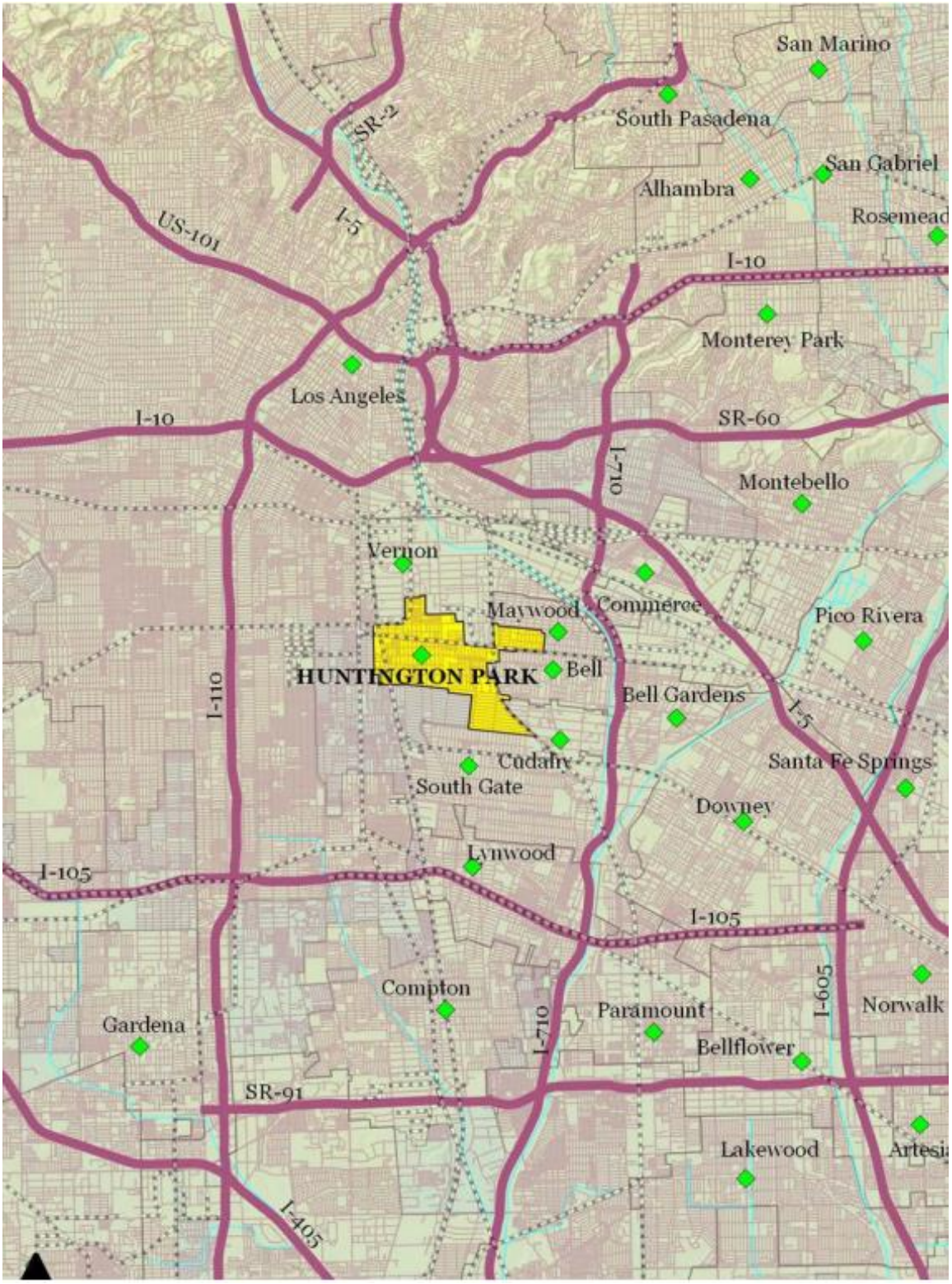


EXHIBIT 1
REGIONAL MAP
Source: Huntington Park's General Plan

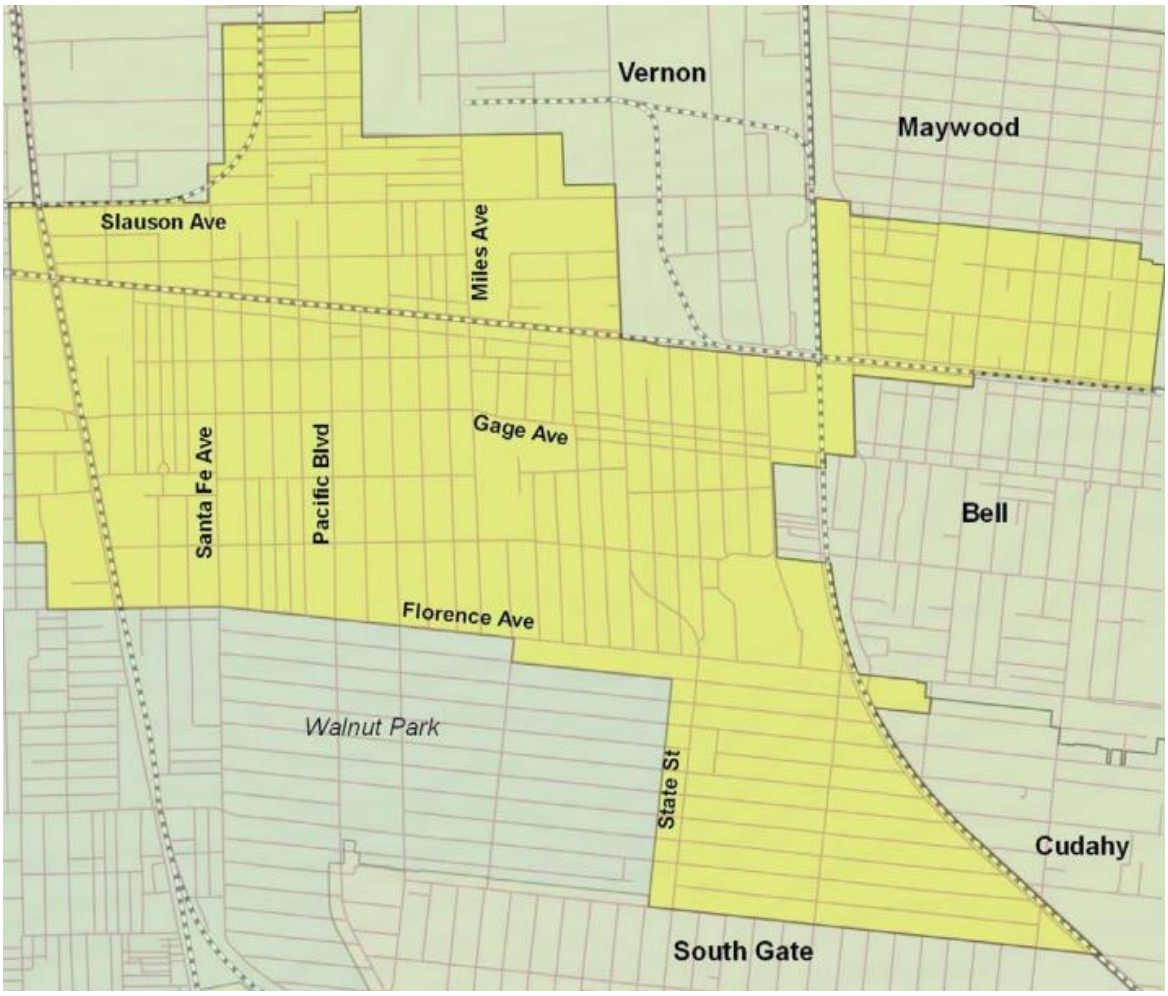


EXHIBIT 2
CITY OF HUNTINGTON PARK
Source: Huntington Park General Plan

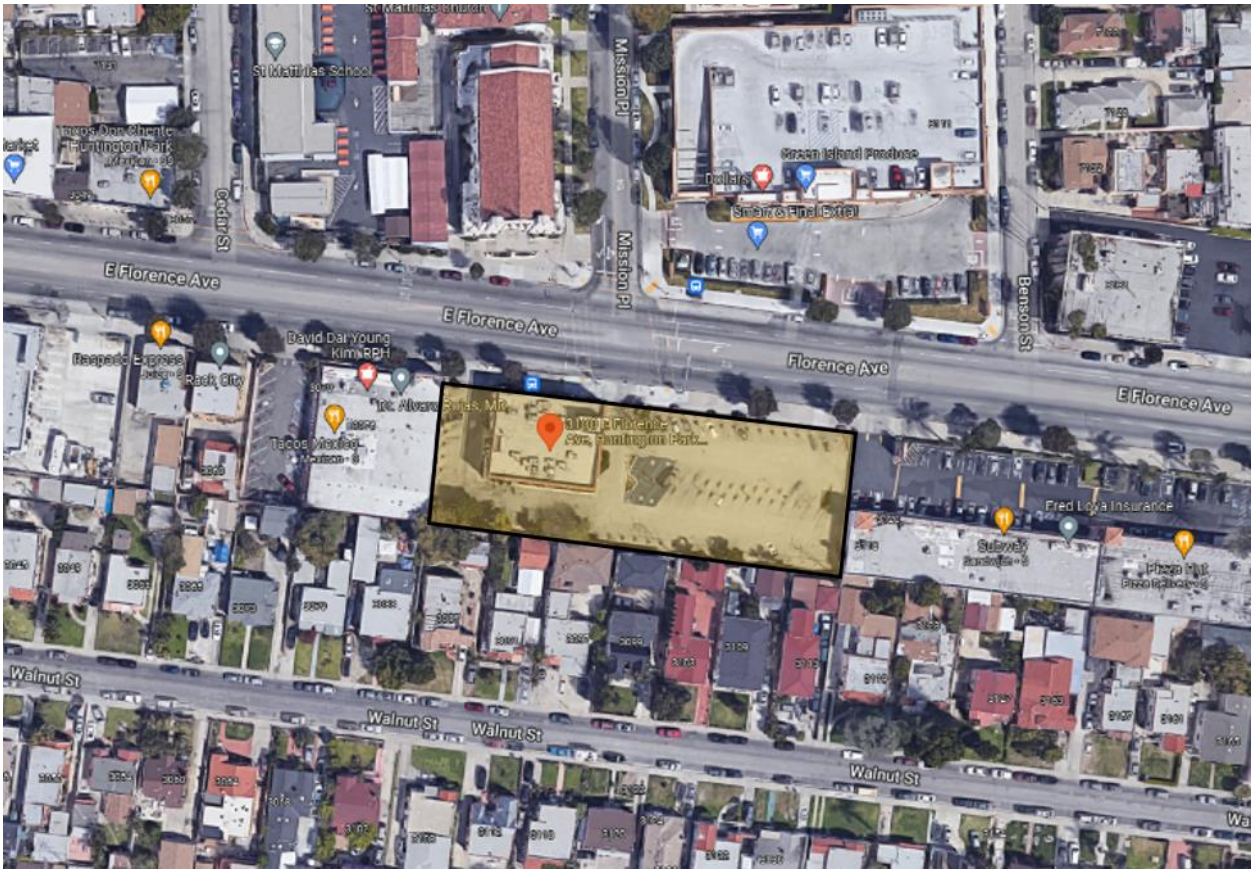


EXHIBIT 3
PROJECT SITE LOCATION
Source: Google

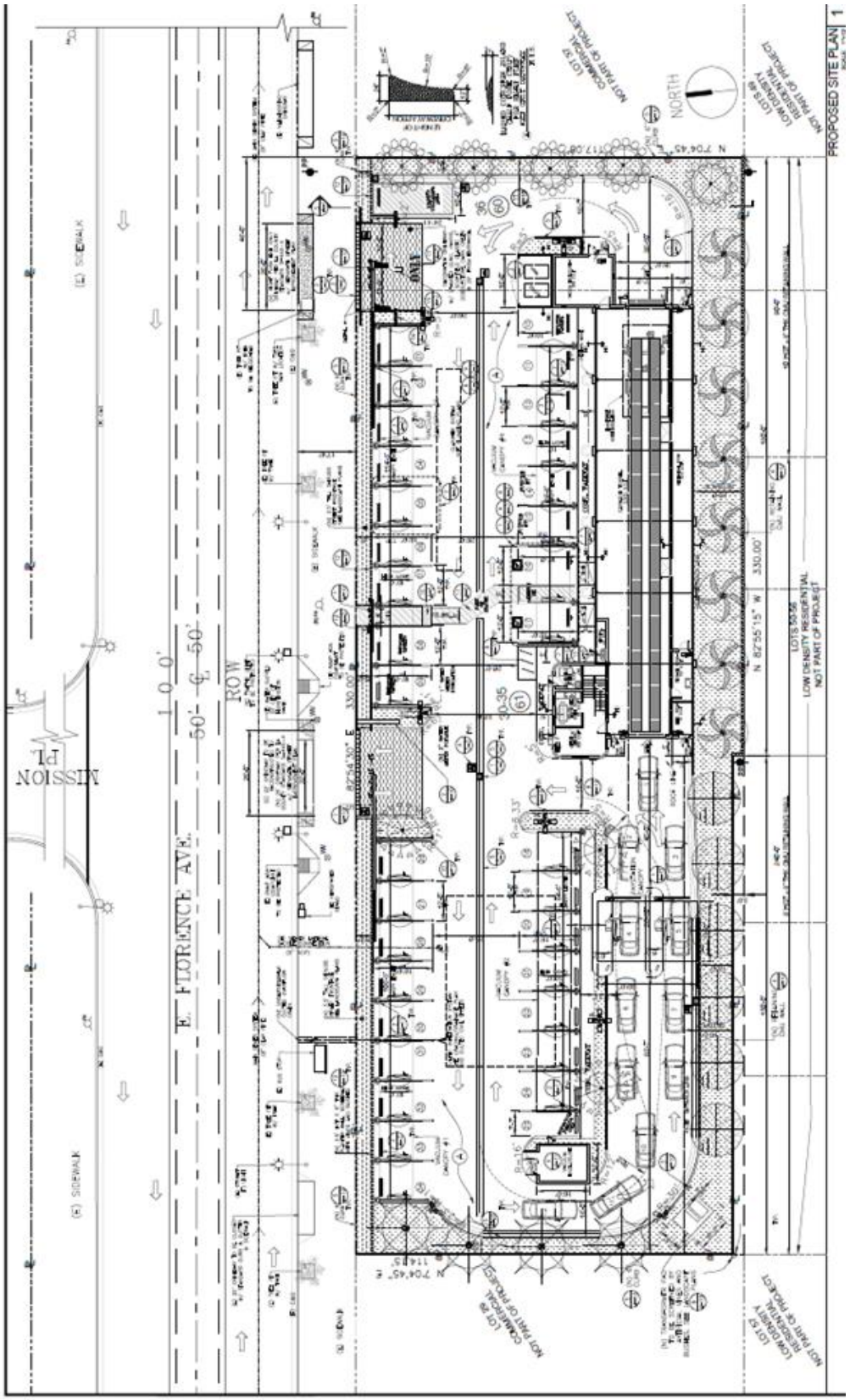


EXHIBIT 4
PROJECT SITE PLAN

Project Description

Leedco Engineers, Inc., on behalf of the property owner, Moogun Investment, LLC, submitted an application for a Conditional Use Permit and Development Permit to develop and operate a new automated drive-thru car wash, including vending machines, at 3100 Florence Avenue.

The following development work is proposed:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
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- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

Project development is anticipated to begin in March 2023, and operational by 2024.

The site is zoned General Commercial (CG) and is designated General Commercial in the General Plan. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.

The Project Site Plan is depicted in **Exhibit 4** (on previous page).

Project Applicant:	**Leedco Engineers, Inc.**
Property Owner:	**Moogun Investment, LLC**
Contact Person:	**Steve Forster** **Director of Community Development** **City of Huntington Park** **6550 Miles Avenue** **Huntington Park, California 90255** **(323) 584-6318**

This Initial Study has been prepared to identify and assess anticipated environmental impacts of the Project described above. The document incorporates information relevant to the analyses contained in the City of Huntington Park General Plan, Huntington Park General Plan Environmental Impact Report, Project-related technical studies, and the Project Application/Plans (Project Plans) noted in the Sources Section of this document to address in detail the effects or impacts associated with Project development (demolition; grading; construction; painting; finishing) and operation. The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an Environmental Impact Report. If the lead agency finds no substantial evidence the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If the lead agency recognizes the Project may have a significant impact on the environment, but that by incorporating specific mitigation measures to which the Project proponent has agreed in advance the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared. In reviewing site-specific information provided for the Project, the City of Huntington Park has analyzed potential environmental impacts created by this project and a **Mitigated Negative Declaration** has been prepared pursuant to the provisions of CEQA.

Existing Site Conditions

The site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.

Project Objectives

The Project Objectives are as follows:

- To provide an automated car wash service to Huntington Park and the surrounding communities. This car wash is responding to the local need for an inexpensive car wash with a high degree of self-service (self-serve vacuum stalls) which is not provided elsewhere nearby.

- To redevelop a deteriorated commercially-zoned site with a viable commercial retail service.
- To develop the Project in a way that will enhance the quality of life in Huntington Park.

Project Approvals

Project development would require the City's prior discretionary approval of a Conditional Use Permit and Development Permit, as well as demolition permit, grading permit, encroachment permit, and building permit. Project operation would require Certificates of Occupancy for each building granted by the City of Huntington Park.

Regulatory Setting

State

The State of California has created a set of legislation, executive orders, policies and programs intended to reduce greenhouse gas emissions. California can draw on substantial scientific research conducted by experts at various state universities and research institutions. More than a decade of concerted research has demonstrated to scientists that early signs of climate change already are evident in California – demonstrated in increased average temperatures, changes in temperature extremes, reduced Sierra Nevada snowpack, sea level rise, and ecological shifts. Many of such changes are accelerating. Generally, research indicates California should expect overall hotter and drier conditions, increased average temperatures, rising sea-levels, and increasing intensity of extreme weather events such as heatwaves, wildfires, droughts and floods. The California Climate Action Team and the Air Resources Board have developed several reports to achieve the Governor's greenhouse gas targets. Reliance on achieving the targets is based on voluntary actions of California businesses, local governments and community groups, and on State incentive and regulatory programs. These include the Climate Action Team's 2010 "Report to Governor Schwarzenegger and the Legislature," the Air Resource Board's 2007 "Expanded list of Early Action Measures to Reduce Greenhouse Gas Emissions in California," and the Air Resources Board's "First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32, the California Global Warming Solutions Act of 2006." The reports identify strategies to reduce California's emissions to levels proposed in Executive Order S-3-05 and Assembly Bill 32 that are applicable to the proposed project. The Scoping Plan adopted in 2008 and updated in 2014 is the most recent document.

Regional

Southern California Association of Governments (SCAG) Connect SoCal (Proposed Final)

Connect SoCal will serve as SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. Its core vision is to build upon and expand land use and transportation strategies established over several previous planning cycles to increase mobility options and to achieve a more sustainable growth pattern in Southern California. Connect SoCal establishes a path toward a more mobile, sustainable and prosperous region by making key connections such as the following: between transportation networks; between planning strategies; and, between people whose collaboration can make plans a reality. Connect SoCal is developed with input from a wide range of stakeholders in Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties.

After 2012, transportation system performance planning and monitoring became a Federal mandate. The 2015 FST Act further solidified this commitment to a national performance management and reporting system. SCAG has been using quantitative performance in its evaluations.

Connect SoCal includes new initiatives to close the gap to reach the State's greenhouse gas emissions reduction goals at the intersection of land use, transportation and technology.

SCAG Regional Transportation Plan (RTP)

Federal law requires SCAG to prepare and update a long-range RTP that must include (among other things) the following:

- Identification of transportation facilities such as major roadways, transit, intermodal facilities and connectors that function as an integrated metropolitan system over at least a 20-year forecast period;
- A financial plan that demonstrates how the RTP can be implemented with "reasonably available" resources and additional financial approaches;
- Strategies to improve existing facilities and relieve vehicular congestion and maximize safety and mobility of people and goods; and,
- Environmental mitigation activities.

Pursuant to the federal Clean Air Act, the SCAG RTP is required to meet all Federal transportation conformity requirements, including regional emissions analysis, financial constraint, timely implementation of transportation control measures, and interagency consultation and public involvement.

SCAG Regional Comprehensive Plan (RCP)

The SCAG Regional Comprehensive Plan is a regional advisory plan that addresses a number of important regional issues including housing, traffic, transportation, water, and air quality. The RCP serves as an advisory document for local jurisdictions and other governmental agencies in Southern California. The RCP is designed to promote resource conservation, economic vitality, and a high quality of life and, in so doing, identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive manner.

<u>City of Huntington Park</u>

City of Huntington Park General Plan

The City of Huntington Park General Plan serves as a long-range comprehensive plan that will regulate land uses and development in the City for the next 10-20 years. The General Plan is comprehensive because it addresses a wide range of municipal issues that range from the City's physical development, provision of services, and identification of key issues that must be considered in future land use planning. The General Plan contains the following elements, all of which contain policies and programs to guide future development in Huntington Park.

Land Use and Community Development Element – The Land Use and Compatibility Element indicates general location and distribution of existing and permitted land uses in the City and considers issues pertaining to urban design and economic development.

Mobility and Circulation Element – The Mobility and Circulation Element indicates general location and extent of existing and proposed roadway improvements and provides standards for roadway design and Level of Service standards.

Resource Management Element – The Resource Management Element meets State-mandated requirements for conservation and open space elements by providing for the conservation, development and use of natural resources and addresses air quality, water quality, historic resources, parks and recreation.

Health and Safety Element – The Health and Safety Element provides for protection of the community from a variety of man-made and natural hazards, and addresses environmental hazards and noise.

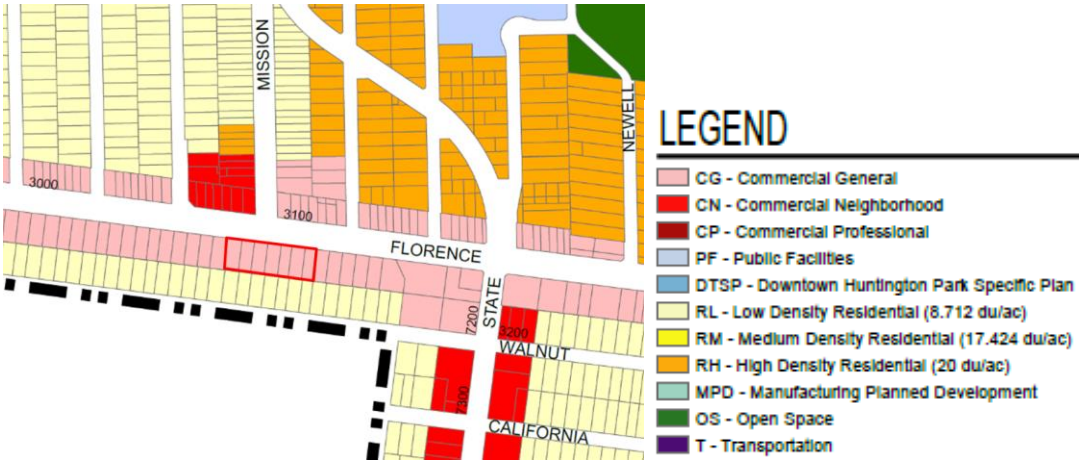
Housing Element – The Housing Element evaluates existing and projected housing needs of the City and establishes policies and programs that will be effective in the preservation, improvement and development of housing that will accommodate Huntington Park's future housing needs.

A listing of City of Huntington Park General Plan Policies relevant to Project development and an assessment of Project consistency with those Policies is contained at the end of this Initial Study.

City of Huntington Park Zoning Ordinance

The City Zoning Regulations are the primary implementation mechanism for the City General Plan Land Use Element and control development in the City by designating areas where specific land uses are allowed that are compatible with the Land Use Element. The City Zoning Regulations consist of two primary components - - the Zoning Ordinance and the Zoning Map. The Zoning Ordinance is comprised of detailed development standards, and includes lists of permitted and conditional uses and various development standards. The Huntington Park Zoning Map depicts the following zoning for the Project site: CG (Commercial General).

EXHIBIT 5: PROJECT NEIGHBORHOOD ZONING MAP



Initial Study Checklist

Project development would require the City's prior discretionary approval of a Conditional Use Permit and Development Permit, as well as demolition permit, grading permit, encroachment permit, and building permit. Project operation would require Certificates of Occupancy for each building granted by the City of Huntington Park. In addition, City adoption of a Mitigated Negative Declaration and approval by outside public agencies will be required.

As part of the City of Huntington Park discretionary permitting process for the Project, the City has determined an Initial Study shall be prepared to determine whether any impacts resulting from Project development and/or operation would be considered potentially significant. Where the Initial Study concludes there is no substantial evidence the project could have a significant effect on the environment, a Negative Declaration (or a Mitigated Negative Declaration) is required. If the Initial Study concludes there is substantial evidence the Project could have a significant effect on the environment, and Mitigation Measures either are unavailable or have not been agreed to by the Applicant, then an EIR is required.

The Initial Study Checklist recommended in the CEQA Guidelines is used to determine potential impacts of the Project on the physical environment. The Checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the Project. Explanations to answers are provided in a discussion for each section of questions, as follows:

- 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 the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on Project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a Project-specific screening analysis).

- All answers must consider 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.

- "Potentially Significant Impact" is appropriate if there is substantial evidence an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

- "Less Than Significant Impact with Mitigation Incorporated" applies where 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

- "Less Than Significant Impact" applies where the impact does not require mitigation or result in a substantial or potentially substantial change of any physical conditions within the area affected by the Project.

- "No Impact" applies where Project development (demolition; grading; construction) and Project operation would not result in any impacts to the environment in the context of CEQA Thresholds of Analysis.

- Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D).

Environmental Factors Potentially Affected

This Project would potentially affect the environmental factors identified below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated on the following pages of this Initial Study.

Air Quality
Biological Resources
Cultural Resources
Noise
Tribal Cultural Resources
Mandatory Findings of Significance

FINDINGS

The environmental analysis provided in this Initial Study indicates the proposed Project will not result in any unmitigable significant impacts. For this reason, the City of Huntington Park has determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed Project.

	4/6/22
Signature	Date
Steve Forster	Interim Community Development Director
Printed Name	Title

ENVIRONMENTAL DETERMINATION

SECTION 1 – AESTHETICS

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project application/plans.

1.1 Setting

The site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. (Reference **Photographs 1 – 4)**.

Photo 1: View from the NEC of Florence Ave./Mission Pl. facing the existing site office building.

Photo 2: View from the project site facing east toward the adjacent shopping center.

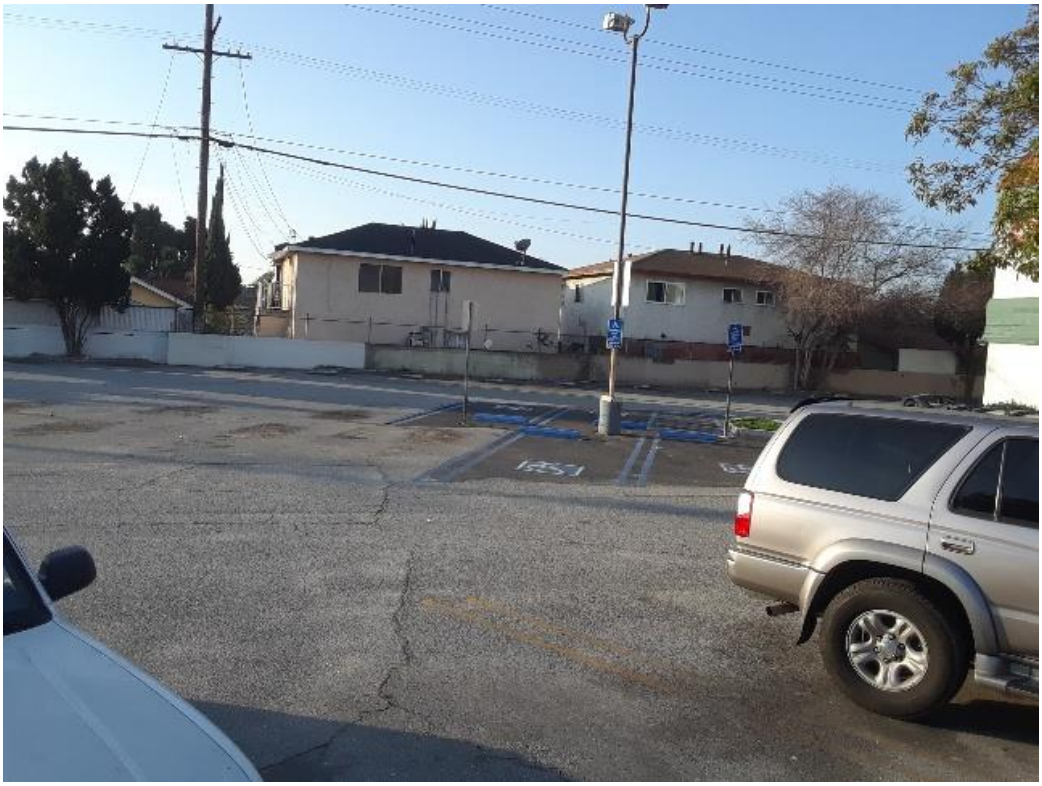


Photo 3: View from the project site facing south toward the adjacent residential neighborhood.

Photo 4: View from the project site facing NW toward the Florence Ave./Mission Pl. intersection, St. Mathias Catholic Church, and shopping center.

1.2 Aesthetics Impacts/Thresholds of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			**X**	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			**X**	

1.3 Discussion of CEQA Checklist Answers

a) Would the project have a substantial adverse effect on a scenic vista?

NO IMPACT.

The City of Huntington Park has no significant scenic vistas in the Project area and no designated or proposed scenic routes. The project site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. Project development will be comprised of the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign

    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

Project development will comply with all City-required development standards and undergo a design review by the Planning Commission as part of the Development Permit review process. The development of the project site with the proposed car wash will improve the aesthetic character of the site. No impact will result from Project development.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

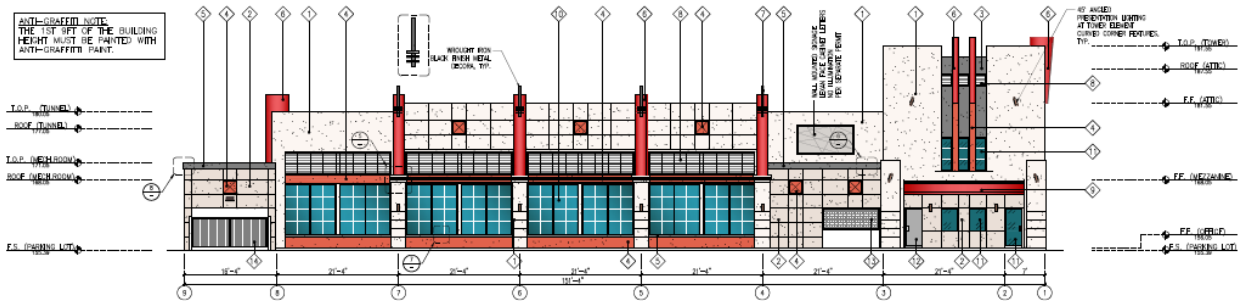
NO IMPACT.

The project site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. No scenic resources exist on the Project site. Although some ornamental landscaping exists within the parking area and along the Florence Avenue perimeter of the Project site, the entire Project site does not contain any protected trees, historic buildings or rock outcroppings that would be considered scenic resources. No such resources are identified in the City General Plan. There are no scenic vistas or scenic resources on or near the Project site that Project development could adversely affect. Therefore, Project development and operation would not result in a substantial adverse effect on a scenic vista and would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impact would result from Project development or operation.

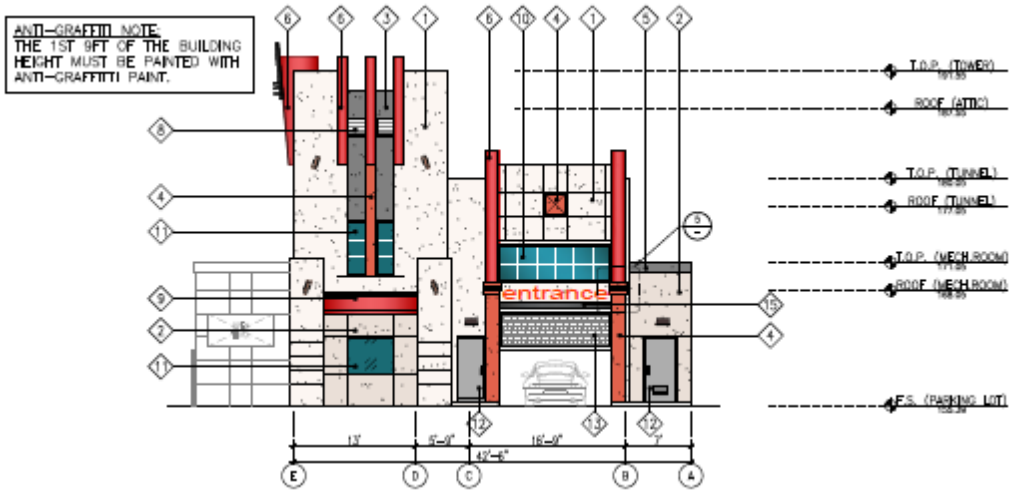
c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

LESS THAN SIGNIFICANT IMPACT.

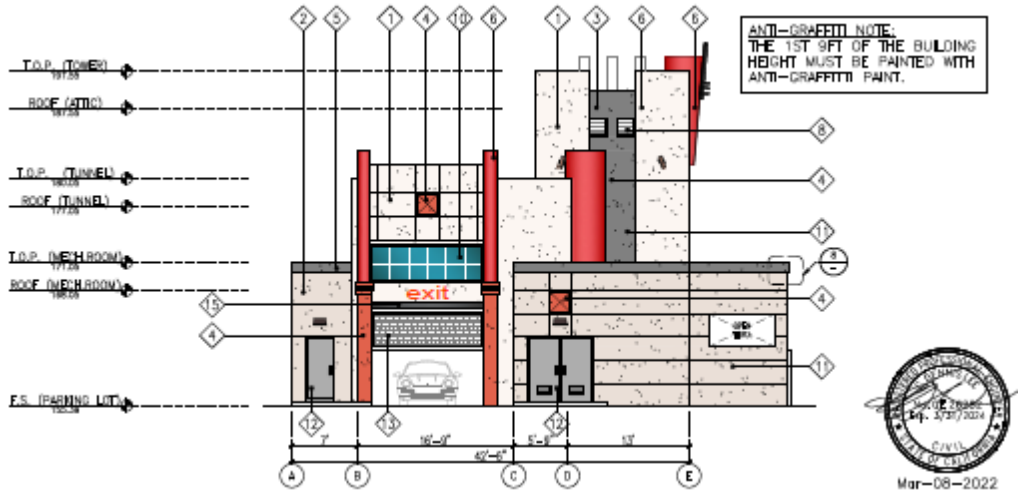
The project site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. As indicated in the Project Plans elevations that follow, the Project buildings will provide a substantial positive upgrade to the aesthetics of the Project site. In addition, approximately 20% of the site will be landscaped with trees and vegetation as required by the Huntington Park Municipal Code, a substantial increase from existing landscape coverage. Reference the Photographs of the Project site depicted above and the Project Plan Exhibits that follow.



North Elevation



West Elevation



East Elevation

Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The visual character of the Project site would be substantially improved because of the development of the car wash. A temporary change in visual character would result from the presence of construction equipment and material, some soil stockpiles, and construction vehicles. The visual character of Project development activities at the Project site would be temporary, short-term, and insubstantial. Project development will comply with all City-required development standards pertaining to site and perimeter landscaping. The resulting level of impact from Project development and operation would be less than significant.

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

LESS THAN SIGNIFICANT IMPACT.

Project development and operation would entail installation of new structural lighting, security lighting, and parking lot lighting on the Project site. All Project lighting will be confined to illumination of the Project site and consist of shielded light sources as described in the Project plans. The submitted photometric plan shows a maximum intensity of approximately 16 foot-candles on the site, as it will need to be well-lighted at night, but the south property line adjacent to the residential back yards ranges from 0.1 to 0.5 foot-candles, and most of the other property lines are within a similar range. Furthermore, the proposed structures will be finished with non-reflective materials. Therefore, the resultant level of impact would be less than significant.

SECTION 2 – AGRICULTURE AND FORESTRY RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan; City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); California Department of Conservation Farmland Mapping Program; and, the Project plans.

2.1 Setting

The Project site is located within a completely urbanized area. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. No agricultural uses or forestry uses are located on the Project site or in the Project vicinity. The Project site is not zoned for agricultural uses.

2.2 Agriculture and Forestry Resources Impacts/Thresholds for Analysis

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects. Lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code Section 4526), or timberland zoned				**X**

Timberland Production (as defined by Government Code section 51104(g))?				
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

2.3 Discussion of CEQA Checklist Answers

a-e) Would the project 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?

Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Would the project result in the loss of forest land or conversion of forest land to non-forest use?

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

NO IMPACT.

No portions of the Project area or the Project vicinity contain agricultural resources or prime farmland, or are State-designated Farmland, subject to Williamson Act contractual provisions, or support forest land or forest resources. The Huntington Park General Plan Land Use Element does not designate any land within the City as Agricultural; the Project area is not zoned for Agricultural purposes. Project development thereby would not result in the loss of forest land or result in the conversion of farmland or conflict with any land zoned for forest land. No impact would result from Project development and operation.

SECTION 3 – AIR QUALITY

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

3.1 Setting

South Coast Air Basin (SCAB)

The Project site is located within the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is a 6,745 square mile sub-region of the SCAQMD and includes portions of Los Angeles, Riverside and San Bernardino Counties, and all of Orange County. The larger SCAQMD district boundary includes 10,743 square miles. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles/Kern County border to the north, and the Los Angeles/San Bernardino County border to the east.

The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with Federal and State air quality standards.

California State law requires SCAQMD to prepare a plan for air quality improvement for pollutants for which SCAB is in "nonattainment." SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides for attainment of State and federal air quality standards and updates the AQMP every three years. Each iteration of the AQMP has a 20-year horizon.

Regional Climate

Regional climate has a substantial influence on air quality in the SCAB. The temperature, wind, humidity, precipitation and amount of sunshine influence air quality. Average annual temperatures throughout the SCAB vary from the low-to-middle 60s (degrees Fahrenheit). Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days due to the presence of a marine layer. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. Annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. More than 90 percent of the SCAB's rainfall occurs from November through April. Annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles.

The importance of wind to air pollution is considerable. Direction and speed of wind determines the horizontal dispersion and transport of air pollutants. Suring late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with traveling storms moving through the region from the northwest. This period also brings several periods

of strong, dry offshore winds, locally termed “Santa Anas” each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing that effectively acts as an impervious lid to pollutants over the entire SCAB.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in winter and typically are only a few hundred feet above mean sea level. These inversions effectively trap pollutants such as Oxides of Nitrogen (NO_x) and Carbon Monoxide (CO) from vehicles, as the pool of cool air drafts seaward. Winter therefore is a period of high levels of primary pollutants along the coastline.

Criteria Pollutants/Health Effects of Air Pollutants

The proposed project site lies within the air basin managed by the SCAQMD. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone, sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Both the state and federal government have been empowered by the Clean Air Act to regulate emissions of airborne pollutants. The federal agency responsible is the Environmental Protection Agency (EPA), while the state agency responsible is the California EPA (CalEPA). At the local level, air pollutants are regulated by both multi-county and county-level Air Pollution Control Districts (APCDs). There are 15 air basins across California. The Project site is located in the South Coast Air Quality Management District (SCAQMD).

Federal and state standards have been established for six criteria pollutants, including ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), particulates less than 10 and 2.5 microns in diameter (PM10 and PM2.5), and lead (Pb). California air quality standards are identical to or stricter than federal standards for all criteria pollutants.

Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve “the maximum feasible reduction of greenhouse gases” emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the state was signed into law in September 2002.

AB 32, the “California Global Warming Solutions Act of 2006,” requires the State’s global warming emissions to be reduced to 1990 levels by 2020 (essentially a 25% reduction below 2005 emission levels – the same requirement as under S-3-05), and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

Senate Bill (SB) 375 requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. The bill requires ARB to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles, for 2020 and 2035.

Carbon Monoxide (CO)

Carbon Monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels such as gasoline or wood. CO concentrations tend to be highest during winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Motor vehicles operating at slow speeds are the primary source of CO in the SCAB. Thereby, the highest ambient CO concentrations generally are found near congested transportation corridors and intersections.

Individuals with a deficient blood supply to the heart are the most susceptible to adverse effects of CO exposure. Observed effects include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin. Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels, including pre-term births and heart abnormalities.

Sulfur Dioxide (SO_2)

Sulfur Dioxide is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant primarily as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

A few minutes of exposure to low levels of Sulfur Dioxide can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to Sulfur Dioxide. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of Sulfur Dioxide. Some population-based studies indicate mortality and morbidity effects associated with fine particles show a similar association with ambient Sulfur Dioxide levels. In these studies, efforts to separate effects of Sulfur Dioxide from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Nitrogen Oxides (Oxides of Nitrogen, or NO_x)

Nitrogen oxides consist of nitric oxide (NO), nitrogen dioxide (NO_2) and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with oxygen (O_2). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides typically are created during combustion processes and are

major contributors to smog formation and acid deposition. Nitrogen Dioxide is a criteria air pollutant and may result in numerous adverse health effects. Of the seven types of nitrogen oxide compounds, Nitrogen Dioxide, a yellowish-brown gas, is the most abundant in the atmosphere. As ambient concentrations of Nitrogen Dioxide are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of Nitrogen Dioxide than those indicated by regional monitoring stations.

Population-based studies suggest an increase in acute respiratory illness including infections and respiratory symptoms in children (not infants) is associated with long-term exposure to Nitrogen Dioxide at levels found in homes with gas stoves (which are higher than ambient levels found in Southern California). Increase in resistance to air flow and airway contraction is observed after short-term exposure to Nitrogen Dioxide in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

Ozone (O_3)

Ozone is a highly reactive and unstable colorless and odorless gas formed when volatile organic compounds (VOC) and Nitrogen Oxides (which both are byproducts of internal combustion engine exhaust) undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations generally are highest during summer months when direct sunlight, light wind and warm temperature conditions are favorable to formation of this pollutant.

Individuals exercising outdoors, children, and people with preexisting lung disease are considered to be the most susceptible sub-groups for Ozone effects. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences, with increases in daily hospital admission rates, and mortality. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high ozone levels. Animal studies suggest exposure to a combination of pollutants that includes ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Particulate Matter less than 10 microns in diameter (PM_{10})

This pollutant is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes and aerosols. Particulate matter pollution is a major cause of reduced visibility caused by the scattering of light and consequently a significant reduction in air clarity. The size of the particles of this criteria pollutant allows the particles to easily enter the lungs where they may be deposited, resulting in adverse health effects.

Particulate Matter less than 2.5 microns in diameter ($PM_{2.5}$)

These particles comprising this criteria pollutant are formed in the atmosphere from primary gaseous emissions that include sulfates formed from Sulfur Dioxide release from power plants and industrial facilities and nitrates that are formed from Nitrogen Oxides release from power

plants, automobiles and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions.

A consistent correlation between elevated ambient fine Particulate Matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer. Daily fluctuations in $PM_{2.5}$ concentration levels also have been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to Particulate Matter. The elderly with pre-existing respiratory or cardiovascular disease and children appear to be more susceptible to effects of high levels of PM_{10} and $PM_{2.5}$.

Volatile Organic Compounds (VOC)

Volatile Organic Compounds are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. Volatile Organic Compounds contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. These Compounds often have an odor. Some examples include gasoline, alcohol, and solvents used in paints. Exceptions to the Volatile Organic Compounds designation include the following: Carbon Monoxide; Carbon Dioxide; Carbonic Acid; Metallic Carbides or Carbonates; and, Ammonium Carbonate. Volatile Organic Compounds are a criteria pollutant because they are a precursor to Ozone. The SCAQMD uses the terms VOC and ROG interchangeably.

Reactive Organic Gases (ROG)

Reactive Organic Gases are precursors in forming Ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons that typically are the result of some type of combustion or decomposition process. Smog is formed when Reactive Organic Gases and Nitrogen Oxides react in the presence of sunlight. Reactive Organic Gases are a precursor to Ozone.

Lead (Pb)

Lead is a heavy metal that is highly persistent in the environment. In the past, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. As a result of removal of lead from gasoline, there have been no violations at any of the SCAQMD regular air monitoring stations since 1982. Major sources of lead emissions are ore and metals processing, particularly lead smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers.

Fetuses, infants and children are more sensitive than others to adverse effects of Lead exposure. Exposure to low levels of Lead can adversely affect development and function of

the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures, and death although it appears there are no direct effects of Lead on the respiratory system. Lead can be stored in the bone from early age environmental exposure and elevated blood Lead levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Lead because of previous environmental Lead exposure of their mothers.

Odors

The science of odor as a health concern is still new. Offensive odors can potentially affect human health in several ways. Odorant compounds can irritate the eye, nose and throat, which can reduce respiratory volume. Also, studies have shown the Volatile Organic Compounds that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health by compromising the immune system. Furthermore, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

Existing Air Quality

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards, which are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. Determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to State and Federal standards.

Air quality in a region is considered to be in attainment by the State if the measured ambient air pollutant levels for Ozone, Carbon Monoxide (except 8-hour Lake Tahoe), Sulfur Dioxide 1-Hour and 24-Hour), Nitrogen Dioxide, PM_{10} and $PM_{2.5}$ are not to be exceeded. All others are not to be equaled or exceeded.

Regional Air Quality

The United States Environmental Protection Agency has established national ambient air quality standards for six of the most common air pollutants: Carbon Monoxide; Lead; Ozone; Particulate Matter – 10 Microns or less; Particulate Matter – 2.5 Microns or less; Nitrogen Dioxide; and, Sulfur Dioxide, all of which are criteria pollutants. The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Lead air monitoring sites throughout the air district. In 2017, Federal and State ambient air quality standards were exceeded on one or more days for Ozone, PM_{10} and $PM_{2.5}$ at most monitoring locations. No areas of the SCAB exceeded Federal or State standards for Nitrogen Dioxide, Sulfur Dioxide, Carbon Monoxide, Sulfates or Lead.

According to the "Ambient and Emission Trends of Toxic Air Contaminants in California" journal article prepared for the California Air Resources Board, between 1990 and 2012 ambient concentration and emission trends for the seven toxic air contaminants responsible for most of known cancer risk associated with airborne exposure in California have declined significantly. The toxic air contaminants include those derived from mobile sources (diesel

particulate matter, benzene and 1,3-butadiene), from stationary sources (perchloroethylene and hexavalent chromium), and from photochemical reactions of emitted volatile organic compounds (formaldehyde and acetaldehyde). Decline in ambient concentration and emission trends of these toxic air contaminants are a result of various regulations the California Air Resources Board has implemented to address cancer risk.

3.2 Air Quality Impacts/Thresholds for Analysis

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?		**X**		
b) 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?		**X**		
c) Expose sensitive receptors to substantial pollutant concentrations?		**X**		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		**X**		

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants: Ozone; Carbon Monoxide; Nitrogen Dioxide; Sulfur Dioxide; and Particulate Matters 10 and 2.5.

Projects in the South Coast Air Basin (SCAB) that generate construction-related (Project development) emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of Reactive Organic Compounds;
- 100 pounds per day of Nitrogen Dioxide;
- 550 pounds per day of Carbon Monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; and,
- 150 pounds per day of Sulfur Oxides.

A project would have a significant effect on Air Quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of Reactive Organic Compounds;
- 55 pounds per day of Nitrogen Dioxide;
- 550 pounds per day of Carbon Monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of Sulfur Oxides.

3.3 Discussion of CEQA Checklist Answers

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

The Project site is located within the South Coast Air Basin (SCAB) - - an area that includes more than 6,600 square miles within Los Angeles, non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. SCAQMD's Air Quality Management Plan (AQMP) contains measures to improve regional air quality. The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The AQMP will assist SCAG to maintain focus on air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key components of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan to reduce ground-level ozone. **The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone.**

Specific criteria for determining project conformity with the AQMP is defined in Section 12.3 of the SCAQMD CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine Project conformity with the AQMP. Consistency Criterion 1 refers to a proposed project's potential for resulting in an increase in frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation. Consistency Criterion 2 refers to a proposed project's potential for exceeding assumptions included in the AQMP or other regional growth projections relevant to AQMP implementation.

Emissions of pollutants such as fugitive dust that are generated during construction are generally highest near the construction site. Emissions from the construction phase of the project were estimated through the use of the CalEEMod Model (2020.4.0). It was assumed that heavy construction equipment would be operating at the site for eight hours per day, five days per week during project construction. In addition, it was assumed that, in accordance with the requirements of the SCAQMD Rule 403, fugitive dust controls would be utilized during construction, including watering of active sites a minimum of three times daily.

Tables 4.3.1 and **4.3.2** below provide summaries of the emission estimates for construction and operation of all proposed site improvements. These projected emissions assume standard measures are implemented to reduce emissions, as calculated with the CalEEMod Model, and are compared to the regional and localized significance thresholds. The localized significance thresholds are applicable only to on-site emissions and do not consider emissions occurring on roadways during travel to and from the site.

Table 4.3.1 below includes projected daily emissions for all steps of construction. These steps include: Demolition, Site Preparation, Grading, Building Construction, Paving, and Architectural Coatings. Note that projected emissions for all pollutants during construction are below both the SCAQMD's Air Quality Significance Thresholds as well as the Localized Significance Thresholds, provided that mitigation is incorporated to reduce PM10 and PM2.5 to levels below the Localized Significance Thresholds. The Localized Significance Thresholds are specific to Huntington Park, located in Source Receptor Area [SRA] Zone 12, "South Central LA County," as applied to a 1-acre project with receptors (residences) 25 meters or less from the project site boundary.

During construction, diesel-fired equipment will be operated and will result in the release of diesel particulate matter which is a listed carcinogen and toxic air contaminant in the State of California. The earthwork phase is the phase of construction in which the majority of diesel-fired equipment will be used. Because this duration is very short it is expected that the release of diesel will not have a negative impact to surrounding receptors.

Construction of the project would be short-term and temporary. Thus, the emissions associated with construction would not result in a significant impact on the ambient air quality, provided that mitigation is incorporated. Because emissions are less than the significance levels with mitigation, they would not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP.

Construction of the project would be short-term and temporary, therefore a cumulative increase in the surrounding emissions associated with the area would not result in a significant impact on the ambient air quality. In addition, because emissions are less than the significance levels with the incorporation of mitigation measures, they do not expose sensitive receptors to substantial pollutant concentrations.

Based on the above project analyst of the construction phase, the project construction phase will not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP. Impacts would be less than significant, provided that the following mitigation measures are incorporated into the project:

MITIIGATION MEASURE MM-AQ-1: All unpaved demolition, and construction areas shall be watered three times a day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet South Coast Air Quality Management District Rule 403. Soil stabilizers also shall be used to control on-site fugitive dust. Water could reduce fugitive dust by as much as 60 percent.

MITIIGATION MEASURE MM-AQ-2: All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage on adjacent streets during transport.

MITIIGATION MEASURE MM-AQ-3: All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 miles per hour) to prevent excessive amounts of fugitive dust.

MITIIGATION MEASURE MM-AQ-4: Contractors shall adhere to all pertinent South Coast Air Quality Management District protocols regarding grading, site preparation, and construction activities.

Table 4.3.1
Estimated Construction Emissions

Estimated Construction Emissions (Mitigated)						
	Total Daily Maximum Pollutant Emissions (lbs/day)					
Construction Phase	**NOx**	**SOx**	**CO**	**ROG (VOC)**	**PM_{10}**	**$PM_{2.5}$**
Demolition	7.3276	0.0162	8.0507	0.7682	0.9993	0.4528
Site Preparation	6.9464	0.0102	4.1491	0.5978	0.5204	0.2742
Grading	13.1977	0.0192	6.5066	1.1420	2.8128	1.5444
Building Construction	7.3523	0.0138	7.7020	0.7406	0.5482	0.3923
Building Construction	6.6766	0.0137	7.5997	0.6789	0.4948	0.3431
Paving	5.5466	0.0130	7.6486	0.6718	0.4666	0.3010
Architectural Coating	1.3077	3.1700e-003	1.8809	70.6504	0.0933	0.0769
Peak Daily	13.1977	0.0192	8.0507	70.6504	2.8128	1.5444
SCAQMD Thresholds	100	150	550	75	150	55
Localized Significance Thresholds	46		231		4	3
Significant Emissions?	**No**	**No**	**No**	**No**	**No**	**No**

The main operational impacts associated with the project would be impacts associated with traffic. Minor impacts would be associated with energy use and area sources.

To address whether the project would result in emissions that would violate any air quality standard or contribute substantially to an existing or proposed air quality violation, the emissions associated with project-generated traffic and area sources were compared with the SCAQMD's quantitative significance criteria. Default trip generation rates in the CalEEMod Model were used as the CalEEMod trip generation rate is very close to the rate used by the Traffic Impact Analysis. The CalEEMod Model contains emission factors from the EMFAC2017 model, which is the latest version of the Caltrans emission factor model for on-road traffic. Project-related traffic was assumed to be comprised of a mixture of vehicles in accordance with the CalEEMod Model default outputs for traffic. This assumption includes light duty autos and light duty trucks (i.e., small trucks, SUVs, and vans) as well as medium- and heavy-duty vehicles that may be traveling to the facility to make deliveries. Emission factors representing the default vehicle mix were used. Emissions associated with area sources (energy use and landscaping activities) were estimated using the default assumptions in the CalEEMod Model.

Table 4.3.2 below presents the results of the CalEEMod emission calculations in lbs/day for operations, as an annual average considering the Project's design features, along with a comparison with the SCAQMD Air Quality Significance Thresholds for Operations.

Table 4.3.2
Estimated Operational Emissions

Estimated Operational Emissions						
	Pollutant Emissions (lbs/day)					
Source	NOx	SOx	CO	ROG (VOC)	PM_{10}	$PM_{2.5}$
Area Sources	4.0000e-005	0.0000	3.8700e-003	0.8493	1.0000e-005	1.0000e-005
Energy Sources	0.1833	1.1000e-003	0.1540	0.0202	0.0139	0.0139
Mobile Sources	1.5460	0.0249	13.1308	1.8186	2.5629	0.6956
Peak Daily	1.7293	0.0260	13.2887	2.6880	2.5768	0.7095
SCAQMD Thresholds	55	150	550	55	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Based on the estimates of the emissions associated with project operations, the emissions are below the significance criteria. In addition, because the emissions are less than the significance levels, they would not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP. It should be noted that the emissions from vehicles are projected to decrease with time due to phase-out of older, more polluting vehicles and increasingly stringent emissions standards.

Projects involving traffic impacts may result in the formation of locally high concentrations of CO, known as CO "hot spots." It is not anticipated that the project would have a significant impact on traffic in the area, and no intersections would degrade to unacceptable levels. The intersections in the project area would therefore operate at an acceptable LOS and would not experience CO "hot spots" because traffic congestion would not result. This has been confirmed in the traffic study for this project and development.

Drive-through businesses will produce localized emissions from idling vehicles. The 2008 EPA study, "Idling Vehicle Emissions for Passenger Cars, Light-Duty Trucks, and Heavy-Duty Trucks," provided hourly emissions estimates for VOC (ROG), CO, and NOX. The study noted that emissions of particulates by light-duty vehicles are negligible. Assuming a heavy usage on a Saturday (11 vehicle average queue for 13 hours using the busiest comparable car wash studied in the Traffic Impact Analysis for the project), assuming 100% queuing time spent idling, and assuming a mix of 50% light duty passenger vehicles and 50% light duty trucks (pickups, minivans, SUVs), the project operation would produce on-site emissions from idling vehicles as noted in **Table 4.3.3** (below). Emissions from idling vehicles do not exceed the localized thresholds, therefore the emissions from idling vehicles will be less than significant.

Table 4.3.3: Estimated Operational Emissions- Idling Vehicles						
	Pollutant Emissions (lbs/day)					
Source	NOx	SOx	CO	ROG (VOC)	PM_{10}	$PM_{2.5}$
Idling Vehicles	2.39	0.03	22.69	1.06	Negligible	Negligible
SCAQMD Localized Thresholds	46	150	231	55	1	1
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

In reviewing the Project data, location, and area a cumulative increase in the surrounding emissions associated with the area would not result in a significant impact on the ambient air quality. In addition, because emissions are less than the significance levels, they do not expose sensitive receptors to substantial pollutant concentrations.

Based on the above Project analysis of the operational phase, the Project will not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP. Impacts would be less than significant, and no mitigation is required.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

Pursuant to the Sierra Club v. Friant Ranch Supreme Court Ruling (Case No. S219783, December 24, 2018), which found on page 6 of the ruling that EIRs need to "makes a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." Also, on page 24 of the ruling it states "The Court of Appeal identified several ways in which the EIR could have framed the analysis so as to adequately inform the public and decision makers of possible adverse health effects. The County could have, for example, identified the Project's impact on the days of nonattainment per year." The Air Basin has been designated by EPA for the national standards as a non-attainment area for O_3, $PM_{2.5}$, and partial non-attainment for lead. In addition, PM_{10} has been designated by the State as nonattainment. It should be noted that VOC and NOx are O_3 precursors, as such they have been considered as non-attainment pollutants. According to the Final 2016 Air Quality Management Plan, prepared by SCAQMD, March 2017, in 2016 the total emissions of: VOC was 500 tons per year; NOx was 522 tons per year; SOx was 18 tons per year; and $PM_{2.5}$ was 66 tons per year.

As shown above, although the Project could increase criteria pollutant emissions in the South Coast Air Basin, the Tables above show these to be nominal increases in the Basin-wide criteria pollutant emissions. As such, no increases in days of non-attainment are anticipated to occur from operation of the proposed project. Further, operation of the Project is not anticipated to result in a quantitative increase in premature deaths, asthma in children, days children will miss school, asthma-related emergency room visits, or an increase in acute bronchitis among children due to the criteria pollutants created by the Project.

Most construction impacts related to air quality are short-term in duration and therefore will not result in long-term adverse conditions. Construction Conformity construction activities will not last for more than 5 years at any one general location. Thereby, construction-related emissions do not need to be included in regional and Project-level conformity analysis, according to California regulations (40 CFR 93.123 C (5)). Contractors will be required to adhere to the following Standard Conditions, which will further reduce construction related emissions particularly in relation to fugitive dust. Mitigation Measures **MM-AQ-1** through **MM-AQ-4** above will reduce this impact to a less than significant level.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

According to the SCAQMD CEQA Air Quality Handbook (Appendix 9, as amended 2017), sensitive receptors are land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups generally are more sensitive to poor air quality. The most significant receptors are the residences adjacent to the southern boundary of the project site. Additional sensitive receptors include St. Matthias Catholic School approximately 200 feet northwest of the project site, other nearby residences, Hope Elementary School about ¼ mile southeast of the project site, and Lucille Roybal-Allard Elementary School about ¼ mile northeast of the project site. Based on the analysis in the sections above, Project development could result in a potentially significant short-term impact related to exposure of sensitive receptors to substantial pollutant concentrations. Mitigation Measures **MM-AQ-1** through **MM-AQ-4** above will reduce this impact to a less than significant level.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

According to the SCAQMD CEQA Air Quality Handbook (Appendix 9, as amended 2017), sensitive receptors are land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups generally are more sensitive to poor air quality. The most significant receptors are residents of homes on properties adjacent to the southern boundary of the project site. Construction activities would be of relatively short duration and would be confined to the project site itself. Therefore, project development would result in a potentially significant short-term impact related to exposure of sensitive receptors to substantial pollutant concentrations. Mitigation Measures **MM-AQ-1** through **MM-AQ-4** above will reduce this impact to a less than significant level.

SECTION 4 – BIOLOGICAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

4.1 Setting

The site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.
The only vegetation within the Project site consists of small shrubs and parking lot/periphery trees. The 0.876-acre Project site is bordered by fully developed commercial and residential properties and Florence Avenue.

Existing Regulations

Federal Endangered Species Act – The United States Congress passed the Federal Endangered Species Act (FESA) in 1973 to protect those species that are endangered or threatened with extinction. The FESA prohibits the taking of endangered or threatened wildlife species. A "take" is defined as harassing, harming (including significantly modifying or degrading habitat), pursuing, hunting, trapping, capturing, or collecting wildlife species, or any attempt to engage in such conduct.

United States Army Corps of Engineers, Section 404 – The Section 404 Guidelines prohibit issuance of wetland permits for projects that would jeopardize the existence of threatened or endangered wildlife or plant species. The United States Army Corps of Engineers must consult with the United States Fish and Wildlife Service and National Oceanic Atmospheric Administration when threatened or endangered species may be affected by a proposed project to determine whether issuance of Section 404 permit would jeopardize the species.

Migratory Bird Treaty Act – Raptors, migratory birds and other avian species are protected by a number of State and Federal laws. The Federal Migratory Bird Treaty Act prohibits possessing or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior.

California Endangered Species Act – The State of California enacted the California Endangered Species Act (CESA) in 1984. The CESA is similar to the FESA but pertains to State-listed endangered and threatened species. CESA directs agencies to consult with the California Department of Fish and Wildlife on projects or actions that could affect listed species and directs the California Department of Fish and Wildlife to determine whether jeopardy would occur, and allows the Agency to identify "reasonable and prudent alternatives" to the project consistent with conserving the species.

City of Huntington Park Municipal Code – Title 7, Chapter – Street Trees, Title 7 (Public Works) Chapter 5 – Street Trees of the City of Huntington Park Municipal Code serves as the City's "Tree Ordinance" – The Ordinance was established with the intent on aiding

in the improvement and beautification of the City's commercial and business areas, most notably Pacific Boulevard. The Ordinance also provides protection for trees located in the public right-of-way.

4.2 Impacts/Thresholds for Analysis

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?		**X**		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		**X**		
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		**X**		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**

4.3 Discussion of CEQA Checklist Answers

a) b) and d)

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

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

Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATIOIN INCORPORATED.

Project development will result in the removal of several mature trees on the project site, and the removal of a mature street tree to construct a new driveway. Due to the tree removals, the California State Department of Fish and Wildlife will likely determine that the project has the potential to affect fish and wildlife, or their habitat, based on their review of similar projects in Huntington Park. As a result, the following Mitigation Measures are recommended to reduce any potentially significant impact to a less than significant level.

Mitigation Measure MM-BIO-1 – A pre-construction nesting bird survey should be conducted by a qualified biologist no more than seven (7) days prior to vegetation removal or construction activities during the nesting season.

Mitigation Measure MM-BIO-2 – If an active nest is found, all active bird nests shall be flagged in all directions, and an appropriate avoidance buffer will be established around the nest by a qualified biologist in consultation with the California Department of Fish and Wildlife. This buffer shall not be disturbed by construction activities until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young are no longer expected to be impacted by the project as determined through additional monitoring by a qualified biologist.

Mitigation Measure MM-BIO-3 – If, during the nesting season, 10 days have passed since an area has been surveyed, and construction work has not been continuous in that area, then construction work shall not take place in that area until a new nesting bird survey has been performed.

Mitigation Measure MM-BIO-4 – If active nests are observed adjacent to the project and an avoidance buffer has been established, it is recommended that a biological monitor be present on site to monitor nesting behaviors in order to assess if the nest buffer is appropriate. If the birds show any sign of stress, the buffer will be increased and work should be conducted

elsewhere until fledging occurs. If necessary, the size of the buffer area may be reduced if the biologist in consultation with the California Department of Fish and Wildlife determines that the construction activity would not be likely to have adverse effects on the particular species in question.

c) e) and f)

Would the Project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

NO IMPACT.

The 0.876-acre Project site is approximately 95% covered with impervious surfaces for the existing buildings, parking lot, and drainage features. The Project will improve the hydrology of the site by increasing the landscaped area from approximately 5% to approximately 20% of the site, and by installing a stormwater infiltration system. The Project site is fully developed with deteriorated buildings and associated infrastructure. The area surrounding the Project is fully developed with commercial and residential uses. Any Project site trees and Florence Avenue street trees are subject to vehicle emissions from traffic along Florence Avenue. These trees also are subject to high levels of noise from vehicles proceeding along Florence Avenue. As a result, these trees are very unlikely to support nesting for special status birds. The Project site is not an identified link in any wildlife corridor. There is no potential for Project development and operation to interfere with movement of fish or to impede use of a native wildlife nursery site. The Project site does not contain any potential jurisdictional waters.

The City has not adopted a relevant Habitat Conservation Plan or Natural Community Conservation Plan, and no approved local, regional or State habitat conservation plan applies to the Project site. Street trees will be preserved according to City requirements. Individual trees on private property are not protected.

SECTION 5 – CULTURAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); Tribal Consultation with Gabrieleno Band of Mission Indians-Kizh Nation (March 29, 2022); and, the Project plans.

5.1 Setting

Historic Setting – California

Juan Cabrillo was the first European to sail along the California coast in 1542. Between 1769 and 1822, the Spanish had colonized California and established missions, presidios and pueblos. Mexico won its independence from Spain in 1821 and worked to lessen the wealth and power of the missions. Mexico passed the Secularization Act in 1833, which gave mission lands to the Mexican governor and downgraded the missions' status to that of parish churches. The governor then redistributed the former mission lands, in the form of grants, to private owners. By 1868, there were more than 500 Ranchos in California, all but approximately 30 of which resulted from land grants.

In 1850, California was granted statehood. Although the United States promised to honor the land grants, the process of defining rancho boundaries and proving legal ownership became time consuming and expensive. Legal debts led to bankruptcies and increased prices for beef, hide and tallow. This combined with flooding and drought to the detriment of the cattle industry. Ranchos were divided and sold inexpensively.

Historic Setting – City of Huntington Park

According to a records search at the Los Angeles County Museum of Natural History conducted for the City of Huntington Park General Plan Update Draft Environmental Impact Report (reference page 119), no paleontological resources have been found in the City of Huntington Park or the surrounding area. Therefore, the City of Huntington Park has a low sensitivity for paleontological resources and "…the potential for the discovery of paleontological resources is unlikely."

The greater Los Angeles Basin previously was inhabited by the Gabrielino people, who have lived in this region for approximately 7,000 years. Approximately 5,000 Gabrielino people lived in villages throughout the Los Angeles Basin prior to Spanish contact. The villages typically were located near major rivers (e.g. Los Angeles River, Rio Hondo River, and San Gabriel River). Prior to Spanish and Russian entries into California in the 1700s, California Indian Tribes did not have pan-tribal names for themselves. When the Spanish invaded local Indian territory in 1771, they established their occupational headquarters at what is now called Whittier Narrows, 15 miles of what is not downtown Los Angeles. The first mission (San Gabriel Mission) was constructed there with Indian slave labor because it was well-watered by the San Gabriel River and because the area contained several prominent Tribal villages. The Indian peoples there collectively called themselves "Kizh," after the dome-shaped dwellings in which they lived. The Spanish called the Kizh peoples "Kicherenos."

A new Mission complex was built in 1774, five miles north of the original complex, after the original mission compound was washed away. Once the new Mission was established, the Spanish eventually dropped the use of the term "Kichereno" and replaced it with "Gabrieleno" when referencing the Indian peoples of the area.

Scholars first recognized the Tribal name of Kizh in the 19th century, when approaching how to classify the Tribal language. Therefore, the academic community recognized "Kizh" as referring to the Tribal name and the Tribal language. However, by the mid-20th century scholars had replaced "Kizh" with "Gabrielino" as a standard term for the Tribal group. In 1994, the Gabrielinos were recognized by the State of California as the aboriginal tribe of the Los Angeles Basin "…after…the [incorrect] 'Tongva' name was unable to be confirmed and validated."

The City of Huntington Park's initial development began with the establishment of Rancho San Antonio in 1809 by Antonio Maria Lugo. The Lugo family owned approximately 29,000 acres where their ranch was located. This family retained ownership of the ranch throughout the 19th century. By the turn of the 20th century, the ranch dissolved and the land was distributed to various settlers and developers. Two of those developers, A. L. Burbank and E. V. Baker, subdivided a 100-acre portion of the former ranch. These two men were instrumental in laying the City's foundation by granting railroad tycoon Henry Huntington right-of-way access through their subdivision along Randolph Street in the early 20th century. The City was renamed Huntington Park.

Little development occurred in Huntington Park prior to 1896. During that time, the Los Angeles River was not channelized and a few scattered single-family homes were located in the area. On September 1, 1906, the City of Huntington Park was incorporated with a population of 526. The City developed as a suburban community, providing a centralized location for workers employed in Los Angeles and the surrounding industrial cities of Vernon, Commerce, and South Gate. By the 1930s, the City's land use and developed patterns were well established and a thriving downtown-centered along Pacific Avenue was testament to the area's prosperity.

Regulatory Setting

The following regulations are considered to be standard conditions in that they are required regardless of whether an impact requires mitigation.

Historic Preservation Act – Federal regulations for cultural resources are governed largely by Section 106 of the National Historic Preservation Act of 1966, which requires Federal agencies to consider effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, Protection of Historic Properties, are found in 36 Code of Federal Regulations (CFR), Part 800. The goal of the Section 106 review process is to offer a measure of protection to sites determined eligible for listing on the National Register of Historic Places. The criteria for determining National Register Eligibility are found in 36 CFR Part 60, Amendments to the Act (1986 and 1992) and subsequent revisions to the implementing regulations have strengthened provisions for Native American consultation and participation in the Section 106 review process. While Federal agencies must follow Federal regulations, most projects by private developers and landowners do not

require this level of compliance. Federal regulations only become operative in the private sector if a project requires a Federal permit or if it uses Federal money.

State Regulations – State historic preservation regulations include statutes and guidelines contained in the California Environmental Quality Act; Public Resources Code. A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant. Section 15064.5 of the California Environmental Quality Act Guidelines specifies criteria for evaluating importance of cultural resources. Also, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for sensitive treatment and disposition of those remains.

California Senate Bill 18 (Traditional Tribal Cultural Places Act – 2004)

California State law provides for limited protection of Native American prehistoric, archaeological, cultural, spiritual and ceremonial places, such as the following: sanctified cemeteries; religious ceremonial sites, shrines; burial grounds; prehistoric ruins; archaeological sites; and, sacred sites.

California Senate Bill 18 (2005) placed new requirements on local governments for developments in or near a Traditional Tribal Cultural Place (TTCP). Local jurisdictions must provide opportunities for involvement of California Native American tribes in the land planning process to preserve traditional tribal cultural places. The Final Tribal Guidelines recommends the Native American Heritage Commission provide written information within 30 days to inform the Lead Agency if a proposed project is determined to be near a TTCP and another 90 days for tribes to respond to a local government if the tribes want to consult to determine whether the project would have an adverse impact on the TTCP. If the Native American Heritage Commission, the tribe(s) and interested parties agree upon mitigation measures necessary for the proposed project, the mitigation measures would be included in the project EIR. If the City and tribe agree adequate mitigation or preservation measures cannot be implemented, neither party is obligated to take action.

SB 18 also amended California Civil Code Section 815.3 to add California Native American tribes to the list of entities that can acquire and hold conservation easements to protect their cultural places.

California Assembly Bill 52

California Governor Brown signed Assembly Bill Number 52 on September 25, 2014. California Assembly Bill 52 became effective on July 1, 2015. The legislation imposes new requirements for consultation regarding projects that may affect a tribal cultural resource, includes a broad definition of what may be considered to be a tribal cultural resource, and includes a list of recommended mitigation measures.

Assembly Bill 52 added Tribal Cultural Resources to categories of Cultural Resources in CEQA. “Tribal resources” are defined as either (1) sites, features, places cultural landscapes, sacred places and objects with cultural value to a California Native American tribe” that are included in the State register of historical resources or a local register of historical resources, or that are determined to be eligible for inclusion in the State register; or, (2) resources determined by the lead agency, in its discretion, to be significant based on the criteria for listing in the State register. Under this legislation, a project that may cause a substantial adverse change in the significance of a tribal cultural resource is defined as a project that may

have a significant effect on the environment. Where a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document must discuss the impact and whether feasible alternatives or mitigation measures could avoid or substantially lessen the impact.

Assembly Bill 52 further requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic are of a proposed project if they have requested notice of projects proposed within that area. If a tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. Consultation may include discussing type of environmental review necessary, significance of tribal cultural resources, and significance of project impacts on tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. The parties must consult in good faith, and consultation is considered concluded when either the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource (if such a significant effect exists) or when a party concludes mutual agreement cannot be attained.

The legislation also identifies Mitigation Measures that may be considered to avoid significant impacts if there is no agreement on appropriate mitigation. Recommended measures include the following:

- Preservation in place;
- Protecting the cultural character and integrity of the resource;
- Protecting the traditional use of the resource;
- Protecting the confidentiality of the resource; and,
- Permanent conservation easements with culturally appropriate management criteria.

City of Huntington Park

City of Huntington Park General Plan

City of Huntington Park Historic Preservation Ordinance – The City of Huntington Park adopted a Historic Preservation Ordinance to preserve and protect historic assets in the City. The City of Huntington Park included the following criteria to determine eligibility for the designation of historic resources.

- Historic Resource – A Historic Resource is a building, structure, site, object, landscape, sign, or contributing member to a Historic District that is significant in American history, architecture, engineering, archaeology, or culture, and is designated by the City according to the following criteria:
    - Associated with events that have made a significant contribution to the broad patterns of the history of the City, Region, State, or Nation;
    - Associated with the lives of persons who are significant in the history of the City, Region, State, or Nation;
    - Embodies the distinctive characteristics of a Historic Resource property type, period, architectural style, or method of construction, or that is a representation of the work of an architect, designer, engineer, or builder whose work is significant; or,
    - Has yielded, or may be likely to yield, information important in prehistory or history of the City, Region, State, or Nation.

- Historic Designation. A Historic Resource designation may include significant public or semi-public interior spaces and features. The criteria used to determine if an interior is significant include the following:
    - Historically the space has been open to the public;
    - The materials, finishes, and/or detailing are intact or later alterations are reversible;
    - The plan, layout, and features of the space are illustrative of its historic function;
    - Its form and features articulate a particular concept of design; or,
    - There is evidence of distinctive craftsmanship.
- Historic District. A Historic District is an area that is geographically defined as possessing a concentration of Historic Resources or a thematically related grouping of properties, which contribute to each other and is designated by the City according to the procedures set forth by the National Register of Historic Places Bulletin #21: "Defining Boundaries for National Register Properties" and the following criteria:
    - The grouping of properties are unified by planned or physical development or a significant and distinguishable entity of Citywide importance; and,
    - The components of the properties may lack individual distinction but are important as a collection representing one or more of a defined historic, cultural, development and/or architectural context(s).

The City has designated 14 individual historic properties, has designated one historic district with 15 contributing properties, and has identified several additional historic resources eligible for designation within Huntington Park, none of which are located on the Project site.

5.2 Thresholds for Analysis

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historic 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) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

5.3 Discussion of CEQA Checklist Answers

a) Would the Project cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5? AND
b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

NO IMPACT.

Project development would involve the following.

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The totality of Project development will not impact historic resources or archaeological resources.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

There will be pavement removal, grading to prepare the site for the proposed development, as well as trenching, tree removal, and other ground-disturbing activities. The Consulting Tribe noted that the site is within a corridor with an increased potential for scattered burials. Although the site has been filled with imported soil to develop the existing office building and parking lot, the Consulting Tribe noted the potential for certain types of imported fill to contain human remains, which would be assessed in the early stages of monitoring. Furthermore, ground-disturbing activities can potentially extend to the original soil of the site where remains can be discovered. Therefore, there is a potential for finding of human remains, and the following Mitigation Measure would ensure that any such discovery and related impact would be reduced to a less than significant level.

MM-TCR-1: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe"). The applicant shall provide proof that they have retained an approved Native American Monitor prior to the issuance of permits for ground-disturbing activities. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor 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 all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American 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 PRC 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, it shall be offered to a local school or historical society in the area for educational purposes.

SECTION 6 – ENERGY

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

6.1 Existing Setting

Federal and State agencies regulate energy use and consumption. The United States Department of Transportation, United States Department of Energy, and United States Environmental Protection Agency are three federal agencies that exercise great influence over energy policies and programs. The California Public Utilities Commission and the California Energy Commission are two State agencies that have authority over different aspects of energy.

The "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" presents a summary of, and context for, energy consumption and energy demands within the State. Excerpts follow.

- California was the fourth largest producer of crude oil among the 50 states in 2017 and, as of January 2018, third in oil refining capacity.
- California is the largest consumer of jet fuel among the 50 states and accounted for one-fifth of the nation's jet fuel consumption in 2016.
- California's total energy consumption is second highest in the nation, but in 2016 the State's per capita energy consumption ranked 48th, due in part to its mild climate and its energy efficiency programs.
- In 2017, California ranked second in the nation in conventional hydroelectric generation and first as a producer of electricity from solar, geothermal, and biomass resources.
- In 2017, solar PV and solar thermal installations provided approximately 16% of California's net electricity generation.

Transportation for new developments is typically the largest consumer of fossil fuel energy. However, the traffic impact analysis concluded that the proposed project site would not increase regional vehicle miles traveled (VMT) in that local-serving retail projects create a redistribution of travel, but not generally substantial VMT increases. Based upon that guidance, the energy analysis considers only stationary source energy impacts.

A very regulatory Framework has been developed to encourage or mandate energy conservation in residential and non-residential buildings. This process began in 1978 under Title 24, Part 6, of the California Code of Regulations (CCR). A large number of subsequent legislations were focused on vehicle efficiencies and cleaner power sources to reduce the generation of greenhouse gases (GHG) to combat climate change. Title 24 has similarly been periodically updated to reflect changing technologies and priorities. The most current Title 24 requirements are called CalGreen-2019 now as Part 11 of the CCR.

The current CalGreen Code is designed to achieve a number of objectives as follows:

- Establish the correct type of occupancy;
- Determine which agency has responsibility over the Project;

- Find the chapter in the code that covers this Project;
- Evaluate the Matrix Adoption Tables of the code;
- Develop a checklist for all measures that will be incorporated into the Project; and,
- Show all project design features on an Application Checklist referenced back to the Code.

Electricity

Southern California Edison (SCE) provides electricity to the Project vicinity. SCE provides electric power to more than 14 million persons in 15 counties and in 180 incorporated cities within a service area encompassing approximately 50,000 square miles. SCE derives electricity from varied energy resources including the following: fossil fuels; hydroelectric generators; nuclear power plants; geothermal power plants; solar power generation; and, wind farms. SCE also purchases from independent power producers and utilities that include out-of-state suppliers.

Natural Gas

The California Public Utilities Commission (PUC) regulates natural gas utility service for approximately 10.8 million customers who receive natural gas from Pacific Gas and Electric, Southern California Gas, San Diego Gas & Electric, Southwest Gas, and several smaller natural gas utilities. The vast major of California's natural gas customers are residential and small commercial customers. Electric generators, industrial uses and other non-residential and non-commercial customers accounted for approximately 68% of the natural gas delivered by California utilities in 2012. Most natural gas used in California originates from out-of-state natural gas basins. The PUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout California.

6.2 Thresholds of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

Project-related impacts were derived from the SCAQMD CalEEMod computer model based upon the default input assumptions for an automobile care center land use.

6.3 Discussion of CEQA Checklist Answers

a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

LESS THAN SIGNIFICANT IMPACT.

Project development would involve the following.

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The project will consume approximately 412,680 KWH of electricity per year for all proposed on-site uses. The CalEEMod computer model was used to predict energy consumption for default land use assumptions as to their annual use, but some of the model inputs are a bit outdated so that calculations may be a bit over-conservative.

These estimates are based upon default consumption factors used in an earlier model before the latest passage of CalGreen. The following considerations will reduce the total energy budget according to Code:

On-site energy consumption

CalGreen has updated the minimum energy efficiency of all heating and air conditioning (HVAC) equipment efficiency used within the building shell for a reduction of perhaps 10 percent of the energy budget.

Water Consumption

CalGreen estimates that water consumption can be reduced by 20 percent through mandatory measures from existing conservation requirements, for uses of water other than the washing of vehicles. Recycling of water from the car wash tunnel will reduce water consumption by 60 percent based on the applicant's calculation.

Solid Waste

Each ton of recycled solid waste produces a benefit of around 10 KWH from one ton of material when considering the benefit of not remanufacturing the material from scratch.

Lighting

Each bulb produces a major efficiency when converted from an LED to an incandescent light (9 watt versus 43 watts for the same lumens) such that the use of LEDs is recommended.

Construction

With limits on equipment idling and the benefits of adaptive reuse, energy use is presumed to be reduced by 10 percent from its default value.

It is not possible assign these reductions to specific categories because of the aggregated nature of the calculation, but a reduction of 10-15 percent from the default values appears reasonable.

As noted above, the Project development and Project operation impacts related to Energy would be less than significant, and furthermore, energy use would be reduced with the considerations above incorporated into mandatory code requirements and the standard conditions of approval from Building & Safety and the Public Works Department below:

- Outdoor lighting is required to meet the California Energy Code
- The project shall comply with the City Ordinance governing construction debris recycling
- The project will be required to provide Clean Air Vehicle parking spaces (including future EV Charging Stations) designated as "CLEAN AIR/VANPOOL/EV" for new commercial projects with 10 or more new vehicle parking spaces.
- Electric Vehicle Charging Space(s), including future EV Charging Stations, shall be provided for new commercial projects and shall be equipped with the necessary infrastructure for the future installation of EV charging equipment. Future EV charging spaces with the charging equipment not installed with this project are considered Clean Air Vehicle parking spaces.

b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

LESS THAN SIGNIFICANT IMPACT.

The following are among the most relevant State and local plans that govern energy conservation and renewable energy initiatives.

- ***California Energy Action Plan II –*** The California Energy Action Plan II is the State's principal energy planning and policy document. This Plan identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. The Plan adopts a loading order of preferred energy resources to meet the State needs and to reduce reliance on natural gas and other fossil fuels.

- ***Senate Bill 350 –*** Senate Bill 350 (October 2015) establishes a requirement for California to reduce use of petroleum in cars by 50 percent to generate half of its electricity from renewable resources, and to increase energy efficiency by 50 percent at new and existing buildings - - all by year 2030.

- ***California Code of Regulations (CCR) Title 24, Part 11 –*** This regulation is intended to reduce greenhouse gas emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2019 version of the standards became effective January 1, 2020.

Project development and Project operation would result in less than significant impacts associated with conflicts with energy plans and policies related to renewable energy or energy efficiency because the Project will be required to comply with CalGreen requirements.

SECTION 7 – GEOLOGY AND SOILS

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

7.1 Setting

Geologic Setting

The Project area lies within the Los Angeles Basin - - a sedimentary basin that includes the coastal plains of Los Angeles and Orange counties and out to Catalina Island. This region is bounded by the Santa Ana Mountains to the east, the Santa Monica Mountains to the north, and the San Joaquin Hills to the south. The area is part of the coastal section of the northernmost Peninsular Range Geomorphic Province and is characterized by elongated northwest-trending mountain ridges separated by sediment-floored valleys. The Project is mapped entirely as late Pleistocene to Holocene young alluvium (unit 2) deposited between 126,000 years ago and into historic times. These flood plain deposits consist of poorly sorted, permeable clays to sands. Deposits are poorly consolidated and may be capped by poorly to moderately developed soils. These sediments were deposited by streams and rivers on canyon floors and in flat flood plains of the area.

The Central Sub-basin of the Coastal Plain of the Los Angeles Groundwater Basin occupies a large portion of the southeastern part of the Coastal Plain of Los Angeles Groundwater Basin. This Sub-basin commonly is referred to as the "Central Basin" and is bounded to the north by a surface divide called the La Brea high, and to the northeast and east by emergent less permeable Tertiary rocks of the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between Central Basin and Orange County Groundwater Basin generally follows Coyote Creek, which is a regional drainage province boundary. The southwest boundary is formed by the Newport Inglewood fault system and the associated folded rocks of the Newport Inglewood uplift. The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin on the way to the Pacific Ocean.

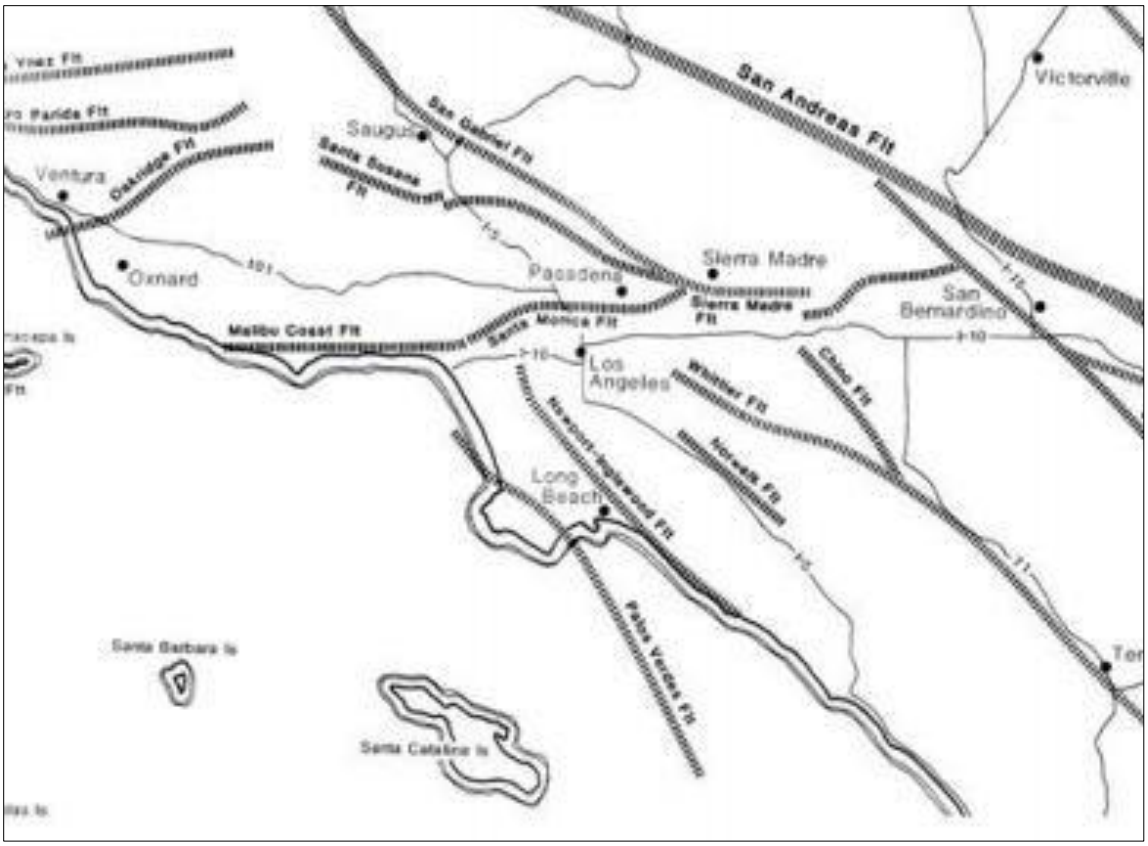


EXHIBIT 6
SIGNIFICANT FAULTS IN THE LOS ANGELES REGION
Source: Huntington Park General Plan EIR

Many faults, folds and uplifted basement areas affect the water-bearing rocks in the Central Basin (Reference **Exhibit 6**). Most of these structures form minor restrictions to groundwater flow in the Sub-basin. The strongest effect on groundwater occurs along the southwest boundary to the Central Sub-basin. The faults and folds of the Newport-Inglewood uplift are partial barriers to movement of groundwater from the Central Basin to the West Coast Basin. The La Brea high is a system of folded, uplifted and eroded Tertiary basement rocks. The Whittier Narrows is an eroded gap through the Merced and Puente Hills that provides both surface and subsurface inflow to the Central Basin. The Rio Hondo, Pico and Cemetery faults are northeast-trending faults that project into the gap and displace aquifers. The trend of these faults parallels the local groundwater flow and does not act as significant barriers to groundwater flow.

Earthquake severity is normally classified as to according to their magnitude or intensity. Because the amount of destruction generally decreases with increasing distance away from the epicenter, earthquakes are assigned several intensities, but only one magnitude. The destructiveness of an earthquake at a particular location is commonly reported using the Richter scale (magnitude) or Mercalli scale (intensity).

The major faults in the Southern California region are the following:

● The Newport-Inglewood Fault Zone is located approximately nine miles west of the City of Huntington Park. The 1933 Long Beach Earthquake occurred on the Newport-Inglewood

fault. A maximum credible earthquake of Magnitude 6.8 on the Newport-Inglewood fault has the potential of generating horizontal peak ground accelerations of about 0.2 to 0.3 in the area. Ground-shaking could last approximately 22 seconds, with seismic Mercalli intensity values of VII to VIII. This type of earthquake would be particularly damaging to older low-rise structures located within the City.

● The Palos Verdes Hills Fault is located 20 miles to the southwest of the City. It is considered an active fault based on late Pleistocene and Holocene age displacements that have been interpreted along offshore segments of the fault in the San Pedro shelf. The Fault is considered to be capable of generating a maximum credible earthquake of Magnitude 7.0 that would cause seismic intensities in the IX to X range. The Palos Verdes Fault could result in greater damage to property in the City than that anticipated from an earthquake on the San Andreas Fault due to its proximity.

● The Sierra Madre Fault Zone is located approximately 15 miles northeast of the City at the base of the San Gabriel Mountains. The Fault Zone forms a prominent 50-mile long east-west structural zone on the south side of the San Gabriel Mountains. The Sierra Madre Fault system was responsible for the uplift of the San Gabriel Mountains by faulting in response to tectonic compression. The maximum credible earthquake is the largest magnitude event that appears capable of occurring under the presently known tectonic framework. The maximum probable earthquake is the maximum earthquake likely to occur during a 100-year interval.

● The Whittier-Elsinore Fault Zone is located along the southern base of the Puente Hills approximately nine miles east of the City of Huntington Park. This northwest-trending Fault extends from the Whittier Narrows area continuing southeast across the Santa Ana River, past Lake Elsinore, into western Imperial County and then continuing on into Mexico. This Fault is expected to be capable of generating a Magnitude 6.6 earthquake.

● The Santa Monica-Malibu Coast Fault System is an east-west trending fault system located along the southern margin of the western Santa Monica Mountains and extending into Santa Monica Bay. The nearest Fault trace is located approximately 22 miles to the west of the Huntington Park. Although there has been very little seismic activity along this Fault system, the Malibu Coast Fault segment has been characterized as active based on displaced soils. This displacement was estimated to have occurred about five thousand years ago.

● The San Andreas Fault Zone is located approximately 37 miles to the north and northeast of the City of Huntington Park at its nearest point. This Fault zone extends from the Gulf of California and continues northward to the Cape Mendocino area and then northward along the ocean floor. The total length of the San Andreas Fault Zone is approximately 750 miles. The length of the fault and its active seismic history indicates that it has a very high potential for large-scale movement in the near future (e.g. Magnitude 8.0).

● The San Jacinto Fault Zone, located approximately 44 miles to the northeast of the City of Huntington Park, is part of the San Andreas Fault System. The two Fault strands separate near the San Gabriel Mountains, where the San Jacinto Fault extends southeastward to form the southwestern boundary of the San Jacinto Mountains and the San Timoteo Badlands. This Fault is thought capable of generating a maximum credible earthquake of magnitude 7.0. Strong ground shaking from this earthquake would last about 25 seconds, with maximum intensity values in the VIII to IX range.

● The Elysian Park Blind Thrust Fault is exposed for approximately two miles at Elysian Park but is not exposed over the rest of its trace toward the east. (Blind thrust faults are low-angle or low-lying faults occurring generally 5 to 15 kilometers below the ground surface which have no surface manifestation.) The Elysian Blind Thrust is located approximately five miles from the City of Huntington Park at its nearest point. The Elysian Park Fault was the source of the magnitude 5.9 earthquake near Whittier in 1987. This Fault is thought to be capable of generating earthquakes of magnitude 7.2 to 7.6 and would result in intense ground-shaking in the entire Los Angeles basin.

● The Torrance-Wilmington Fault is a newly postulated, blind thrust fault and fold system located under the Palos Verdes Peninsula. Although this Fault system is not well defined, it is estimated that if one of the segments ruptures, an earthquake of Magnitude 5.0 to 7.5, would occur.

The following **Table 7-1** summarizes the major faults within the Southern California region, their distance, and direction relative to the City of Huntington Park, the maximum credible earthquake postulated for each fault, and the maximum probable earthquake for Faults identified in **Table 7-1**.

Table 7-1
Major Faults

Fault	Distance	Maximum Magnitude
Whittier	9 miles east	7
Santa Monica-Hollywood	10 miles northwest	7
Raymond Hill	10 miles northeast	6.5
Sierra Madre	15 miles northeast	6.5
San Fernando	25 miles northwest	6.5
Elysian Park	5 miles north	7.6
San Jacinto	44 miles northeast	7.5
Palos Verdes	20 miles southwest	7
San Andreas	37 miles northeast	8.25
Malibu Coast	22 miles west	7

Source: Los Angeles County Health and Safety Element, 1990

The four largest recent earthquakes that have caused major damage in the Los Angeles Basin include the 1933 Long Beach (Magnitude 6.3), 1971 San Fernando (Magnitude 6.4), the 1987 Whittier Narrows (Magnitude 5.9), and the 1994 Northridge (Magnitude 6.7) earthquakes. The 1933 Long Beach earthquake occurred on the southern segment of the Newport-Inglewood Fault, from Newport Beach to Signal Hill. The 1971 San Fernando earthquake occurred along the San Fernando segment of the Sierra Madre Fault zone. The Whittier Narrows earthquake occurred on the Elysian Thrust Fault in 1987. The most recent major earthquake, the Northridge earthquake, occurred on the Oakridge Fault in the San Fernando Valley in January 1994.

Liquefaction Risk

The Project site is located in an area that is at an elevated risk for liquefaction (reference **Exhibit 7**). According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Liquefaction is the process by which ground soil loses strength due to an increase in water pressure following seismic activity. Structures constructed on soils that liquefy may sink or topple over as the soil loses its bearing strength. A study of earthquake hazards by the United States Geological Survey (USGS) indicates a majority of the City has a moderate to high potential for liquefaction. Areas containing shallow groundwater within 30 feet or less of the ground surface are susceptible to liquefaction hazards during seismic shaking.

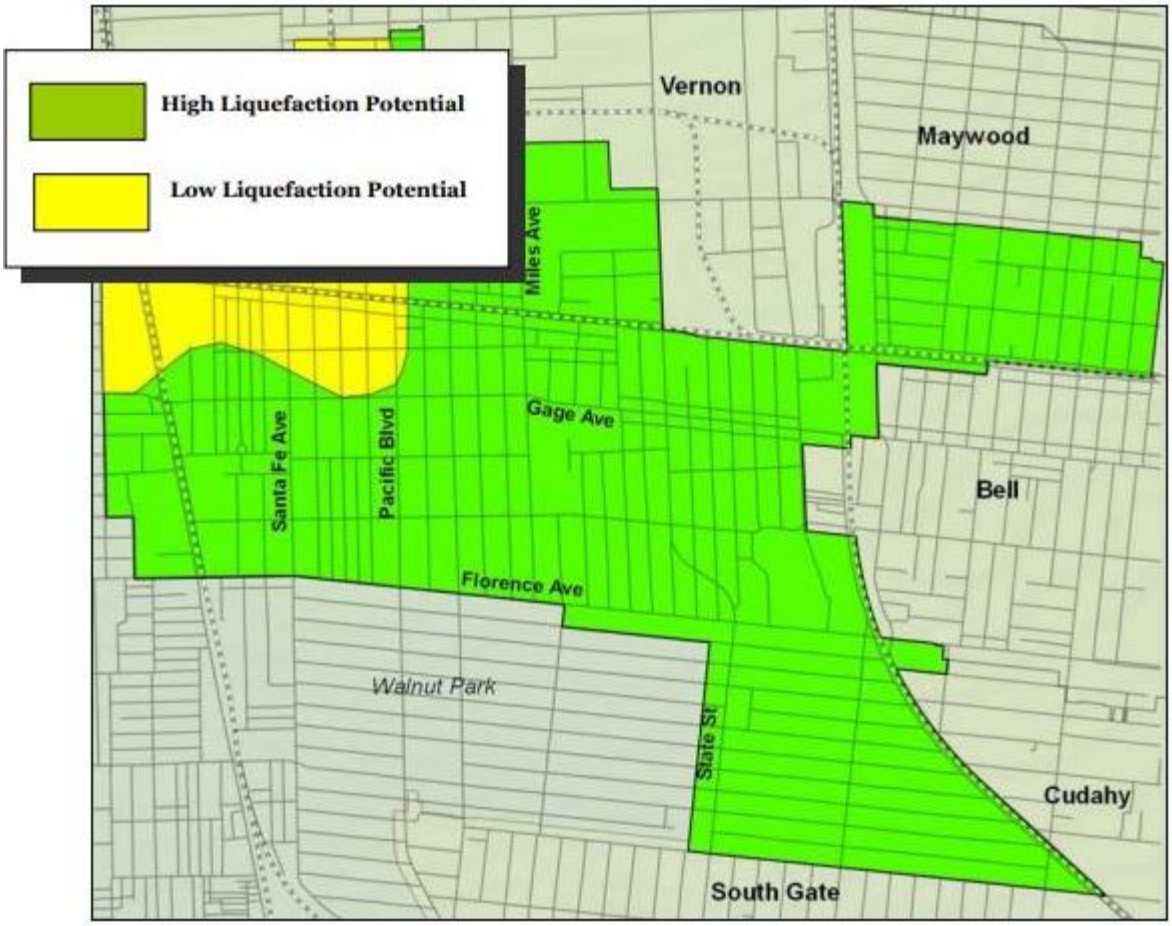


EXHIBIT 7
AREAS SUBJECT TO POTENTIAL LIQUEFACTION
Source: Huntington Park General Plan EIR

Landslides

The City of Huntington Park has a relatively flat topography, and hazards associated with slope instability, erosion, and landslides are considered unlikely. Because of the City's level topography, there are no landslide hazards in the City or the surrounding area.

Lateral Spreading

Lateral spreading could be liquefaction-induced or the result of excess moisture within underlying soils. Liquefaction induced lateral spreading will not affect any future development within Huntington Park since all new development will be constructed with strict adherence to the most pertinent State and City building codes. The Tujunga-Soboba and Hanford soils are not prone to shrinking and swelling. Soils prone to shrinking and swelling become sticky when wet and expand according to the moisture content present at the time. Since underlying soils are not prone to shrinking and swelling, a possible influx of groundwater will not trigger lateral spreading.

Development located within the City is not likely to be affected by subsidence. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink. The soils that underlie the City are not prone to shrinking and swelling, thus no impacts related to unstable soils and subsidence are expected.

Soil Resources

The topography of the Los Angeles basin is a result of long periods of deformation associated with faulting and uplift, deposition of river-borne sediments, and periodic changes in sea levels, and erosion. Prior to 1825 and between 1867 and 1868, the Los Angeles River flowed westerly from the Los Angeles Narrows (between the Elysian and Repetto Hills) through the Ballona gap. Soils in the area are typical of sediments deposited in the broad alluvial plain on which Huntington Park and the surrounding communities are located. These alluvial materials and rocks are of recent age (15,000 years ago) and are unconsolidated and uncemented. Underneath the alluvium is the Lakewood Formation, which features stream type alluvium and floodplain fine-grained sediments on the upper layer (consisting 40 to 80% of the deposits) and gravels and coarse sands with discontinuous lenses of sandy silt and clay in the lower layers. Beneath the Lakewood Formation is the San Pedro Formation, which consists of San Pedro sand, Timms Point silt, and Lomita silt approximately 1,050 feet thick. The Lakewood and San Pedro Formations are deposits of the Pleistocene age (one to three million years ago).

A generalized soils map for Los Angeles County prepared by the United States Department of Agriculture, Soil Conservation Service identifies surface soils in Los Angeles County according to their characteristics and qualities (reference **Exhibit 8**). A soil association is defined by the predominant soil series in a group of soils. Each association has different properties and characteristics such as soil composition, surface texture, slope, arrangement, sequence of layers, or other characteristics. The General Soil Map for Los Angeles County indicates soils in the City of Huntington Park consist of the Hanford soil association and soils of the Tujunga-Soboba association. The Project site is located within the Hanford Soils Association.

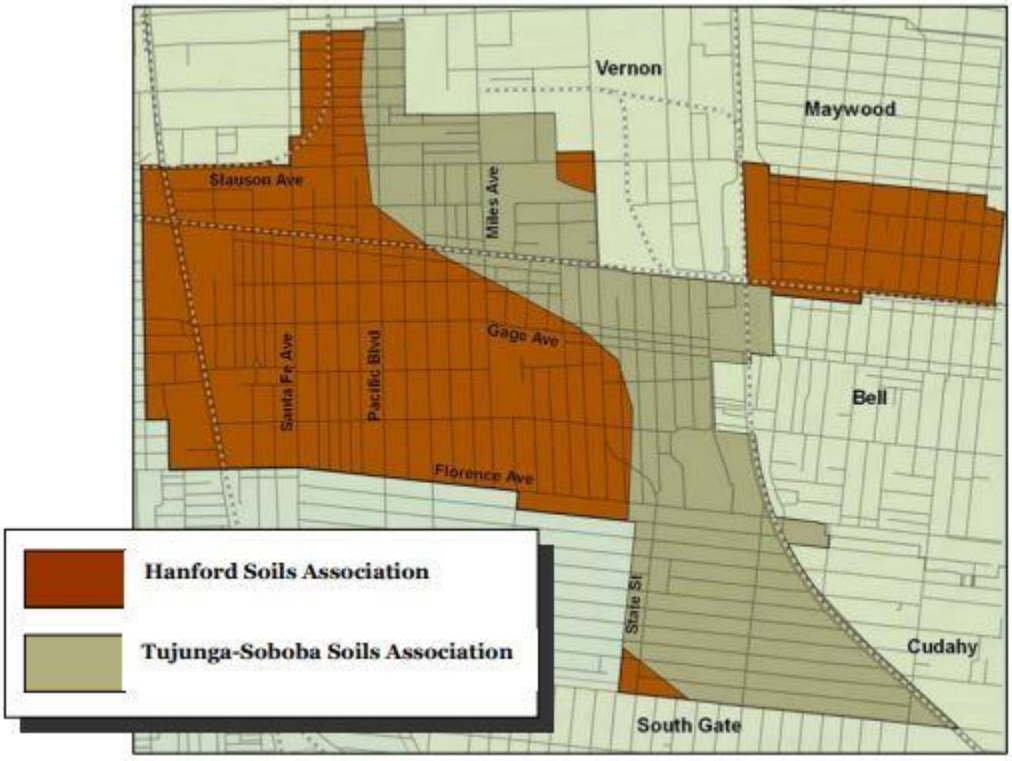


EXHIBIT 8
GENERALIZED SOILS MAP FOR THE CITY OF HUNTINGTON PARK
Source: Huntington Park General Plan EIR

● The Tujunga-Soboba association consists of 60% Tujunga soils, 30% Soboba soils and 10% of unnamed sandy and cobbly materials in the beds of intermittent streams. This association is more than 60 inches deep, is excessively drained, and has rapid subsoil permeability. The Tujunga-Soboba association has a very low inherent fertility and is used extensively for residential development, but also is suitable for recreational and industrial uses. Tujunga soils are brownish-gray or grayish-brown sand or loamy fine sand on the surface and have a stratified substratum. These soils are slightly acid to mildly alkaline and water holding capacity is four to five inches for 60 inches of depth. Tujunga soils have slow runoff capability and a slight erosion hazard, although soils of the Tujunga Soboba Association have a moderate to high wind erosion risk. Tujunga-Soboba soils are not prone to shrinking and swelling because clay is not present in their composition. The Hanford association underlies the western section of the Central City. The Tujunga-Soboba association underlies the eastern section of the Central City and the Yolo association underlies the northern section of the Cheli Industrial area. The Tujunga-Soboba association and the Hanford association have low shrink-swell potential. All three associations have low corrosivity and slight excavation hazards (absence of rocks or water table within five feet of the surface). Both the Tujunga-Soboba and Hanford associations have slight septic tank limitations. The Yolo association has a moderate septic tank limitation due to its soils' permeability. The Tujunga and Soboba soils association have severe soil pressure hazard, while the Hanford and Yolo associations have moderate capacity to withstand soil pressure from building foundations. Tujunga and Soboba soils are a good source of sand but not of gravel.

● The Hanford association consists of 85 percent Hanford soils, 10% Yolo soils and 5% Hesperia soils. Hanford soils are pale-brown coarse sandy loam on the surface with a light yellowish brown coarse sandy loam and gravelly loam coarse sand substratum. These soils are more than 60

inches deep, well drained, and slightly acidic to mildly alkaline. Hanford soils have moderately rapid subsoil permeability and moderate inherent fertility. Hanford soils are at a slight risk for erosion; however, the City is completely developed and underlying soils were disturbed in order to facilitate previous construction activities. The soils are not prone to shrinking and swelling because shrinking and swelling is influenced by the amount of clay present in underlying soils. Clay is not present in the composition of Hanford soils. Moreover, Hanford soils are described as being used almost exclusively for residential and industrial development.

Regulatory Setting

State of California

California Geological Survey Seismic Hazard Zones Mapping Program – The Seismic Hazards Mapping Act of 1990 directs the California Geological Survey to delineate seismic hazard zone. The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. The Act requires that site-specific geotechnical investigations be performed prior to the permitting of most urban development projects that are located within the designated hazard zones. The eastern two-thirds of the City have been identified as being subject to a potential liquefaction risk.

Alquist-Priolo Special Studies Zone – The California Geological Survey identified a number of active faults in the State that may generate surface rupture. The Alquist-Priolo Special Studies Zone indicates those faults where site specific studies and mitigation may be required. The Zone is delineated on Unities States Geological Survey Quadrangles indicating location and extent of potential risk. The City of Huntington Park is not located within an Alquist-Priolo Special Studies Zone.

7.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	
ii. Strong seismic ground shaking?			**X**	

iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) 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?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

7.3 Discussion of CEQA Checklist Answers

a) i) ii) iii) iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

i) LESS THAN SIGNIFICANT IMPACT:

The Project area is located in a seismically active portion of Southern California but is not located within an Alquist-Priolo Earthquake Fault Zone or in a landslide zone. The Project site is flat and developed with a deteriorating office building, a parking lot, and ornamental landscaping. Although the Project site is not located in an Alquist-Priolo Earthquake Fault Zone, the Project site is located in proximity to the Newport Inglewood Fault, the Whittier-Elsinore Fault and the San Jacinto Fault. No significant geotechnical constraints have been identified and the Project is developable from a geotechnical standpoint utilizing most standard grading and building techniques. Impacts of earthquake fault rupture are considered less than significant because standard grading and construction techniques will be used to develop the site. It is anticipated Project development and operation will have a limited exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo

Earthquake Fault Zoning Map issued by the State Geologist for the project area or based on other substantial evidence of a known fault.

California Geological Survey Seismic Hazard Zones Mapping Program. The Seismic Hazards Mapping Act of 1990 directs the California Geological Survey (CGS) to delineate seismic hazard zones. The purpose of the act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. The act requires that site-specific geotechnical investigations be performed prior to the permitting of most urban development projects that are located within the designated hazard zones.

Alquist-Priolo Special Studies Zone. The CGS identified a number of active faults in the State that may generate surface rupture. The Alquist-Priolo Special Studies Zone (APSSZ) indicates those faults where site specific studies and mitigation may be required. The APSSZ is delineated on United States Geological Survey (USGS) Quadrangles indicating the location and extent of potential risk. The City is not located within an APSSZ.

There are no active or potentially active earthquake faults known to traverse the City of Huntington Park, thus, no ground rupture hazards are expected in the City. The City is, however, located within a seismically active region and is subject to ground shaking hazards associated with earthquake events in the region. Seismicity, in the Los Angeles area historically has been defined by earthquake events along the Newport Inglewood, San Fernando, San Jacinto, and San Andreas faults. Other faults of concern in the area include the Whittier Fault, the Elysian Park Thrust, and the Santa Monica-Hollywood Fault.

ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: strong seismic ground shaking?

LESS THAN SIGNIFICANT IMPACT.

The primary seismic hazard is ground shaking due to a large earthquake on any of major active regional faults. Accordingly, as with most locations within Southern California, there is potential that within the Project lifetime the Project site would experience strong ground shaking as a result of seismic activity originating from regional faults. Site seismicity is typical of much of Los Angeles County. California State Law requires structures to incorporate earthquake-reducing design standards in accordance with the latest California Building Code and appropriate seismic design criteria. Project development and operation compliance with this regulatory requirement would reduce potential impacts related to exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking to a less than significant level.

iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: seismic-related ground failure, including liquefaction?

LESS THAN SIGNIFICANT IMPACT.

The eastern two-thirds of the City, which contains the Project site, have been identified as being subject to a potential liquefaction risk.

California State Law requires structures to incorporate earthquake-reducing design standards in accordance with the latest California Building Code and appropriate seismic design criteria. The Project involves constructing an approximately 5,000 square foot car wash building and related improvements. Project development and operation compliance with this regulatory requirement would reduce potential impacts related to exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking to a less than significant level.

iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: landslides?

NO IMPACT.

The Project site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. There are no hillsides or unstable soils on the Project site. Therefore, Project development and operation will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving landslides will not result in impacts to landslides. No impact will result.

b) Would the project result in substantial soil erosion or the loss of topsoil?

NO IMPACT.

The Project site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. There are no hillsides or unstable soils on the Project sites. There is no exposed topsoil on the Project site other than within introduced landscape areas. However, Project development (demolition; grading; construction; painting; finishing) will utilize Best Management Practices in accordance with City requirements to eliminate the potential for any soil runoff and eliminate any potential for erosion. Therefore, Project development and operation will not result in substantial soil erosion or loss of topsoil. No impact will occur.

c) Would the project be located in a geological 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?

LESS THAN SIGNIFICANT IMPACT.

The Project site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. There are no hillsides or unstable soils on the Project sites. The site is flat and does not contain any area of slope. No existing landslides are present on or adjacent to the Project site. However, the majority of Huntington Park is located in an area identified as having a potential for liquefaction. All new development that is part of the Project will be required to comply with all current State of California Building Code relevant provisions relating to fault rupture and liquefaction. Given requirements that must

be adhered to in Project design and development, the potential liquefaction impacts are considered to be less than significant.

d) Would the project 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?

LESS THAN SIGNIFICANT IMPACT.

The Project site is located within the Hanford Soils Association, which is not prone to shrinking and swelling. Expansive soils expand or contract with an increase in moisture content. Adherence to CBC standards during Project development would ensure potential impacts related to Project site location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), would not create substantial risks to life or property. Therefore, the level of impact related to risks to life or property from expansive soils will remain less than significant.

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

NO IMPACT.

No septic tanks or alternative wastewater disposal systems are used. The Project will maintain lateral connections to City of Huntington Park sewer mainlines. Therefore, no impacts would occur as a result of Project development.

f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

LESS THAN SIGNIFICANT IMPACT.

According to a records search at the Los Angeles County Museum of Natural History conducted for the City of Huntington Park General Plan Update Draft Environmental Impact Report (reference page 119), no paleontological resources have been found in the City of Huntington Park or the surrounding area. Therefore, the City of Huntington Park has a low sensitivity for paleontological resources and "…the potential for the discovery of paleontological resources is unlikely."

SECTION 8 – GREENHOUSE GAS EMISSIONS

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; and, the Project plans.

8.1 Setting

South Coast Air Basin

The Project site is located within the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is a 6,745 square mile sub-region of the SCAQMD and includes portions of Los Angeles, Riverside and San Bernardino Counties, and all of Orange County. The larger SCAQMD boundary includes 10,743 square miles. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east.

The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with Federal and State air quality standards.

Global Climate Change Setting/Defined

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as Water Vapor, Carbon Dioxide (CO_2), Nitrous Oxide (N_2O), Methane (CH_4), Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride - - gases that remain in the atmosphere from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thusly warming the earth's atmosphere. GCC also can occur naturally as it had in the past with previous ice ages.

Gases that trap heat in the atmosphere often are referred to as "greenhouse gases." These gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the earth's average temperature would be approximately 61 degrees Fahrenheit cooler than current average temperature. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

State of California

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce greenhouse gas emissions of any state in the nation. Project development and operation would be required to comply with all mandates imposed by the State of California and the SCAQMD aimed at reduction of air quality emissions. The regulatory mandates that are applicable to the Project and that would assist in the reduction of greenhouse gas emissions are the following - -

Global Warming Solutions Act of 2006 (California State Assembly Bill 32) – AB 32 requires greenhouse gas emissions in California be reduced to 1990 levels by year 2020.

"GHG" as defined under this legislation include Carbon Dioxide, Methane, N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical – nitrogen trifluoride – has been added to the list of greenhouse gas emissions. The California Air Resources Board is the State agency charged with monitoring and regulating sources of greenhouse gases. Under an updated forecast, a 21.7 percent reduction from "business as usual" is required to achieve 1990 levels. The Air Resources Board has made substantial progress in achieving its goal of achieving 1990 emissions levels by 2020.

California Air Resources Board Scoping Plan – The California Air Resources Board Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State emissions to 1990 levels by the year 2020 to comply with AB 32. The Scoping Plan identifies recommended measures for multiple greenhouse gas emission sectors and associated emission reductions needed to achieve the year 2020 reduction target. Most measures target the transportation and electricity sectors. The Scoping Plan states the key elements of the strategy for achieving the 2020 greenhouse gas target include the following:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a Statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and,
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

The Air Resources Board approved the First Update to the Scoping Plan (Update) on May 22, 2014. The Update identifies the next steps for California's climate change strategy. The Update shows how California continues on its path to meet the near-term 2020 greenhouse gas limit, but also sets a path toward long-term, deep greenhouse gas emission reductions. The report establishes a broad framework for continued emissions reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

2017 Climate Change Scoping Plan Update (November, 2017)

The 2017 Scoping Plan Update identifies California's post-2020 reduction strategy and reflects the 2030 target of a 340 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by Senate Bill 32. Key programs the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes. Major elements of the 2017 Scoping Plan framework include the following:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZEV buses and trucks;

- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030);
- Implementing Senate Bill 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030;
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology and deployment of ZEV trucks;
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030;
- Continued implementation of Senate Bill 375;
- Post-2020 Cap-and-Trade Program that includes declining caps;
- 20 percent reduction in greenhouse gas emissions from refineries by 2030; and,
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

The 2017 Scoping Plan also identifies local governments as essential partners in achieving California's long-term greenhouse gas reduction goals and identifies local actions to reduce greenhouse gas emissions.

Cap-and-Trade Program

The Scoping Plan identifies a Cap-and-Trade Program as one of the key strategies for California to reduce its greenhouse gas emissions. Under cap-and-trade, an overall limit on greenhouse gas emissions from capped sectors is established and facilities subject to the cap will be able to trade permits to emit greenhouse gases within the overall limit. The Cap-and-Trade Program provides a firm cap, ensuring that 2020 California Statewide emission limit will not be exceeded. As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's greenhouse gas emissions. The Program covers greenhouse gas emissions associated with electricity consumed in California, whether generated in-State or imported. Thereby, greenhouse gas emissions associated with CEQA projects' electricity usage are covered by the Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels. This Program works with other direct regulatory measures and provides an economic incentive to reduce emissions.

Senate Bill 375 – The Sustainable Communities and Climate Protection Act of 2008

This Bill recognizes the transportation sector is the largest contributor of GHG emissions, accounting for more than 40 percent of total GHG emissions in California. Senate Bill 375 (SB 375) does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions; (2) aligns planning for transportation and housing; and (3) creates specified incentives for implementation of the strategies. Concerning CEQA, SB 375 (as codified in Public Resources Code Section 21159.28) states that CEQA findings for certain projects are not required to reference, describe, or discuss growth inducing impacts or any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network if the project:

1. Is in an area with an approved "Sustainable Communities Strategy" or an alternative planning strategy that the Air Resources Board accepts as achieving the GHG emission

reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates mitigation measures required by an applicable prior environmental document.

Pavley Fuel Efficiency Standards (California State Assembly Bill 1493)

This Assembly Bill (enacted on July 22, 2002) required the Air Resources Board to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. The regulation will reduce greenhouse gases from new cars by 334 percent from 2016 levels by 2025. The rules will clean up gasoline and diesel-powered cars and deliver increasing numbers of zero-emission technologies such as full battery electric cars, newly emerging plug-in hybrid electric vehicles and hydrogen fuel cell cars. Also, adequate fueling infrastructure availability will be ensured for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

Senate Bill 100 – California Renewable Portfolio Standard Program: Emissions of Greenhouse Gases 2017-2018

Senate Bill 100 states in part as follows - -

"This bill would state that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. The bill would require that the achievement of this policy for California not increase carbon emissions elsewhere in the western grid and that the achievement not allow resource shuffling. The bill would require the PUC and the Energy Commission, in consultation with the state board, to take steps to ensure that a transition to a zero-carbon electric system for the State of California does not cause or contribute to greenhouse gas emissions increases elsewhere in the western grid."

Executive Order S-3-05

This Executive Order (signed January 18, 2007) announces the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80 percent below 1990 levels

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The goals are not legally enforceable for local governments or the private sector because this is an Executive Order.

Executive Order S-01-07- Low Carbon Fuel Standard (LCFS)

Effective January 18, 2007, the Order mandates a California Statewide goal shall be established to reduce carbon intensity of California's transportation fuels by at least 10 percent by 2020. After legal challenges, a new LCFS regulation became effective on January 1, 2016.

Executive Order B-30-15

The Executive Order became effective on April 29, 2015 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. This Order aligns California's GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris in late 2015. This target was set to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050 and directed the Air Resources Board to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2 equivalent ($MMCO_2e$). The Order also requires the State Climate Adaptation Plan to be updated every three years and for California to continue its climate change research program among other provisions. This Order is not legally enforceable for local governments and the private sector.

California Regulations and Building Codes

California has adopted regulations to improve energy efficiency in new and remodeled buildings, which have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Standards

This standard regulates sale of appliances in California and includes standards for federally regulated appliances and non-federally regulated appliances (totaling 23 categories of appliances).

Title 24 Energy Efficiency Standards and California Green Building Standards

These standards were initially adopted in 1978 to reduce energy consumption and are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020, and is applicable to the Project.

The 2019 Title 24 standards will require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting for nonresidential buildings. It is anticipated that nonresidential buildings will use approximately 30 percent less energy due to lighting upgrades.

The California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial and school buildings that became effective on January 1, 2011. CALGreen is administered by the California Building Standards Commission and is updated regularly. The most recent update became effective January 1, 2020. Local jurisdictions are permitted to adopt more stringent requirements because State law provides methods for local enhancements. The Code also provides exemptions for areas not served by construction and demolition recycling infrastructure. CALGreen requires the following:

- Short-Term Bicycle Parking – If a commercial project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passersby, for 5 percent of visitor motorized parking capacity, with a minimum of one two-bike capacity rack.
- Long-Term Bicycle Parking – For new buildings with 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of tenant-occupied motorized vehicle parking

capacity, with a minimum of one space.

- Designated Parking – Provide designated parking in commercial projects for any combination of low-emitting, fuel-efficient and carpools/and pool vehicles.
- Recycling by Occupants – Provide readily accessible areas that serve the entire building and are identified for depositing, storage and collection of nonhazardous materials for recycling.
- Construction Waste – A minimum 65 percent diversion of construction and demolition waste from landfills, increasing voluntarily to 80 percent for new homes and commercial projects. All (100 percent) of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled.
- Wastewater Reduction – Each building shall reduce generation of wastewater by installation of water-conserving fixtures or using non-potable water systems.
- Water Use Savings – Mandatory 20 percent reduction of non-residential indoor water use with voluntary goal standards for 30, 35, and 40 percent reductions.
- Water Meters – Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day.
- Irrigation Efficiency – Moisture-sensing irrigation systems for larger landscaped areas.
- Materials Pollution Control – Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring and particle board.
- Building Commissioning – Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure all are working at their maximum capacity according to their design efficiencies.

Model Water Efficient Landscape Ordinance

This Ordinance was required by the Water Conservation Act (Assembly Bill 1881). Local agencies were required to adopt a local landscape ordinance at least as effective in conserving water as the Model Ordinance by January 1, 2010. Reductions in water use of 20 percent consistent with the 2020 mandate were expected upon compliance with the Ordinance. The California Water Commission approved a revised Ordinance on July 15, 2015 (effective December 15, 2015). The update required new development projects that include landscape areas of 500 or more square feet to implement the following:

- More efficient irrigation systems;
- Incentives for graywater usage;
- Improvements in on-site stormwater capture;
- Limitations on the portion of landscapes that can be planted with high water use plants; and,
- Required reports for local agencies.

Air Resources Board Refrigerant Management Program

This regulation was adopted in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale and disposal.

Tractor-Trailer Greenhouse Gas Regulation

Tractors and trailers subject to this regulation must either use Environmental Protection Agency SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. There also are requirements for trailers to have low rolling resistance tires and aerodynamic devices.

Phase I and 2 Heavy-Duty Vehicle Greenhouse Gas Standards

The Air Resources Board has adopted a new regulation for greenhouse gas emissions from heavy-duty trucks and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the United States Environmental Protection Agency rule for new trucks and engines nationally. Existing heavy-duty vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies, and in-use fleet retrofit requirements such as the Truck and Bus Regulation. The Air Resources Board staff has worked jointly with the United States Environmental Protection Agency and the National Highway Traffic Safety Administration on the Phase 2 of federal greenhouse gas emission standards for medium- and heavy-duty vehicles. Phase 2 standards were built on improvements in engine and vehicle efficiency required by Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later model year heavy-duty vehicles, including trailers.

Senate Bill 97 and CEQA Guidelines Update

The CEQA Amendments provide guidance to public agencies pertaining to analysis and mitigation of effects of GHG emissions in CEQA documents. The CEQA Amendments added climate change as a topic for analysis. CEQA Guidelines Section 15064.4 was added to assist agencies in determining significance of GHG emissions. This section allows agencies the discretion to determine whether a quantitative or qualitative analysis is best for a particular project. However, little guidance was offered about how to determine whether a project's estimated GHG emissions were significant or cumulatively considerable.

CEQA Guidelines Sections 15126.4 and 15130 also were amended to address mitigation measures and cumulative impacts, respectively. GHG mitigation measures are referenced in general terms; no specific measures are promoted. The revision to the cumulative impact discussion requirement directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable but does not answer the question of when emissions are cumulatively considerable. Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as preparation of GHG Reduction Plans. According to Section 15183.5(b), compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable.

The CEQA Amendments also revised Appendix F of the CEQA Guidelines, which focuses on Energy Conservation. The sample environmental checklist in Appendix G was amended to include GHG questions. Subsequent CEQA Guidelines Amendments added Energy questions to the sample environmental checklist.

Regional

South Coast Air Quality Management District (SCAQMD)

The SCAQMD is the agency responsible for air quality planning and regulation in the South Coast Air Basin. The SCAQMD addresses impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. SCAQMD only has authority over GHG emissions from development projects that include air quality permits. No stationary sources of emissions subject to SCAQMD permits are proposed as part of this project. Notwithstanding, if the Project requires a stationary permit, it would be subject to applicable SCAQMD regulations.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the South Coast Air Basin. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold that could be applied by lead agencies. The Working Group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds.

Greenhouse Gases

Water Vapor (H_2O) – Water Vapor is the most abundant, important, and variable greenhouse gas in the earth's atmosphere. Water vapor is not a pollutant; rather, in the atmosphere it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor are directly related to warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). There are no human health effects from water vapor itself. However, when some pollutants come in contact with water vapor, they can dissolve and the water vapor then can act as a pollutant-carrying agent. The primary source of water vapor is evaporation from oceans (approximately 85 percent). As a greenhouse gas, the higher concentration of water vapor is able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it eventually will also condense into clouds that are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth's surface and thereby affect surface temperatures. Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.

Carbon Dioxide (CO_2) – Carbon Dioxide is an odorless and colorless greenhouse gas. Outdoor levels of Carbon Dioxide are not sufficiently high to result in negative health effects. Carbon Dioxide is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks. Carbon Dioxide is emitted from natural sources (e.g., decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; volcanic outgassing) and from anthropogenic sources (e.g., burning of coal, oil, natural gas and wood). Since the industrial revolution began in the mid-18th century, the type of human activity that increases greenhouse gas emissions has increased dramatically in scale and distribution. Since the beginning of the industrial revolution, Carbon Dioxide concentrations have increased more than 30 percent and, left unchecked, are projected to increase to nearly

double the concentrations in the atmosphere at the dawn of the industrial revolution as a direct result of anthropogenic sources. The International Panel on Climate change (IPCC, Fifth Assessment Report, 2014) estimates that emissions of Carbon Dioxide from fossil fuel combustion and industrial processes contributed approximately 785 of the total greenhouse gas emissions increase from 1970 to 2010.

Methane (CH_4) – Methane is a very effective absorber of radiation but has an atmospheric concentration less than Carbon Dioxide and its lifetime is 10-12 years. Exposure to high levels of methane can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate. Methane has natural and anthropogenic sources. It is released as part of biological processes in low oxygen environments, such as in swamplands or in rice production. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and coal mining have added to atmospheric concentration of methane. Other anthropocentric sources include fossil fuel combustion and biomass burning.

Nitrous Oxide (N_2O) – Nitrous Oxide is also known as laughing gas and is a colorless greenhouse gas. Nitrous Oxide and cause dizziness, euphoria, and sometimes light hallucinations. It is considered harmless in small doses. However, in some cases heavy and extended use can cause Olney's Lesions (brain damage). Nitrous Oxide concentrations began to increase at the beginning of the industrial revolution. It is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. Also, some industrial processes (e.g., fossil fuel fired power plants, nylon production, nitric acid production, vehicle emissions) contribute to its atmospheric load.

Chlorofluorocarbons (CFC) – Chlorofluorocarbons are gases formed synthetically by replacing all hydrogen atoms in Methane or Ethane (C_2H_6) with chlorine and/or fluorine atoms. CFC are non-toxic, non-flammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface). CFC are no longer being used and therefore it is not likely health effects would be experienced. However, in confined indoor locations, working with CFC-113 or other CFC is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation. Levels of major CFC now are remaining steady or declining. However, their long atmospheric lifetimes mean some CFC will remain in the atmosphere for more than 100 years.

Hydrofluorocarbons (HFC) – Hydrofluorocarbons are synthetic, man-made chemicals used as a substitute for CFC. They are one of three groups with the highest global warming potential. No health effects are known to result from exposure to HFC, which are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons (PFC) – Perfluorocarbons have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays that occur about 60 kilometers above the surface of the earth are able to destroy the compounds. Thereby, PFC have very long lifetimes - - between 10,000 and 50,000 years. No health effects are known to result from exposure to PFC. The two primary sources of PFC are primary aluminum production and semiconductor manufacture.

Sulfur Hexafluoride (SF_6) – Sulfur Hexafluoride is an inorganic, odorless, colorless, non-toxic nonflammable gas that has the highest global warming potential of any gas evaluated. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. Sulfur Hexafluoride is used for insulation in

electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Nitrogen Trifluoride (NF_3) – Nitrogen Trifluoride is a colorless gas with a distinctly moldy odor used in industrial processes and is produced in the manufacture of semiconductors and Liquid Crystal Display panels, types of solar panels and chemical lasers. Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

Carbon Dioxide Equivalent (CO_2e) is a term used for describing the difference greenhouse gases in a common unit. CO_2e signifies the amount of CO_2 that would have the equivalent global warming potential.

Greenhouse gases have different Global Warming Potential values. Global Warming Potential of a greenhouse gas indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. The Global Warming Potential (100-year time horizon) ranges from 1 for Carbon Dioxide to as much as 23,900 for Sulfur Hexafluoride.

Greenhouse Gas Emissions Inventories

Global

The Intergovernmental Panel on Climate Change tracks worldwide anthropogenic greenhouse gas emissions for industrialized and developing nations. As the following **Table 8-1** indicates, the United States as a single country was the number two producer of greenhouse gas emissions in 2016. The primary greenhouse gas emitted by human activities in the United States was Carbon Dioxide, representing approximately 81.6 percent of total greenhouse gas emissions in the United States. Carbon dioxide from fossil fuel combustion, as the largest source of United States greenhouse gas emissions, accounted for approximately 93.5 percent of the Carbon Dioxide emissions.

Table 8-1
GHG Emissions, By Country

Emitting Countries	GHG Emissions (Gg CO_2e)
China	11,895,765
United States	6,511,302
European Union (28 member countries)	4,291,252
India	2,643,817
Russian Federation	2,100,850
Japan	1,304,568
TOTAL	28,747,554

State of California

The State of California requires CEQA documents to include an evaluation of Greenhouse Gas Emissions (GHG), or gases that trap heat in the atmosphere. GJHG are emitted by both natural processes and human activities. Accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61° F cooler (California, State of, OPR Technical Advisory – CEQA and Climate Change: Addressing Climate

Change through the California Environmental Quality Act (CEQA) Review, June 19, 2008). However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increasing sea levels, and changing the worldwide biome.

California has slowed significantly the rate of growth of greenhouse gas emissions due to implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the United States emissions inventory total. The California Air Resources Board compiles greenhouse gas inventories for the State of California. Based upon the 2018 greenhouse gas inventory data for the 2000 to 2016 greenhouse emissions inventory, California emitted 429.4 $MMTCO_2e$ including emissions resulting from imported electrical power in 2015.

Effects of Climate Change in California

Public Health

Higher temperatures may increase frequency, duration and intensity of conditions conducive to air pollution formation. In addition, if global background Ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter than can travel long distances depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55 percent more frequent if greenhouse gas emissions are not significantly reduced. In addition, under the higher warming range scenario there could be up to 100 more days per year with temperatures above 90 degrees Fahrenheit in Los Angeles and 95 degrees Fahrenheit in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages. The State's water supplies also are at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta - - a major fresh water supply.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, thereby reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. It also could adversely affect winter tourism, particularly by shortening the ski and snowboarding season.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products Statewide. California farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate Ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth. Rising temperatures could worsen quantity and quality of yield for some of California's agricultural products, including wine grapes, fruits and nuts. In addition, Global Climate Change could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Also, continued Global Climate Change could alter abundance and types of many pests, lengthen pest breeding seasons, and increase pathogen growth rates.

Forests and Landscapes

Global Climate Change has the potential to intensify the current threat to forests and landscapes by increasing risk of wildfire and altering distribution and character of natural vegetation. Since wildfire risk is determined by a combination of factors including precipitation, winds, temperature and landscape and vegetation conditions, future risks will not be uniform throughout the State. Continued Global Climate Change has the potential to alter natural ecosystems and biological diversity within the State and could decrease the productivity of the State's forests.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten California's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12 to 14 inches.

Human Health Effects

The potential health effects related directly to emissions of Carbon Dioxide, Methane and Nitrous Oxide as they relate to development projects are still being debated in the scientific community. Their cumulative effects to global climate change have the potential to cause adverse effects to human health. Climate change will likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas.

8.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

8.3 Discussion of CEQA Checklist Answers

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

LESS THAN SIGNIFICANT IMPACT.

The Project would generate an estimated total 74.4394 metric tons of CO_{2e} emissions during construction. The SCAQMD recommends amortizing construction emissions over a period of 30 years to estimate the contribution of construction emissions to operational emissions over the project lifetime. Amortized over 30 years, the construction of the project will generate approximately 2.4813 metric tons of CO_2e on an annualized basis.

Based on the results of the CalEEMod Model, the Project would generate a total of 584.4416 metric tons of CO_2e emissions annually from operations. By adding the amortized construction emissions results with the operational annual CO_2e emissions the Project will produce 586.9229 metric tons annually over a 30-year period. This cumulative level is below the SCAQMD's recommended Tier 3 threshold of 3,000 metric tons of CO_2e emissions for residential and commercial land uses. Therefore, the Project is not expected to have a significant cumulative impact on Greenhouse Gas Emissions.

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

LESS THAN SIGNIFICANT IMPACT.

As indicated above, Project development will result in an incremental increase in Greenhouse Gas Emissions. The Project will not introduce any conflicts with adopted initiatives designed to control future Greenhouse Gas Emissions. Impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of Greenhouse Gases are less than significant.

The following **Table 8-2** identifies which California Air Resources Board Recommended Actions apply to the Project. Of the 39 identified measures, those that would be applicable to the Project would by primarily be those actions related to water conservation. Others included energy conservation for new signalization and lighting.

Table 8-2 – California Air Resources Board Recommended Actions

ID#	Sector	Strategy Name	Applicable To Project?	Conflict With Project
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low-Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-Movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Reduction Measures	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Energy	Increased Utility Energy Efficiency Programs More Stringent Standards	No	No
E-2	Energy	Increase Combined Heat and Power Use by 30,000GWh	No	No
E-3	Energy	Renewable Portfolio Standard	No	No
E-4	Energy	Million Solar Roofs	No	No
CR-1	Energy	Energy Efficiency	Yes	No
CR-2	Energy	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	No	No
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	Yes	No
W-3	Water	Water System Energy Efficiency	Yes	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy efficiency and Co-benefits Audis for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste	High Recycling/Zero Waste	No	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	Global Warming	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No

H-2	**Global Warming**	**SF6 Limits in Non-Utility and Non-Semiconductor Manufacturing**	**No**	**No**
H-3	**Global Warming**	**Reduction in Perfluorocarbons in Semiconductor Manufacturing**	**No**	**No**
H-4	**Global Warming**	**Limit High GWP Use in Consumer Products**	**No**	**No**
H-5	**Global Warming**	**High GWP Reductions from Mobile Sources**	**No**	**No**
H-6	**Global Warming**	**High GWP Reductions from Stationary Sources**	**No**	**No**
H-7	**Global Warming**	**Mitigation Fee on High GWP Gases**	**No**	**No**
A-1	**Agriculture**	**Methane Capture at Large Dairies**	**No**	**No**

As indicated previously, Project development will result in limited GHG emissions. However, emissions will not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. Impacts would be less than significant.

SECTION 9 – HAZARDS AND HAZARDOUS MATERIALS

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

9.1 Setting

The State of California defines a hazardous material as a substance that is toxic, ignitable or flammable, or reactive and/or corrosive. An extremely hazardous material is defined as a substance that shows high acute or chronic toxicity, carcinogenicity, bio-accumulative properties, and persistence in the environment, or is water-reactive (California Code of Regulations, Title 22).

The primary concern associated with release of a hazardous material relates to public health risks of exposure. Toxic gases are a primary concern because a gaseous toxic plume is more difficult to contain than a solid or liquid spill and a gas can impact a larger segment of the population in a shorter time span. Releases of hazardous materials also may occur during a natural disaster. Improperly-stored containers of hazardous substances may overturn or break, pipelines may rupture, and storage tanks may fail. Containers may explode when subjected to high temperatures, such as those accompanying by a fire. The hazard may be compounded if two or more chemicals that are reactive when combined come in contact as a result of a spill. The Uniform Fire Code includes criteria designed to minimize risk of an accident. These guidelines are to be followed when storing, using, or transporting hazardous materials, and include secondary containment of substances, segregation of chemicals to reduce reactivity during a release, sprinkler and alarm systems, monitoring, venting and auto shutoff equipment, and treatment requirements for toxic gas releases.

All businesses that handle hazardous materials are required by Federal, State and local agencies to submit a business plan to their local administering agency. Reportable quantities are 50 or more gallons of a liquid, 500 pounds or more or a solid, or 200 cubic feet or more of a gas at standard temperature and pressure. Quantities for acutely hazardous materials vary according to the substance. Every handler of hazardous material is required to submit a business plan and an inventory of hazardous substances and acutely hazardous materials to the Huntington Park Police Department the Los Angeles County Fire Department annually. Hazardous material users and generators in Huntington Park include gasoline stations, auto repairs shops, printers and photo labs, clinics, dry cleaners, schools, fire stations, and a variety of other commercial and industrial land uses.

The City of Huntington Park Draft General Plan Draft Environmental Impact Report indicates that, according to the *Envirofacts Database* the United States Environmental Protection Agency (EPA) currently is regulating 127 facilities in Huntington Park. The uses include the following: plating/manufacturing; foundries; pharmacies; auto repair shops; dry cleaners; copy and printing companies; light industrial; hardware stores; and, gasoline service stations. The Environmental Protection Agency identifies these uses as being handlers and/or consumers of hazardous materials. Also, the California Department of Toxic Substances Control (DTSC) indicates through its Hazardous Waste and Substances Site list that there is one use currently undergoing State remedial action through the Site Cleanup Program. In addition, the State Water Resources Board GeoTracker database depicts additional sites

engaged in cleanup activities or that have completed remediation, and identifies other facilities presently undergoing DTSC regulation. The facilities include Leaking Underground Storage Tanks, military cleanup sites, permitted USTs, and active operations utilizing hazardous materials or generating hazardous waste.

Florence Avenue, which in part extends across the southern boundary of the Project site, is a major truck route that connects Huntington Park to Interstate-710 and Interstate-110 and thereby presents a potential for hazardous material accidents and spills during transport. Additionally, railroad lines that serve the area occasionally transport hazardous materials. The City of Huntington Park has no jurisdiction or control over transport of hazardous materials on freeways and railroads. The California Highway Patrol, together with Caltrans, is in charge of spills that may occur on local freeways.

Regulatory Setting

Several regulations are applicable to any new development that would be effective in reducing the potential risk of upset impacts. The following regulations are in effect.

Resource Conservation and Recovery Act – The California Department of Toxic Substance Control (DTSC) is authorized to implement the State Hazardous Waste Management Program for the Federal Environmental Protection Agency (EPA). The EPA continues to regulate hazardous substances under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA).

Comprehensive Environmental Response Compensation and Liability Act – CERCLA, commonly known as Superfund, was enacted by Congress in 1980. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986.

State Regulations – The California Environmental Protection Agency (Cal-EPA) and the State Water Resources Control Board established rules concerning use of hazardous materials and management of hazardous waste. With the Cal-EPA, the DTSC has the primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the State agency for management of hazardous materials and generation, transport, and disposal of hazardous waste under the authority of Title I of the Hazardous Waste Control Law (HWCL).

Assembly Bill 387 and Senate Bill 162 – Assembly Bill 387 and Senate Bill 162 provide a comprehensive program to ensure hazardous material contamination issues are addressed adequately prior to school development. The program involves preparation of a Phase 1 Environmental Site Assessment to determine whether a release of a hazardous material has occurred on-site in the past or if there may be a naturally occurring hazardous material present within a site.

9.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**
e) 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?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

9.3 Discussion of CEQA Checklist Answers

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

LESS THAN SIGNIFICANT IMPACT.

Chemicals used related to the Project would be limited to those used during development (demolition; grading/pavement removal; building construction; painting; finishing) and to those chemicals used for building maintenance. Any potential for accidental release of hazardous materials from Project development may be related to contaminated pavement that will be replaced during grading and related to building construction. However, Project development will comply with disposal requirements of such materials, as specified in the City of Huntington Park Municipal Code and any applicable requirements of the County of Los Angeles.

b) Would the project 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?

LESS THAN SIGNIFICANT IMPACT.

Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

Small amounts of hazardous materials may be used during Project development/construction, but compliance with City of Huntington Park requirements for use and storage of such commonly-used materials would not pose a significant hazard to the public or the environment. Thereby, resultant environmental impacts would be less than significant. Therefore, Project development and operation impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

LESS THAN SIGNIFICANT IMPACT.

Hope Elementary School and Lucille Roybal-Allard Elementary Schools are approximately ¼ mile from the project site. St. Matthias Catholic School is approximately 200 feet from the project site on the opposite side of Florence Avenue. Small amounts of hazardous materials may be used or emitted during Project development/construction, but compliance with City of Huntington Park requirements for use and storage of such commonly-used materials would not pose a significant hazard to the public or the environment. The level of impact would be less than significant.

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

NO IMPACT.

The entire Project site is developed with a deteriorated commercial building and associated infrastructure. No hazardous materials sites occur within the Project site or are identified on the Cortese list of contaminated sites. Therefore, Project development and operation would not create a significant hazard to the pubic or the environment. No impact would result.

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

NO IMPACT.

The closest airports to the Project site are the San Gabriel Valley Airport, the Long Beach Airport, and Los Angeles International Airport which are, respectively, approximately 17 miles, 18 miles, and 19 miles from the Project site. The Project site is not located within an airport land use plan. Therefore, no impact would result.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

NO IMPACT.

Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy

- 192 square foot vacuum pump enclosure and other utility structures
- 34 parking space parking area including drive aisles, queuing and exit lanes
- Stormwater infiltration system
- Wastewater clarifier system and associated water recycling system
- Property line walls and freestanding pole sign
- Approximately 7,498 square feet of landscaped area

- Construct the following improvements in the public right-of-way:
  - Remove existing driveway at west end of site
  - Widen existing driveway at Mission Place intersection
  - Install new right-turn-exit-only driveway near east end of site
  - Remove street tree and relocate existing tree well to accommodate new driveway
  - Install new fire hydrant

The project will be required to comply with applicable Los Angeles County Fire Department requirements and public right-of-way improvements will be required to comply with the requirements of the City of Huntington Park Department of Public Works. Project development will have no resulting negative impact.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

NO IMPACT.

The Project vicinity is thoroughly urbanized. The Project site is an entirely developed property. No wildland is present on, adjacent, or near the Project site. Therefore, there would be no impact from Project development or operation related to direct or indirect exposure of people or structures to a significant risk of loss, injury or death involving wildland fires.

SECTION 10 – HYDROLOGY AND WATER QUALITY

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

10.1 Setting

Basin Boundaries and Hydrology

The Project site is located in the coastal plain of the Los Angeles Groundwater Basin -Central Sub-Basin, an area that occupies a large portion of the southeastern part of the Coastal Plan of the Los Angeles Groundwater Basin. This sub-basin commonly is referred to as the "Central Basin" and is bounded on the north by a surface divide called the La Brea High and, on the northeast, and east by emergent less permeable Tertiary rocks of the Elysian, Repeto, Merced and Puente Hills. Its southeast boundary between the Central Basin and Orange County Groundwater Basin roughly follows Coyote Creek - a regional drainage province boundary. The southeast boundary is formed by the Newport Inglewood fault system and the associated folded rocks of the Newport Inglewood uplift. Total storage capacity of the Central Basin is 13,800,000-acre feet.

The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin to the Pacific Ocean.

Average precipitation throughout the Sub-basin ranges from 11 to 13 inches.

Hydrogeologic Information

Water Bearing Formations

Throughout the Central Basin, groundwater occurs in Holocene and Pleistocene age sediments at relatively shallow depths. Historically, groundwater flow in the Central Basin has been from recharge areas in the northeast part of the sub basin toward the Pacific Ocean on the southwest. However, pumping has lowered the water in the Central Basin and water levels in some aquifers are about equal on both sides of the Newport-Inglewood uplift, decreasing subsurface outflow to the West Coast Sub Basin.

Groundwater enters the Central Basin through surface and subsurface flow and by direct percolation of precipitation, stream flow, and applied water. The groundwater replenishes the aquifers dominantly in the forebay areas where permeable sediments are exposed at ground surface. Percolation into the Los Angeles Forebay Area is restricted due to paving and development of the surface of the Forebay. Imported water purchased from Metropolitan Water District and recycled water from Whittier and San Jose Treatment Plants are used for artificial recharge in the Montebello Forebay at the Rio Hondo and San Gabriel River spreading grounds.

Water levels varied over a range of approximately 25 feet between 1961 and 1977, and have varied through a range of approximately 5-10 feet since 1996. Most water wells demonstrate levels in 1999 that are in the upper portion of their recent historical range.

Regulations Applicable to the Project

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Mapping Program

The Federal Emergency Management Agency oversees preparation of maps that indicate areas where there is a potential for inundation resulting from a 100-year flood and a 500-year flood. The maps serve as the basis for determining whether flood insurance is required for homeowners. The mapping program also serves an additional purpose in designating areas of the City where flood-related mitigation may be required.

National Pollutant Discharge Elimination System (NPDES)

The National Pollutant Discharge Elimination System is the system for granting and regulating permits related to point and non-point sources that discharge pollutants into waters of the United States. This System requires operators of regulated small municipal separate storm sewer systems to obtain a NPDES permit and develop a storm water management program that will prevent pollutants from being conveyed is storm water runoff into the storm sewer systems or from being dumped directly into storm drains.

Water Supplies and Water Quality

The City of Huntington Park is located within the central section of the Downey Plain. The City is underlain by the Central groundwater basin, which is bounded to the north by the Elysian and Repetto Hills, to the northeast by the Merced and Puente Hills, to the east by the Los Angeles County line, and to the southwest by the Newport-Inglewood Fault along the Rosecrans, Dominguez, Signal, and Bixby Ranch Hills.

Groundwater resources in the Central Basin consist of a body of shallow, unconfined and semi-perched water on the upper part of the alluvial deposits, the principal body of fresh groundwater within the Recent and Pleistocene deposits, and salt water under the freshwater resources. Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments that hold water and allow water to pass through. These are referred to as aquifers. Non-water bearing deposits are consolidated rocks and ground layers that provide limited water and form boundaries between aquifers. The Huntington Park area is underlain by a geologic structure that consists of a topmost layer of deposition from approximately the past 15,000 years that consists of alluvium and the Gaspur Aquifer. Alluvium found on or near the surface of Huntington Park is up to 60 inches in thickness and contains poor quality water in small quantities. The Gaspur Aquifer consists of cobbles and pebbles from the San Gabriel Mountains. The Lakewood Formation contains the Exposition, Gage, and Gardena aquifers and aquicludes.

The Exposition Aquifer underlies the Gaspur Aquifer and merges with it between the Los Angeles and San Gabriel Rivers. This Aquifer is approximately 100 feet thick and consists of coarse gravel and clay, with fine deposits between sandy and gravelly beds.

The Gage Aquifer underlies the Exposition Aquifer and is approximately 10-160 feet thick. This Aquifer consists of fine to medium sand with varying amounts of coarse yellow sand and gravel.

The Gardena Aquifer has coarser deposits that the Gage Aquifer, but these deposits are approximately the same age, thickness, and elevation. Both the Gage and Gardena Aquifers yield large amounts of water.

The San Pedro Formation contains the following five major aquifers interbedded with fine grained layers. These aquifers are the principal aquifers used for domestic water in the Los Aneles area.

- Hollydale Aquifer – The Hollydale Aquifer is a discontinuous aquifer located beneath the Gage-Gardena Aquifer. It consists of shallow marine deposits and is found between 250-500 feet below mean sea level south of the City of Huntington Park. This Aquifer does not yield large amounts of water.
- Jefferson Aquifer – The Jefferson Aquifer consists of sand with gravelly and clayey layers. It has approximately 30 feet thick with a base of 300 feet below mean sea level. This Aquifer is near the City of Huntington Park. Few wells tap into the Jefferson Aquifer.
- Lynwood Aquifer – The Lynwood Aquifer is approximately 50-1,000 feet thick and consists of yellow, brown and red coarse gravel, sand, silts and clay. This Aquifer contains significant groundwater resources, with yields that range from 200-2,100 gallons per minute.
- Silverado Aquifer – The Silverado Aquifer is approximately 500 feet thick and is found at a maximum depth of 1,200 feet below mean sea level. It consists of yellow to brown coarse to fine sands and gravel interbedded with yellow to brown silts and clays. This Aquifer is a major groundwater resource for the region, with a maximum yield of 4,700 gallons per minute.
- Sunnyside Aquifer – The Sunnyside Aquifer is a maximum approximate thickness of 300 feet and consists of coarse deposits of sand and gravel with interlayers of sandy clay and clay. It has a maximum yield of 1,500 gallons per minute.

Flooding

The City of Huntington Park is located approximately 14 miles from the Pacific Ocean. The City will not be exposed to the potential effects of a tsunami. There are no surface water bodies located in Huntington Park and thereby there is no risk of impact from a seiche (which occurs when two waves traveling in opposite directions collide, creating a larger standing wave.

The Federal Emergency Management Agency flood insurance map indicates the City of Huntington Park is located in Zone X. This flood zone has an annual probability of flooding of less than 0.2% and represents geographical areas outside the 500-year flood plain. Therefore, properties located in Zone X are not within a 100-year flood plain.

The City of Huntington Park is located within the inundation paths of the Hansen and Sepulveda Dams in the event of dam failure. The United States Army Corps of Engineers operates the Hansen and Sepulveda Dams, which were built largely for flood control purposes. Flood hazards associated with dam failure will affect most areas south of the dams.

- Hansen Dam – The Hansen Dam is located on the northern edge of the San Fernando Valley, approximately four miles west of Sunland. The Hansen Dam inundation area includes lands along Tujunga Creek and several communities in the San Fernando Valley, the City of Los Angeles, cities in south central Los Angeles, and areas along the Los

Angeles and San Gabriel Rivers. The City of Huntington Park is located approximately 25 miles south of Hansen Dam, but Dam failure will impact the entire City of Huntington Park. Flood waters will arrive 17 ¾ hours after Dam failure, with a maximum depth of one foot occurring approximately 21 hours after Dam failure.

- Sepulveda Dam – The Sepulveda Dam is located on the Los Angeles River, near the intersection of the Ventura and San Diego Freeways near the City of Van Nuys. The probable maximum flood from the Sepulveda Dam would be expected to last four days with a total water volume of 163,200-acre feet. The flood would impact areas along the Los Angeles River, and the cities of Los Angeles, Huntington Park, South Gate, Compton, Lynwood, Maywood, and Huntington Park Gardens. Flood waters would be anticipated to reach the City of Huntington Park approximately 10 hours after Dam failure and a maximum flood elevation of two feet would be expected approximately 12 hours after Dam failure.

10.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				**X**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) Result in substantial erosion or siltation on- or off-site? (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (iii) Create or contribute runoff water which would exceed the capacity of existing or planned			**X**	

stormwater drainage systems or provide substantial additional sources of polluted runoff; or, seismic-related ground failure, including liquefaction? (iv) Impede or redirect flood flows?				
d) In flood hazard, tsunami, or seiche zones, risk release pollutants due to project inundation?			**X**	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**

10.3 Discussion of CEQA Checklist Answers

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

LESS THAN SIGNIFICANT IMPACT.

Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The Project and Project site are subject to Los Angeles Regional Water Quality Control Board (LARWQCB) water quality regulations. The LARWQCB is authorized to implement a municipal stormwater permitting program as part of the National Pollutant Discharge Elimination System (NPDES) authority granted under the federal Clean Water Act. The City of Huntington Park is required to implement a Stormwater Pollution Prevention Plan (SWPPP) that would minimize the incidence of construction-related pollutants entering the storm water system. Among the items required in a SWPPP are pollution prevention Best

Management Practices (BMP) to be implemented on a Project site. Compliance with these requirements would prevent violation of water quality standards and waste discharge requirements during Project construction activities. Project development would remedy some areas that are subject to possible violations by removing them and constructing a viable commercial development on the 0.876-acre Project site which includes a stormwater infiltration system. As a result, impacts associated with violation of any water quality standards or waste discharge requirements would be less than significant.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

NO IMPACT.

The Project site is fully developed with a deteriorated commercial buildings with associated infrastructure. The project will increase the landscaped area from approximately 5% of the site to approximately 20% of the site, and the project incorporates a stormwater infiltration system. Project site currently is not contributing to groundwater. Project development of new impervious surfaces will reduce the area of impervious surfaces on the Project site. In addition, proposed landscaping design and stormwater infiltration system would enhance groundwater recharge with well-managed filtered runoff. Thereby, Project development will have no impact on groundwater supplies or groundwater recharge.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site?

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, seismic-related ground failure, including liquefaction?

(iv) Impede or redirect flood flows?

LESS THAN SIGNIFICANT IMPACT.

Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign

    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

Project development will not result in substantial erosion or siltation on- or off-site because the Project site will remain paved and built on with the exception of the landscaped areas that will be controlled and protected. Post-development pervious area on the 0.876-acre Project site will increase from approximately 5% to approximately 20% of the project site.

Project development and operation will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site because there will be no increase in runoff from the existing condition.

Project development and operation will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or seismic-related ground failure, including liquefaction because there will be no increase in runoff from the existing condition.

Project development will not impede or redirect flood flows because no such flooding currently occurs on the fully-developed site, which will remain fully developed.

Therefore, the overall level of impact of Project development and operation will be less than significant.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release pollutants due to project inundation?

LESS THAN SIGNIFICANT IMPACT.

The City of Huntington Park is located within an inundation area for the Hansen and Sepulveda Dams. Therefore, Project development and operation would place the proposed improvements within a flood hazard area. Adherence to State of California and City of Huntington Park requirements would reduce the potential release of pollutants due to Project inundation to a less than significant level.

The City of Huntington Park is located approximately 14 miles inland from the Pacific Ocean. Therefore, tsunamis pose no threat to the Project site. A seiche is an oscillation of water within a closed impoundment such as a lake or reservoir caused by seismic activity or landslide. No lakes or reservoirs are located in the City of Huntington Park. Therefore, Project development and operation will not be exposed to inundation by seiche, tsunami or mudflow. In addition, the Project site is considered an “Area of Minimal Flood Hazard, Zone X.” Therefore, the resultant impact level would be less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

NO IMPACT.

Project development would include construction of new impervious surfaces, but decrease the area of impervious surfaces and install a new stormwater infiltration system. Project development would result in short-term water quality impacts during construction activities. However, Project compliance with mandatory Los Angeles Regional Water Quality Control Board regulations, SWPPP Best Management Practices and with City building standard requirements as well as implementation of the required Project-specific Water Quality Management Plan would ensure all impacts regarding water quality would remain at a less than significant level. Project development and operation would not otherwise substantially degrade water quality and resultant impacts would be less than significant.

SECTION 11 – LAND USE AND PLANNING

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan 2030; City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

11.1 Setting

The City of Huntington Park is bordered to the north by the City of Commerce, to the south by the City of South Gate, to the east by the City of Downey, and to the west by the City of Bell and the City of Cudahy. Regional access to the City of Huntington Park is via the Long Beach Freeway (Interstate 710), which extends along the City's western boundary in a north-to-south direction.

The City of Huntington Park contains a variety of land uses; however, the most prominent land use is residential. Extensive residential development of varying densities is located east of Seville Avenue and extending east to the City's easternmost boundary, north to the City's northernmost boundary, and south to the City's southernmost boundary. Residential land uses also are located west of Pacific Avenue and extend as far west as Regent Street. Commercial development is located along major roadways that traverse Huntington Park, including Slauson Avenue, Pacific Boulevard (Huntington Park's central business district), Gage Avenue, Santa Fe Avenue, and Florence Avenue. Small pockets of commercial development are located along the frontages of many residential streets in the City. The City's industrial areas are located within the northern and western portion of the City. Industrial land uses extend from the northern border of the City with the City of Vernon along Slauson Avenue and 52nd Street, and westerly to the City border with unincorporated Los Angeles County along Wilmington Avenue. Huntington Park's primary industrial district generally is bounded by Santa Fe Avenue, Pacific Boulevard, the City of Vernon to the east, and Randolph Street to the south.

The Project site occupies approximately 0.876 acres within two Assessor's parcels in the southerly portion of the City of Huntington Park. The addresses/Assessor Parcel Numbers of the Project site are as follows:

- 3100 Florence Avenue, Huntington Park, CA 90255
- APNs 6212-001-060 and 6212-001-061

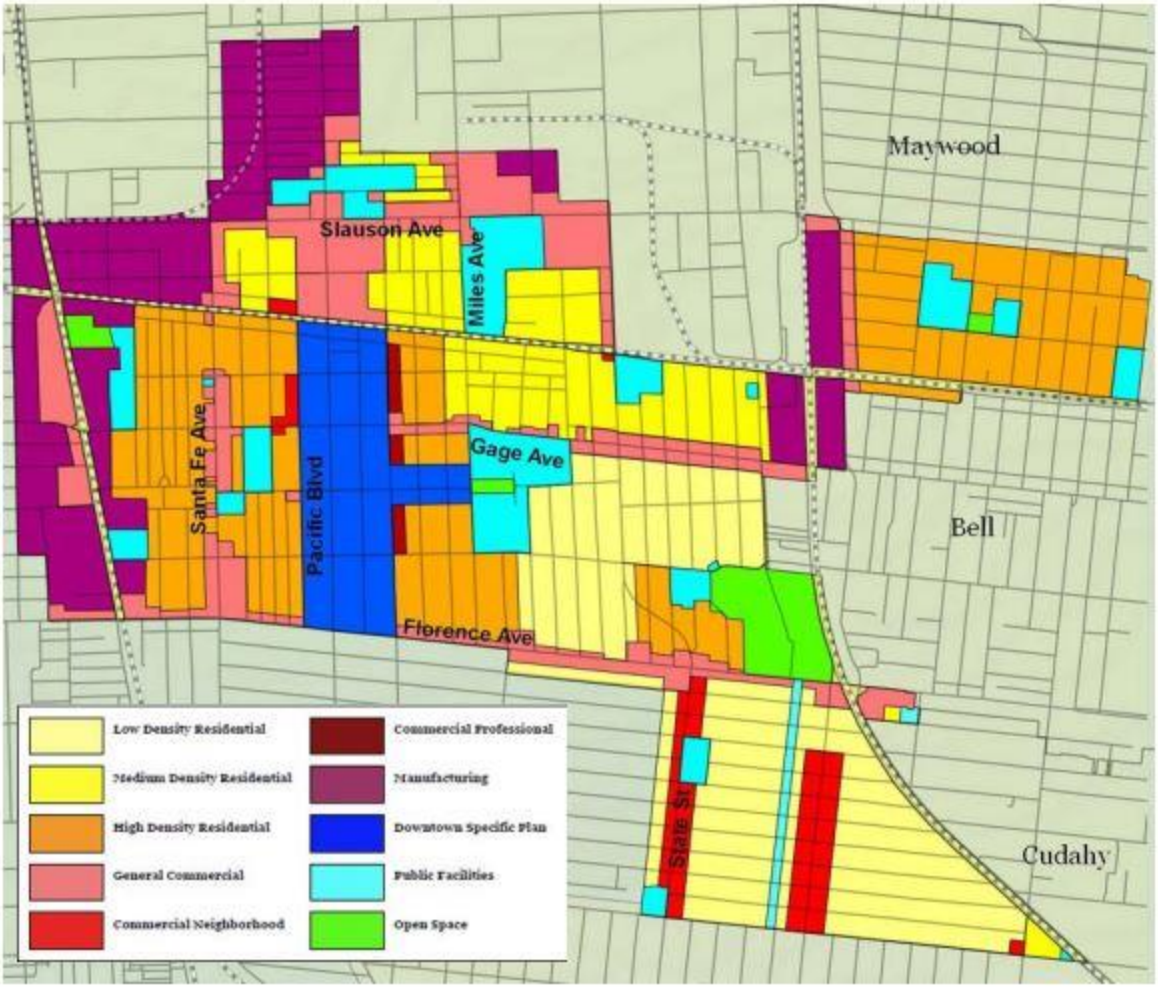


EXHIBIT 9
GENERALIZED LAND USE MAP OF THE CITY
Source: Huntington Park General Plan

Regulatory Setting

City policies and regulations will be effective in ensuring any potential land use impacts would be less than significant in scope and scale. The regulations will be considered Standard Conditions in that they will be required regardless of whether an identified impact requires mitigation. The following are regulations that will serve as Standard Conditions pertaining to potential impacts related to Land Use and Planning.

City of Huntington Park General Plan

The City of Huntington Park General Plan Land Use Element indicates locations and extent of permitted land uses and development in the City. In addition, the Land Use Element identifies standards for development density and population intensity for each land use designation. The Project site has a General Commercial land use designation (reference **Exhibit 9**.

City of Huntington Park Zoning Ordinance

The Zoning Ordinance implements the General Plan land use policy. The Zoning Ordinance is required to be consistent with the City General Plan. The Zoning Ordinance is more detailed that the General Plan with respect to specific development standards and land use requirements. The Huntington Park Zoning Ordinance includes development regulations that govern permitted uses, yard areas, building heights, parking requirements, and other development aspects. The Project site has a zoning designation of CG – Commercial General.

Regional Comprehensive Plan

The Southern California Association of Governments (SCAG) prepared its *Regional Comprehensive Plan (RCP)* in 2008. The RCP is a major advisory plan that address regional issues such as housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies for their information, for their voluntary use in preparing local plans, and for their use in addressing local issues of regional significance. The RCP presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure issues in an integrated and comprehensive way and includes goals and outcomes to serve as measures of progress toward a more sustainable region.

11.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				**X**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				**X**

11.3 Discussion of CEQA Checklist Answers

a) Would the project physically divide an established community?

NO IMPACT.

The Project site is zoned CG-Commercial General. Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The entire Project vicinity is urbanized and the 0.876-acre Project site is bordered by commercial and residential uses. The existing commercial nature of the Project vicinity will be continued and enhanced with Project development and operation. Therefore, no established community will be divided. No impact will result.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

NO IMPACT.

The project involves development of a commercial retail service, similar in land use to uses in the Project vicinity, and in compliance with the City of Huntington Park General Plan and Zoning Code designations for the Project site. Therefore, no impact would result from Project development or from Project operation.

SECTION 12 – MINERAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan 2030; City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

12.1 Setting

According to SMARA study area maps prepared by the California Geological Survey, the City of Huntington Park is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete grade aggregate). However, as indicated in the San Gabriel Valley P-C region MRZ-2 map, the City is not located in an area where there are significant aggregate resources present.

The City is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there is one abandoned well located within the City. The well was formerly owned by Occidental Petroleum Corporation and was located at the intersection of Benedict Way and Bissell Street. The well was abandoned on June 5, 1967. No other well extraction activities are located within City boundaries nor are there any significant mineral resources.

No mineral resources or mineral resource recovery sites are located on the Project site, which is not designated as a mineral resource recovery site in the City of Huntington Park General Plan.

12.2 Thresholds for Analysis

Would the project –

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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**

12.3 Discussion of CEQA Checklist Answers

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

NO IMPACT.

Mineral extraction activities do not occur on or along the Project site or on adjacent or nearby properties in the urbanized vicinity of the Project site. The Project site and surrounding areas are fully developed with urban uses and are not identified as sources of important mineral resources. As such, the potential for mineral resources to occur on site is absent. Furthermore, the Project site is not located within a mineral producing area as classified by the California Geologic Survey. Therefore, Project development and operation will not result in loss of availability of a known mineral resource that would be of value to the region and residents of the State. No impact would result.

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

NO IMPACT.

Mineral extraction activities are not present on the Project site. The Project site and surrounding areas are fully developed with urban uses and are not identified as sources of important mineral resources. As such, the potential for mineral resources to occur onsite is absent. Furthermore, the Project site is not located within a mineral producing area as classified by the California Geologic Survey. No locally-important mineral resource recovery sites are located on or near the Project site or are identified in the City of Huntington Park General Plan. Therefore, Project development will not result in 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 would result.

SECTION 13 – NOISE

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); ; Ganddini Group Inc., "Florence Avenue Car Wash Noise Impact Analysis, City of Huntington Park, California" (October 13 2021); and, the Project plans.

13.1 Setting

The Florence Car Wash Project site is located within the southern portion of the City of Huntington Park. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.

Noise Fundamentals

Noise is defined as "unwanted sound." Sound is mechanical energy transmitted by pressure waves through the air and is characterized by various parameters that include sound frequency, the speed of propagation, and the pressure level or energy content (amplitude). Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. At the other extreme, the eardrum may rupture at 140 dB. The human ear can detect changes in sound levels greater than 3.0 dB under normal ambient conditions. **Exhibit 10** illustrates typical noise levels associated with common everyday activities.

Several factors are related to the level of community annoyance, including the following:

- Fear associated with noise producing activities;
- Socio-economic status and educational level;
- Perception that those affected are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity; and,
- Belief that the noise source can be controlled.

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. An additional twenty-five percent of the population will not complain even in very severe noise environments.

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel. The most common averaging period for Leq is hourly.

In that community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, California State law requires that an artificial dBA increment be added to quiet time noise levels. The 24-hour noise descriptor with a specified evening and nocturnal penalty is named the Community Noise Equivalent Level (CNEL). CNELs are a weighted average of hourly Leqs.

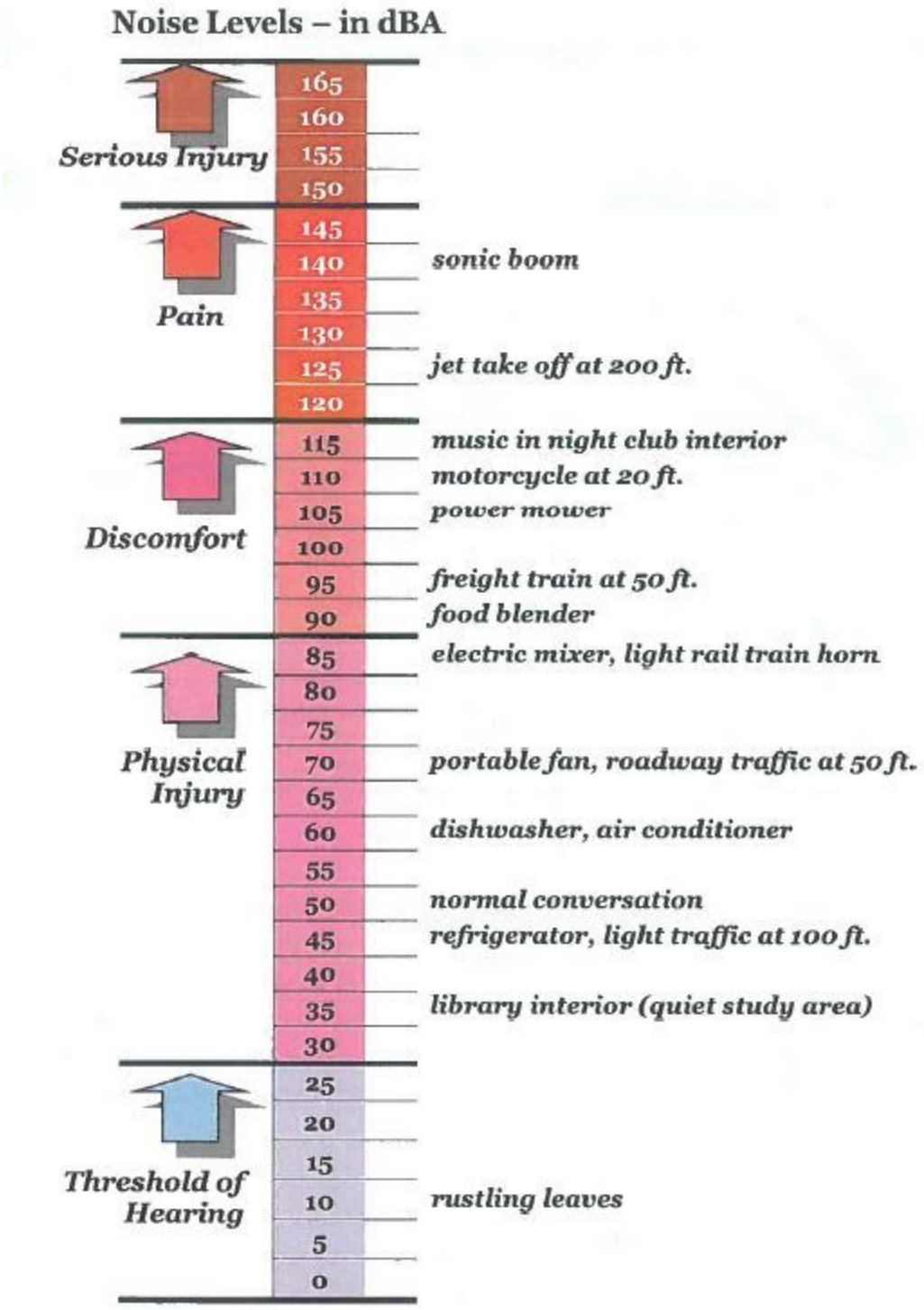


EXHIBIT 10
TYPICAL NOISE LEVELS
Source: Huntington Park General Plan Draft EIR, Exhibit 3-5

Changes of less than 3.0 dB are noticeable to some people under quiet conditions while changes of less than 1.0 dB are discernible only by few people under controlled, extremely quiet conditions. In general, an increase of between 3.0 dB and 5.0 dB in ambient noise level is considered to represent the threshold for human sensitivity. Noise levels also may be expressed as dBA where "A" weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate will with the perceived noise levels at lower frequencies.

Noise may be generated from a point source such as machinery, or from a line source such as a roadway segment containing moving vehicles. Because the area of the sound wave increases as the sound gets farther and farther from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as "spreading loss." Due to spreading loss, noise attenuates (decreases) with distance. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise emanating from travelling vehicles, also referred to as a line source, decreases by approximately 3.0 dBA 50 feet from a source over a hard, unobstructed surface such as asphalt, and by approximately 4.5 dBA over a soft surface, such as vegetation. For every doubling of distance thereafter, noise levels drop another 3.o dBA over a hard surface and 4.5 dBA over a soft surface.

Existing Noise Environment in Huntington Park

The major sources of noise in Huntington Park are vehicular traffic along arterial roadways and trains using the Alameda Corridor. Trains using the Atchison, Topeka, and Santa Fe, Union Pacific and Southern Pacific rail lines are secondary sources of noise.

Stationary noise sources in Huntington Park include industrial uses along Alameda Street and within the northern parts of the City north of Slauson Avenue and Randolph Street. Residential uses may be exposed to operational noise if located in close proximity to the noise source(s). In addition, residential areas contribute to the ambient noise environment through gatherings and activities, operation of household equipment, and motor vehicle use. Schools in the City create noise from buses, students, school activities, bells, maintenance, and outdoor games.

Train Noise

Trains crate individual noise impacts that last several minutes during each pass. Noise levels from passing trains is dependent on the number of trains, speed, type of tracks, grade crossings, track curves, train horns, and type of trains. Trains using the Alameda Corridor and rail lines noted above generate noise effecting residential and other areas in the City.

Airport Noise

The City of Huntington Park is not located within the noise impact areas of nearby airports, such as Los Angeles International Airport, Long Beach Airport, and Compton Airport. However, over-flights on approach to these airports are sources of minor noise to Huntington Park.

Noise Sensitive Land Uses

Noise sensitive uses include hospitals and convalescent homes, churches, libraries, schools, residences, and child care facilities. Noise sensitive land uses in Huntington Park (reference **Exhibit 11**) include schools, the library, parks, churches, Huntington Park Convalescent Hospital, and residential areas.

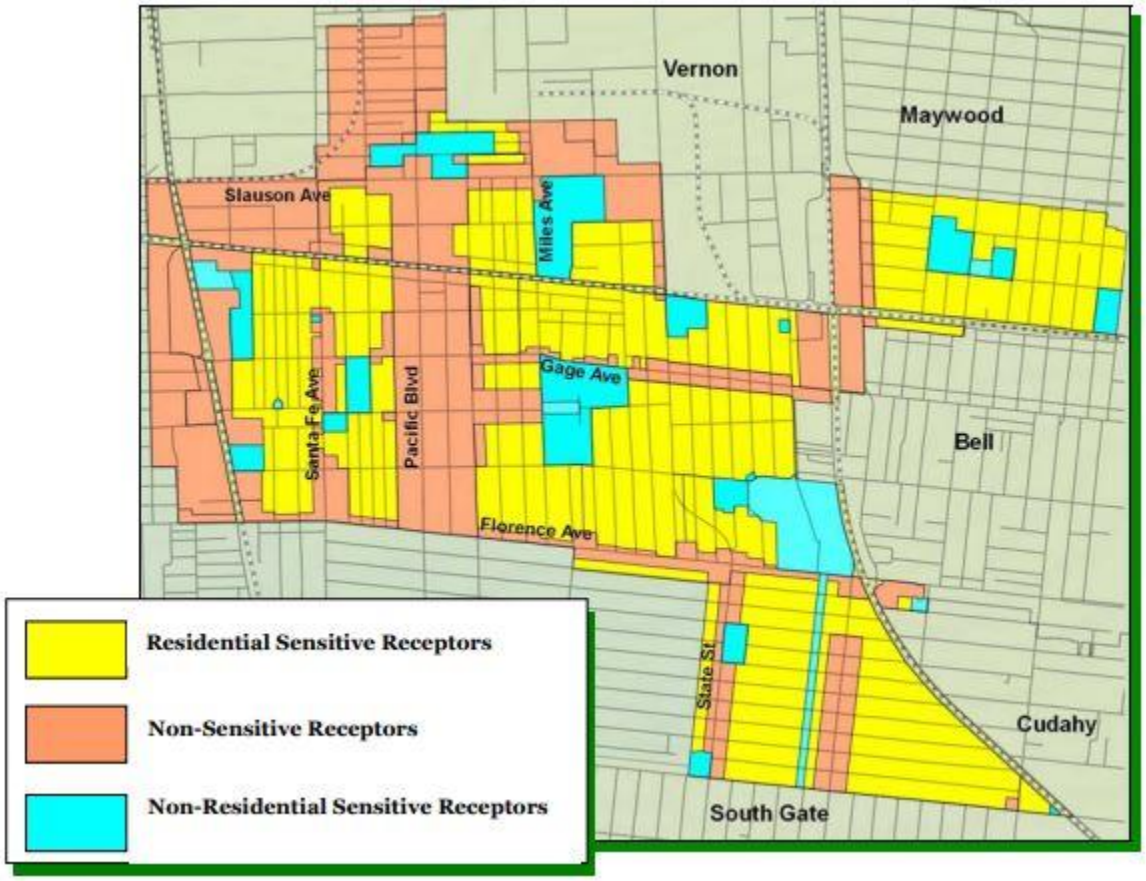


EXHIBIT 11
NOISE SENSITIVE RECEPTORS IN THE CITY OF HUNTINGTON PARK
Source: Huntington Park General Plan EIR, Exhibit 3-6

Sensitive land uses that may be affected by project noise include the existing dwelling units located adjacent to the south of the project site and approximately 235 feet northeast of the project site, and St. Mathias Catholic Church and St. Mathias school, located as close as approximately 100 feet north of the project site.

Regulatory Setting

The following are existing regulations that would be applicable to projects within the City of Huntington Park.

- Environmental Protection Agency – The federal Noise Control Act of 1972 authorized the Environmental Protection Agency to publish descriptive data about effects of noise and to establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are divided into health (hearing loss levels) and welfare (annoyance levels) with an adequate margin of safety.
- Department of Housing and Urban Development – The Federal Department of Housing and Urban Development has adopted environmental criteria and standards for determining project acceptability and necessary mitigation measures to ensure projects assisted by that Department provide a suitable living environment. The standards include maximum levels of 65 dB for residential areas.
- California Vehicle Code – The California Vehicle Code establishes noise standards for areas not regulated by the Federal government. State standards regulate the following: noise levels of motor vehicles and motorboats; noise impact boundaries around airports; freeway noise affecting classrooms; occupational noise control; and, noise insulation standards. The Code also establishes operational noise limits according to the type of vehicle and date of manufacture.
- California Administrative Code – The California Administrative Code, Title 24, Building Standards, Chapter 2.35, for sound transmission control standards, outlines noise insulation performance standards as a means to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The standards require an interior noise level of 45 dB CNEL or less for residential projects and require an acoustical analysis to demonstrate compliance with the standards for residential buildings or structures within the 60 dB CNEL contour of an airport, or vehicular or industrial noise source.
- Workplace Exposure – The California Occupational Noise Control Standards contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, outline permissible noise exposure at a workplace. Employees should not be exposed to noise levels of 90 dBA for more than eight hours in any workday.

State of California

The State of California has established guidelines for acceptable community noise levels that are based upon the CNEL rating scale to ensure that noise exposure is considered in any development. CNEL-based standards apply to noise sources whose noise generation is preempted from local control (such as from on-road vehicles, trains, airplanes, etc.) and are used to make land use decisions as to the suitability of a given site for its intended use. These CNEL-based standards are typically articulated in the Noise Element of the City General Plan.

City of Huntington Park

The City of Huntington Park Noise General Plan Noise Element

The City of Huntington Park Noise Element calls out CNEL-based standards based on the state standards, which are typical of most jurisdictions and were used as a guideline. The guidelines indicate that an exterior noise level of 70 dB CNEL is considered to be a "clearly compatible" noise level for siting commercial retail uses involving normal conventional construction, without any special noise insulation requirements. Exterior noise levels up to 80 dB CNEL are considered "normally compatible", and construction should only occur after a noise analysis is made and needed noise attenuation features are included in the project design. These standards apply to any outdoor recreational areas such as an eating area. Both fast food restaurants that are part of the Project have small outdoor patios.

Huntington Park is pre-empted from regulating on-road traffic noise. However, when traffic noise exceeds the planning standard for an affected land use, CNEL-based standards are the accepted significance threshold for any CEQA environmental analysis.

City of Huntington Park Noise Standards

The City of Huntington Park Municipal Code [HPMC] 9-3.504 (Article 5) makes it unlawful for any person to make or cause any loud, unnecessary, and unusual noise that disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

HPMC 9-3.506 exempts certain activities from the provisions of the noise ordinance (Article 5) including the following:

1. Noise sources associated with construction, repair, remodeling or grading of any real property, provided the activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturdays, or at any time on Sundays or Federal holidays.
2. Noise sources associated with the maintenance of real property, provided the activities do not take place between 8:00 p.m. and 7:00 a.m. on weekdays, including Saturdays, or earlier than 9:00 a.m. on Sundays and Federal holidays.

HPMC 9-3.507 specifies requirements for certain activities within the City:

1. Radios, Television Sets and Similar Devices. Any noise level from the use or operation of any radio receiving set, musical instrument, phonograph, television set or other machine or device for the producing or reproducing of sound between 10:00 p.m. and 8:00 a.m., which exceeds the noise limit of sixty-five (65) dBA established by the General Plan at the property line shall be a violation of this chapter.
2. Loading and Unloading. No person shall cause the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of 8:00 p.m. and 7:00 a.m. in a manner which would cause a noise disturbance to a residential area.
3. Vehicle Repairs and Testing. No person shall cause or permit the repairing, rebuilding, modifying or testing of any motor vehicle, motorcycle or motorboat in a manner as to cause a noise disturbance between the hours of 8:00 p.m. and 7:00 a.m. within or adjacent to any residential area.

4. Parking and Landscape Areas. Parking and landscape area activities (i.e., mechanical sweeping, mechanical grass cutting and mechanical blowing) shall not impact residential uses. No parking area or landscape maintenance shall occur between the hours of 8:00 p.m. and 7:00 a.m. which would cause a noise disturbance to a residential area.

13.2 Thresholds of Significance

Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies		**X**		
b) Generation of excessive groundborne vibration or groundborne noise levels		**X**		
c) For a project located within the vicinity of a private airstrip or 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**

13.3 Discussion of CEQA Checklist Answers

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

The referenced noise impact analysis prepared for the project includes an analysis of federal, state, and local noise regulations, measurements of baseline ambient noise levels around the site, noise modeling of project-generated noise sources, and analysis of the noise model results. Project noise sources included in the model and analysis include construction equipment, project-

generated trips, carwash drying equipment (the loudest operational source), the vacuum sources and vacuum hoses from each of the vacuum stations, and heating ventilation air conditioning equipment, estimated to be two 5-ton Carrier units on rooftop locations. The noise model assumes the construction of a 6-foot height concrete wall at the south property line.

Construction Impacts

Modeled unmitigated construction noise levels when combined with existing measured noise levels reached up to 67.7 dBA Leq at the nearest residential property line to the northwest, 80.1 dBA Leq at the nearest church/school property line to the northwest, 75.9 dBA Leq at the nearest commercial property line to the north, 69.1 dBA Leq at the nearest residential property line to the northeast, 75.6 dBA Leq at the nearest commercial property line to the east, 84.7 dBA Leq at the nearest residential property line to the south, and 80.9 dBA Leq at the nearest commercial property line to the west of the project site.

Construction noise sources are regulated within Section 9-3.506 of the City's Municipal Code which prohibits construction activities between the hours of 7:00 PM and 7:00 AM on weekdays, including Saturdays, or at any time on Sundays or Federal holidays.

The City of Huntington Park has not adopted a numerical threshold that identifies what a substantial increase would be. For purposes of this analysis, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2006) criteria will be used to establish significance thresholds. For residential uses, the daytime noise threshold is 80 dBA Leq averaged over an 8-hour period (Leq (8-hr); and the nighttime noise threshold is 70 dBA Leq (8-hr). For commercial uses, the daytime and nighttime noise threshold is 85 dBA Leq (8-hr). In compliance with the City's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Therefore, unmitigated project construction would be anticipated to exceed the FTA thresholds at the residential uses located to the south of the project site and mitigation is required. With incorporation of mufflers and/or enclosures or acoustical tents (as appropriate) that provide at least 10 dB of noise reduction, modeled mitigated construction noise levels when combined with existing measured noise levels would not be anticipated to exceed the FTA residential thresholds. Further, with compliance with the City's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Therefore, with adherence to applicable Municipal Ordinances and incorporation of mitigation measures identified in Section 7 of this report, construction noise impacts would be less than significant.

Noise Impacts to Off-Site Receptors Due to Project Generated Trips

The largest peak hour traffic volume associated with the proposed project would occur during the late afternoon/early evening and would generate approximately 134 vehicle trips. Assuming that the vehicle mix associated with the proposed project is 97 percent automobiles, 2 percent medium trucks and 1 percent heavy trucks, and a speed of 35 miles per hour, noise levels associated with peak hour project generated vehicle traffic would reach up to 47 dBA Leq at a distance of 50 feet. The quietest measured hour in the project vicinity was 58.1 dBA Leq and occurred between 2:00 and 3:00 AM. The increase in ambient noise levels associated with project peak hour operation would not be readily noticeable over existing ambient noise levels. This impact would be less than significant. No mitigation is required.

Noise Impacts to Off-Site Receptors Due to On-Site Operational Noise

The SoundPLAN noise model was utilized to estimate project peak hour operational noise at noise measurement locations and at adjacent properties in order to determine if it is likely to exceed the City's noise thresholds at sensitive receptors. In summary, daytime (7:00 AM to 10:00 PM) operation of the proposed project would not violate City noise standards or result in substantial increases in measured ambient noise levels. Nighttime (10:00 PM and 7:00 AM) operation of the project would likely violate City noise standards at residential land uses located south of the project site and result in substantial increases in ambient noise levels. Implementation of a mitigation measure limiting project operational hours to 7:00 AM and 10:00 PM will reduce potential impacts to a level below significant.

Mitigation Measures

MM-N-1. During all project construction phases on-site, construction contractors shall equip all construction equipment, fixed or mobile, with either properly operating and maintained mufflers or enclosures/acoustical tents (as appropriate) that achieve at least 10 dB reduction from noise level specifications presented in Table 5 of the Noise Impact Analysis report for the project.

MM-N-2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

MM-N-3. Equipment shall be shut off and not left to idle when not in use.

MM-N-4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

MM-N-5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

MM-N-6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

MM-N-7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

MM-N-8. Care should be used when using vibratory rollers and/or any other equivalent vibratory equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located.

MM-N-9. Operation of the proposed car wash shall be limited to the hours between 7:00 AM and 10:00 PM.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

The referenced noise impact analysis prepared for the project includes an analysis of federal, state, and local noise regulations, measurements of baseline ambient noise levels around the

site, noise modeling of project-generated noise sources, and analysis of the noise model results. Project noise sources included in the model and analysis include construction equipment, project-generated trips, carwash drying equipment (the loudest operational source), the vacuum sources and vacuum hoses from each of the vacuum stations, and heating ventilation air conditioning equipment, estimated to be two 5-ton Carrier units on rooftop locations. The noise model assumes the construction of a 6-foot height concrete wall at the south property line.

Groundborne Vibration Impacts

Use of either a vibratory roller or a bulldozer would clearly be highly annoying to nearby sensitive receptors. Annoyance is expected to be short-term, occurring only during site grading and preparation. Use of vibratory roller equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located could result in architectural damage. Mitigation measures to reduce potential impacts to nearby structures have been provided. Therefore, with incorporation of mitigation, impacts associated with construction activities would be less than significant.

Mitigation Measures

MM-N-1. During all project construction phases on-site, construction contractors shall equip all construction equipment, fixed or mobile, with either properly operating and maintained mufflers or enclosures/acoustical tents (as appropriate) that achieve at least 10 dB reduction from noise level specifications presented in Table 5 of this report.

MM-N-2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

MM-N-3. Equipment shall be shut off and not left to idle when not in use.

MM-N-4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

MM-N-5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

MM-N-6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

MM-N-7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

MM-N-8. Care should be used when using vibratory rollers and/or any other equivalent vibratory equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located.

MM-N-9. Operation of the proposed car wash shall be limited to the hours between 7:00 AM and 10:00 PM.

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

NO IMPACT.

The Project site is not located within two miles of a public use airport. Compton/Woodley Airport is approximately 6.8 miles to the southwest of the Project site. The Long Beach Airport is approximately 10.7 miles to the southeast. Los Angeles International Airport is located approximately fifteen miles west of the Project area. The Project site is not located within the Runway Protection Zones (RPZ) of any aforementioned airports. Therefore, the Project will not be exposed to excessive Noise levels generated by aircraft approaching or taking off from any nearby airports. Therefore, no impact is associated with Project development or operation.

SECTION 14 – POPULATION AND HOUSING

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

14.1 Setting

The Project site is fully developed with a deteriorated office building and associated infrastructure. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.

Demographic Setting

The City of Huntington Park occupies 3.03 square miles and in 2018 had a population of 59,473. The City web page indicates its current population as 61,348.

Regulatory Setting

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The stated goals of the RTP/SCS are the following:

- Align Plan investments and policies with improving regional economic development and competitiveness;
- Maximize mobility and accessibility for all people and goods in the region;
- Ensure travel safety and reliability for all people and goods in the region;
- Preserve and ensure a sustainable regional transportation system;
- Maximize productivity of the transportation system;
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (such as walking and bicycling);
- Actively encourage and create incentives for energy efficiency, where possible; and,
- Encourage land use and growth patterns that facilitate transit and active transportation.

RTP/SCS land use strategies for achieving its goals include the following:

- Reflect the Changing Population and Demands – Shifting to development of more small-lot, single-family and multi-family housing in line with current housing demand;
- Focus New Growth around Transit – Focusing housing and employment growth in High Quality Transit Areas in support of Transit Oriented Development and active transportation infrastructure;
- Plan for Growth around Livable Corridors – Revitalizing commercial strips through integrated transportation and land use planning, resulting in increased economic activity and improved mobility options;

- Provide More Options for Short Trips – Pursue land use strategies, Complete Streets integration, and a set of State and local policies to encourage the use of alternative modes of transportation for short trips; and,
- Support Local Sustainability Planning – Support local planning practices that help lead to a reduction of greenhouse gas emissions, including Sustainable Planning & Design, Sustainable Zoning Codes, and Climate Action Plans.

City of Huntington Park General Plan Land Use Element

The City of Huntington Park General Plan Land Use Element indicates location and extent of permitted development. The primary purpose of the Land Use Element is to ensure each location for each proposed land use and development permitted within each land use category is compatible with the surrounding environment.

City of Huntington Park General Plan Housing Element

The City of Huntington Park General Plan Housing Element has programs and policies that enable the City to accommodate is regional fair-share of new housing for all levels of household income. Also, the Housing Element includes programs designed to maintain and conserve existing housing in the City. The City of Huntington Park General Plan Housing Element is pending State certification.

14.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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**

14.3 Discussion of CEQA Checklist Answers

a) Would the project 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 involves the construction of a new car wash, no homes are proposed, and no extension of infrastructure is required. Project operation will provide employment opportunities for three employees, expected to be filled by residents of Huntington Park and nearby cities. Because the car wash is a local-serving business, it will not generate population growth. No impact will result.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

NO IMPACT.

The Project site is fully developed with a deteriorated office building and associated infrastructure. No housing will be displaced by the project. Therefore, no Impact will result.

SECTION 15 – PUBLIC SERVICES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

15.1 Setting

The City of Huntington Park is located within the Greater Los Angeles Region.

Exhibit 13 below depicts schools, fire stations, the police station, libraries, and the City of Huntington Park Civic Center.

Fire Protection

The City of Huntington Park contracts with the Los Angeles County Fire Department (LACFD) for fire protection and emergency services. LACFD has a service area of more than 22,000 square mile. The 235 fire stations throughout Los Angeles County respond to approximately 200,000 calls per year. Fire stations are located in the City of Huntington Park and surrounding area to meet demand for fire protection in the area. The Los Angeles County Fire Department operates the following two fire stations in Huntington Park: Fire Station 164 at 6301 South Santa Fe Avenue services as the area battalion headquarters (Huntington Park is serviced by Los Angeles County Fire Department-Battalion 13); and, Fire Station 165, at 3255 Saturn Avenue. Response time County-wide is under five minutes.

Law Enforcement

The Huntington Park Police Department Law enforcement protection for the City of Huntington Park. The Department consists of 72 sworn personnel and 45 civilian employees, which equates to a per capita ratio of 0.82 officers for each 1,000 residents. In addition, the Department has 25 part-time employees. Average police response times were four minutes/23 seconds for emergency calls, 11 minutes/23 seconds for high priority calls, and 17 minutes/19 seconds for non-emergency calls. The City also operates a 22-ed Type I Jail that houses un-sentenced prisoners prior to their transfer to County facilities. Although there has been a decrease in number of reported crimes in the City, certain types of crimes - - gang activity and juvenile crime - - remain of concern.

Schools and Libraries

The Los Angeles Unified School District serves the City of Huntington Park by operating 24 schools (ten elementary schools; five middle schools; seven high schools; two preschools/early education centers) in the City. Huntington Park also is in the service area of East Los Angeles Community College.

The Huntington Park Library, a part of the County of Los Angeles Public Library system, is located at 6158 Miles Avenue. This library was established in 1913 and has been in its current location since 1970. The 33,482-square foot facility has a meeting room with a maximum capacity of 84 persons, a children's area, teen space, 24-hour book drop, household battery

recycling site, American Indian resource center, in-person and telephone research assistance, photocopier, live homework assistance, homework center, family place, story time kits, and Learning Express Library for teens.

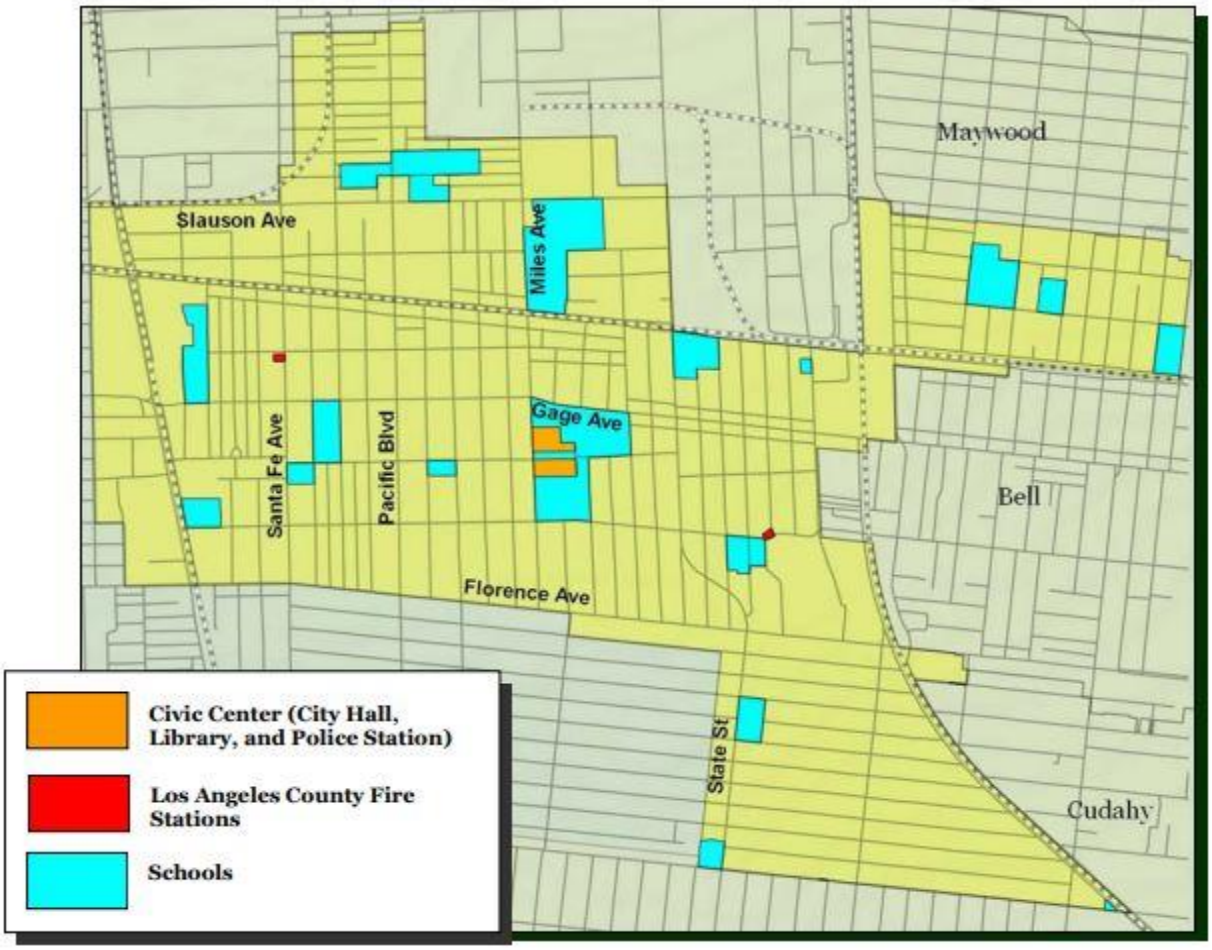


EXHIBIT 13
MAJOR PUBLIC FACILITIES IN THE CITY OF HUNTINGTON PARK
Source: Huntington Park General Plan

15.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire Protection?				**X**
ii) Police Protection?				**X**
iii) Schools?				**X**
iv) Parks?				**X**
v) Other public facilities?				**X**

15.3 Discussion of CEQA Checklist Answers

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 following public services:
Fire Protection – NO IMPACT
Police Protection – NO IMPACT
Schools – NO IMPACT
Parks – NO IMPACT
Other public facilities – NO IMPACT

Fire Protection – Project development and operation would not result in a need for new or expanded facilities. Fire protection and emergency service is provided to the existing developed site and to the surrounding urbanized vicinity and will continue to be provided after Project development. Project operation will not result in substantial adverse physical impacts to service ratios or response times and will not require or result in construction of new or physical fire protection/emergency service facilities. No impact would result.

Police Protection – Project development and operation would not demand additional police protection services that the Project site and Project vicinity do not already have. In addition, Project development and operation would not require or result in construction of new or physical police facilities. No impact would result.

Schools – Project operation will not generate any students in that the Project involves only improved commercial use of the Project site. Therefore, Project development and operation would not indirectly cause or contribute to a need to construct new or physically altered public school facilities. No impact would result.

Parks – Project operation will not result in any additional use of parks or recreation facilities. Project development and Project operation will not generate any increase in population. Thereby, Project development and operation will not result in a substantial physical deterioration of a recreation facility. No impact would result.

Other Public Facilities – The Project involves construction of a new car wash, with associated parking and landscaping. Project development and operation will not result in a demand for other public facilities such as libraries, community recreation centers, post offices, or animal shelters. Therefore, Project development and operation would not adversely affect other public facilities or require the construction of new or modified public facilities. No impact would result.

SECTION 16 – RECREATION

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

16.1 Setting

The City of Huntington Park is largely built out with residential, commercial and industrial uses supported by a system of roadways. According to the City of Huntington Park General Plan Land Use Element, there are more than 31 acres of parks and recreation facilities within the City. No parks are located adjacent to the 5.5-acre Project site.

Regulatory Setting

State of California

Quimby Act Requirements

The Quimby Act (Government Code Section 3.2.5) follows the National Recreation and Parks Association recommendation of five acres for every 1,000 residents. However, the Quimby Ordinance enables California cities with standards of three acres per 1,000 residents to assess new developments an impact fee for park development. The City population of 61,348 would generate a need for 306.74 acres of park land. Therefore, the City is more than 270 acres short of the Quimby Act stipulated park land.

City of Huntington Park General Plan

The City of Huntington Park General Plan Land Use Element describes the location and extent of parks and open space. The City of Huntington Park General Plan Resource Management Element includes an inventory of open space resources and indicates how those resources are to be used.

16.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				**X**
b) 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?				**X**

16.3 Discussion of CEQA Checklist Answers

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 involves construction of a new car wash with associated infrastructure and landscaping. Therefore, Project operation will not generate an increase of population. Project development and Project operation thereby will not result in any physical deterioration of a recreation facility. No impact will result.

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.

Project development will be exclusively commercial in nature and will not include recreational facilities or require construction or expansion of recreational facilities. Thereby, no impact will result.

SECTION 17 – TRANSPORTATION

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); Ganddini Group Inc., "3100 Florence Avenue Car Wash Project Traffic Impact Analysis," (September 8, 2021); and, the Project plans.

17.1 Setting

The project site is located at 3100 Florence Avenue in the City of Huntington Park. The project site is located on the south side of Florence Avenue at the southern end of Mission Place between Mountain View Avenue and State Street. The project site is currently occupied with an 11,000 square foot medical office building, and it currently has a signalized full access driveway via the south leg of the intersection of Mission Place at Florence Avenue.

Florence Avenue in the City of Huntington Park is classified as a "Major Arterial," which has as its primary function to provide regional, sub-regional, and intra-City travel service. It is comprised of four lanes (two lanes in each direction) and extends through the southerly part of Huntington Park. Florence Avenue also has a two-way left-turn lane that serves as a median, with left-turn pockets at major intersections. On-street parking is permitted on both sides of the street. Mission Place, which intersects Florence Avenue north of the Project site, is a Local Street.

The proposed project will retain the existing signalized driveway at the south leg of Mission Place, and the project will provide a new stop-controlled right-turn-exit-only driveway on Florence Avenue east of Mission Place. The proposed project is anticipated to be constructed and fully operational by year 2023.

City of Huntington Park Mobility and Circulation Element

Project consistency analyses with City of Huntington Park Mobility and Circulation Element policies are contained in the General Plan Consistency section of this Initial Study.

Roadway Performance Standards

Performance criteria have been established to evaluate the ability of the circulation system to serve existing and projected traffic demands. Performance criteria serve as a means by which traffic volumes are compared to circulation infrastructure (roadway segments and intersections) and the adequacy of that infrastructure to accommodate existing or projected traffic volumes. The policy component of performance criteria is "Level of Service" (LOS); the technical component provides a more quantified measure. LOS is used to describe the operating condition of a roadway segment or intersection and contains a sliding scale (A through F), in which LOS A represents the optimal traffic condition and LOS F equates to significant congestion and an unacceptable condition. The City of Huntington Park has established LOS "D" as a target LOS standard and LOS "E" as a threshold standard. Not all intersections within Huntington Park achieve LOS D.

A more quantitative measure used to define an intersection's LOS employs a ratio of the intersection's design capacity (as measured in traffic volumes) and existing and/or projected traffic volumes. The quantitative measure is referred to as Volume-to-Capacity ratio (a

roadway's traffic volumes to its design capacity. The technique used to assess operation of an intersection is termed "Intersection Capacity Utilization"; or, ICU. An ICU value usually is expressed as a percentage that represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. An intersection with an ICU/LOS greater than 0.91/E is considered to be operating at an unacceptable level of service. The following **Table 17-1** indicates Level of Service Definitions and comparative ICUs.

Table 17-1
Level of Service Definitions

LOS	ICU Range	Description
A	Less than 0.60	Free flowing traffic conditions; no congestion
B	0.60 to less than 0.70	Generally free from congestion. All vehicles may clear signal in a single cycle
C	0.70 to less than 0.80	Light congestion with occasional back-ups at critical approaches
D	0.80 to less than 0.90	Congestion at critical approaches
E	0.90 to less than 1.00	Moderate to severe congestion during peak period
F	1.00 or greater	Severe congestion

Beginning July 1, 2020, the Updated CEQA Guidelines states that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts." VMT is defined as "the amount and distance of automobile travel attributable to a project." "Automobile" refers to on-road passenger vehicles (specifically cars and light trucks). The California State Office of Planning and Research has clarified in its Technical Advisory and recent informational presentations that heavy-duty truck VMT is <u>not</u> required to be included in estimation of a Project VMT. Other relevant considerations may include effects of a project on transit and non-motorized modes of travel. Therefore, Section 15064.3 indicates that transportation impacts are now required to be based on VMT, and Level of Service (LOS) is no longer an impact metric under CEQA.

However, the new Section 15064.3(b) (Criteria for Analyzing Transportation Impacts) states that "if existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis may be appropriate." Level of Service is commonly used as a qualitative description of intersection operations and is based on the design capacity of the intersection, compared to the volume of traffic using the intersection. The following **Table 17-2** presents Levels of Service from the *Highway Capacity Manual, 6th Edition*.

Table 17-2
Levels of Service for Intersections

Level of Service	Unsignalized Intersections Control Delay (seconds/vehicle)	Signalized Intersections Control Delay (seconds/vehicle)
A	<10	<10
B	>10 to <15	>10 to <20
C	>15 to <25	>20 to <35
D	>25 to <35	>35 to <55
E	>35 to <50	>55 to <80
F	>50	>80

Existing Traffic Conditions

The three study intersections, 1) Mountain View Ave. at Florence Ave., 2) Mission Pl. at Florence Ave., and 3) State St. at Florence Ave., as reported on p. 11 of the traffic study, are operating at Levels of Service ranging from A to C.

17.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	X
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			X	
d) Result in inadequate emergency access?				X

17.3 Discussion of CEQA Checklist Answers

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

NO IMPACT.

Several bus routes serve the Project area with a stop adjacent to the project site and a stop across the street at the northeast corner of Florence Ave. and Mission Pl.

There are sidewalks along Florence Ave. and Mission Pl. in the Project vicinity. The Mission Pl./Florence Avenue intersection has pedestrian phasing and crosswalks along the north, east, and west legs of the intersection.

Florence Avenue is a Class III (unmarked on-street) bike route.

A Traffic Impact Analysis has been prepared that relates to Project operation. It concluded that the project would maintain acceptable levels of service and not result in any operational deficiencies.

Although maintenance crews occasionally will travel to the Project sites, those trips will be infrequent and result in an insignificant amount of traffic.

The project involves no significant change to the existing roadways, bicycle facilities, or pedestrian facilities, except for minor access improvements to serve the project. The existing bus stop will be maintained. Any temporary blockages of these facilities for construction will be reviewed through Public Works encroachment permits. Therefore, Project development and operation will not conflict with City of Huntington Park General Plan or other plan policies pertaining to transit, roadway, bicycle and pedestrian facilities. In addition, Project development and operation will not conflict with any City of Huntington Park ordinance pertaining to the City circulation system. No impact will result.

b) Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

LESS THAN SIGNIFICANT IMPACT.

Vehicle Miles Traveled Analysis

Recommended Threshold for Retail Projects

Estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the Project) is the best way to analyze the transportation impacts of a retail project because new retail development typically redistributes shopping trips rather than creates new trips.

The recommended VMT impact threshold for the Project, per the California State Office of Planning and Research, is "… a net increase in total VMT may indicate a significant transportation impact…."

Screening Criteria

The Office of Planning and Research Technical Advisory suggest agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing. Equivalent guidance is also provided by the Los Angeles County Public Works Transportation Impact Analysis Guidelines.

- Screening Threshold for Small Projects (110 or fewer daily trips) – *The Project generates more than 110 daily trips.*
- Map Based Screening for Residential and Office Projects – *The City of Huntington Park does not have VMT maps that can be used to identify areas with low VMT for projects and the Project does not propose residential or office use.*
- Presumption of Less Than Significant Impact for Affordable Residential Development – *The Project does not propose residential development.*
- Presumption of Less Than Significant Impact for Local Serving Retail – Generally, local-serving retail less than 50,000 square feet in area can be assumed to cause a less than significant transportation impact. *Therefore, the proposed car wash which is a local-serving retail facility with less than 5,000 square feet of gross floor area would be screened out from further VMT analysis.*
- Presumption of Less Than Significant Impact Near Transit Stations – CEQA Guideline Section 15064.3(b)(1) states that lead agencies generally should presume that certain projects (including residential, retail, and office projects as well as projects that are a mix of such uses) proposed within one-half mile of an existing major transit stop (i.e., a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods) or an existing stop along a high quality transit corridor (i.e., a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours) will have a less than significant impact on VMT. This presumption would apply if the Project:
    - Has a Floor Area Ratio of less than 0.75;
    - Includes more parking for use by residents, customers, or employees of the Project than required by the jurisdiction;
    - Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency with input from the Metropolitan Planning Organization); or,
    - Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

  Metro has bus routes that operate along Florence Avenue; analysis of service intervals was not performed.

The VMT screening criteria stated above for local serving retail apply to the Project. Therefore, a detailed VMT analysis is not required. A qualitative discussion of the Project location and site analysis to support the conclusion of less than significant VMT impact thereby is provided, as follows.

Location and Site Analysis

The City of Huntington Park is bordered by the cities of Vernon and Maywood to the north, the City of South Gate and unincorporated Los Angeles County to the south, the cities of Cudahy, Bell and Maywood to the east, and the City of Los Angeles and unincorporated Los Angeles County to the west. Huntington Park is predominantly residential, with low-density, medium-density and high-density residential areas spread throughout the City. Most of the City's residential areas are located within two miles of the Project site, north of Florence Avenue, east of Maywood Avenue, and between State Street and west of the Alameda Rail Corridor. Commercial development in Huntington Park is located along major roadways

including Slauson Avenue, Pacific Boulevard, Gage Avenue, Santa Fe Avenue, and Florence Avenue. Smaller commercial development is located along frontages of some residential streets. The Project site is located within a General Commercial zone along Florence Avenue and the Project is consistent with uses allowed per the City Zoning Code.

A retail development such as that the Project proposes primarily would depend on customers who reside adjacent or near (within 5-15-minute drive or within 2-3-mile radius). In addition, the retail development also serves needs of customers who work near the Project but do not reside nearby. As indicated previously, the location of the Project would attract residents from the City and customers from nearby uses such as schools, warehouses/industrial development, and other commercial uses.

The anticipated establishment of a car wash would bring a local-serving retail service to the area. Within 2 miles of the Project site, there are approximately six existing car washes. Therefore, the demand for the anticipated car wash is anticipated to originate from existing residents and customers of the City who generally are residing or working within a two-mile radius of the Project site.

It can be inferred that the trips that are currently destined to the existing car wash businesses near the Project site would be re-routed to the Project site's anticipated car wash because new retail service development typically redistributes trips rather than creating new trips.

Therefore, according to the Traffic Impact Analysis prepared for the Project, "Therefore, it may be presumed that the … project has a less than significant impact to vehicle miles traveled (VMT) based on the Transportation Impact Analysis Guidelines established by the County of Los Angeles Department of Public Works." No Mitigation Measures are necessary because Project impacts to VMT would be less than significant.

c) Would the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

LESS THAN SIGNIFICANT IMPACT.

Project development includes the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site

- Widen existing driveway at Mission Place intersection
- Install new right-turn-exit-only driveway near east end of site
- Remove street tree and relocate existing tree well to accommodate new driveway
- Install new fire hydrant

Project Access Analysis

The proposed project will retain the existing signalized driveway at the south leg of Mission Place, and the project will provide a new stop-controlled right-turn-exit-only driveway on Florence Avenue east of Mission Place. A previous version of the plan raised safety concerns, notably the potential for conflicts between the left turn movements in and out of the neighboring shopping center driveway and left turn movements in and out of the proposed easterly driveway. The most recent plans propose a right-turn-exit-only driveway with signage and right-turn-only access control "pork chop" which resolves those traffic concerns.

Project Queuing Analysis

The traffic study included a queuing analysis of the proposed car wash based on a survey of three similar car wash businesses in Southern California. The analysis estimated the typical peak queuing length to be approximately 18 vehicles during peak periods based on the highest 85th percentile queue length. The site plan includes a queuing storage capacity of 12 vehicles (without interfering with vacuum stations). On the Tuesday studied, the 85th percentile queue length exceeded 12 vehicles only once, prior to closing. On the Saturday studied, the 85th percentile queue length exceeded 12 vehicles for most of the period between 1:30pm and 4:45pm. The average queue between the three studied car wash businesses never exceeded 12 vehicles. Because the proposed site plan includes an overflow capacity of approximately 7 vehicles before extending into the street, the traffic study concludes that "the overall drive-through storage capacity for the project site is forecast to be adequate to accommodate the peak queue." Therefore, the vehicle queuing design will not substantially increase hazards to the public.

d) Would the project result in inadequate emergency access?

NO IMPACT.

Emergency access to the project site currently is available from Florence Avenue. The project will be required to meet the requirements of the Los Angeles County Fire Department prior to the issuance of development permits. Therefore, no negative impact to emergency access would result from Project development or Project operation.

SECTION 18 – TRIBAL CULTURAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); Tribal Consultation with Gabrieleno Band of Mission Indians-Kizh Nation (March 29, 2022); and, the Project plans.

18.1 Setting

Prehistoric Chronology

The following **Table 18-1** illustrates cultural patterns and phases for the Project area.

Table 18-1
Cultural Patterns and Phases

Phase	Dates BP	Material Culture	Other Traits
Topanga 1	8,500 to 5,000	Abundant manos and metates; many core tools and scrapers; few but large points, charmstones, cogged stones, early discoidals; faunal remains rare	Shellfish and hunting important; secondary burials under metate cairns (some with long bones only); some extended inhumations; no cremations
Topanga 2	5,000 to 3,500	Abundant but decreasing manos and metates; adoption of mortars and pestles; smaller points, cogged stones, late discoidals; fewer scraper planes and core tools; some stone balls and charmstones	Shellfish important; addition of acorns; reburial of long bones only; addition of flexed inhumations (some beneath metate cairns); cremations rare
Topanga 3	3,500 to 1,300	Abundant but decreasing manos and metates; increasing use of mortars and pestles; wider variety of small projectile points; stone-lined ovens	Hunting and gathering important; flexed inhumations (some under rock cairns); cremations rare; possible subsistence focus on yucca/agave
Angeles IV	1,300 to 800	Cottonwood arrow points for arrow appear; *Olivella* cupped beads and *Mytilus* shell disks appear; some imported pottery appears; possible appearance of ceramic pipes	Changes in settlement pattern to fewer but larger permanent villages; flexed primary inhumations; cremations uncommon
Angeles V	800 to 450	Artifact abundance and size increases; steatite trade from	Development of mainland dialect of Gabrielino; settlement in open

		islands increases; larger and more elaborate effigies	grasslands; exploitation of marine resources declined and use of small seeds increased; flexed primary inhumations; cremations uncommon
Angeles VI	450 to a50	Addition of locally made pottery, metal needle-drilled *Olivella* beads; addition of Euroamerican material culture (glass beads and metal tools	Use of domesticated animals; flexed primary inhumations continue; some cremations

The Angeles VI phase reflects the ethnographic mainland Gabrielino of the post-contact period (i.e., after A.D. 1542). One of the first changes in Gabrielino culture after contact was population loss due to disease, coupled with resulting social and political disruption. Angeles VI material culture is essentially Angeles V augmented by a number of Euroamerican tools and materials, including glass beads and metal tools such as knives and needles (used in bead manufacture). The frequency of Euroamerican material culture increased through time until it constituted the vast majority of materials used. Locally produced brown ware pottery appears along with metal needle-drilled *Olivella* disk beads.

The ethnographic mainland Gabrielino subsistence system was primarily based on terrestrial hunting and gathering, although nearshore fish and shell fish played important roles. Sea mammals, especially whales (likely from beached carcasses), were prized. Additionally, a number of European plant and animal domesticates were obtained and exploited. Ethnographically, the mainland Gabrielino practices interment and some cremation.

The greater Los Angeles Basin previously was inhabited by the Gabrielino people, who have lived in this region for approximately 7,000 years. The Gabrielinos were semi-sedentary hunters and gatherers who spoke a language that is part of the Takic language family. Their territory encompassed an area stretching from Topanga Canyon in the northwest to the base of Mount Wilson in the north, to San Bernardino in the east, Aliso Creek in the southeast, and the Southern Channel Islands - - an area of more than 2,500 square miles. At European contact, the tribe consisted of more than 5,000 people living in various settlements throughout the area. The villages typically were located near major rivers (e.g. Los Angeles River, Rio Hondo River, and San Gabriel River). Some villages housed up to 150 people. In addition to permanent villages, the Gabrielino occupied temporary seasonal campsites used for a variety of activities such as hunting, fishing, and gathering plant resources.

The Gabrielino are considered to have been one of the wealthiest tribes and to have greatly influenced tribes with whom they traded. Houses were domed; circular structures were thatched with tule or similar materials. The best-known artifacts were made of steatite and were highly prized. Many common everyday items were decorated with inlaid shell or carvings that reflected an elaborately developed artisanship.

The primary food zones utilized were marine, woodland, and grassland. Plant foods were the greatest part of the traditional diet at contact. Acorns were the most important single food source. Villages were located near water sources necessary for leaching of acorns. Grass seeds were the next most abundant plant food used along with chia. Greens and fruits were eaten raw or cooked or sometimes dried for storage. Mushrooms and tree fungus were

delicacies. Various teas were made from flowers, fruits, stems and roots for medicinal cures as well as for beverages.

The principal game animals were deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, antelope, quail, dove, ducks, and other birds. Most predators were avoided as food, as were tree squirrels and most reptiles. Trout and other fish were caught in streams; salmon were available they ran in larger creeks. Marine foods were extensively utilized. Sea mammals, fish and crustaceans were hunted and gathered from the shoreline and from the open ocean using reed and dugout canoes. Shellfish were the most common resource, including abalone, turbans, mussels, clams, scallops, bubble shells, and others.

Prior to Spanish and Russian entries into California in the 1700s, California Indian Tribes did not have pan-tribal names for themselves. When the Spanish invaded local Indian territory in 1771, they established their occupational headquarters at what is now called Whittier Narrows, 15 miles of what is not downtown Los Angeles. The first mission (San Gabriel Mission) was constructed there with Indian slave labor because it was well-watered by the San Gabriel River and because the area contained several prominent Tribal villages. The Indian peoples there collectively called themselves "Kizh," after the dome-shaped dwellings in which they lived. The Spanish called the Kizh peoples "Kicherenos."

A new Mission complex was built in 1774, five miles north of the original complex, after the original mission compound was washed away. Once the new Mission was established, the Spanish eventually dropped the use of the term "Kichereno" and replaced it with "Gabrieleno" when referencing the Indian peoples of the area.

Scholars first recognized the Tribal name of Kizh in the 19th century, when approaching how to classify the Tribal language. Therefore, the academic community recognized "Kizh" as referring to the Tribal name and the Tribal language. However, by the mid-20th century scholars had replaced "Kizh" with "Gabrielino" as a standard term for the Tribal group. In 1994, the Gabrielinos were recognized by the State of California as the aboriginal tribe of the Los Angeles Basin "…after…the [incorrect] 'Tongva' name was unable to be confirmed and validated."

18.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to		**X**		

a California Native American tribe, and that is; 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

18.3 Discussion of CEQA Checklist Answers

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is;

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATION.

There will be pavement removal, grading to prepare the site for the proposed development, as well as trenching, tree removal, and other ground-disturbing activities. The Consulting Tribe noted that the site is within a corridor with an increased potential for scattered burials. Although the site has been filled with imported soil to develop the existing office building and parking lot, the Consulting Tribe noted the potential for certain types of imported fill to contain human remains, which would be assessed in the early stages of monitoring. Furthermore, ground-disturbing activities can potentially extend to the original soil of the site where remains can be discovered. Therefore, there is a potential for finding of human remains, and the

following Mitigation Measure would ensure that any such discovery and related impact would be reduced to a less than significant level.

MM-TCR-1 – Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe"). The applicant shall provide proof that they have retained an approved Native American Monitor prior to the issuance of permits for ground-disturbing activities. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor 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 all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American 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 PRC 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, it shall be offered to a local school or historical society in the area for educational purposes.

SECTION 19 – UTILITIES AND SERVICE SYSTEMS

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

19.1 Setting

Wastewater Treatment

The City of Huntington Park Public Works Department maintains the City sewer system. Sewage generated by the City is conveyed to regional sewage treatment facilities maintained and operated by the Los Angeles County Sanitation District. Wastewater collected by the District is conveyed to the Joint Water Pollution Control Plant in the City of Carson, which provides primary and secondary treatment for approximately 280 million gallons daily and has a total permitted capacity of 400 million gallons daily.

Water Supply

Four water companies serve the City of Huntington Park. These companies, listed below, obtain their water supply from two sources - - groundwater from local wells and water supplied by the Metropolitan Water District.

- Maywood Mutual Water Company – The Maywood Mutual Water Company serves the northeastern portion of Huntington Park. Its service boundaries extend east to west from Maywood Avenue to the Huntington Park/Maywood border, and north to south from Slauson Avenue to Randolph Avenue. Approximately 70 percent of this Water Company's customers reside in Huntington Park.
- Walnut Park Mutual Water Company – The Walnut Park Mutual Water Company serves the odd-numbered side of Walnut Street.
- Golden State Water Company – Huntington Park is located within the Central Basin West service area of the Golden State Water Company. This Company serves the western portion of Huntington Park. Its service boundaries extend from Slauson Avenue to the north to Florence Avenue to the south, and from the City's western border with Florence-Graham to the west to Alameda Street to the east.
- City of Huntington Park – Inframark is the contracted operator of the City of Huntington Park water utility system which includes multiple wells in the City. This service area covers the majority of the City.

Waste Collection and Disposal

United Pacific Waste provides residential and commercial waste management services to the City of Huntington Park. The Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste. The Mesquite Regional Landfill has a 100-year capacity at 8,000 tons per day. In addition, the Puente Hills Transfer Station/Materials Recovery Facility is able to accept 4,440 tons of solid waste per day. Waste from Huntington Park also may be transferred to the Downey Area Recycling and Transfer

Facility, the South Gate Transfer Station, the Commerce Refuse-to-Energy Facility, and the Southeast Resource and recovery facility.

The California State Legislature determined that the amount of solid waste generated in California, together with diminished landfill space, created a need for local agencies to enact and implement aggressive integrated waste management programs, and thereby passed the California Integrated Waste Management Act of 1989 (Assembly Bill 939). This Act enabled the State to direct public agencies to divert 50 percent of all solid waste from disposal based on 1990 levels of generated solid waste, subject to adjustments for certain demographic and economic factors, through source reduction, recycling, and composting actions.

Storm Drainage Infrastructure

The Los Angeles River Channel is a 500-foot wide concrete channel designed to accommodate storm water runoff from the Los Angeles area. The River is located north and approximately 1.9 miles east of Huntington Park. The Los Angeles County Flood Control District owns the majority of storm drains in Huntington Park. The storm drains extend along major arterials and connect directly to the Los Angeles River.

Power Utilities and Communications

The Southern California Gas Company provides natural gas service to Huntington Park. Southern California Edison provides electricity to Huntington Park and maintains overhead and underground lines in Huntington Park to serve energy demands of local residents and businesses.

19.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation of the construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			**X**	
c) Result in a determination by the wastewater treatment provider which serves or may serve the			**X**	

project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

19.3 Discussion of CEQA Checklist Answers

a) Would the project require or result in the relocation of the construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

LESS THAN SIGNIFICANT IMPACT.

Project development will include construction of new catch basins. Any new locations will better serve storm water drainage from the Project improvements. The resultant flow rates will be less than the existing condition, as the project will include a stormwater infiltration system and less impervious surface than the existing condition. Furthermore, no new water, electric, natural gas, or wastewater facilities will be needed to serve the property, as the project will be able to connect to the existing sewer mains (an 18" Los Angeles County main or an 8" Huntington Park main). The project will generate up to 9,051 gallons of wastewater per day, or 3,303,615 gallons per year, less than the 6,000,000 gallon threshold at which the Los Angeles County Sanitation Districts may need to do an assessment.

b) Would the project have sufficient water supplies to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

LESS THAN SIGNIFICANT IMPACT.

The proposed car wash equipment has been calculated by the applicant to use between 18,729 and 20,129 gallons per day, 60% of which will be recycled, resulting in a daily equipment demand of 7,488 to 8,051 gallons per day. Daily demand for irrigation and domestic use was estimated by the applicant to total 2,000 gallons per day. Total water demand would range up to 10,051 gallons per day.

The project site is within the City of Huntington Park water service area which is operated by Inframark, the City's contracted water services operator. The applicant requested a will-serve determination and comments on their water services connection proposal for the proposed car wash from Inframark on October 12, 2020 and received a response from the City with comments on the specific water meter and connection requirements; the City expressed no

concern regarding the adequacy of the water supply. Thus, the resulting impact would be Less Than Significant.

c) Would the project 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?

LESS THAN SIGNIFICANT IMPACT.

The City of Huntington Park Public Works Department maintains the City sewer system. Sewage generated by the City is conveyed to regional sewage treatment facilities maintained and operated by the Los Angeles County Sanitation District. Wastewater collected by the District is conveyed to the Joint Water Pollution Control Plant in the City of Carson, which provides primary and secondary treatment for approximately 280 million gallons daily and has a total permitted capacity of 400 million gallons daily.

Project development activities will generate wastewater typically associated with grading and construction procedures. Furthermore, no new wastewater facilities will be needed to serve the property, as the project will be able to connect to the existing sewer mains (an 18" Los Angeles County main or an 8" Huntington Park main). The project will generate up to 9,051 gallons of wastewater per day, or 3,303,615 gallons per year, less than the 6 million gallon annual threshold at which the Los Angeles County Sanitation Districts may need to do an assessment. The 9,051 gallon daily wastewater generation is very small compared to the entire stream of wastewater handled by the Joint Water Pollution Control Plant in the City of Carson, which provides primary and secondary treatment for approximately 280 million gallons daily and has a total permitted capacity of 400 million gallons daily.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

LESS THAN SIGNIFICANT IMPACT.

The Project site is fully developed with a deteriorated office building and associated infrastructure. Project development (demolition; grading; construction; painting; finishing) would generate solid waste largely in the form of pavement disposal and construction waste. Any landscaping removed during Project development will be replaced with new landscaping. Composting of removed landscaping would occur in compliance with City of Huntington Park requirements. Project operational-generated waste will be recycled, per City and State requirements and thereby not exceed the capacity of local infrastructure or otherwise impair attainment of City of Huntington Park solid waste reduction goals.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

LESS THAN SIGNIFICANT IMPACT.

All Project development-generated solid waste will be disposed of by the contractor at an approved site. During Project development the contractor will be required to adhere to City of Huntington Park and County of Los Angeles ordinances pertaining to waste reduction and recycling. Project operation will be generating minimal waste associated with a car wash.

Therefore, Project development and operation level of impact related to compliance with Federal, State and local management and reduction statutes and regulations related to solid waste will be Less Than Significant.

SECTION 20 – WILDFIRE

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); Cal Fire Hazard Maps; and the Project Plans.

20-.1 Setting

The City of Huntington Park is completely developed with urban uses and is not in proximity to the nearest State-designated fire hazard zone, which is in Hacienda Hills and more than 8 miles from the Project area. The Project area is located within an urbanized area that CAL FIRE does not designate as a Very High Fire Hazard Severity Zone.

20.2 Thresholds of Significance

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slop instability, or drainage changes?				**X**

20.3 Discussion of CEQA Checklist Answers

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

LESS THAN SIGNIFICANT IMPACT.

Project development (demolition; grading; pavement removal; construction; painting; finishing) would occur mostly within the 0.876-acre Project site, with minor improvements to the adjacent public right-of-way. Any temporary closure of a roadway lane along Florence Avenue would necessitate traffic control measures. The City of Huntington Park will approve a schedule and plan for any temporary roadway lane closure to that vehicular traffic will continue to flow smoothly and so the safety of crews working adjacent to vehicular travel lanes would be ensured. The resultant level of impact would be less than significant.

b) Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

NO IMPACT.

The City of Huntington Park is completely developed with urban uses and is not in proximity to the nearest State-designated fire hazard zone, which is in Hacienda Hills and more than 8 miles from the Project site. The Project site is located within an urbanized area that CAL FIRE does not designate as a Very High Fire Hazard Severity Zone.

No wildland is present on, adjacent, or near the Project area. Therefore, there would be no impact from Project development or operation due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

NO IMPACT.

Project development would involve the following.

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system

    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

Installation and maintenance of Project-related infrastructure will not result in an impact related to exacerbation of fire risk or result in temporary or ongoing impacts to the environment as the project is in a fully developed urban setting. No Impact would result.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

NO IMPACT.

The City of Huntington Park is completely developed with urban uses and is not in proximity to the nearest State-designated fire hazard zone, which is in Hacienda Hills and more than 8 miles from the Project site. The Project site is located within an urbanized area that CAL FIRE does not designate as a Very High Fire Hazard Severity Zone. The Project site and neighborhood setting is entirely flat and fully developed with urban uses. Therefore, Project development and operation would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage courses. No Impact would result.

MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially 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, substantially 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?

LESS THAN SIGNIFICANT IMPACT.

Findings of Fact. Project development would involve the following.

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

No impacts to candidate, sensitive, or special status species; impacts to riparian habitat or other sensitive natural community; or, interference with movement of any native resident or migratory wildlife species would occur as a result of Project development and Project operation. The potential for subsurface archaeological or paleontological finds or deposits is low. Any discovery of human remains or tribal cultural resources that may occur during Project development will be subject to the Mitigation Measure delineated in the Tribal Cultural Resources Section of this document. The resultant impact will be reduced to a less than significant level.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

LESS THAN SIGNIFICANT IMPACT.

Findings of Fact. Project development and operation has the potential to result in impacts in the following CEQA threshold subject areas: Air Quality; Cultural Resources;

Noise; and, Tribal Cultural Resources**.** All identified impacts would be less than significant with incorporation of specified Mitigation Measures. Mitigation Measures have been provided to reduce potential short-term Project development (grading; construction) emissions. In addition, short-term Project development-generated impacts pertaining to exposure of nearby residences and to sensitive uses within one-quarter mile of the Project site to air quality impacts and noise would be less than significant with adherence to stipulated Mitigation Measures. Noise impacts would be ensured to remain at a less than significant level with implementation of the stated Mitigation Measures. Lastly, any potential impacts to Cultural Resources/Tribal Cultural Resources resulting from Project development would be reduced to a less than significant impact with implementation of the specified Mitigation Measure.

Additional impacts identified would not be cumulatively considerable in that the Project vicinity is fully developed with commercial and residential uses. The resultant level of cumulative impact of Project development and operation would be less than significant.

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

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

Findings of Fact. Based on the analysis in this Initial Study and on the findings and conclusions within the technical studies performed for Project development and operation, Project development (demolition; site preparation; grading; construction; painting; finishing) would result in less than substantial short-term effects pertaining to Air Quality, Noise, and Transportation. However, implementation of stipulated Mitigation Measures would reduce the Air Quality and Noise impacts to a less than significant levels. The Project area, as is the South Coast Air Basin, is non-attainment in Ozone and Particulate levels. The Initial Study identifies Mitigation Measures that will reduce Project development impact related to Air Quality; Project operation will not contribute to non-attainment levels.

GENERAL PLAN CONSISTENCY ASSESSMENT

The following City of Huntington Park General Plan Policies are relevant to Project development and/or Project operation.

GENERAL PLAN POLICIES	GENERAL PLAN CONSISTENCY ANALYSIS
LAND USE AND COMMUNITY DEVELOPMENT ELEMENT	
Policy 1 – The City of Huntington Park shall maintain and preserve those industrial and commercial areas of the City while preventing land use conflicts through comprehensive land use planning and environmental review.	**Consistent.** The Project site is designated General Commercial in the City of Huntington Park General Plan Land Use Element and is zoned for commercial uses. Project development and operation will maintain the commercial retail/dining use of the 5.5-acre Project site.
Policy 6 – The City of Huntington Park shall require that new developments are properly designed so as to minimize potential land use conflicts and environmental impacts.	**Consistent.** Project development and operation will not result in significant impacts to the environment that cannot be mitigated to a less than significant level.
Policy 11 – The City of Huntington Park shall target certain businesses and industries that will benefit the local market.	**Consistent.** Project development and operation will provide a new and needed commercial service not provided elsewhere nearby to the Huntington Park community.
Policy 16 – The City of Huntington Park shall locate distinctive public signage and landscaping for key entry points into the City and will require that signage on commercial structures be compatible and integrated with the surrounding area.	**Consistent.** Proposed project signage will be reviewed by the Planning Commission and City staff for compatibility prior to project approval.
Policy 21 – The City of Huntington Park shall require that new development(s) pay their "Fair Share" for the provision of the necessary infrastructure and other support services that will be required to serve the development.	**Conditionally Consistent.** The City of Huntington Park will require developer payment of Development Impact Fees on a "Fair Share" basis as part of approval of the Project discretionary application.
Policy 23 – The City of Huntington Park shall require all new development, including commercial, industrial, and	**Consistent.** Automatic sprinkler systems and other fire

residential development to install fire protection systems, including automatic sprinkler systems.	control systems will be required as part of an approved Building Permit and Certificates of Occupancy for Project-related buildings.
Policy 30 – The City of Huntington Park shall ensure that adequate water and sewer service is available as new development occurs.	**Consistent.** Four water companies, including the City, serve the City of Huntington Park. These companies obtain their water supply from two sources - - groundwater from local wells and water supplied by the Metropolitan Water District. Adequate water supply and sewer service is provided the Project site. Water supply and sewer service will continue to be available for Project development and operation.
Policy 31 – The City of Huntington Park shall continue to require the use of drought-resistant landscaping to reduce water use.	**Conditionally Consistent.** New parking lot and perimeter landscaping will be drought-resistant, as required by the City of Huntington Park.
Policy 33 – The City of Huntington Park shall work closely with the County of Los Angeles and other responsible agencies so as to reduce solid waste generated in the City.	**Conditionally Consistent.** Project development and operation will comply with all City of Huntington Park requirements for recycling construction-related and operational waste.
Policy 36 – The City of Huntington Park shall encourage composting as an alternative to disposal for solid wastes.	**Conditionally Consistent.** The Project will comply with all City of Huntington Park requirements related to composting.
MOBILITY AND CIRCULATION ELEMENT	
Policy 3 – The City of Huntington Park shall require the traffic impacts of major new developments include a traffic impact analysis to identify measures to mitigate the traffic impacts.	**Consistent.** A Traffic Impact Analysis has been prepared that relates to Project operation. It concluded that the project would maintain acceptable levels of service and not result in any operational deficiencies.

	No mitigation of traffic impacts will be necessary.
Policy 4 – As new development or redevelopment occurs, the City of Huntington Park shall limit driveway access onto arterial streets, restrict travel through adjacent residential neighborhoods, and provide bus turnouts where appropriate along heavily traveled arterials.	**Consistent.** The existing signalized driveway to the intersection of Florence Avenue and Mission Place will remain. An existing westerly driveway will be eliminated, and a proposed easterly driveway will be limited to right-turn-exit-only to limit traffic conflicts. No residential neighborhoods will be affected as the site has no access from residential neighborhoods.
Policy 8 – The City of Huntington Park shall coordinate the development of [a] goods movement system that will reduce the impact of trucks on the local traffic and the street infrastructure.	**Consistent.** Florence Avenue is a City-designated Truck Route.
Policy 15 – The City of Huntington Park shall require new development to provide transit facilities, such as bus shelters and turn-outs, where deemed necessary.	**Conditionally Consistent.** Existing bus shelters and turn-outs along Florence Avenue will remain. Project development and operation will not impact bus shelters and turn-outs.
Policy 18 – The City of Huntington Park shall maintain existing pedestrian facilities and require new development to provide pedestrian access to existing public walkways.	**Consistent.** Project development will accommodate direct pedestrian access from the Florence Avenue public sidewalk via a dedicated ADA-accessible path.
Policy 27 – The City of Huntington Park shall require all truck parking and queuing to occur outside of the public rights-of-ways.	**Consistent.** Project truck parking (loading space) and queuing will occur on the Project site.
Policy 28 – The City of Huntington Park shall allow for adequately sized truck loading areas which do not interfere with nearby traffic circulation.	**Consistent.** A Project truck loading space is included on the Project site which meets the applicable development standards.
RESOURCE MANAGEMENT ELEMENT	

Policy 1 – The City of Huntington Park shall endorse regional and local air quality and transportation management plans in order to reduce air pollution emissions and vehicular trips.	**Conditionally Consistent.** The Air Quality Analysis contained in this document indicates that the Project development and operation will not result in significant impacts related to Air Quality with the incorporation of required mitigation measures. The Traffic Impact Analysis prepared for the Project indicates Project impact related to Vehicle Miles Traveled also will be less than significant.
Policy 4 – The City of Huntington Park shall encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from energy production and use.	**Consistent.** Project development will use energy saving equipment during construction and during operation.
Policy 6 – The City of Huntington Park shall reduce water consumption by providing water conservation techniques and by using reclaimed water, water-conserving appliances, and drought-resistant landscaping when feasible.	**Conditionally Consistent.** Project development and operation will include water conservation techniques, water-conserving appliances, and drought-tolerant landscaping in accordance with City of Huntington Park requirements placed on the Project Building Permits and Certificates of Occupancy.
Policy 8 – The City of Huntington Park shall implement a water conservation ordinance that includes the installation of xeriscape and water-conserving plumbing fixtures.	**Conditionally Consistent.** Project development and operation will include water conservation techniques, water-conserving appliances, and drought-tolerant landscaping in accordance with City of Huntington Park requirements placed on the Project Building Permits and Certificates of Occupancy.
Policy 12 – The City of Huntington Park shall promote the use of energy-efficient lighting throughout the City.	**Conditionally Consistent.** Project development and operation will include energy-efficient lighting in accordance with City of Huntington Park

	requirements placed on the Project Building Permits and Certificates of Occupancy.
Policy 14 – The City of Huntington Park shall comply with the requirements of AB-52 requiring consultation with local Native American tribes in the revision of new development proposals.	**Consistent.** The City notified all four tribes in the area and conducted a Tribal Consultation with the Gabrieleno Band of Mission Indians – Kizh Nation representatives in accordance with requirements of AB-52.
Policy 15 – The City of Huntington Park shall encourage the use of California native vegetation in the landscaping of larger developments.	**Conditionally Consistent.** Project development will include installation of California native vegetation, as required by the City of Huntington Park.
Policy 16 – The City of Huntington Park shall strive to maintain parkway landscaping throughout the City.	**Consistent.** All landscaping within the Florence Avenue parkway adjacent to the Project site will be maintained or replaced as a result of Project development.
HEALTH AND SAFETY ELEMENT	
Policy 2 – In areas with liquefaction potential, the City of Huntington Park shall require review of soils and geologic conditions, and if necessary, on-site borings, to determine liquefaction susceptibility of the proposed site.	**Consistent.** The 0.876-acre Project site is fully developed as an office building with associated parking. The eastern two-thirds of the City, within which the Project site is located, have been identified as being subject to a potential liquefaction risk. Project development will be preceded by a City review of soils and geologic conditions prior to issuance of a Building Permit to determine susceptibility of Project exposure to liquefaction.
Policy 8 – The City of Huntington Park shall require local drainage-related improvements to be implemented as part of new development approvals.	**Consistent.** Project development will not impact the existing storm drain catch basins along Florence Avenue. The Project includes a stormwater infiltration system

	and reduces the amount of impervious surface compared to the existing condition, therefore stormwater drainage will be improved as a result of the Project.
Policy 9 – The City of Huntington Park shall enforce building code requirements for new construction that ensure provision of adequate fire protection.	**Consistent.** The Building Permit to be issued for Project development will include City Building Code requirements pertaining to ensuring adequate fire protection that the Project developer must implement.
Policy 13 – The City of Huntington Park shall locate new and existing land uses involved in production, storage, transportation, handling, and/or disposal of hazardous materials a safe distance from other land uses that may be sensitive to such activities.	**Conditionally Consistent.** Project development and operation may include some use of hazardous materials. Such materials will be stored, transported, handled and disposed in a manner in compliance with State of California, County of Los Angeles, and City of Huntington Park requirements. This will ensure there will be no impact to the residences adjacent to the southern boundary of the project site and other nearby sensitive uses.
Policy 22 – The City of Huntington Park shall enforce City, State, and Federal noise standards, especially those for mufflers and modified exhaust systems.	**Conditionally Consistent.** Machinery and vehicles used during Project development and trucks used during Project operation will be required to comply with City of Huntington Park Standard Conditions related to limited idling time. In addition, mitigation measures contained in this document limit the noise impacts of construction to a less than significant level.
Policy 25 – The City of Huntington Park shall ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise-sensitive areas.	**Conditionally Consistent.** Project construction equipment and Project operation will comply with City of Huntington

	Park, State of California, and Federal standards related to noise reduction, particularly in relation to residences adjacent to the southern boundary of the project site, as required by the noise mitigation measures contained in this document.
Policy 27 – The City of Huntington Park shall require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary.	**Conditionally Consistent.** The required implementation of the noise mitigation measures contained in this document will ensure Project consistency with this Policy.
Policy 31 – The City of Huntington Park shall reduce noise generated by building activities by requiring sound attenuation devices on construction equipment.	**Conditionally Consistent.** The required implementation of the construction noise mitigation measures contained in this document will ensure Project consistency with this Policy.

REFERENCES

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Project Plans

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United States Environmental Protection Agency, "Idling Vehicle Emissions for Passenger Cars, Light-Duty Trucks, and Heavy-Duty Trucks," (October 2008)

APPENDICES

MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

NOTICE OF INTENT

TECHNICAL STUDIES

- Ganddini Group Inc., “Florence Avenue Car Wash Noise Impact Analysis, City of Huntington Park, California” (October 13 2021)
- Ganddini Group Inc., “3100 Florence Avenue Car Wash Project Traffic Impact Analysis,” (September 8, 2021)

MITIGATED NEGATIVE DECLARATION

MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Florence Car Wash

APPLICANT: Leedco Engineers, Inc.

CITY AND COUNTY: Huntington Park, Los Angeles County.

DESCRIPTION:

Project Location: The Project site occupies approximately 0.876 acres within two Assessor's parcels in the southerly portion of the City of Huntington Park. The addresses/Assessor Parcel Numbers of the Project site are as follows:

- 3100 Florence Avenue, APNs 6212-001-060 and 6212-001-061

Project Description: The Project involves a Conditional Use Permit and Development Permit application that would allow the applicant to develop and operate a new automated drive-thru car wash, including vending machines. Proposed development work includes the following:

- Demolish the existing 11,718 square foot office building and remove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

FINDINGS: The environmental analysis provided in this Initial Study indicates that the proposed project will not result in any unmitigable significant adverse impacts. For this reason, the City of Huntington Park has determined that a Mitigated Negative Declaration is the appropriate CEQA document for the Project.

MITIGATION MONITORING PROGRAM

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
AIR QUALITY					
MITIIGATION MEASURE MM-AQ-1: All unpaved demolition, and construction areas shall be watered three times a day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet South Coast Air Quality Management District Rule 403. Soil stabilizers also shall be used to control on-site fugitive dust. Water could reduce fugitive dust by as much as 60 percent.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way)	Ongoing during Project development (demolition; grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
MITIIGATION MEASURE MM-AQ-2: All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage on adjacent streets during transport.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way)	Ongoing during Project development (demolition; grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
MITIIGATION MEASURE MM-AQ-3: All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 miles per hour) to prevent excessive amounts of fugitive dust.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way)	Ongoing during Project development (demolition; grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
MITIIGATION MEASURE MM-AQ-4: Contractors shall adhere to all pertinent South Coast Air Quality Management District protocols regarding grading, site preparation, and construction activities.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way)	Ongoing during Project development (demolition; grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
BIOLOGICAL RESOURCES					
Mitigation Measure MM-BIO-1 – A pre-construction nesting bird survey should be conducted by a qualified biologist no more than seven (7) days prior to vegetation	Contractor	City Building & Safety Division (on-site); City Public Works	Prior to permit issuance and start of Project development (grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
removal or construction activities during the nesting season.		Department (for Public Right-of-Way); Biologist			
Mitigation Measure MM-BIO-2 – If an active nest is found, all active bird nests shall be flagged in all directions, and an appropriate avoidance buffer will be established around the nest by a qualified biologist in consultation with the California Department of Fish and Wildlife. This buffer shall not be disturbed by construction activities until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young are no longer expected to be impacted by the project as determined through additional monitoring by a qualified biologist.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way); Biologist	Prior to permit issuance and start of Project development (grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
Mitigation Measure MM-BIO-3 – If, during the nesting season, 10 days have passed since an area has been surveyed, and construction work has not been continuous in that area, then construction work shall not take place in that area until a new nesting bird survey has been performed.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way); Biologist	Prior to permit issuance and start of Project development (grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
Mitigation Measure MM-BIO-4 – If active nests are observed adjacent to the project and an avoidance buffer has been established, it is recommended that a biological monitor be present on site to monitor nesting behaviors in order to assess if the nest buffer is appropriate. If the birds show any sign of stress, the buffer will be increased and work should be conducted elsewhere until fledging occurs. If necessary,	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way); Biologist	Prior to permit issuance and start of Project development (grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
the size of the buffer area may be reduced if the biologist in consultation with the California Department of Fish and Wildlife determines that the construction activity would not be likely to have adverse effects on the particular species in question.					
CULTURAL RESOURCES INCLUDING TRIBAL CULTURAL RESOURCES					
MM-TCR-1: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe"). The applicant shall provide proof that they have retained an approved Native American Monitor prior to the issuance of permits for ground-disturbing activities. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor 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 all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-	Contractor; Project Applicant; Project Developer City Public Works Dept.; City Planning Dept.; Grading Contractor; Tribal Monitor	City Director of Community Develop,	Prior to Grading Permit issuance; Ongoing during Project development (grading; construction)	Review and Approval of Grading Plans; Tribal Monitor Observation of Project Development Activities	City Director of Community Development; Tribal Monitor

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American 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					

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC 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, it shall be offered to a local school or historical society in the area for educational purposes.					
NOISE					
MM-N-1. During all project construction phases on-site, construction contractors shall equip all construction equipment, fixed or mobile, with either properly operating and maintained mufflers or enclosures/acoustical tents (as appropriate) that achieve at least 10 dB reduction from noise level specifications presented in Table 5 of the Noise Impact Analysis report for the project.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise	Contractor	City Building & Safety Division (on-site); City Public Works	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
sensitive receptors nearest the project site.		Department (for Public Right-of-Way);and Contractor			
MM-N-3. Equipment shall be shut off and not left to idle when not in use.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
MM-N-8. Care should be used when using vibratory rollers and/or any other equivalent vibratory equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-9. Operation of the proposed car wash shall be limited to the hours between 7:00 AM and 10:00 PM.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department

NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION

The City of Huntington Park has prepared an Initial Study for the following project in accordance with City and State of California Environmental Quality Act Guidelines.

Project Title: Florence Car Wash

Project Applicant: Leedco Engineers, Inc.

Project Location: The Project site occupies approximately 0.876 acres within two Assessor's parcels in the southerly portion of the City of Huntington Park. The addresses/Assessor Parcel Numbers of the Project site are as follows:

- 3100 Florence Avenue, Huntington Park, CA 90255: APNs 6212-001-060 and 6212-001-061

Project Description: The Project involves a Conditional Use Permit and Development Permit application that would allow the applicant to develop and operate a new automated drive-thru car wash, including vending machines. Proposed development work includes the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet **and one 192 square foot paystation canopy**
    - 192 square foot vacuum pump enclosure **and other utility structures**
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - **S**tormwater **infiltration** system
    - **Was**tewater clarifier system **and associated water recycling system**
    - **Property line walls and freestanding pole sign**
    - **Approximately** 7,498 square feet of landscaped area
- **Construct the following improvements in the p**ublic right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The City prepared an Initial Study to determine the Project's impact(s) on the environment and found that the Project would not have any significant impacts on the environment. Therefore, a Mitigated Negative Declaration was prepared.

A public hearing to review the project is scheduled before the Planning Commission on April 20, 2022 at 6:30 pm in the City Council Chamber, Huntington Park City Hall. An additional public hearing to consider the project and the Mitigated Negative Declaration is expected before the Planning Commission on May 18, 2022 at 6:30 pm in the City Council Chamber, Huntington Park City Hall.

Copies of the proposed Mitigated Negative Declaration and related documents are on file and available for public review in the Huntington Park City Hall during the hours of 7:00 a.m. to 5:30 p.m. Monday through Thursday and the Huntington Park Public Library. This Notice will be posted at the following locations.

- Los Angeles County Recorder's Office
  12400 Imperial Highway, Norwalk, CA 90650
- Huntington Park City Hall
  6550 Miles Avenue, Huntington Park, CA 90255
- Huntington Park Public Library

6518 Miles Avenue, Huntington Park, CA 90255

- On- and Off-site at the project location
  3100 Florence Avenue, Huntington Park, CA 90255

The starting date for the review period during which the Lead Agency will receive comments about the proposed Mitigated Negative Declaration shall be **April 12, 2022**. The ending date for the review period shall be **May 12, 2022**, at which time all written comments about the Mitigated Negative Declaration must be received by the City. Persons wishing to review or obtain copies of the proposed Negative Declaration and Initial Study may contact Steve Forster, Interim Director of Community Development.

Steve Forster, Interim Director of Community Development

TECHNICAL STUDIES

1300 FLORENCE AVENUE CAR WASH PROJECT TRAFFIC IMPACT ANALYSIS

City of Huntington Park

September 8, 2021

Traffic Engineering ● Transportation Planning ● Parking ● Noise & Vibration
Air Quality ● Global Climate Change ● Health Risk Assessment

3100 FLORENCE AVENUE CAR WASH PROJECT TRAFFIC IMPACT ANALYSIS

City of Huntington Park

September 8, 2021

prepared by

Tom Huang, TE
Giancarlo Ganddini, TE, PTP

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19278

TABLE OF CONTENTS

APPENDICES

LIST OF TABLES

LIST OF FIGURES

EXECUTIVE SUMMARY

The purpose of this Traffic Impact Analysis is to provide an assessment of traffic operations resulting from development of the proposed 3100 Florence Avenue Car Wash Project and to identify measures necessary to mitigate potentially operational deficiency, if any. This report analyzes traffic impacts for the anticipated project opening year in Year 2023.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with technical terms related to transportation engineering, a glossary is provided in Appendix A.

PROJECT DESCRIPTION

The project site is located at 3100 Florence Avenue in the City of Huntington Park. The project site is located south side of Florence Avenue at the southern end of Mission Place between Mountain View Avenue and State Street. The project site is currently occupied with an 11,000 square foot medical office building, and it currently has a signalized full access driveway via the south leg of the intersection of Mission Place at Florence Avenue.

The proposed project involves construction of a 4,712 square foot car wash with a car wash tunnel. The proposed drive-through lane configuration provides queueing storage for three vehicles from the car wash tunnel entrance to the pay stations and barrier arm gates plus storage for another nine vehicles from the pay stations to the entrance of the car wash drive-through lane for a total storage of approximately 12 vehicles. There will be a drying area with 29 parking stalls that are equipped with vacuum posts for vehicle interior cleaning and drying the vehicle exterior after the vehicles have traveled through the wash tunnel, two accessible parking stalls and two employee parking stalls for a total of 33 parking spaces. There will also be one motorcycle parking stall. The parking lot aisle for the drying area is available to serve as an overflow to accommodate seven additional queueing vehicles to enter the car wash drive-through lane.

The proposed project will retain the existing signalized driveway at the south leg of Mission Place, and the project will provide a new stop-controlled right-turn exit-only driveway on Florence Avenue east of Mission Place. The proposed project is anticipated to be constructed and fully operational by year 2023.

EXISTING TRAFFIC OPERATIONS

The study intersections currently operate within acceptable Levels of Service (D or better) during the peak hours for Existing traffic conditions (see Table 1).

PROJECT TRIPS

The proposed project is forecast to generate a total of approximately net 561 daily vehicle trips, including net 33 vehicle trips during the AM peak hour and net 96 vehicle trips during the PM peak hour.

FORECAST TRAFFIC OPERATIONS

Existing Plus Project Conditions: The study intersections are projected to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Project traffic conditions (see Table 4).

Opening Year (2023) Without Project: The study intersections are projected to operate within acceptable Levels of Service (D or better) during the peak hours for Opening Year (2023) Without Project traffic conditions (see Table 5).

Opening Year (2023) With Project: The study intersections are projected to operate within acceptable Levels of Service (D or better) during the peak hours for Opening Year (2023) With Project traffic conditions (see Table 6).

The proposed project is forecast to result in no operational deficiency at the study intersections for Opening Year (2023) With Project conditions. No additional off-site intersection mitigation is required.

PARKING

The proposed project requires 29 parking spaces based on City Municipal Code requirements. Since the proposed project provides a drying area with a total of 33 parking spaces (29 vacuum station stalls, two accessible parking stalls and two employee parking stalls), more than adequate parking supply is forecast to be provided with a surplus of four (4) parking spaces based on the City Municipal Code requirements

DRIVE-THROUGH LANE QUEUEING

The typical peak queueing length is estimated to be approximately 18 vehicles during peak periods based on the highest 85th-percentile queue length. Since the proposed project provides a vehicular queue storage capacity for approximately 12 vehicles with the parking lot aisle for the drying area is available to serve as an overflow to accommodate seven additional queueing vehicles for a total of 19 vehicles, the overall drive-through storage capacity for the project site is forecast to be adequate to accommodate the peak queue.

VMT SCREENING

The 4,712 square foot automated car wash project contains less than 50,000 square feet of gross floor area of retail. The proposed car wash is also a local-serving facility. Therefore, it may be presumed that the retail portion of the project has a less than significant impact to vehicle miles traveled (VMT) based on the Transportation Impact Analysis Guidelines established by the County of Los Angeles Department of Public Works.

1. INTRODUCTION

This section describes the purpose of this traffic impact analysis, project location, proposed development, and study area. Figure 1 shows the regional vicinity map, Figure 2 shows the project location map, and Figure 3 illustrates the project site plan.

PURPOSE AND OBJECTIVES

The purpose of this traffic impact analysis is to provide an assessment of traffic operations resulting from development of the proposed 3100 Florence Avenue Car Wash Project and to identify measures necessary to mitigate traffic operational deficiencies. This report analyzes traffic impacts for the anticipated project opening year in 2023.

Although this is a technical traffic impact analysis, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

PROJECT DESCRIPTION

The project site is located at 3100 Florence Avenue in the City of Huntington Park. The project site is located south side of Florence Avenue at the southern end of Mission Place between Mountain View Avenue and State Street. The project site is currently occupied with an 11,000 square foot medical office building, and it currently has a signalized full access driveway via the south leg of the intersection of Mission Place at Florence Avenue.

The proposed project involves construction of a 4,712 square foot car wash with a car wash tunnel. The proposed drive-through lane configuration provides queueing storage for three vehicles from the car wash tunnel entrance to the pay stations and barrier arm gates plus storage for another nine vehicles from the pay stations to the entrance of the car wash drive-through lane for a total storage of approximately 12 vehicles. There will be a drying area with 29 parking stalls that are equipped with vacuum posts for vehicle interior cleaning and drying the vehicle exterior after the vehicles have traveled through the wash tunnel, two accessible parking stalls and two employee parking stalls for a total of 33 parking spaces. There will also be one motorcycle parking stall. The parking lot aisle for the drying area is available to serve as an overflow to accommodate seven additional queueing vehicles to enter the car wash tunnel entrance.

The proposed project will retain the existing signalized driveway at the south leg of Mission Place, and the project will provide a new stop-controlled right-turn exit-only driveway on Florence Avenue east of Mission Place. The proposed project is anticipated to be constructed and fully operational by year 2023.

STUDY AREA

Based on the study intersections identified in the scoping agreement (Appendix B), the study area consists of the following study intersections within the City of Huntington Park jurisdictions:

Study Intersections			Jurisdiction
1	Mountain View Avenue	Florence Avenue	Huntington Park
2	Mission Place	Florence Avenue	Huntington Park
3	State Street	Florence Avenue	Huntington Park
4	Project East Driveway	Florence Avenue	Huntington Park

The two off-site signalized intersections on Florence Avenue at Mountain View Avenue and State Street were selected as a study area intersection because these two intersections are the nearest signalized intersections located to the west and east of the project site, respectively. The signalized intersection of Mission Place and Florence Avenue is selected as a study area intersection because the south leg of the intersection will serve as the primary access for the project site which will be considered to be Project West Driveway. The new Project East Driveway is included as a study intersection because it is a new project access.

ANALYSIS SCENARIOS

The following scenarios are analyzed during typical weekday morning and evening peak hour conditions as identified on the scoping agreement (Appendix B):

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year (2023) Without Project Conditions
- Opening Year (2023) With Project Conditions

Figure 1
Regional Vicinity

Legend

(#) Study Intersection

(#) Project Driveway

Figure 2
Project Location Map

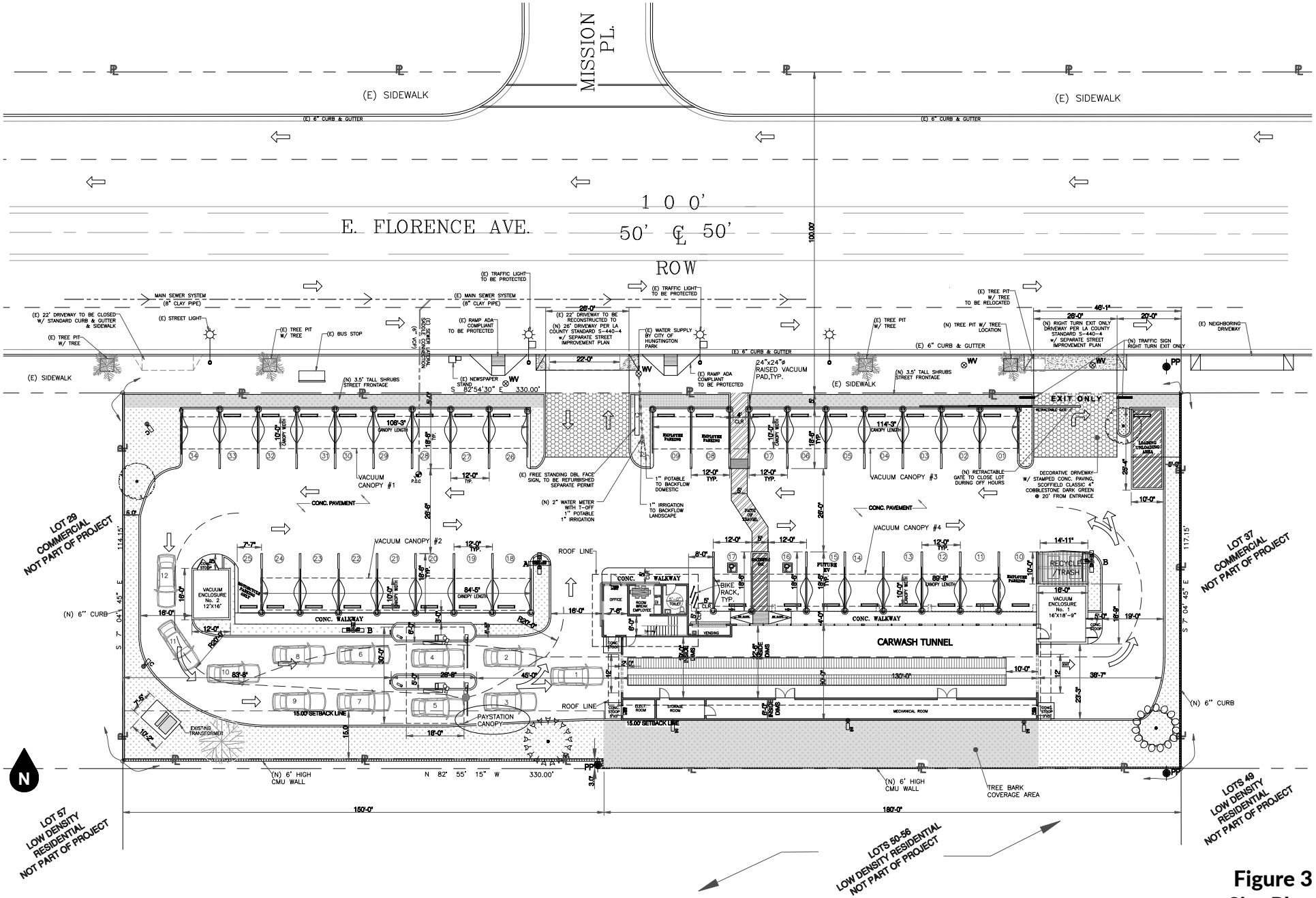


Figure 3
Site Plan

2. METHODOLOGY

This section discusses the analysis methodologies used to assess transportation facility performance as adopted by the respective jurisdictional agencies.

INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Analysis of signalized intersections within the City of Huntington Park is based on the Intersection Capacity Utilization (ICU) methodology. The ICU methodology compares the traffic volume using the intersection to the capacity of the intersection. The resulting volume-to-capacity ratio represents that portion of the total hourly capacity required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The volume-to-capacity ratio is then correlated to a performance measure known as Level of Service based on the following thresholds:

Level of Service	Volume/Capacity Ratio
A	≤ 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). ICU analysis was performed using the Vistro (Version 6.00-00) software.

Based on City of Huntington Park and County of Los Angeles guidelines[1], the ICU analysis utilizes the following parameters: 1,600 vehicles per hour per lane for through and turn lanes, 2,880 vehicles per hour for dual left-turn lanes, and a total clearance adjustment of 10 percent (i.e., 0.10 added to critical Volume/Capacity).

If the paved lane width of a shared through/right turn lane is wide enough to permit a separate right turn, it is common practice for a right turn lane to be considered "de facto." To function as a de facto right turn lane there must be sufficient width for right turning vehicles to travel outside the through lane. This analysis uses a minimum lane width of 19 feet from curb to lane stripe, but in most cases the lane was 20 feet or greater. Additionally, a de facto right turn lane was only considered where on-street parking is prohibited near the intersection approach.

INTERSECTION DELAY METHODOLOGY

The technique used to assess the performance of unsignalized intersections within City of Huntington Park and the California Department of Transportation jurisdiction is known as the intersection delay methodology based on the procedures contained in the Highway Capacity Manual. The methodology compares the traffic volume using the intersection to the capacity of the intersection to calculate the delay associated with the

[1] County of Los Angeles Traffic Impact Analysis (TIA) Report Guidelines; December 2013.

traffic control at the intersection. The intersection delay is then correlated to a performance measure known as Level of Service based on the following thresholds:

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, Highway Capacity Manual (6th Edition).

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). Intersection delay analysis was performed using the Vistro (Version 6.00-00) software.

The Level of Service analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase. Traffic signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the signalized intersection analysis. The following formula has been used to calculate the pedestrian minimum times for all Highway Capacity Manual runs:

(Curb to curb distance) / (3.5 feet/second) + 7 seconds.

Saturation flow rates of 1,800 vehicles per hour of green for through and right turn lanes and 1,700 vehicles per lane for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes, and 1,500 vehicles per lane for triple left turn lanes have been assumed for the capacity analysis.

The peak hour intersection turning movement volumes have been adjusted to peak 15 minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed.

PERFORMANCE STANDARDS

City of Huntington Park / County of Los Angeles. Both the City of Huntington Park and County of Los Angeles have established Level of Service D as the minimum acceptable Level of Service.

California Department of Transportation. As stated in the Guide for the Preparation of Traffic Impact Studies (State of California, 2002), "California Department of Transportation endeavors to maintain a target LOS [Level of Service] at the transition between LOS "C" and LOS "D" on State highway facilities". The California Department of Transportation acknowledges this may not always be feasible and recommends consultation with the California Department of Transportation to determine the appropriate target Level of Service. For consistency with local requirements, this analysis defines Level of Service D as the minimum acceptable Level of Service for State Highway facilities.

THRESHOLDS OF SIGNIFICANCE

For signalized study intersections, the City of Huntington Park General Plan requires that LOS D or better be maintained on Arterial Streets with certain exceptions. As such, intersections operating at LOS E or F will be

considered deficient. A significant impact occurs at a signalized intersection if the addition of Project trips to an intersection that is currently operating at a deficient LOS (i.e., LOS E or F) causes the V/C to increase.

County of Los Angeles jurisdiction use the following table to determine significant impacts by project and identify feasible mitigation measures which would mitigate the project and/or other related projects' significant impacts to a level of insignificance

Pre-Project Conditions		Project Increase in V/C
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

For purposes of determining operational deficiency of the proposed project at unsignalized intersections, the following criteria is provided:

- The project would create an operational deficiency at an intersection if the addition of project-traffic would cause the intersection to operate from LOS D, or better in the baseline (pre-project) condition, to LOS E or F in the plus-project condition. A traffic signal warrant analysis shall be conducted to determine whether a traffic signal is warranted. If a traffic signal is warranted, the City may require the project applicant to pay its fair-share of fees to an applicable program (e.g., DIF, CIP, etc.) for the signalization of the intersection, when warranted.

- If an intersection is operating at LOS E or F in the baseline (pre-project) condition, the project would create an operational deficiency at that intersection if it contributes 10 percent, or more, to the total traffic volume of the impacted peak hour(s). A traffic signal warrant analysis shall be conducted to determine whether a traffic signal is warranted. If a traffic signal is warranted, the City may require the project applicant to pay its fair-share of fees to an applicable program (e.g., DIF, CIP, etc.) for the signalization of the intersection, when warranted.

3. EXISTING CONDITIONS

EXISTING ROADWAY SYSTEM

Figure 4 identifies the lane geometry and intersection traffic controls for Existing conditions based on a field survey of the study area. Regional access to the project area is provided by the Interstate 710 Freeway approximately 2.5 miles east of the project site, Interstate 105 Freeway approximately 3.2 miles south of the project site, Interstate 110 Freeway approximately 3.9 miles west of the project site, and also Interstate 10 Freeway, Interstate 5 and US-101 Freeway approximately 4.0 miles north of the project site. Key roadways providing local circulation include Florence Avenue, Mountain View Avenue and State Street.

PEDESTRIAN FACILITIES

Existing pedestrian facilities in the project vicinity are shown on Figure 5. As shown on Figure 5, pedestrian sidewalks are currently provided along the roadways adjacent to the project site.

BICYCLE ROUTES

The City of Huntington Park Bikeway Master Plan is depicted on Figure 6.

TRANSIT FACILITIES

Figure 7 shows the existing transit routes available in the project vicinity. As shown on Figure 7, bus runs along Hawthorne Boulevard, with bus stops located at 190th Street within 800 feet walking distance from the project site.

GENERAL PLAN CONTEXT

Figure 8 shows the City of Huntington Park General Plan Circulation Element roadway classifications map. This figure shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan.

EXISTING TRAFFIC VOLUMES

Existing peak hour traffic conditions are based upon morning peak period and evening peak period intersection turning movement counts obtained in January 2021 during typical weekday conditions. The morning peak period was counted between 7:00 AM and 9:00 AM and the evening peak period was counted between 4:00 PM and 6:00 PM. The actual peak hour within the peak period is the four consecutive 15 minute periods with the highest total volume when all movements are added together. Thus, the weekday evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15 minute periods have the highest combined volume. Intersection turning movement count worksheets are provided in Appendix C.

Due to the COVID-19 lockdown, current 2021 traffic patterns may not be normalized for an extended period of time. Therefore, it is recommended that the pre-lockdown 2020 base traffic volumes at the study intersections be estimated using a seasonal factor estimated from a comparison of nearby freeway segment volumes between pre-lockdown February 2020 conditions and post-lockdown August 2020 conditions. As anticipated, the post-lockdown August 2020 summer volumes is lower than the pre-lockdown February 2020 volumes. New traffic conducted during January 2021 will be increased using the estimated seasonal factor to estimate the pre-lockdown February 2020 base volumes. Appendix D includes the seasonal factor calculations based on comparison of various I-710 Freeway segments near the study area. As shown in Appendix D, the seasonal factors to convert post-lockdown January 2021 counts to pre-lockdown February 2020 base

volumes are 1.136 for AM peak hour and 1.029 for PM peak hour. To be more conservative, the highest of 3 values for each peak hour for the combined travel directions are selected as the seasonal factors.

Figure 9 shows the Existing average daily traffic volumes. The Existing average daily traffic volumes have been factored from peak hour intersection turning movement volumes using the following formula for each intersection leg:

Evening Peak Hour (Approach Volume + Exit Volume) x 12[2] = Leg Volume.

Figure 10 and Figure 11 show the Existing morning peak hour and evening peak hour intersection turning movement volumes.

EXISTING LEVEL OF SERVICE

The delay and Levels of Service for Existing traffic conditions have been calculated and are shown in Table 1. Existing intersection Level of Service worksheets are provided in Appendix E.

As shown in Table 1, the study intersections currently operate within acceptable Levels of Service (D or better) during the peak hours for Existing traffic conditions.

[2] Source: Approximate average evening peak hour K factor based on typical roadway traffic conditions.

Table 1
Existing Intersection Levels of Service

ID	Study Intersection	Traffic Control[1]	AM Peak Hour V/C[2] or [Delay][3]	AM Peak Hour LOS[4]	PM Peak Hour V/C[2] or [Delay][3]	PM Peak Hour LOS[4]
1.	Mountain View Ave at Florence Ave	TS	0.547	A	0.641	B
2.	Mission Pl at Florence Ave	TS	0.386	A	0.447	A
3.	State St at Florence Ave	TS	0.602	B	0.754	C

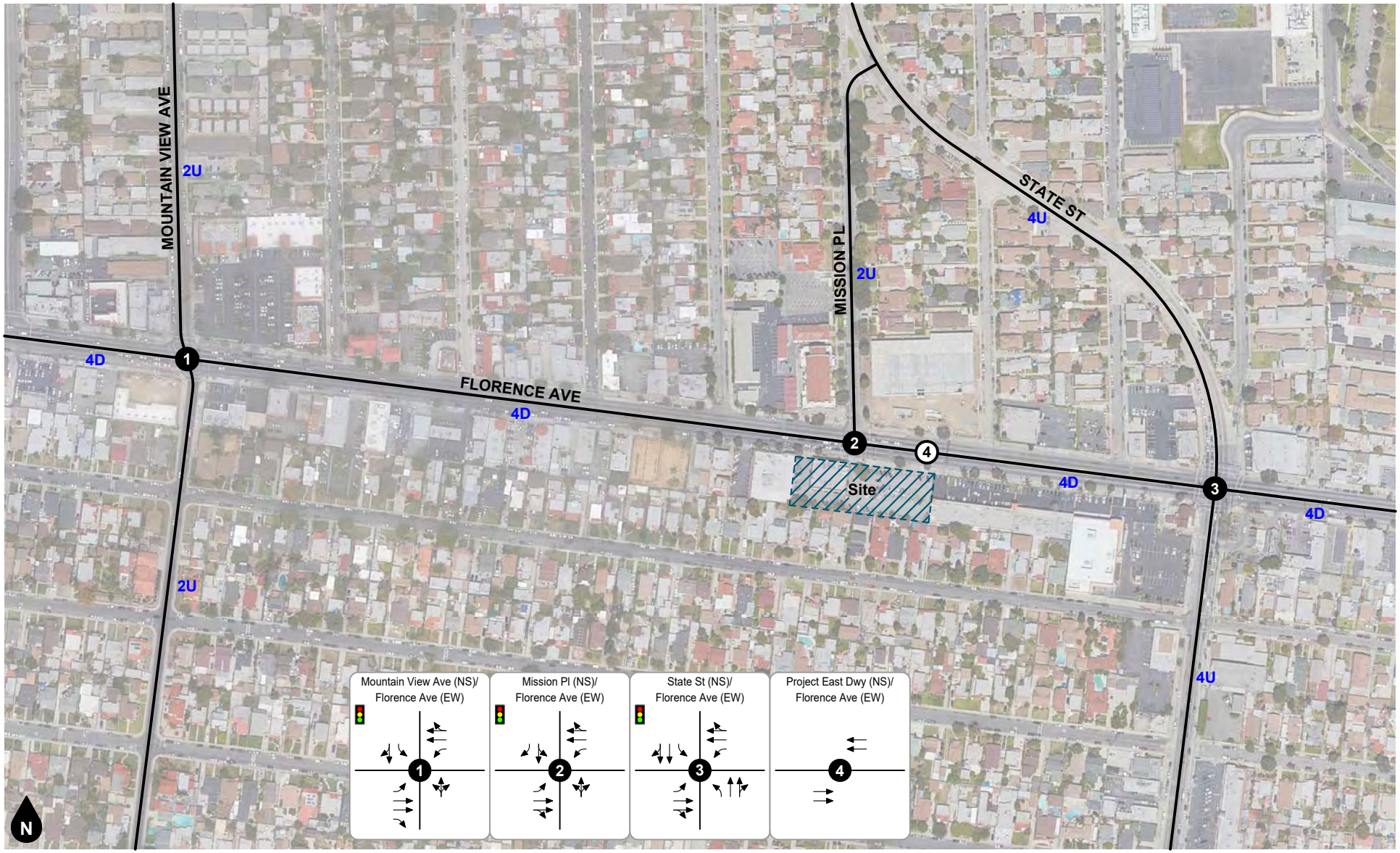
Notes:

(1) AWS = All-Way Stop; CSS = Cross Street Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in seconds/vehicle. Level of Service is based on average delay of the worst approach.

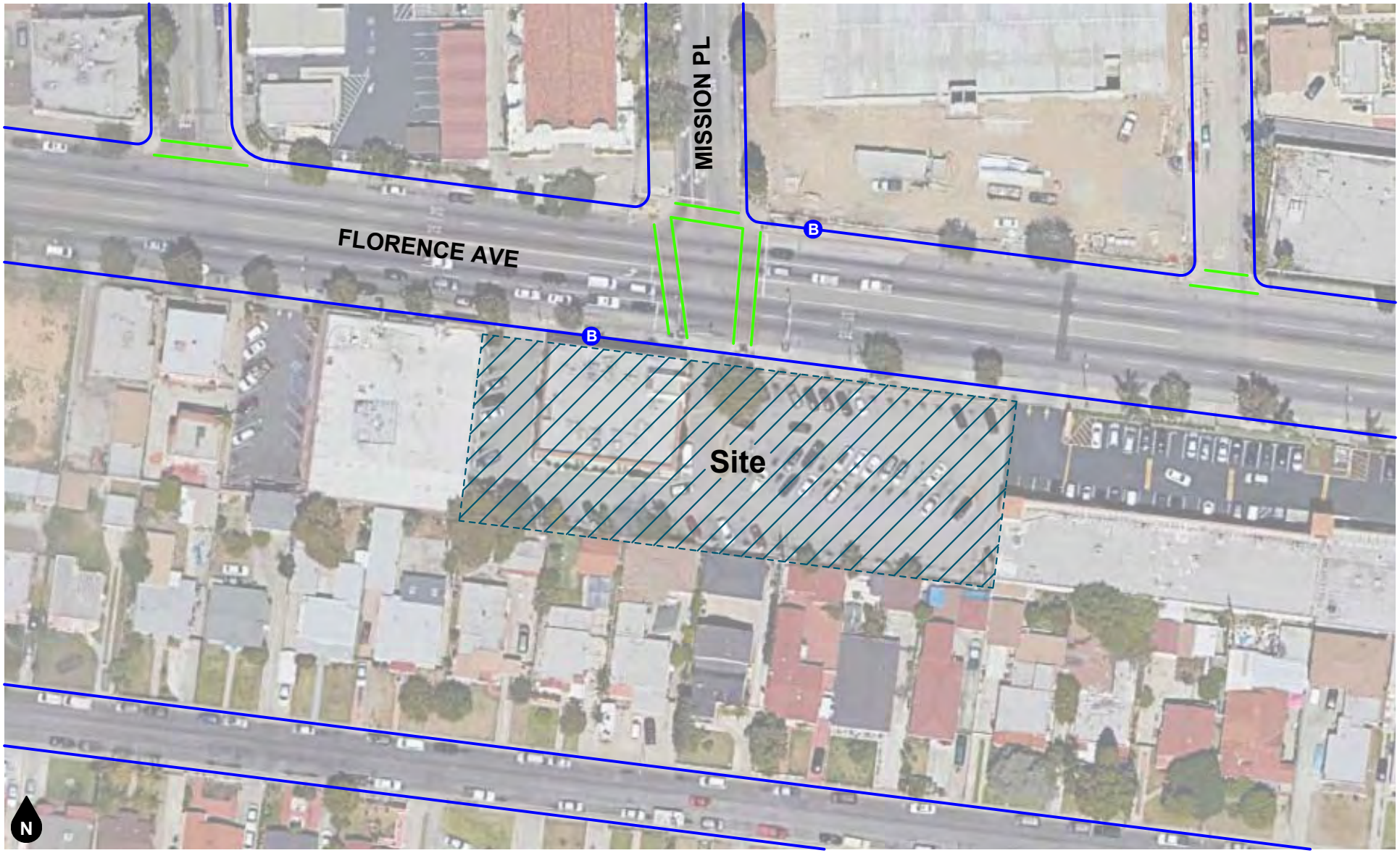
(4) LOS = Level of Service



Legend

- Traffic Signal
- STOP Stop Sign
- #D #-Lane Divided Roadway
- #U #-Lane Undivided Roadway
- Existing Lane

Figure 4
Existing Lane Geometry and Intersection Traffic Controls



Legend
- Sidewalk
- Cross Walk
- B Bus Stop

Figure 5
Existing Pedestrian Facilities

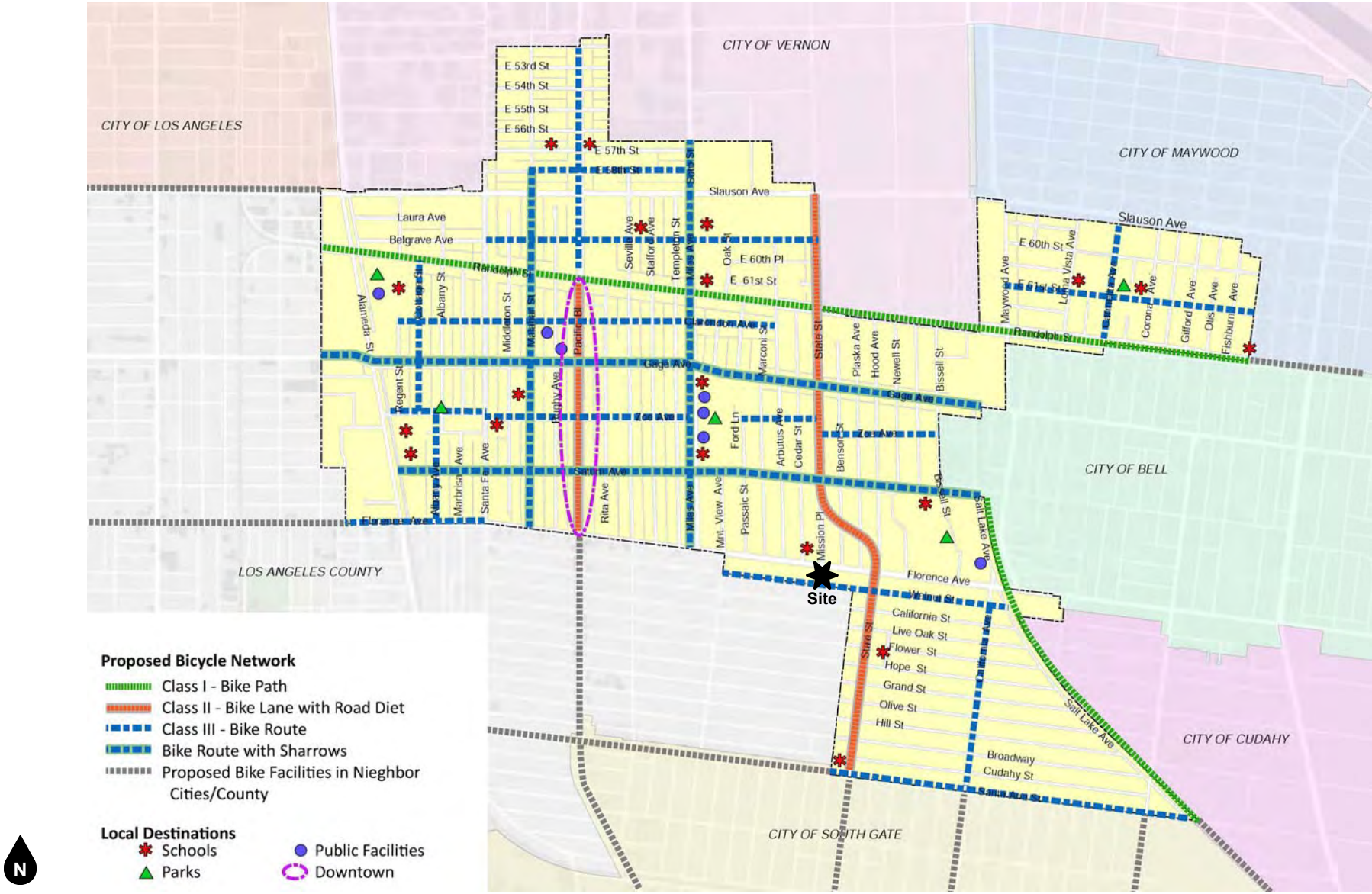


Figure 6
City of Huntington Park Bikeway Master Plan

Source: City of Huntington Park

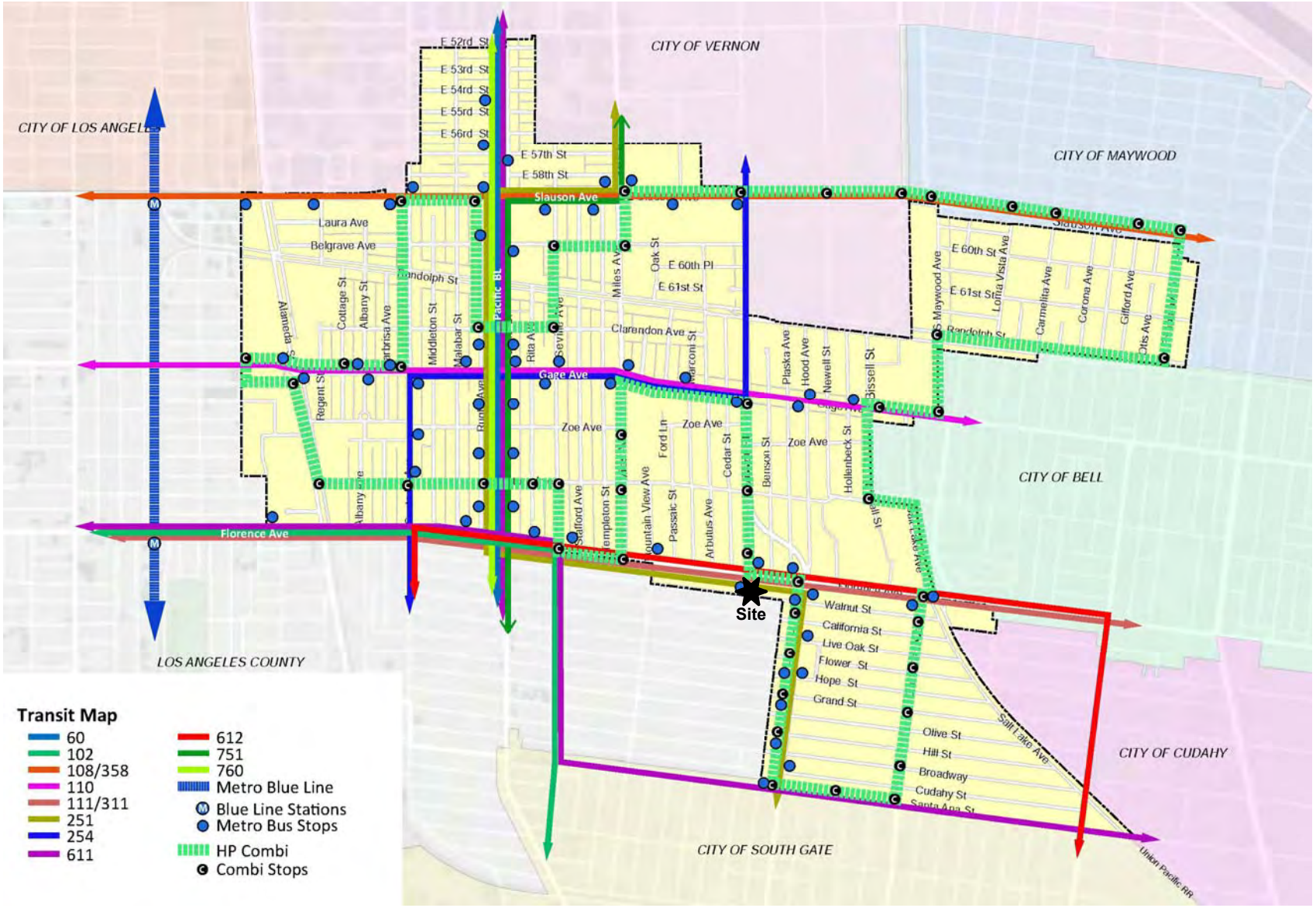


Figure 7
City of Huntington Park Transit Routes

Source: City of Huntington Park

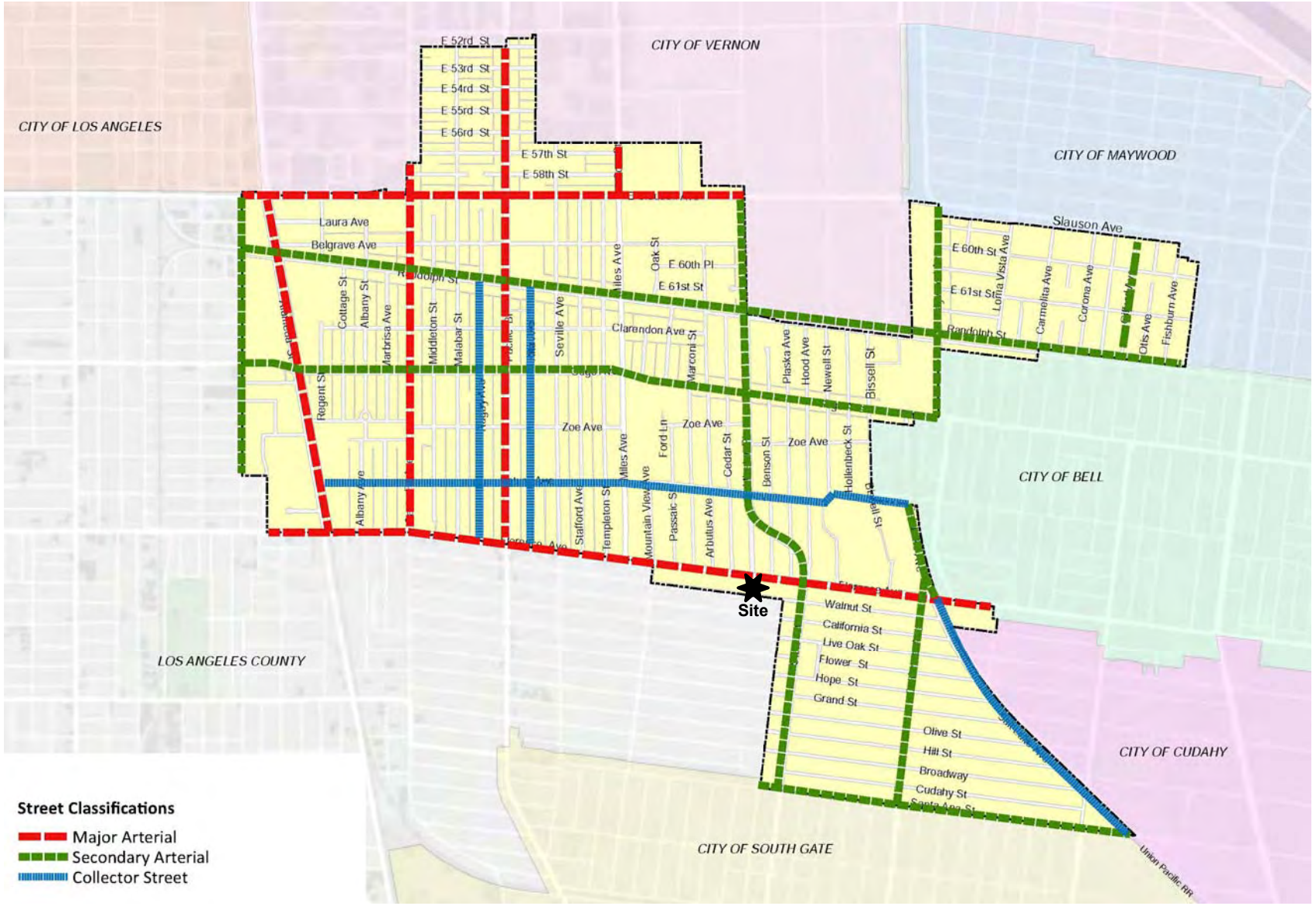
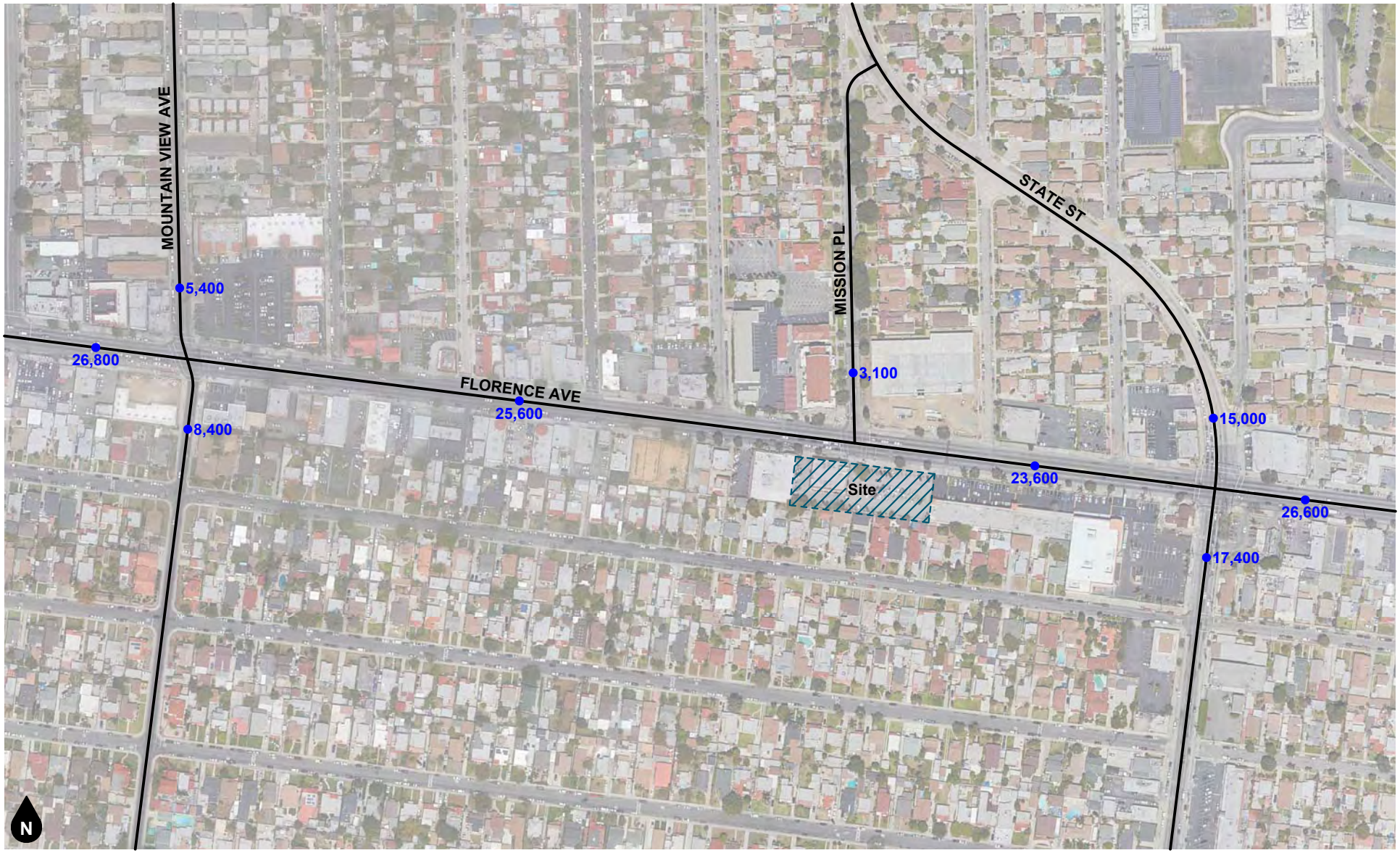


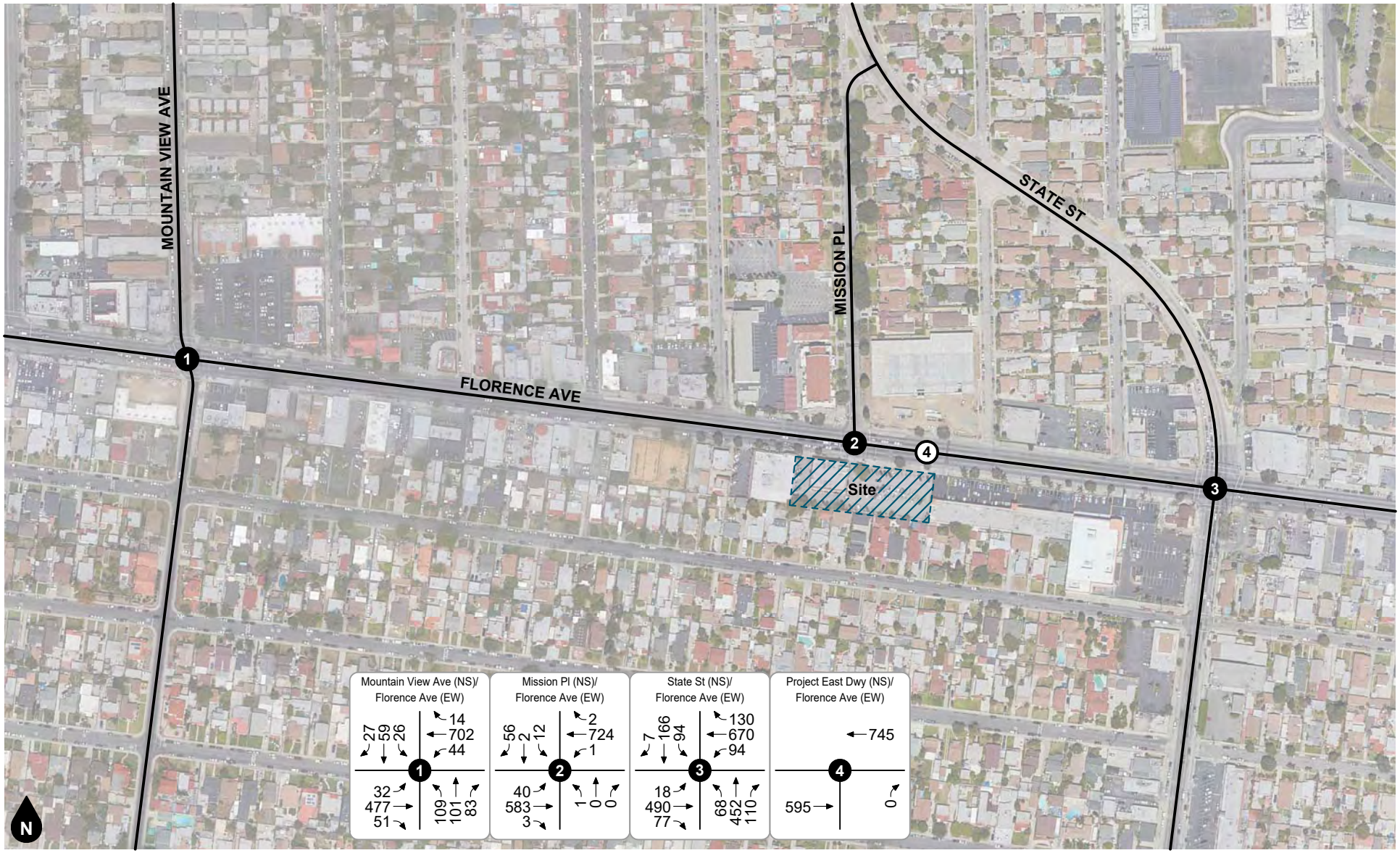
Figure 8
City of Huntington Park General Plan Circulation Element

Source: City of Huntington Park



Legend
●## Vehicles Per Day

Figure 9
Existing Average Daily Traffic Volumes

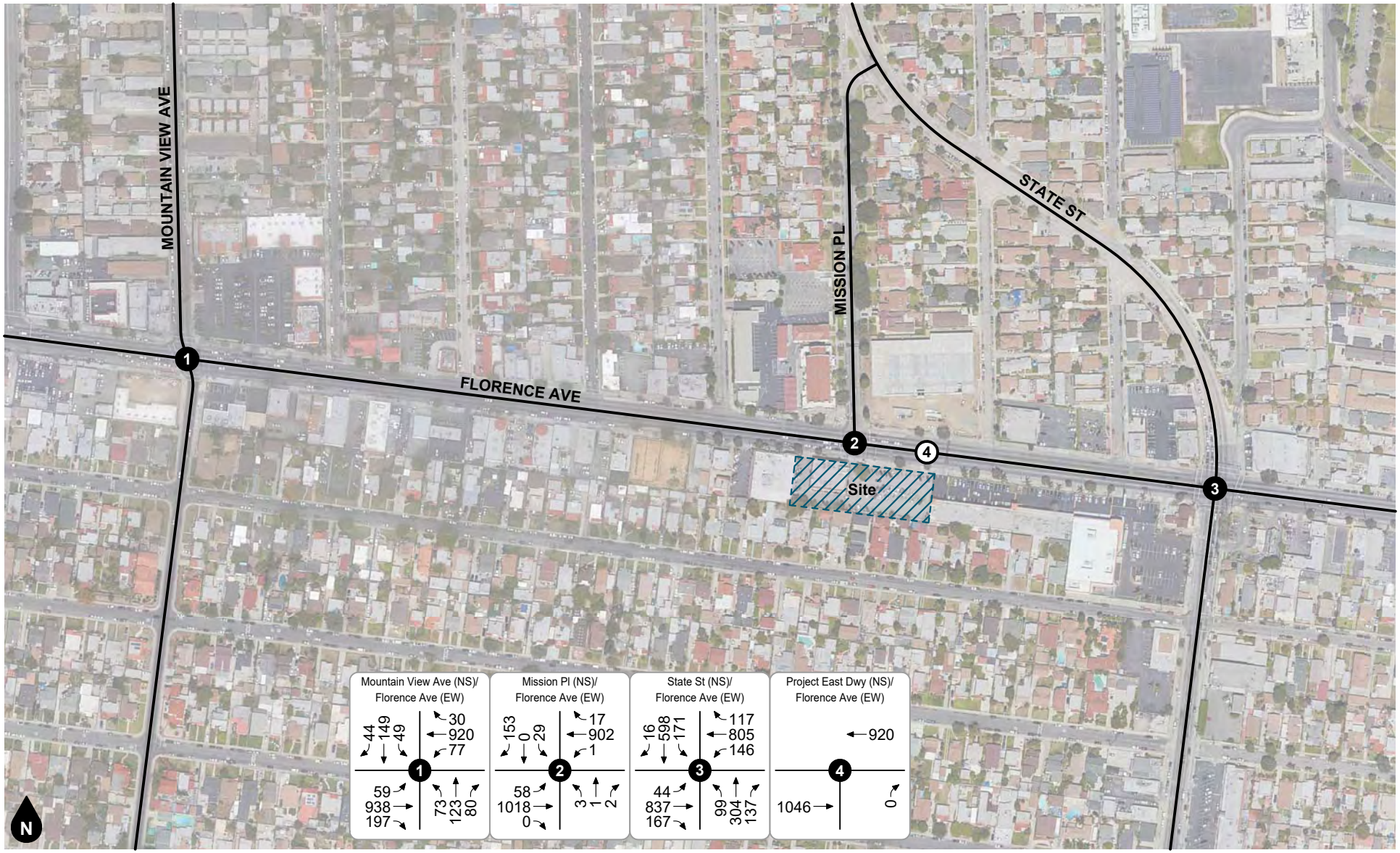


Legend

Study Intersection

(#) Project Driveway

Figure 10
Existing AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

(#) Project Driveway

Figure 11
Existing PM Peak Hour Intersection Turning Movement Volumes

4. PROJECT TRIP FORECASTS

This section describes how project trip generation, trip distribution, and trip assignment forecasts were developed. The forecast project volumes are illustrated on figures contained in this section.

PROJECT DESCRIPTION

The project site is located at 3100 Florence Avenue in the City of Huntington Park. The project site is located south side of Florence Avenue at the southern end of Mission Place between Mountain View Avenue and State Street. The project site is currently occupied with an 11,000 square foot medical office building, and it currently has a signalized full access driveway via the south leg of the intersection of Mission Place at Florence Avenue. The proposed project involves construction of a 4,712 square foot car wash with a car wash tunnel.

The proposed drive-through lane configuration provides queueing storage for approximately 12 vehicles from the car wash tunnel entrance to the pay stations and barrier arm gates plus storage for another nine vehicles from the pay stations to the entrance of the car wash drive-through lane for a total storage of approximately 12 vehicles. There will be a drying area with 29 parking stalls that are equipped with vacuum posts for vehicle interior cleaning and drying the vehicle exterior after the vehicles have traveled through the wash tunnel, two accessible parking stalls and two employee parking stalls for a total of 33 parking spaces. There will also be one motorcycle parking stall. The parking lot aisle for the drying area is available to serve as an overflow to accommodate seven additional queueing vehicles to enter the car wash drive-through lane.

The proposed project will retain the existing signalized driveway at the south leg of Mission Place, and the project will provide a new stop-controlled right-turn exit-only driveway on Florence Avenue east of Mission Place. The proposed project is anticipated to be constructed and fully operational by year 2023.

PROJECT TRIP GENERATION

Table 2 shows the project trip generation based upon standard rates obtained from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017 and custom trip generation rates based on traffic survey at other similar car wash facilities. The custom trip generation rates for based on available historic survey counts conducted at two similar automatic car wash facilities at Matt's Express Carwash in the City of Rialto on January 19, 2014 and at Matt's Express Carwash in the City of Redlands on December 14, 2016. Appendix F shows the car wash facility count survey count sheets. The survey counts were conducted on a typical weekday over the entire hours of operations showing the "time of the day". The morning (AM) and afternoon (PM) peak hour trip rates are derived from the highest one-hour within of the typical peak periods of adjacent street traffic between 7 and 9 AM in the morning and between 4 and 6 PM in the afternoon. Based on input from the operators of similar car wash facilities, the monthly activity levels are consistent between the summer season and other non-summer seasons. As shown in Table 2 in comparison to other available trip generation rates published by Institute of Transportation Engineers (ITE) and San Diego Association of Governments (SANDAG), the customized trip rates based on the similar car wash facilities are more conservative than the published trip rates by ITE and SANDAG.

The project trip generation is determined by multiplying the proposed land use quantities by the trip generation rates and inbound/outbound percentages. As shown in Table 2, the proposed project is forecast to generate a total of approximately net 561 daily vehicle trips, including net 33 trips during the AM peak hour and net 96 trips during the PM peak hour.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Figure 12 shows the forecast directional trip distribution patterns for the project generated trips. The project trip distribution patterns are based on review of existing volume data, surrounding land uses, designated truck routes, and the local and regional roadway facilities in the project vicinity.

Based on the identified project trip generation and distributions, project average daily traffic volumes have been calculated and shown on Figure 14. Project morning and evening peak hour intersection turning movement volumes expected from the project are depicted on Figure 15 and Figure 16, respectively.

Table 2
Project Trip Generation

Trip Generation Rates										
Project				AM Peak			PM Peak			Weekday Daily
No.	Land Use	Code[1]	Units[2]	In %	Out %	Total	In %	Out %	Total	
1	Medical-Dental Office Building	ITE 720	TSF	78%	22%	2.78	28%	72%	3.46	34.80
2	Automated Car Wash	Survey[3]	Site	55%	45%	64.00	50%	50%	134.00	944.00
3	Automated Car Wash	ITE 948	CWT				50%	50%	77.50	
4	Automatic Car Wash	SANDAG	Site	50%	50%	36.00	50%	50%	81.00	900.00

Trips Generated									
Project			AM Peak			PM Peak			Weekday Daily
No.	Land Use	Quantity[2]	In	Out	Total	In	Out	Total	
	Existing Land Use[4]								
1	Medical-Dental Office Building	11.000 TSF	24	7	31	11	27	38	383
	Proposed Project								
2	Automated Car Wash	1 Site	35	29	64	67	67	134	944
Project Net Trips			+11	+22	+33	+56	+40	+96	+561

Notes:

(1) ITE = Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017; XXX = Land Use Code

San Diego Association of Governments (SANDAG), Brief Guide of Vehicular Traffic Generation Rates for the San Diego Area, April 2002.

(2) TSF = Thousand Square Feet; CWT = Car Wash Tunnel

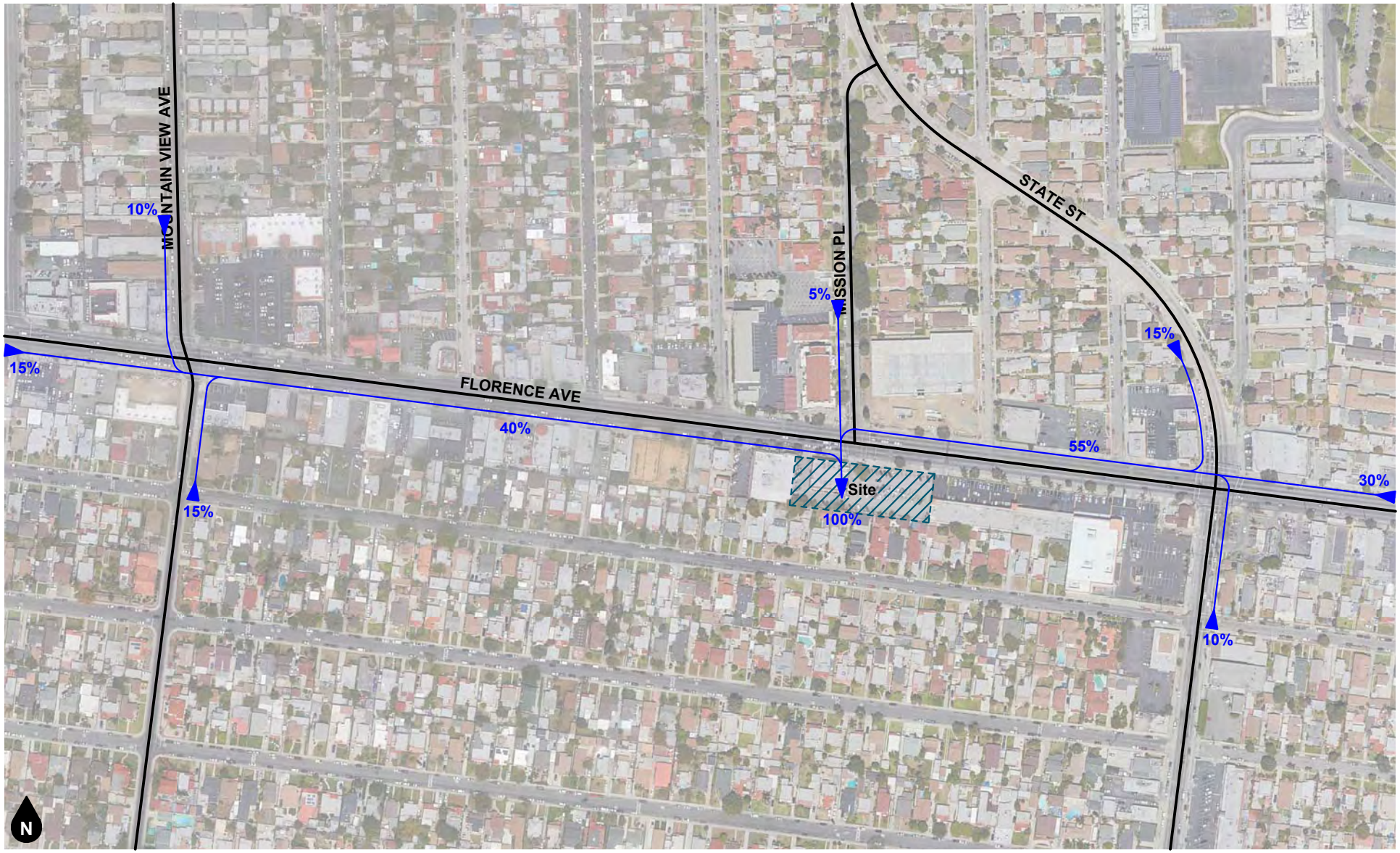
(3) Survey counts of the existing Matt's Express Carwash facility located in the City of Rialto and Matt's Express Carwash facility located in the City of Redlands (see Appendix A)

(4) Existing trip credit for existing building estimated based on approximate building size.

Legend

10% Percent From Project

Figure 12
Project Outbound Trip Distribution



Legend

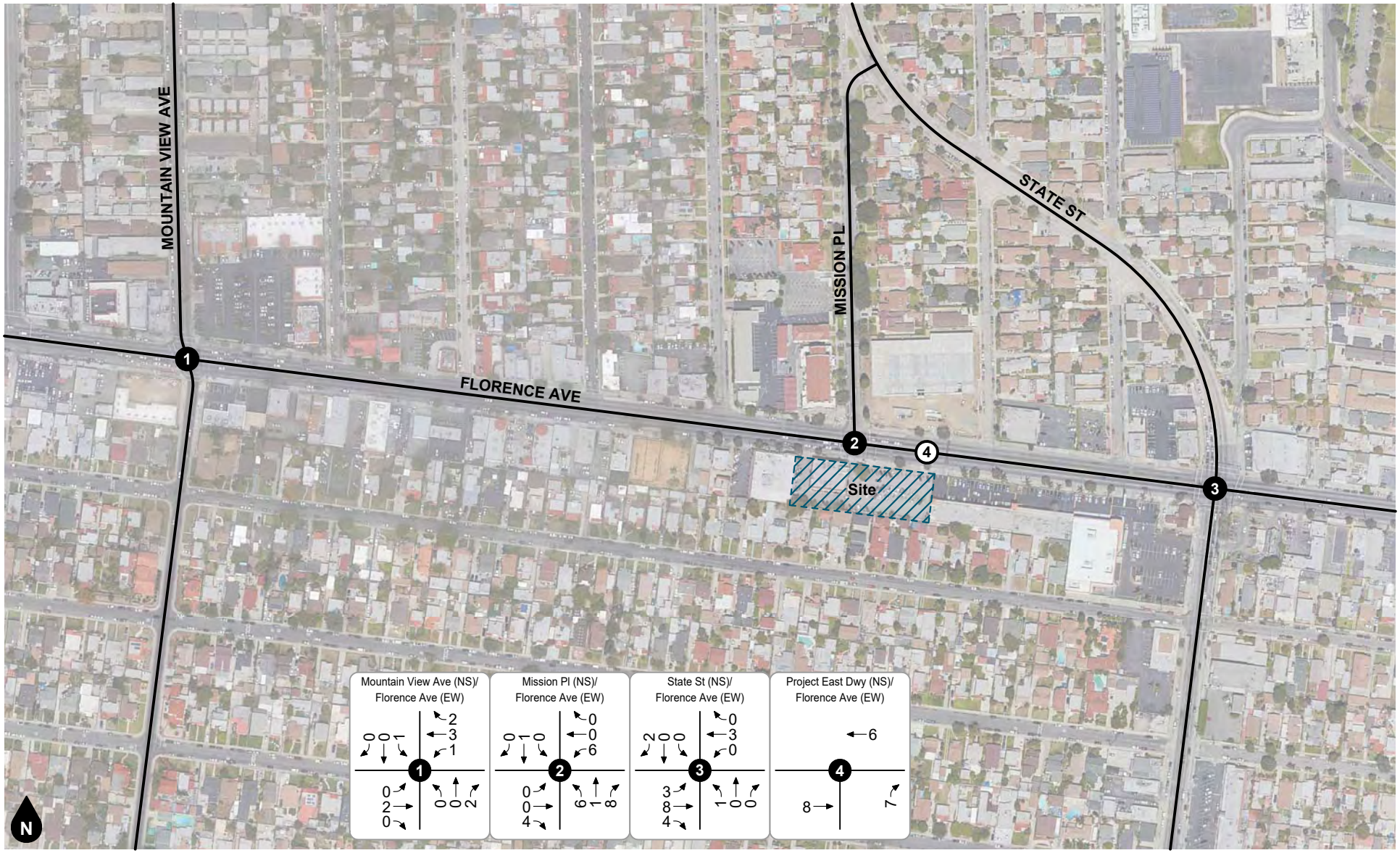
10% Percent To Project

Figure 13
Project Inbound Trip Distribution

Legend

●## Vehicles Per Day

Figure 14
Project Average Daily Traffic Volumes

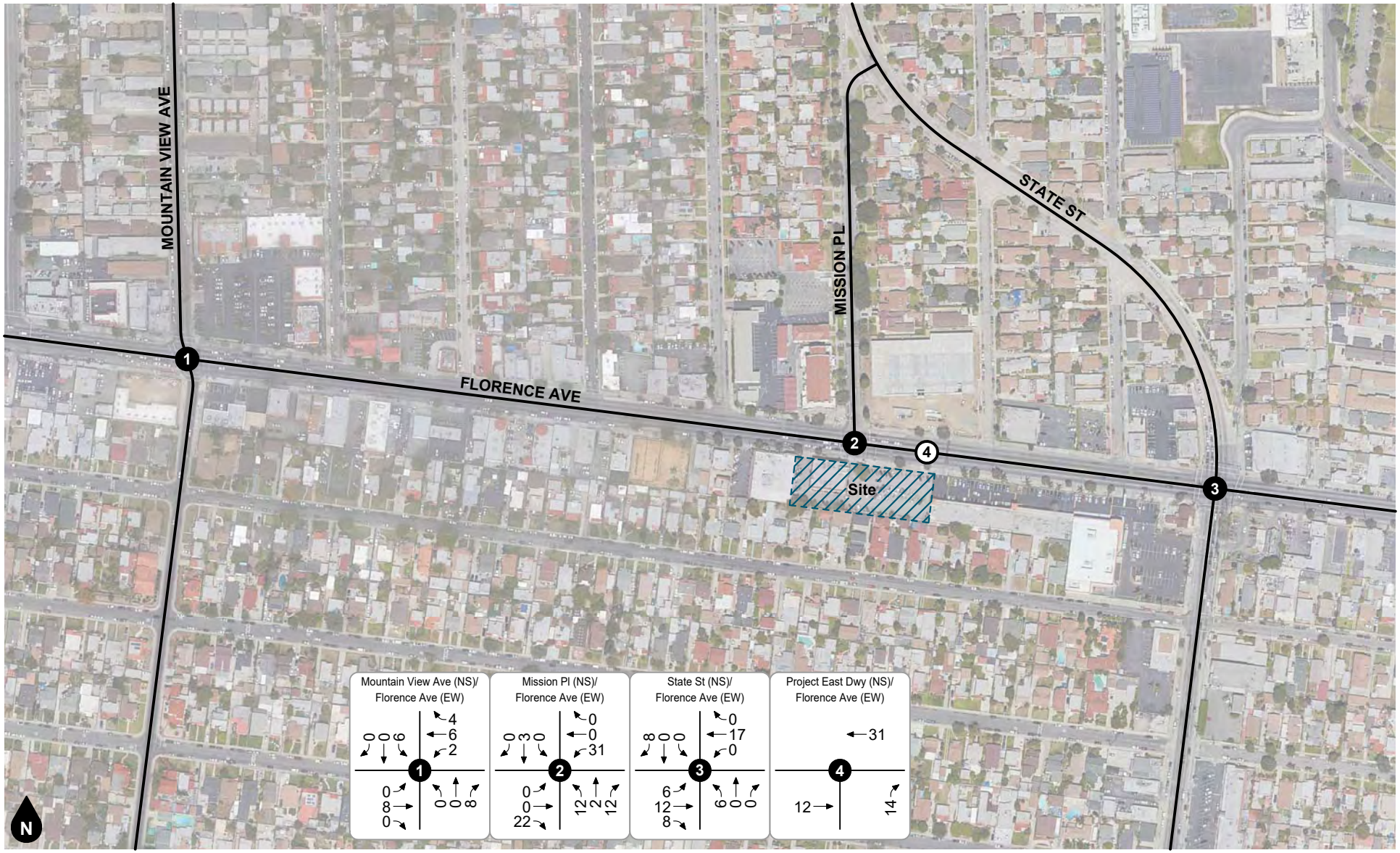


Legend

(#) Study Intersection

(#) Project Driveway

Figure 15
Project AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

(#) Project Driveway

Figure 16

Project PM Peak Hour Intersection Turning Movement Volumes

5. FUTURE VOLUME FORECASTS

This section describes how future volume forecasts for each analysis scenario were developed. Forecast study area volumes are illustrated on figures contained in this section.

CUMULATIVE TRIPS

Ambient Growth Rate

To account for ambient growth on roadways, existing and current 2021 traffic volumes were increased by an annual growth rate of 1.4 percent (1.4%) per year over two years for Opening Year (2023) conditions. As shown in Table 3, an annual ambient growth rate of 1.4% is estimated based on the Los Angeles County Congestion Management Program (CMP) General Traffic Volume Growth Factors for 2015 and 2020 for the Regional Statistical Area of Downey (RSA21). The Opening Year 2023 will included a 1.4% annual growth for 2 years (total growth factor = 1.028) over the 2021 base volumes. The ambient growth rate was conservatively applied to all movements at the study intersections.

ANALYSIS SCENARIO VOLUME FORECASTS

Existing Plus Project

Existing Plus Project volume forecasts were derived by adding the project generated trips to Existing volumes. Existing Plus Project average daily traffic volumes are shown on Figure 17. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figure 18 and Figure 19.

Opening Year (2023) Without Project

To develop Opening Year (2023) Without Project volume forecasts, Existing volumes were combined with ambient growth. Opening Year (2023) Without Project average daily traffic volumes are shown on Figure 20. Opening Year (2023) Without Project morning and evening peak hour intersection turning movement volumes are shown Figure 21 and Figure 22.

Opening Year (2023) With Project

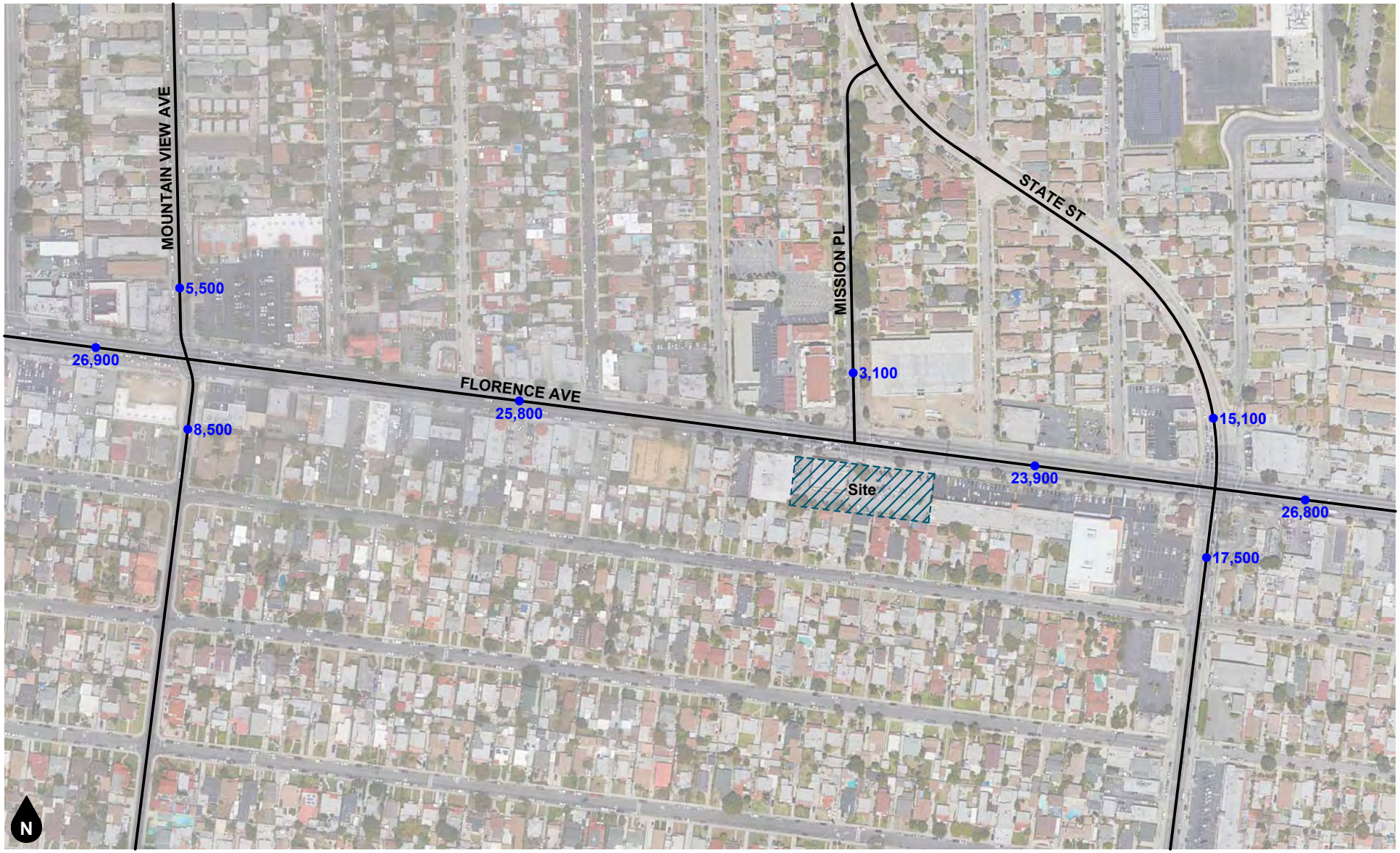
Opening Year (2023) With Project volume forecasts were developed by adding project generated trips to the Opening Year (2023) Without Project forecast. Opening Year (2023) With Project average daily traffic volumes are shown on Figure 23. Opening Year (2023) With Project morning and evening peak hour intersection turning movement volumes are shown on Figure 24 and Figure 25.

Table 3
Annual Growth Rate Calculation

Regional Statistical Area (RSA)	Year 1		Year 2		Overall Growth		Annual Growth	
	Year	Growth Factor[1]	Year	Growth Factor[1]	Years of Growth	Growth Factor	Growth Factor	Growth Rate
21 Vernon	2015	1.073	2020	1.146	5	1.073	1.014	1.4%

Notes:

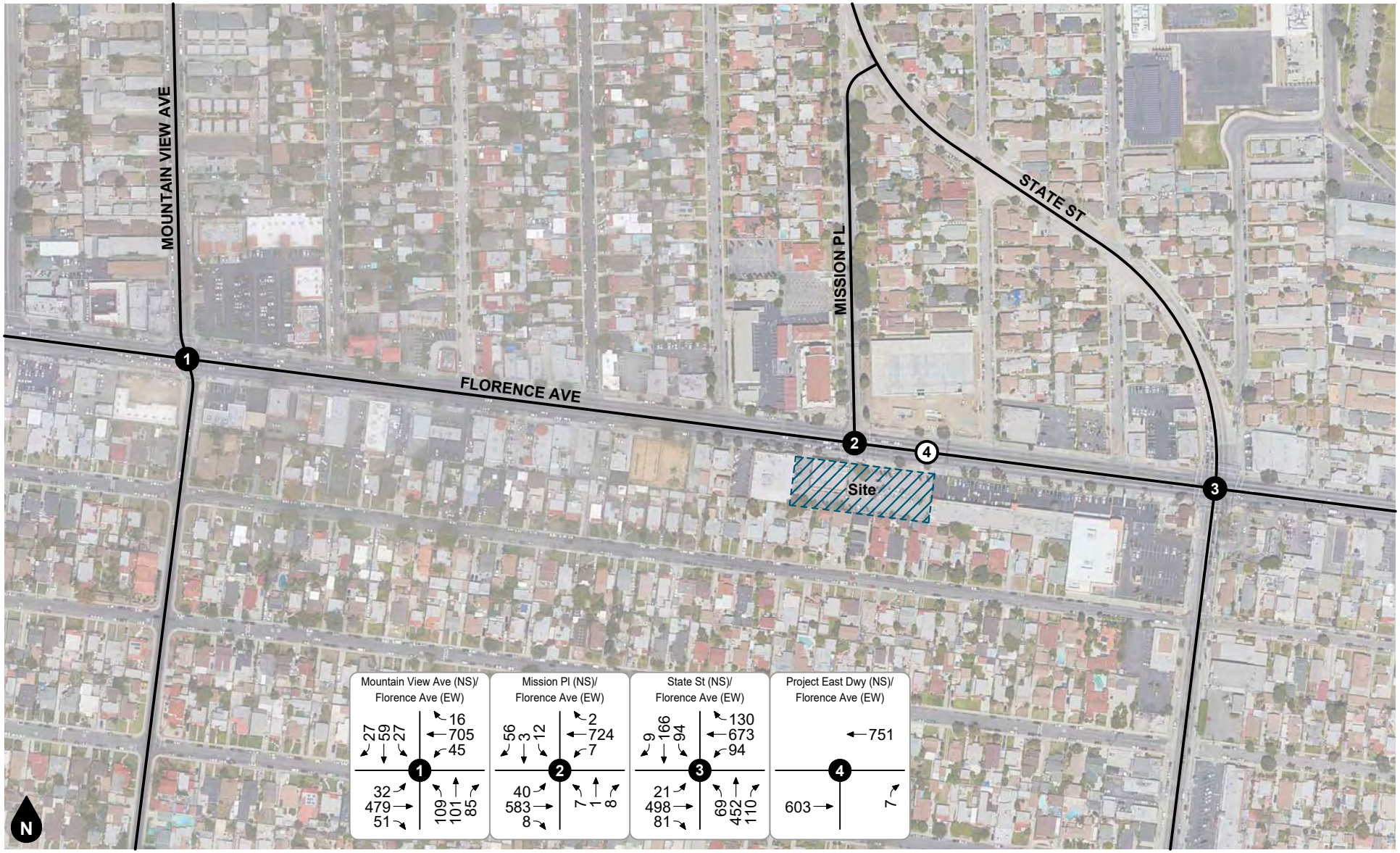
(1) Los Angeles County Congestion Management Program (CMP) General Traffic Volume Growth Factors (Exhibit D-1)



Legend

●## Vehicles Per Day

Figure 17
Existing Plus Project Average Daily Traffic Volumes

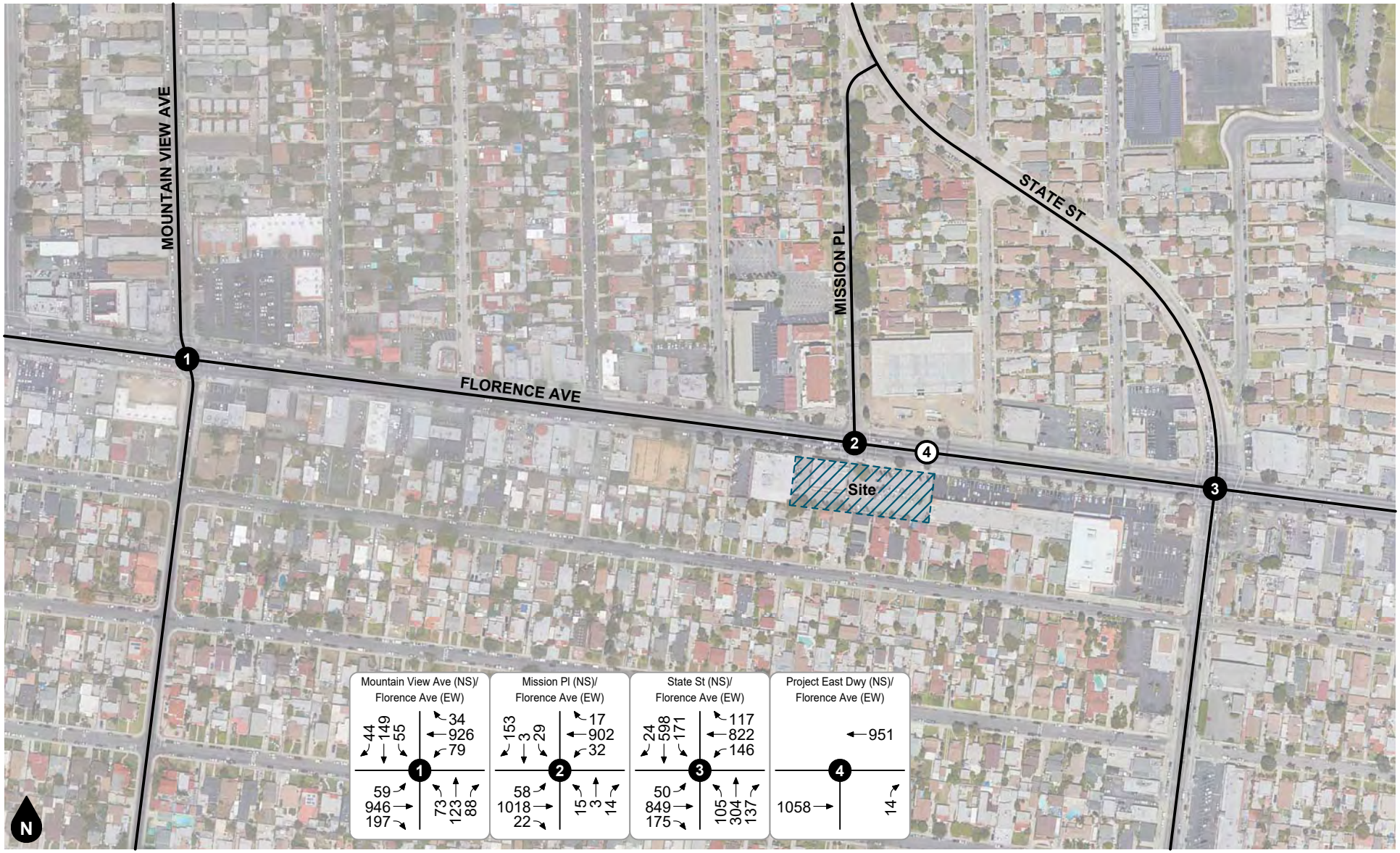


Legend

(#) Study Intersection

(#) Project Driveway

Figure 18
Existing Plus Project
AM Peak Hour Intersection Turning Movement Volumes

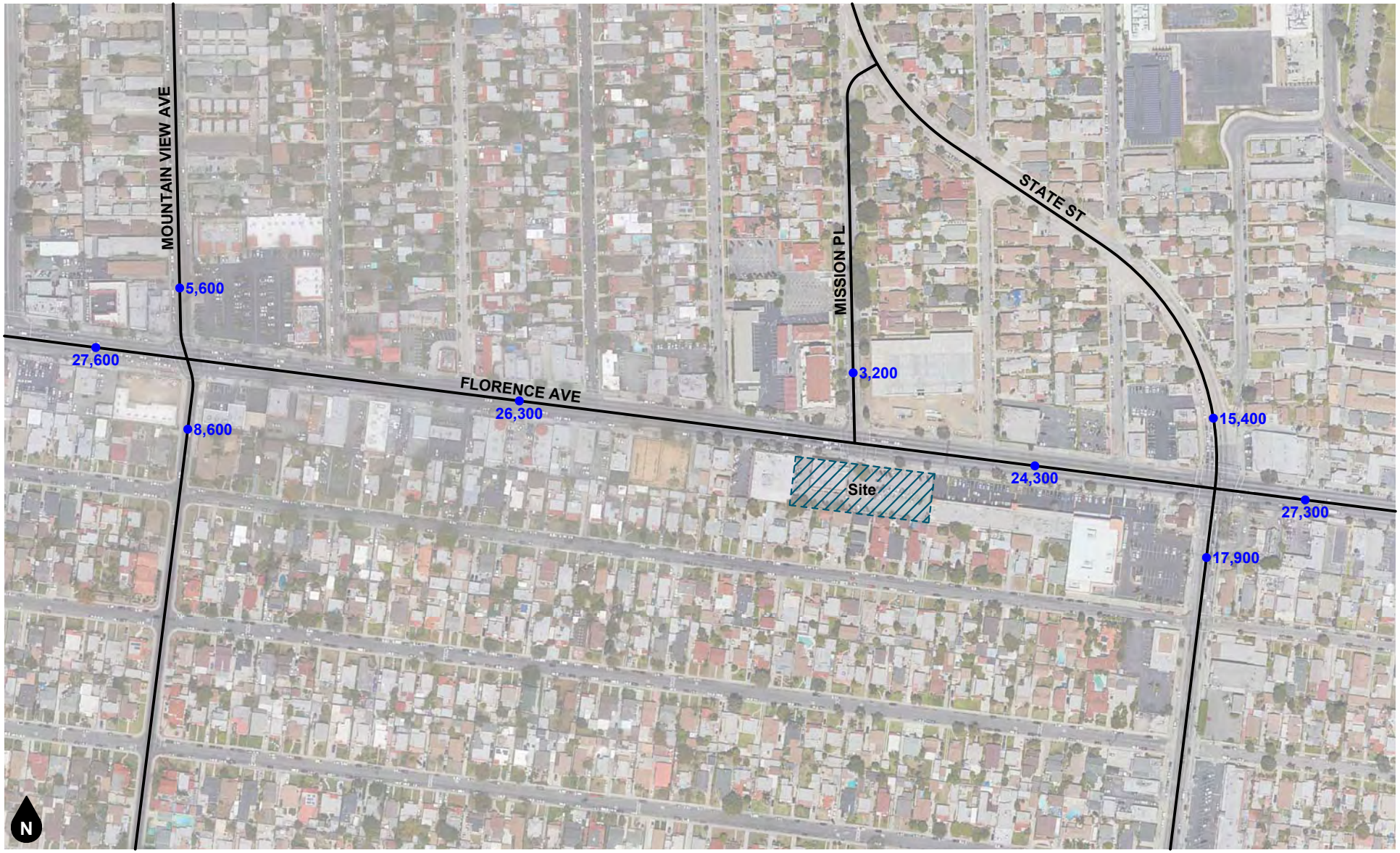


Legend

Study Intersection

(#) Project Driveway

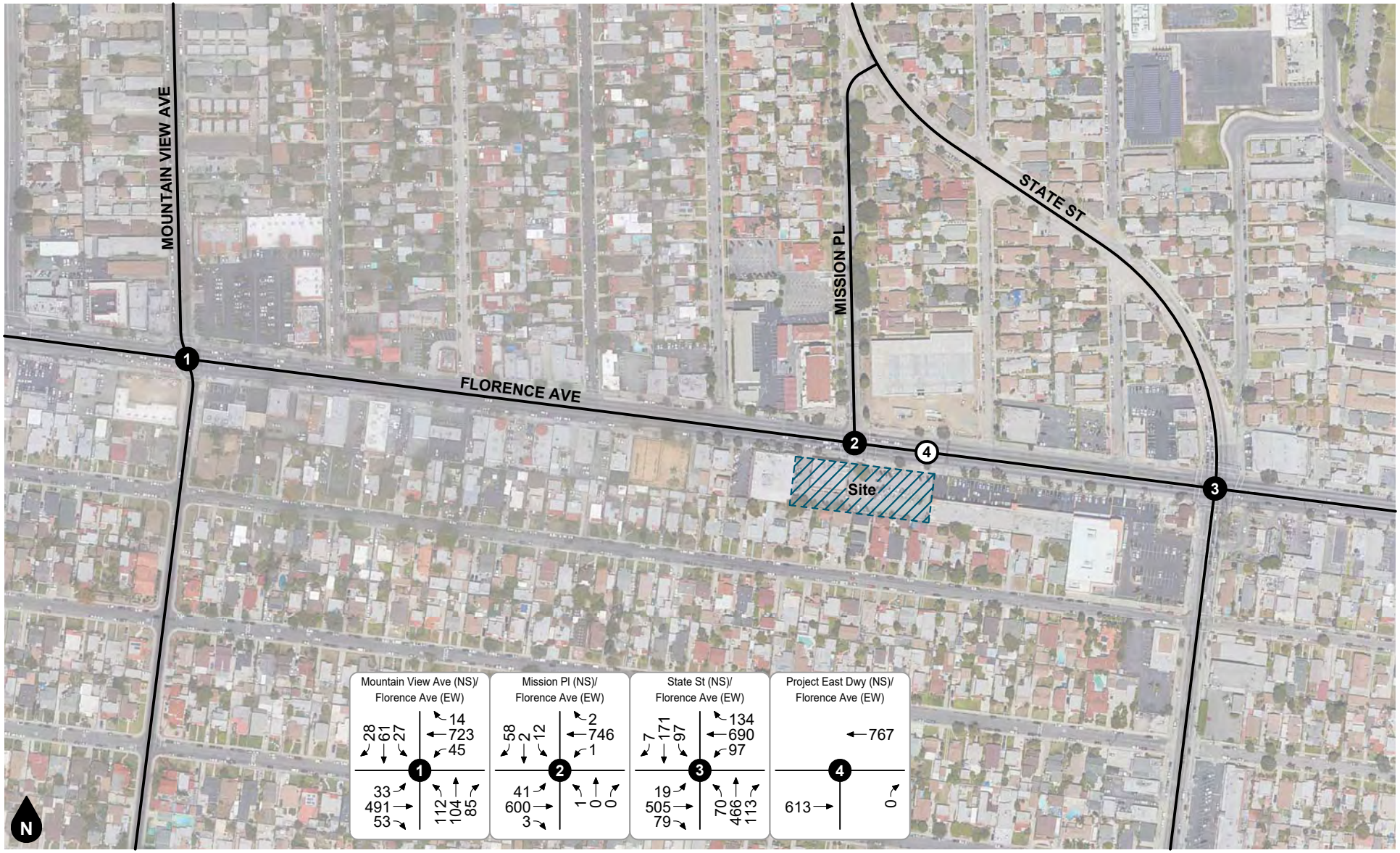
Figure 19
Existing Plus Project
PM Peak Hour Intersection Turning Movement Volumes



Legend

●## Vehicles Per Day

Figure 20
Opening Year (2023) Without Project Average Daily Traffic Volumes

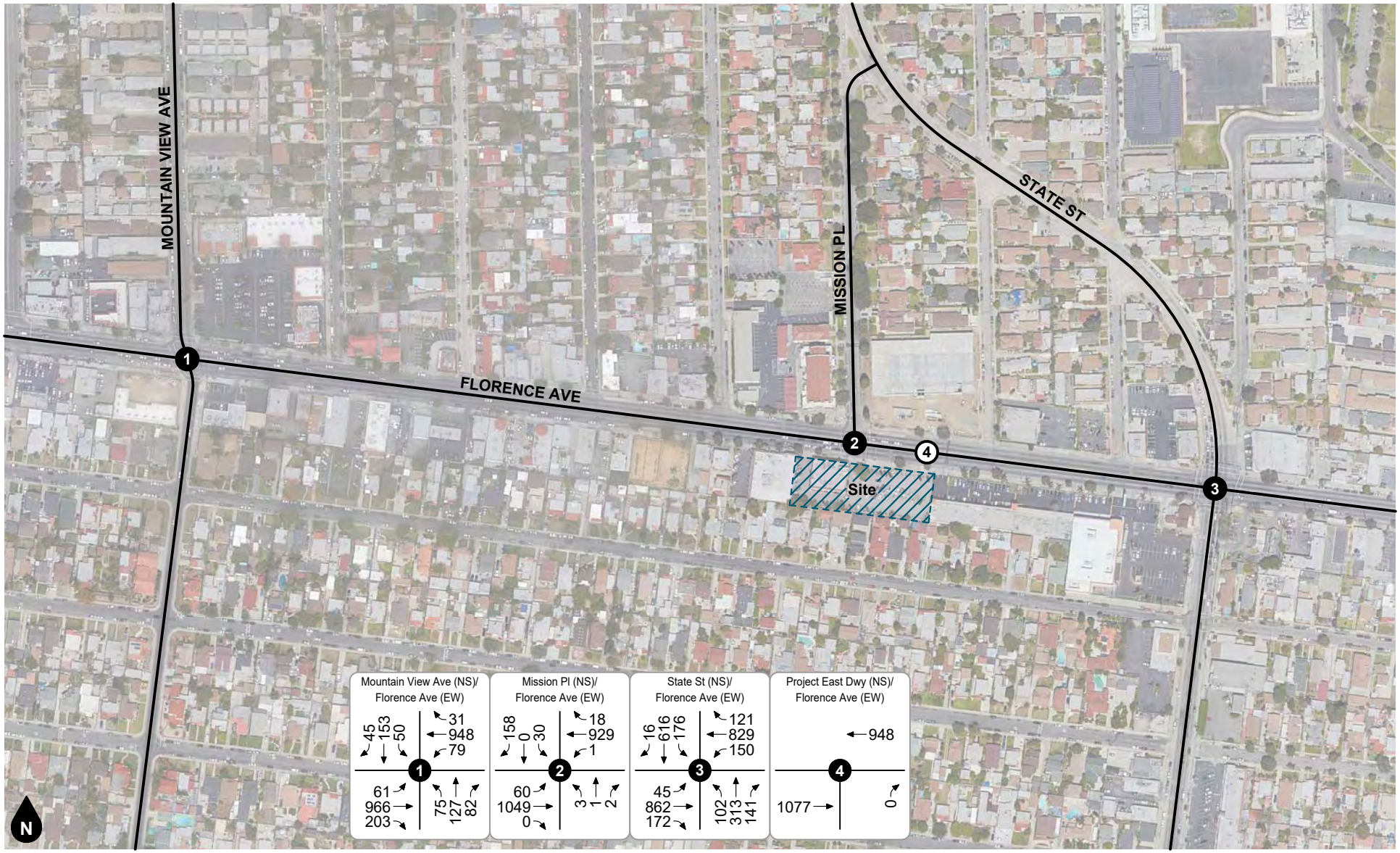


Legend

Study Intersection

(#) Project Driveway

Figure 21
Opening Year (2023) Without Project
AM Peak Hour Intersection Turning Movement Volumes

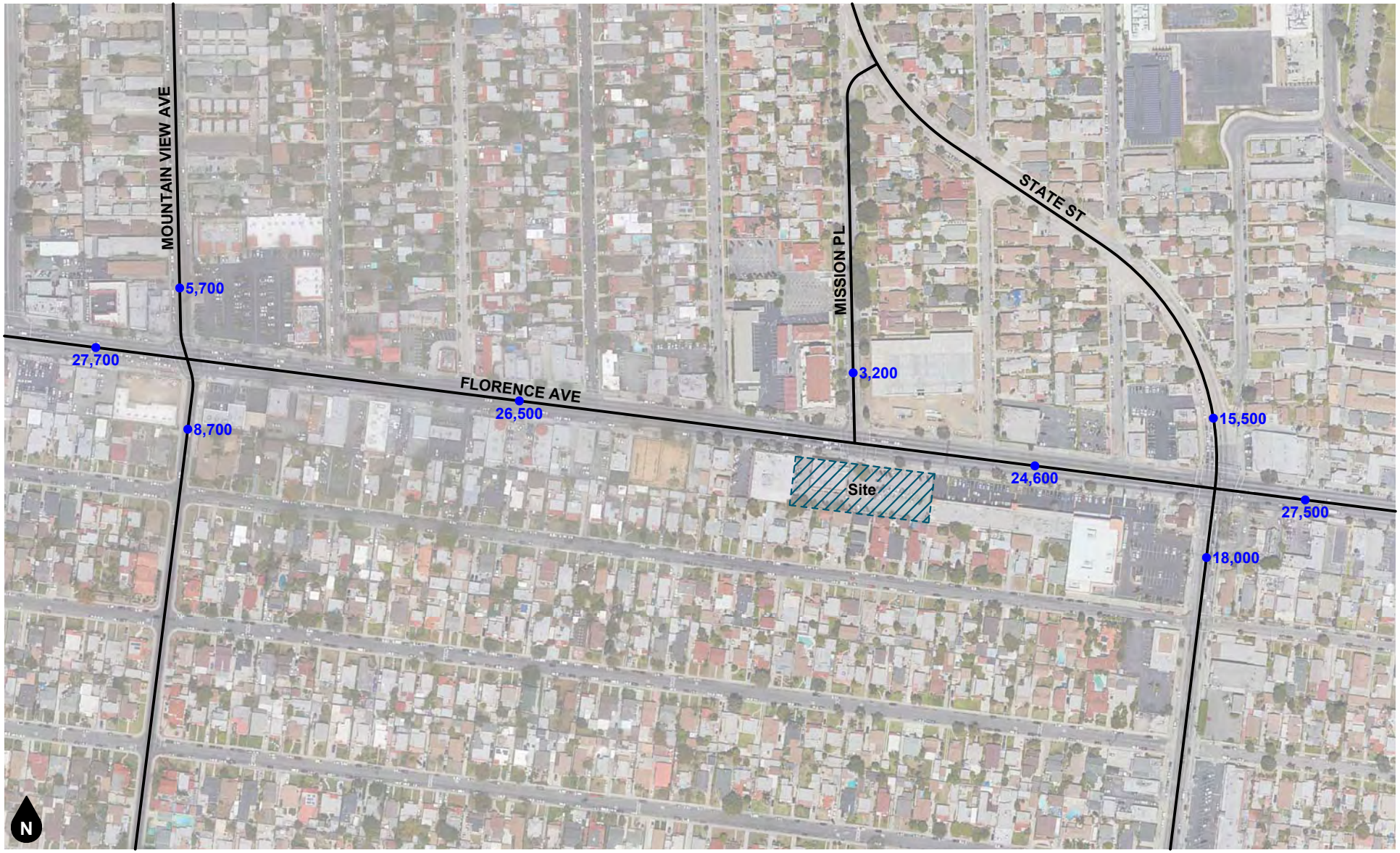


Legend

Study Intersection

(#) Project Driveway

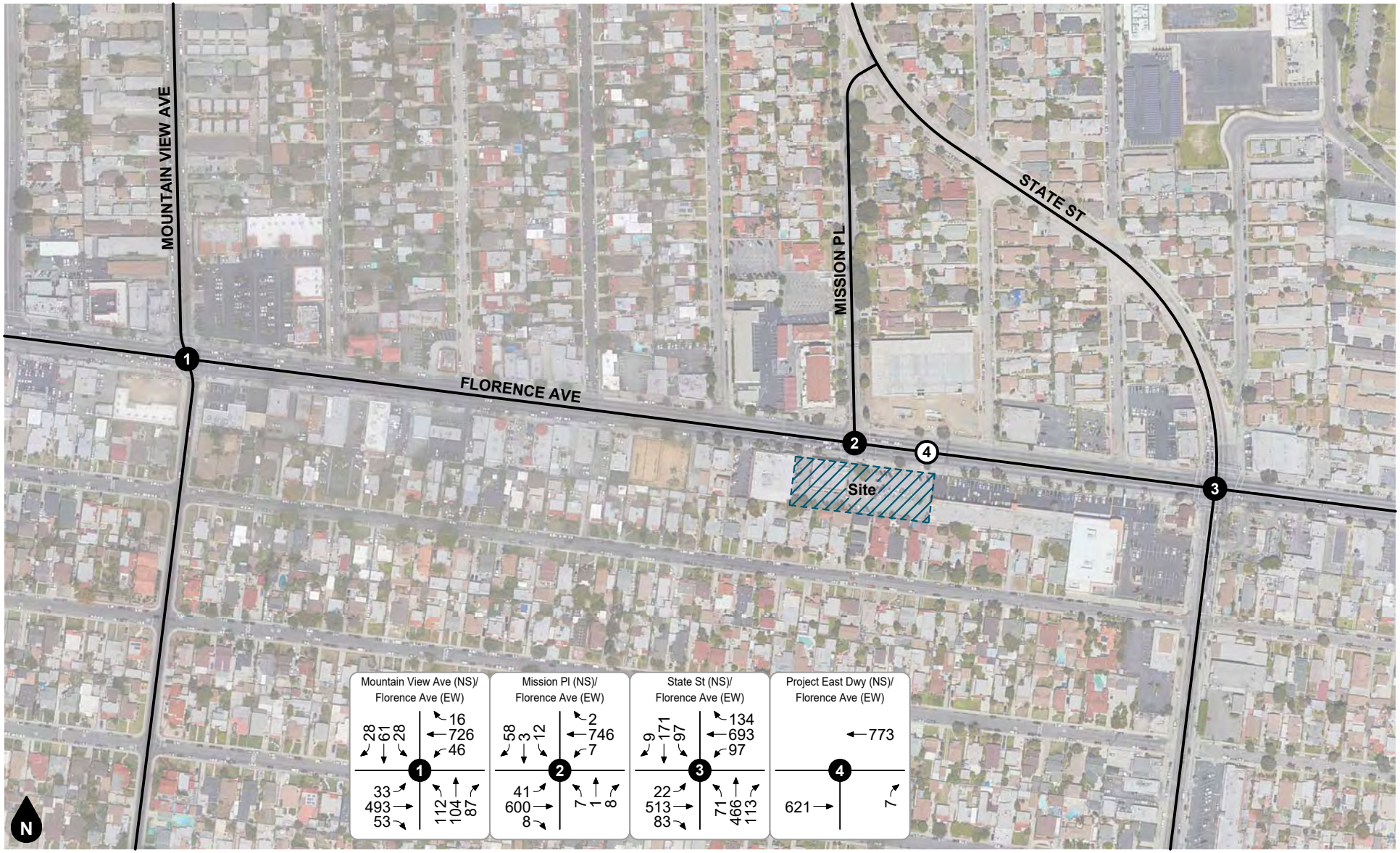
Figure 22
Opening Year (2023) Without Project
PM Peak Hour Intersection Turning Movement Volumes



Legend

●## Vehicles Per Day

Figure 23
Opening Year (2023) With Project Average Daily Traffic Volumes

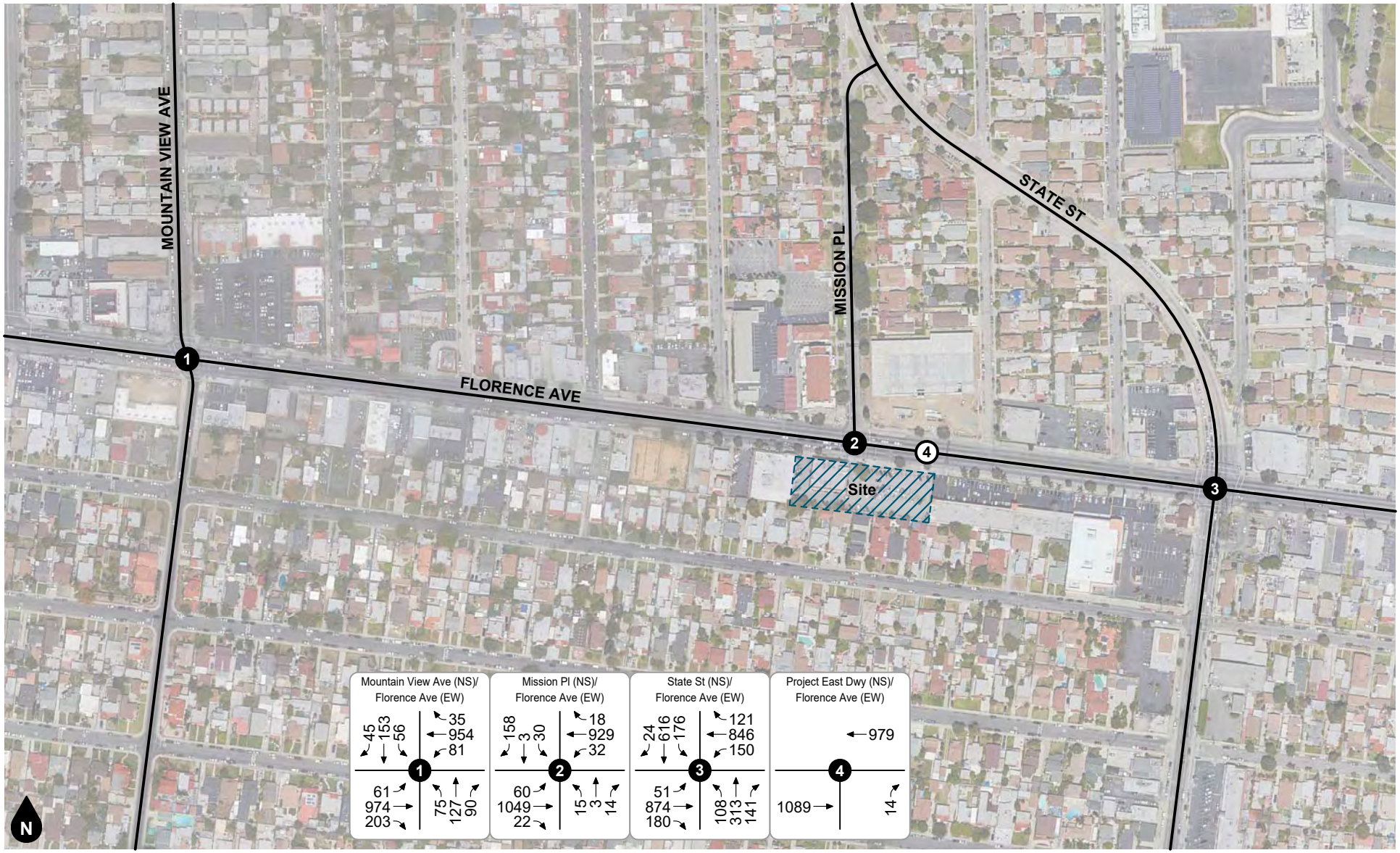


Legend

Study Intersection

(#) Project Driveway

Figure 24
Opening Year (2023) With Project
AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

(#) Project Driveway

Figure 25
Opening Year (2023) With Project
PM Peak Hour Intersection Turning Movement Volumes

6. FUTURE OPERATIONAL ANALYSIS

Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix E.

EXISTING PLUS PROJECT

Intersection Levels of Service

The delay and Levels of Service for Existing Plus Project conditions are shown in Table 4. As shown in Table 4, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Project traffic conditions.

Operational Deficiency Evaluation

Table 4 evaluates the project change at the study intersections for Existing Plus Project conditions. As shown in Table 4, the proposed project is forecast to result in no operational deficiency at the study intersections for Existing Plus Project conditions. No additional off-site intersection mitigation is required.

OPENING YEAR (2023) WITHOUT PROJECT

Intersection Levels of Service

The delay and Levels of Service for Opening Year (2023) Without Project conditions are shown in Table 5. As shown in Table 5, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Opening Year (2023) Without Project conditions.

OPENING YEAR (2023) WITH PROJECT

Intersection Levels of Service

The delay and Levels of Service for Opening Year (2023) With Project conditions are shown in Table 6. As shown in Table 6, the study intersections are projected to operate within acceptable Levels of Service (D or better) during the peak hours for Opening Year (2023) With Project conditions.

Operational Deficiency Evaluation

Table 6 evaluates the project change at the study intersections for Opening Year (2023) With Project conditions. As shown in Table 6, the proposed project is forecast to result in no operational deficiency at study intersections for Opening Year (2023) With Project conditions. No additional off-site intersection mitigation is required.

Table 4

Existing Plus Project Intersection Levels of Service and Operational Deficiency Evaluation

ID	Study Intersection	Traffic Control[1]	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Change	Operational Deficiency?	Without Project		With Project		Project Change	Operational Deficiency?
			V/C[2] or [Delay][3]	LOS[4]	V/C[2] or [Delay][3]	LOS[4]			V/C[2] or [Delay][3]	LOS[4]	V/C[2] or [Delay][3]	LOS[4]		
1.	Mountain View Ave at Florence Ave	TS	0.547	A	0.550	A	+0.003	No	0.641	B	0.654	B	+0.013	No
2.	Mission Pl at Florence Ave	TS	0.386	A	0.390	A	+0.004	No	0.447	A	0.557	A	+0.110	No
3.	State St at Florence Ave	TS	0.602	B	0.605	B	+0.003	No	0.754	C	0.766	C	+0.012	No
4.	Project East Dwy at Florence Ave	CSS	[0.0]	A	[10.4]	B	+10.4	No	[0.0]	A	[12.8]	B	+12.8	No

Notes:

(1) AWS = All-Way Stop; CSS = Cross Street Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in seconds/vehicle. Level of Service is based on average delay of the worst approach.

(4) LOS = Level of Service

Table 5
Opening Year (2023) Without Project Intersection Levels of Service

ID	Study Intersection	Traffic Control[1]	AM Peak Hour V/C[2] or [Delay][3]	AM Peak Hour LOS[4]	PM Peak Hour V/C[2] or [Delay][3]	PM Peak Hour LOS[4]
1.	Mountain View Ave at Florence Ave	TS	0.560	A	0.657	B
2.	Mission Pl at Florence Ave	TS	0.395	A	0.458	A
3.	State St at Florence Ave	TS	0.617	B	0.774	C

Notes:

(1) AWS = All-Way Stop; CSS = Cross Street Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in seconds/vehicle. Level of Service is based on average delay of the worst approach.

(4) LOS = Level of Service

Table 6

Opening Year (2023) With Project Intersection Levels of Service and Operational Deficiency Evaluation

ID	Study Intersection	Traffic Control[1]	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Change	Operational Deficiency?	Without Project		With Project		Project Change	Operational Deficiency?
			V/C[2] or [Delay][3]	LOS[4]	V/C[2] or [Delay][3]	LOS[4]			V/C[2] or [Delay][3]	LOS[4]	V/C[2] or [Delay][3]	LOS[4]		
1.	Mountain View Ave at Florence Ave	TS	0.560	A	0.563	A	+0.003	No	0.657	B	0.670	B	+0.013	No
2.	Mission Pl at Florence Ave	TS	0.395	A	0.399	A	+0.004	No	0.458	A	0.571	A	+0.113	No
3.	State St at Florence Ave	TS	0.617	B	0.620	B	+0.003	No	0.774	C	0.786	C	+0.012	No
4.	Project East Dwy at Florence Ave	CSS	[0.0]	A	[10.4]	B	+10.4	No	[0.0]	A	[13.0]	B	+13.0	No

Notes:

(1) AWS = All-Way Stop; CSS = Cross Street Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in seconds/vehicle. Level of Service is based on average delay of the worst approach.

(4) LOS = Level of Service

7. SITE ACCESS

This analysis assumes the following improvements will be constructed by the project to provide project site access:

Project West Driveway at Florence Avenue (Mission Place at Florence Avenue)

- Retain existing signalized driveway at the intersection of Mission Place and Florence Avenue.
- Reconstruct the northbound approach to provide a total width of 26 feet with one all-way lane.

Project East Driveway at Florence Avenue

- Install a northbound cross street stop-control.
- Construct the northbound approach to consist of one right-turn exit-only lane.

8. PARKING ANALYSIS

The parking requirement for the proposed automated car wash project is calculated based on the City of Huntington Park Municipal Parking Code. The City of Huntington Park Municipal Parking Code for automobile washing establishment is one parking space per 250 square feet of gross floor area plus 10 spaces for each wash lane or car wash tunnel.

The project will provide a drying area with 29 parking stalls that are equipped with vacuum posts for vehicle interior cleaning and drying the vehicle exterior after the vehicles have traveled through the wash tunnel, two accessible parking stall and two employee parking stalls for a total of 33 parking spaces. There will also be one motorcycle parking stall.

As shown in Table 7, the proposed project requires 29 parking spaces based on City Municipal Code requirements. Since the proposed project provides a drying area with a total of 33 parking spaces (29 vacuum station stalls, two accessible parking stalls and two employee parking stalls), more than adequate parking supply is forecast to be provided with a surplus of four (4) parking spaces based on the City Municipal Code requirements.

Table 7
Parking Requirement Based on City of Huntington Park Municipal Code

Proposed Use	Component	Quantity[1]	Units[2]	Parking Code Requirement	Parking Spaces
Automobile Washing	Floor Area	4,712	SF	1.0 Space : 250 SF	19
	Wash Lane / Car Wash Tunnel	1	CWT	10.0 Space : 1 CWT	10
	Total Parking				**29**
Available Parking Supply, including 29 vacumm stalls, 2 accessible parking stalls, 2 employee stalls and 1 motorcycle stall [See Figure 3]					33
Parking Surplus (+) / Deficit (-) for the Proposed Project					**+4**

Notes:

(1) The total building area is 4,712 square feet including the car wash tunnel, employee break room, restroom and other facilities.

(2) SF = Square Feet; CWT = Car Wash Tunnel

(3) City of Huntington Park Municipal Code, Section 9-3.804. One space for each 250 SF of floor area, plus 10 spaces for each wash lane.

9. DRIVE-THROUGH LANE QUEUEING ANALYSIS

This queueing analysis estimates the drive-through lane queueing demand for the proposed project based on available historic observations at 3 existing similar car wash facilities.

The proposed drive-through lane configuration provides queueing storage for approximately three vehicles from the car wash tunnel entrance to the pay stations and barrier arm gates plus storage for another nine vehicles from the pay stations to the entrance of the car wash drive-through lane for a total storage of approximately 12 vehicles. There will be a drying area with 29 parking stalls that are equipped with vacuum posts for vehicle interior cleaning and drying the vehicle exterior after the vehicles have traveled through the wash tunnel, two accessible parking stalls and two employee parking stalls for a total of 33 parking spaces. There will also be one motorcycle parking stall. The parking lot aisle for the drying area is available to serve as an overflow to accommodate seven additional queueing vehicles to enter the car wash drive-through lane. The project is proposed to have one car wash tunnel that could accommodate approximately 5 vehicles through different stages of the car wash.

SIMILAR CAR WASH SITE OBERVATION AND COUNTS

These 3 similar car wash facilities were chosen as survey sites because they are comparable to the proposed project site in terms of site configuration, typical operations, and available amenities. Field observations of drive-through lane queues were previously conducted at the following 3 existing car wash facility locations:

1. Rapids Express Carwash – 2045 North Tustin Street, Orange CA (19 vacuum stalls).
2. Scrub Bot Express Car Wash – 1807 North Main Street, Santa Ana, CA (21 vacuum stalls).
3. Speedie Clean Express Car Wash – 2035 North Tustin Avenue, Santa Ana, CA (16 vacuum stalls).

The drive-through vehicular queues and number of parked vehicles were observed in 15-minute intervals from 7:00 AM to 8:00 PM during a typical weekday (Tuesday, July 10, 2018) and a typical Saturday (July 14, 2018). The observations were conducted using field surveys with technicians on-site.

OBSERVED QUEUE LENGTH

Table 8 and Table 9 summarize the results of the observed drive-through lane vehicular queue data collected at the 3 similar car wash facility locations during a typical Tuesday and a typical Saturday, respectively. The drive-through queue length summary in Table 8 and Table 9 present the observed average, 85th-percentile, and peak queue length.

As shown in Table 8, the peak activity at each similar car wash facility were observed to occur intermittently during the late morning time period that coincided with the beginning of a typical work day and the afternoon peak period that coincided with the end of a typical work day. The queueing length receded during less active times throughout the day. The peak queue length within each 15-minute interval were observed to be sustained for only a few minutes at a time.

As shown in Table 8, the Tuesday maximum peak vehicular queue length observed was 18 vehicles at the Rapids Express site, 3 vehicles at the Scrub Bots Express site, and 9 vehicles at the Speedie Clean Express site. The maximum hourly average queue for the Tuesday counts for the 3 survey sites is 7.0 vehicles during the evening peak period. The maximum hourly 85th-percentile queue is 13.2 vehicles during the evening peak period. Figure 26 shows graphical results of the Tuesday average queue, the 85th-percentile queue, and the peak queue for each time period throughout the day.

As shown in Table 9, the Saturday maximum peak vehicular queue length observed was 22 vehicles at the Rapids Express site, 5 vehicles at the Scrub Bots Express site, and 8 vehicles at the Speedie Clean Express

site. The maximum hourly average queue for the Saturday counts for the 3 survey sites is 11.0 vehicles during the afternoon peak period. The maximum hourly 85th-percentile queue is 17.8 vehicles during the afternoon peak period. Figure 27 shows graphical results of the Saturday average queue, the 85th-percentile queue, and the peak queue for each time period throughout the day.

PROJECTED QUEUE LANE REQUIREMENT FOR THE PROPOSED PROJECT

Assuming the proposed project would experience queueing activity similar to the three survey sites, the typical peak queueing length is estimated to be approximately 18 vehicles during peak periods based on the highest 85th-percentile queue length. Since the proposed project provides a vehicular queue storage capacity for approximately 12 vehicles with the parking lot aisle for the drying area is available to serve as an overflow to accommodate seven additional queueing vehicles for a total of 19 vehicles, the overall drive-through storage capacity for the project site is forecast to be adequate to accommodate the peak queue.

Table 8

Summary of Tuesday Queuing Length and Parking Demand Observation (July 10, 2018)

Time Period	Rapids Express		Scrub Bot Express		Speedie Clean Express		Hourly Peak		Hourly Average		Hourly 85th Percentile	
	Queue	Parking	Queue	Parking	Queue	Parking	Queue	Parking	Queue	Parking	Queue	Parking
7:00 AM - 7:15 AM	2	3	0	1	1	2	2	3	1.0	2.0	1.7	2.7
7:15 AM - 7:30 AM	3	3	2	1	2	8	3	8	2.3	4.0	2.7	6.5
7:30 AM - 7:45 AM	0	5	1	3	4	5	4	5	1.7	4.3	3.1	5.0
7:45 AM - 8:00 AM	0	3	2	3	2	5	2	5	1.3	3.7	2.0	4.4
8:00 AM - 8:15 AM	1	4	1	7	2	3	2	7	1.3	4.7	1.7	6.1
8:15 AM - 8:30 AM	0	9	0	5	3	7	3	9	1.0	7.0	2.1	8.4
8:30 AM - 8:45 AM	1	5	0	6	4	11	4	11	1.7	7.3	3.1	9.5
8:45 AM - 9:00 AM	1	13	0	2	5	11	5	13	2.0	8.7	3.8	12.4
9:00 AM - 9:15 AM	3	12	1	4	8	10	8	12	4.0	8.7	6.5	11.4
9:15 AM - 9:30 AM	2	20	0	6	4	17	4	20 *	2.0	14.3 *	3.4	19.1 *
9:30 AM - 9:45 AM	0	11	1	3	4	11	4	11	1.7	8.3	3.1	11.0
9:45 AM - 10:00 AM	1	15	1	5	3	9	3	15	1.7	9.7	2.4	13.2
10:00 AM - 10:15 AM	0	19	0	4	4	11	4	19	1.3	11.3	2.8	16.6
10:15 AM - 10:30 AM	0	14	0	1	7	13	7	14	2.3	9.3	4.9	13.7
10:30 AM - 10:45 AM	1	15	1	5	5	14	5	15	2.3	11.3	3.8	14.7
10:45 AM - 11:00 AM	1	12	1	9	9	8	9	12	3.7	9.7	6.6	11.1
11:00 AM - 11:15 AM	1	11	0	9	5	9	5	11	2.0	9.7	3.8	10.4
11:15 AM - 11:30 AM	2	12	2	8	7	7	7	12	3.7	9.0	5.5	10.8
11:30 AM - 11:45 AM	0	14	1	4	5	13	5	14	2.0	10.3	3.8	13.7
11:45 AM - 12:00 PM	1	14	2	5	6	12	6	14	3.0	10.3	4.8	13.4
12:00 PM - 12:15 PM	1	11	1	7	8	14	8	14	3.3	10.7	5.9	13.1
12:15 PM - 12:30 PM	0	12	3	8	4	13	4	13	2.3	11.0	3.7	12.7
12:30 PM - 12:45 PM	2	10	0	8	4	13	4	13	2.0	10.3	3.4	12.1
12:45 PM - 1:00 PM	0	11	1	8	7	8	7	11	2.7	9.0	5.2	10.1
1:00 PM - 1:15 PM	2	10	3	9	4	8	4	10	3.0	9.0	3.7	9.7
1:15 PM - 1:30 PM	1	12	0	9	5	11	5	12	2.0	10.7	3.8	11.7
1:30 PM - 1:45 PM	5	14	1	8	1	15	5	15	2.3	12.3	3.8	14.7
1:45 PM - 2:00 PM	4	14	0	7	6	12	6	14	3.3	11.0	5.4	13.4
2:00 PM - 2:15 PM	6	17	1	7	1	13	6	17	2.7	12.3	4.5	15.8
2:15 PM - 2:30 PM	3	15	1	8	4	12	4	15	2.7	11.7	3.7	14.1
2:30 PM - 2:45 PM	5	16	0	10	1	17	5	17	2.0	14.3 *	3.8	16.7
2:45 PM - 3:00 PM	7	12	0	11	1	14	7	14	2.7	12.3	5.2	13.4
3:00 PM - 3:15 PM	3	16	0	9	2	6	3	16	1.7	10.3	2.7	13.9
3:15 PM - 3:30 PM	4	15	1	8	3	14	4	15	2.7	12.3	3.7	14.7
3:30 PM - 3:45 PM	2	19	1	7	1	17	2	19	1.3	14.3 *	1.7	18.4
3:45 PM - 4:00 PM	2	15	0	7	5	13	5	15	2.3	11.7	4.1	14.4
4:00 PM - 4:15 PM	3	15	0	1	7	7	7	15	3.3	7.7	5.8	12.6
4:15 PM - 4:30 PM	6	12	2	4	4	13	6	13	4.0	9.7	5.4	12.7
4:30 PM - 4:45 PM	5	13	1	4	1	11	5	13	2.3	9.3	3.8	12.4
4:45 PM - 5:00 PM	4	14	0	5	3	13	4	14	2.3	10.7	3.7	13.7
5:00 PM - 5:15 PM	6	9	0	3	3	10	6	10	3.0	7.3	5.1	9.7
5:15 PM - 5:30 PM	3	16	2	4	2	8	3	16	2.3	9.3	2.7	13.6
5:30 PM - 5:45 PM	6	14	0	7	4	8	6	14	3.3	9.7	5.4	12.2
5:45 PM - 6:00 PM	3	15	3	7	1	8	3	15	2.3	10.0	3.0	12.9
6:00 PM - 6:15 PM	5	17	0	13	2	13	5	17	2.3	14.3 *	4.1	15.8
6:15 PM - 6:30 PM	4	9	0	9	0	12	4	12	1.3	10.0	2.8	11.1
6:30 PM - 6:45 PM	5	11	1	9	5	9	5	11	3.7	9.7	5.0	10.4
6:45 PM - 7:00 PM	3	14	1	11	2	13	3	14	2.0	12.7	2.7	13.7
7:00 PM - 7:15 PM	1	17	0	11	0	8	1	17	0.3	12.0	0.7	15.2
7:15 PM - 7:30 PM	4	12	0	12	1	9	4	12	1.7	11.0	3.1	12.0
7:30 PM - 7:45 PM	1	14	0	12	1	12	1	14	0.7	12.7	1.0	13.4
7:45 PM - 8:00 PM	18	4	1	11	2	9	18 *	11	7.0 *	8.0	13.2 *	10.4
Site Peak	18	20	3	13	9	17						
Site Average	2.8	12.3	0.8	6.6	3.6	10.6						
Site 85th Percentile	5.0	16.0	2.0	9.4	6.0	13.4						

Table 9

Summary of Saturday Queuing Length and Parking Demand Observation (July 14, 2018)

Time Period	Rapids Express		Scrub Bot Express		Speedie Clean Express		Hourly Peak		Hourly Average		Hourly 85th Percentile	
	Queue	Parking	Queue	Parking	Queue	Parking	Queue	Parking	Queue	Parking	Queue	Parking
7:00 AM - 7:15 AM	2	7	0	6	3	5	3	7	1.7	6.0	2.7	6.7
7:15 AM - 7:30 AM	5	11	1	10	2	13	5	13	2.7	11.3	4.1	12.4
7:30 AM - 7:45 AM	3	12	0	12	3	11	3	12	2.0	11.7	3.0	12.0
7:45 AM - 8:00 AM	2	11	0	10	1	12	2	12	1.0	11.0	1.7	11.7
8:00 AM - 8:15 AM	5	15	2	8	0	10	5	15	2.3	11.0	4.1	13.5
8:15 AM - 8:30 AM	4	14	0	10	2	14	4	14	2.0	12.7	3.4	14.0
8:30 AM - 8:45 AM	6	15	0	10	6	15	6	15	4.0	13.3	6.0	15.0
8:45 AM - 9:00 AM	3	17	0	6	2	18	3	18	1.7	13.7	2.7	17.7
9:00 AM - 9:15 AM	6	18	1	10	1	13	6	18	2.7	13.7	4.5	16.5
9:15 AM - 9:30 AM	4	16	1	11	3	14	4	16	2.7	13.7	3.7	15.4
9:30 AM - 9:45 AM	4	17	1	10	0	14	4	17	1.7	13.7	3.1	16.1
9:45 AM - 10:00 AM	6	16	3	14	4	15	6	16	4.3	15.0	5.4	15.7
10:00 AM - 10:15 AM	5	14	3	21	3	19	5	21 *	3.7	18.0 *	4.4	20.4 *
10:15 AM - 10:30 AM	4	16	0	11	1	16	4	16	1.7	14.3	3.1	16.0
10:30 AM - 10:45 AM	5	18	1	12	4	19	5	19	3.3	16.3	4.7	18.7
10:45 AM - 11:00 AM	9	17	2	15	2	15	9	17	4.3	15.7	6.9	16.4
11:00 AM - 11:15 AM	9	18	4	15	4	16	9	18	5.7	16.3	7.5	17.4
11:15 AM - 11:30 AM	9	14	3	15	4	17	9	17	5.3	15.3	7.5	16.4
11:30 AM - 11:45 AM	11	15	5	18	7	21	11	21 *	7.7	18.0 *	9.8	20.1
11:45 AM - 12:00 PM	9	16	3	19	6	14	9	19	6.0	16.3	8.1	18.1
12:00 PM - 12:15 PM	14	17	1	20	4	15	14	20	6.3	17.3	11.0	19.1
12:15 PM - 12:30 PM	10	15	0	18	5	15	10	18	5.0	16.0	8.5	17.1
12:30 PM - 12:45 PM	6	16	1	9	6	21	6	21 *	4.3	15.3	6.0	19.5
12:45 PM - 1:00 PM	15	15	2	12	5	18	15	18	7.3	15.0	12.0	17.1
1:00 PM - 1:15 PM	14	18	5	13	6	19	14	19	8.3	16.7	11.6	18.7
1:15 PM - 1:30 PM	14	18	4	15	7	20	14	20	8.3	17.7	11.9	19.4
1:30 PM - 1:45 PM	22	4	3	16	8	21	22 *	21 *	11.0 *	13.7	17.8 *	19.5
1:45 PM - 2:00 PM	21	4	0	15	4	16	21	16	8.3	11.7	15.9	15.7
2:00 PM - 2:15 PM	19	7	2	13	0	20	19	20	7.0	13.3	13.9	17.9
2:15 PM - 2:30 PM	14	3	0	15	2	15	14	15	5.3	11.0	10.4	15.0
2:30 PM - 2:45 PM	17	5	0	14	4	13	17	14	7.0	10.7	13.1	13.7
2:45 PM - 3:00 PM	18	4	2	12	1	15	18	15	7.0	10.3	13.2	14.1
3:00 PM - 3:15 PM	18	2	1	14	5	21	18	21 *	8.0	12.3	14.1	18.9
3:15 PM - 3:30 PM	20	5	0	13	3	19	20	19	7.7	12.3	14.9	17.2
3:30 PM - 3:45 PM	17	3	0	13	3	16	17	16	6.7	10.7	12.8	15.1
3:45 PM - 4:00 PM	22	6	3	12	7	17	22 *	17	10.7	11.7	17.5	15.5
4:00 PM - 4:15 PM	19	2	2	12	0	14	19	14	7.0	9.3	13.9	13.4
4:15 PM - 4:30 PM	17	0	4	13	5	20	17	20	8.7	11.0	13.4	17.9
4:30 PM - 4:45 PM	18	1	1	16	3	15	18	16	7.3	10.7	13.5	15.7
4:45 PM - 5:00 PM	16	3	1	16	5	9	16	16	7.3	9.3	12.7	13.9
5:00 PM - 5:15 PM	13	2	2	12	2	11	13	12	5.7	8.3	9.7	11.7
5:15 PM - 5:30 PM	13	1	1	15	1	11	13	15	5.0	9.0	9.4	13.8
5:30 PM - 5:45 PM	12	0	0	13	1	15	12	15	4.3	9.3	8.7	14.4
5:45 PM - 6:00 PM	12	2	2	14	5	16	12	16	6.3	10.7	9.9	15.4
6:00 PM - 6:15 PM	10	0	3	13	3	19	10	19	5.3	10.7	7.9	17.2
6:15 PM - 6:30 PM	9	0	2	14	3	17	9	17	4.7	10.3	7.2	16.1
6:30 PM - 6:45 PM	9	0	3	13	2	11	9	13	4.7	8.0	7.2	12.4
6:45 PM - 7:00 PM	8	0	0	10	1	9	8	10	3.0	6.3	5.9	9.7
7:00 PM - 7:15 PM	7	0	0	12	1	7	7	12	2.7	6.3	5.2	10.5
7:15 PM - 7:30 PM	8	0	0	8	2	10	8	10	3.3	6.0	6.2	9.4
7:30 PM - 7:45 PM	6	0	1	8	4	11	6	11	3.7	6.3	5.4	10.1
7:45 PM - 8:00 PM	6	0	0	13	2	12	6	13	2.7	8.3	4.8	12.7
Site Peak	22	18	5	21	8	21						
Site Average	10.7	8.7	1.5	12.9	3.2	15.0						
Site 85th Percentile	18.0	17.0	3.0	15.4	5.4	19.0						

Figure 26

Tuesday Hourly Queue Length Observation

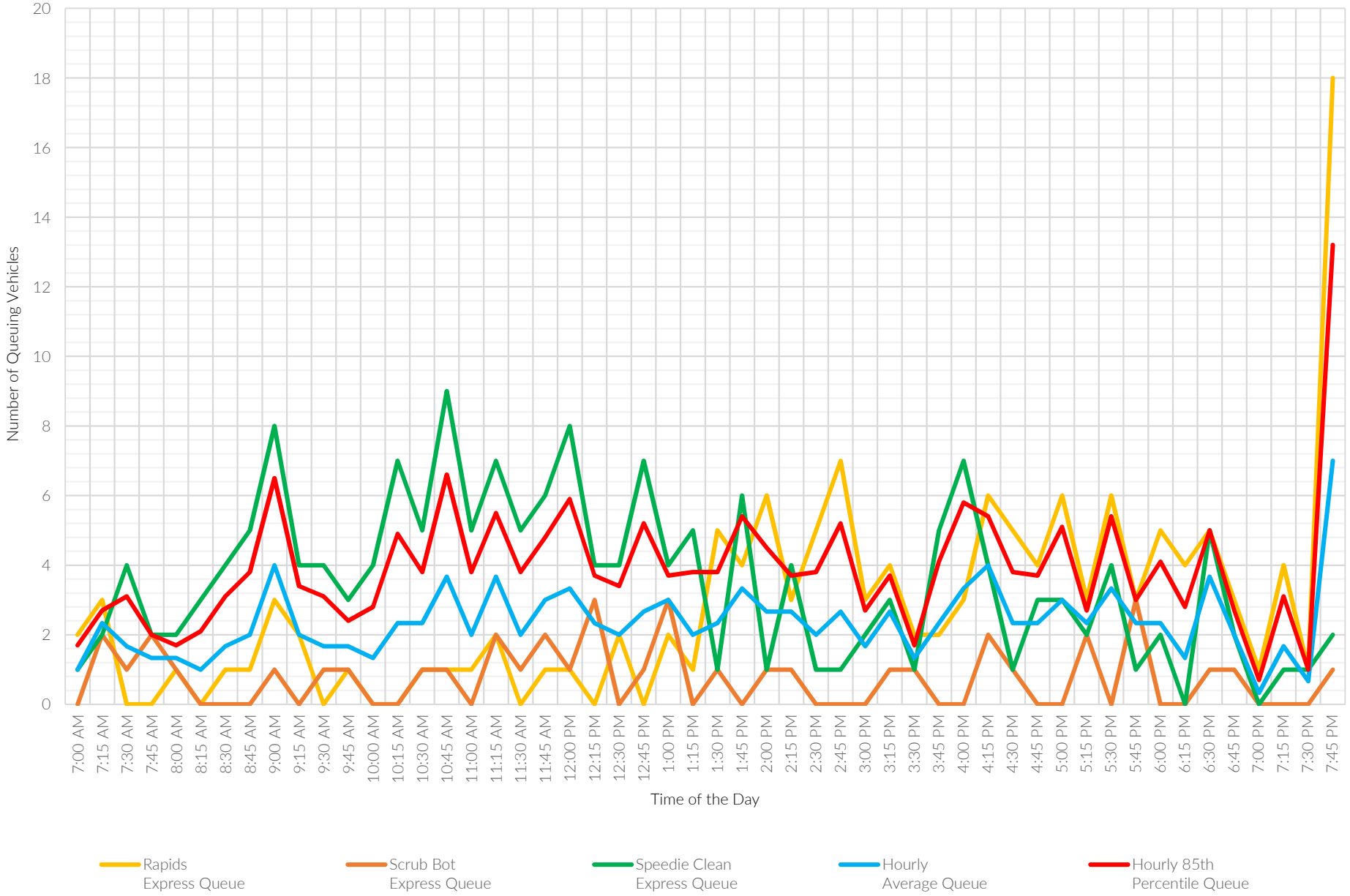
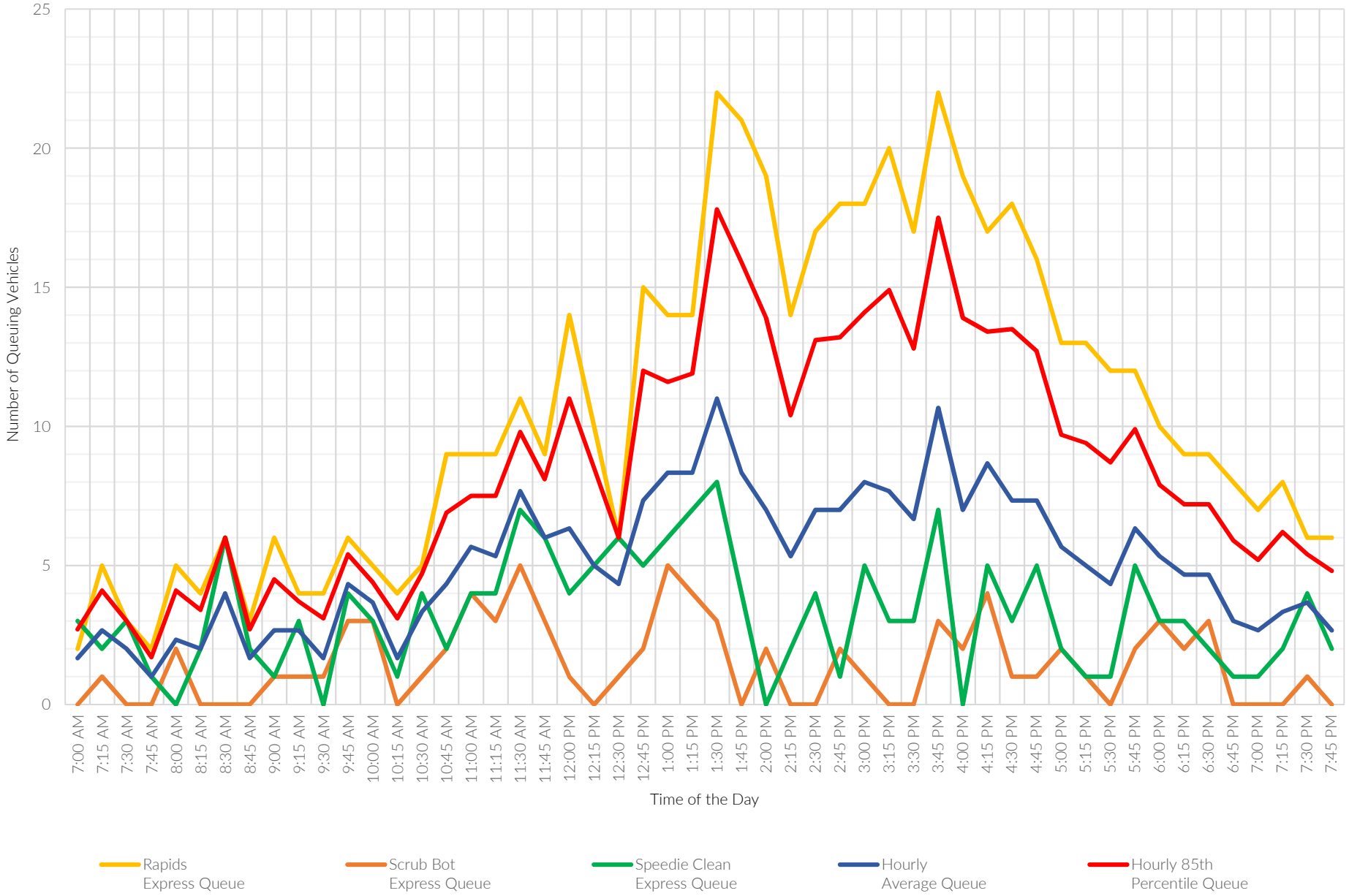


Figure 27

Saturday Hourly Queue Length Observation



10. VEHICLE MILES TRAVELED (VMT) ASSESSMENT

This sections presents the Vehicle Miles Traveled (VMT) assessment for the project.

BACKGROUND

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. Agencies may currently opt-in to applying the updated CEQA guidelines for VMT analysis and implementation is required State-wide by July 1, 2020.

VMT ASSESSMENT

The City of Huntington Park has not established VMT analysis procedures at this time; therefore, the project-related VMT impact has been assessed qualitatively based on the VMT screening guidance from the Los Angeles County Public Works Transportation Impact Analysis Guidelines. The guidelines provides the following potential screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- Non-retail projects generating less than 110 trips per day.
- Local serving retail less than 50,000 square feet of gross floor area
- Projects near transit stations or major transit stop.
- Residential projects with a high percentage of affordable housing.

Presumption of Less Than Significant VMT Impact for Local Serving Retail

The 4,712 square foot automated car wash project contains less than 50,000 square feet of gross floor area of retail. The proposed car wash is also a local-serving facility. Therefore, it may be presumed that the retail portion of the project has a less than significant impact to vehicle miles traveled (VMT) based on the Transportation Impact Analysis Guidelines established by the County of Los Angeles Department of Public Works.

11. CONCLUSIONS

SITE ACCESS

Project West Driveway at Florence Avenue (Mission Place at Florence Avenue)

- Retain existing signalized driveway at the intersection of Mission Place and Florence Avenue.
- Reconstruct the northbound approach to provide a total width of 26 feet with one all-way lane.

Project East Driveway at Florence Avenue

- Install a northbound cross street stop-control.
- Construct the northbound approach to consist of one right-turn exit-only lane.

GENERAL RECOMMENDATIONS

Figure 28 summarizes the circulation recommendations for the proposed project.

All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project should be constructed in accordance with applicable engineering standards and to the satisfaction of the City of Huntington Park.

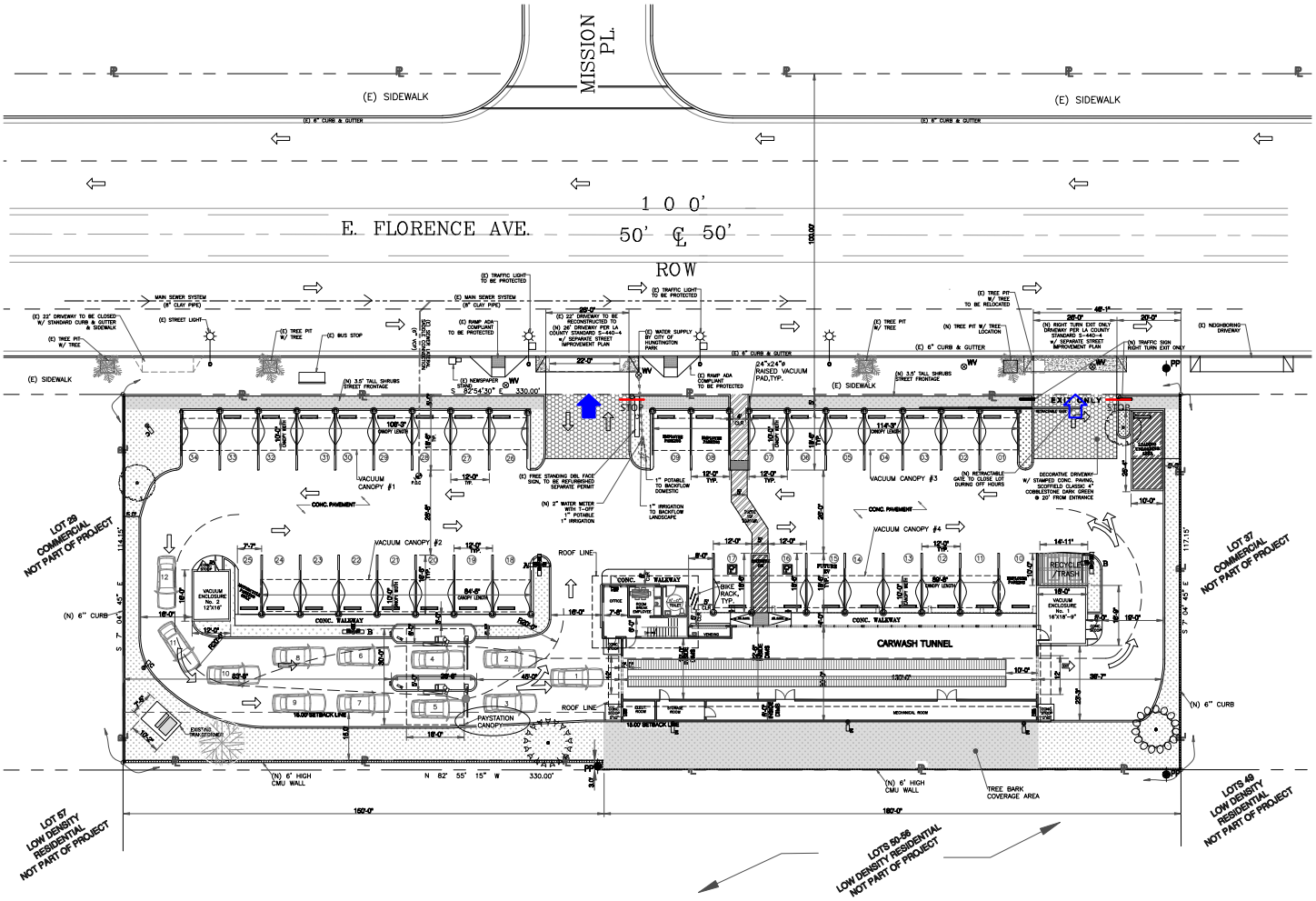
Site-adjacent roadways should be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Huntington Park.

On-site traffic signing and striping plans should be submitted for City of Huntington Park approval in conjunction with detailed construction plans for the project.

Off-street parking should be provided to meet City of Huntington Park Municipal Code requirements.

The final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable City of Huntington Park/California Department of Transportation sight distance standards.

As is the case for any roadway design, the City of Huntington Park should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.



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The final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable City of Huntington Park/California Department of Transportation sight distance standards.

As is the case for any roadway design, the City of Huntington Park should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

N

Legend

STOP Stop Sign

Full Access Driveway

Right Turn Out Only Access Driveway

Figure 28
Circulation Recommendations

APPENDICES

Appendix A Glossary

Appendix B Scoping Agreement

Appendix C Volume Count Worksheets

Appendix D Existing Volume Adjustment Factor Calculations

Appendix E Level of Service Worksheets

Appendix F Similar Car Wash Facilities Survey Data

APPENDIX A

GLOSSARY

GLOSSARY OF TERMS

ACRONYMS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
LOS	Level of Service
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A point of constriction along a roadway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CONTROL DELAY: The component of delay, typically expressed in seconds per vehicle, resulting from the type of traffic control at an intersection. Control delay is measured by comparison with the uncontrolled condition; it includes delay incurred by slowing down, stopping/waiting, and speeding up.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CORNER SIGHT DISTANCE: The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic travelling at a given speed to radically alter their speed or trajectory. Corner sight distance is measured from the driver's eye at 42 inches above the pavement to an object height of 36 inches above the pavement in the center of the nearest approach lane.

CYCLE LENGTH: The time period in seconds required for a traffic signal to complete one full cycle of indications.

CUL-DE-SAC: A local street open at one end only and with special provisions for turning around.

DAILY CAPACITY: A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

PASSENGER CAR EQUIVALENT (PCE): A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

QUEUE: The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

QUEUE LENGTH: The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SHARED/RECIPROCAL PARKING AGREEMENT: A written binding document executed between property owners to provide a designated number of off-street parking stalls within a designated area to be available for specified businesses or land uses.

SIGHT DISTANCE: The continuous length of roadway visible to a driver or roadway user.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STACKING DISTANCE: The length of area available behind a service area, such as a traffic signal or gate, for vehicle queueing to occur.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through an intersection.

STOPPING SIGHT DISTANCE: The minimum distance required by the driver of a vehicle on the major roadway travelling at a given speed to bring the vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eye at 42 inches above the pavement to an object height of 6 inches above the pavement.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination (i.e., each trip has two trip-ends). A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

TURNING RADIUS: The circular arc formed by the smallest turning path radius of the front outside tire of a vehicle, such as that performed by a U-turn maneuver. This is based on the length and width of the wheel base as well as the steering mechanism of the vehicle.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

SCOPING AGREEMENT

SCOPING AGREEMENT FOR CITY OF HUNTINGTON PARK TRAFFIC IMPACT ANALYSIS

This Memorandum of Understanding acknowledges the City of Huntington Park Traffic Impact Analysis requirements for the following project. The Traffic Impact Analysis will be completed in accordance with Los Angeles County TIA guidelines.

Project Name: 3100 Florence Avenue Car Wash Project

Project Address/Location: 3100 East Florence Avenue

Governmental Jurisdiction: City of Huntington Park

Project Description and Land Use: 4,712 square foot car wash with a car wash tunnel, including 29 vacuum stalls, 2 accessible parking stall, 2 employee stalls and 1 motorcycle stall. (See Figure 3)

	Consultant	Developer
Name:	Tom Huang	Dennis Lee
Firm:	GANDDINI GROUP, INC.	LEEDCO ENGINEERS, INC
Address:	550 Parkcenter Drive, Suite 202	3380 Flair Drive, Suite 225
	Santa Ana, CA 92705	El Monte, CA 91731
Telephone:	714-795-3100 x 102	626-234-2247
E-mail:	tom@ganddini.com	leedco@aol.com

Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017; San Diego Association of Governments (SANDAG); and customized trip rates based on similar car wash facilities (see Table 1)

	Morning		Evening		
	In	Out	In	Out	Daily
Existing	24	7	11	27	383
Proposed	35	29	67	67	944
Total	+11	+22	+56	+40	+561

Project Full Occupancy Year: 2022

Internal Trip Capture Allowance	No	(- Trip Discount)
Pass-By Trip Allowance	No	(- Trip Discount)

Table 1 shows the custom trip generation rates based on available historic survey counts conducted at two similar automatic car wash facilities at Matt's Express Carwash in the City of Rialto on January 19, 2014 and at Matt's Express Carwash in the City of Redlands on December 14, 2016. Appendix A shows the car wash facility count survey count sheets. The survey counts were conducted on a typical weekday over the entire hours of operations showing the "time of the day". The morning (AM) and afternoon (PM) peak hour trip rates are derived from the highest one-hour within of the typical peak periods of adjacent street traffic between 7 and 9 AM in the morning and between 4 and 6 PM in the afternoon. Based on input from the operators of similar car wash facilities, the monthly activity levels are consistent between the summer season and other non-summer seasons. As shown in Table 1 in comparison to other available trip generation rates published by Institute of Transportation Engineers (ITE) and San Diego Association of Governments (SANDAG), the customized trip rates based on the similar car wash facilities are more conservative than the published trip rates by ITE and SANDAG.

Analysis Conditions:

1. Existing (2020)
2. Existing Plus Project
3. Opening Year (2023) Without Project
4. Opening Year (2023) With Project

Study Intersections: (See Figure 2)

1. Mountain View Avenue @ Florence Avenue
2. Mission Place @ Florence Avenue
3. State Street @ Florence Avenue
4. Project East Driveway @ Florence Avenue

2020 Base Volumes: (See Appendix B)

Due to the COVID-19 lockdown, current 2020 traffic patterns may not be normalized for an extended period of time. Therefore, it is recommended that the pre-lockdown 2020 base traffic volumes at the study intersections be estimated using a seasonal factor estimated from a comparison of nearby freeway segment volumes between pre-lockdown February 2020 conditions and current August 2020 summer conditions. As anticipated, the August 2020 summer volumes will be lower than the pre-lockdown February 2020 volumes. New traffic conducted during August 2020 will be increased using the estimated seasonal factor to estimate the pre-lockdown February 2020 base volumes. Appendix B includes the seasonal factor calculations based on comparison of various I-10 Freeway segments near the study area. As shown in Appendix B, the seasonal factors to convert August 2020 summer counts to pre-lockdown February 2020 base volumes are 1.136 for AM peak hour and 1.029 for PM peak hour. To be more conservative, the highest of 3 values for each peak hour for the combined travel directions are selected as the seasonal factors.

Opening Year 2022 Traffic Growth

As shown in Table 2, an annual ambient growth rate of 1.4% is estimated based on the Los Angeles County Congestion Management Program (CMP) General Traffic Volume Growth Factors for 2015 and 2020 for the Regional Statistical Area of Downey (RSA21). The Opening Year 2022 will included a 1.4% annual growth for 2 years (total growth factor = 1.028) over the 2020 base volumes.

Trip Distribution: (See Figures 3 and 4)

The inbound and outbound turning movement volumes for the two project driveways will be estimated based on trip generation calculations for the proposed land uses shown in Table 1 and the project trip distribution patterns shown in Figure 3 and Figure 4.

Parking Analysis:

The parking requirements for the proposed automated car wash project will be calculated based on the City of Huntington Park Municipal Parking Code (see Table 3). The City of Huntington Park Municipal Parking Code for automobile washing establishment is one parking space per 250 square feet of gross floor area plus 10 spaces for each wash lane or car wash tunnel.

The average and peak hour parking demand will be estimated based on available historical 2018 survey data at 3 similar car wash facilities. Appendix C contains the historic 2018 drive-through lane queuing survey data.

Queueing Analysis:

The average and peak hour queueing lengths will be estimated based on available historical 2018 survey data at 3 similar car wash facilities. Appendix C contains the historic 2018 drive-through lane queuing survey data.

Potential Screening Checks:

The 4,712 square foot automated car wash project contains less than 50,000 square feet of gross floor area of retail. The proposed car wash is also a local-serving facility. Therefore, it may be presumed that the retail portion of the project has a less than significant impact to vehicle miles traveled (VMT) based on the Transportation Impact Analysis Guidelines established by the County of Los Angeles Department of Public Works.

Items to be provided by the City of Huntington Park

- Please provide us with a list of other approved cumulative developments in the City to be incorporated into the future traffic forecast.

Prepared by:

Consultant's Representative — 08.25.2020 Date

19278

Approved by:

City of Huntington Park Representative — 04-15-2021 Date

Yunus Rahi, PhD, PE, TE, City Engineer

Table 1
Project Trip Generation

Trip Generation Rates										
Project				AM Peak			PM Peak			Weekday Daily
No.	Land Use	Code[1]	Units[2]	In %	Out %	Total	In %	Out %	Total	
1	Medical-Dental Office Building	ITE 720	TSF	78%	22%	2.78	28%	72%	3.46	34.80
2	Automated Car Wash	Survey[3]	Site	55%	45%	64.00	50%	50%	134.00	944.00
3	Automated Car Wash	ITE 948	CWT				50%	50%	77.50	
4	Automatic Car Wash	SANDAG	Site	50%	50%	36.00	50%	50%	81.00	900.00

Trips Generated									
Project			AM Peak			PM Peak			Weekday Daily
No.	Land Use	Quantity[2]	In	Out	Total	In	Out	Total	
	Existing Land Use[4]								
1	Medical-Dental Office Building	11.000 TSF	24	7	31	11	27	38	383
	Proposed Project								
2	Automated Car Wash	1 Site	35	29	64	67	67	134	944
Project Net Trips			+11	+22	+33	+56	+40	+96	+561

Notes:

(1) ITE = Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017; XXX = Land Use Code

San Diego Association of Governments (SANDAG), Brief Guide of Vehicular Traffic Generation Rates for the San Diego Area, April 2002.

(2) TSF = Thousand Square Feet; CWT = Car Wash Tunnel

(3) Survey counts of the existing Matt's Express Carwash facility located in the City of Rialto and Matt's Express Carwash facility located in the City of Redlands (see Appendix A)

(4) Existing trip credit for existing building estimated based on approximate building size.

Table 2
Annual Growth Rate Calculation

Regional Statistical Area (RSA)	Year 1		Year 2		Overall Growth		Annual Growth	
	Year	Growth Factor[1]	Year	Growth Factor[1]	Years of Growth	Growth Factor	Growth Factor	Growth Rate
21 Vernon	2015	1.073	2020	1.146	5	1.073	1.014	1.4%

Notes:

(1) Los Angeles County Congestion Management Program (CMP) General Traffic Volume Growth Factors (Exhibit D-1)

Table 3
Parking Requirement Based on City of Huntington Park Municipal Code

Proposed Use	Component	Quantity[1]	Units[2]	Parking Code Requirement	Parking Spaces
Automobile Washing	Floor Area	4,712	SF	1.0 Space : 250 SF	19
	Wash Lane / Car Wash Tunnel	1	CWT	10.0 Space : 1 CWT	10
	Total Parking				**29**
Available Parking Supply, including **29** vacumm stalls, **2** accessible parking stall, 2 employee stalls and 1 motorcycle stall [See Figure **3**]					33
Parking Surplus (+) / Deficit (-) for the Proposed Project					**+4**

Notes:

(1) The total building area is 4,712 square feet including the car wash tunnel, employee break room, restroom and other facilities.

(2) SF = Square Feet; CWT = Car Wash Tunnel

(3) City of Huntington Park Municipal Code, Section 9-3.804. One space for each 250 SF of floor area, plus 10 spaces for each wash lane.

Legend

Study Intersection

(#) Project Driveway

Figure 1
Project Location Map

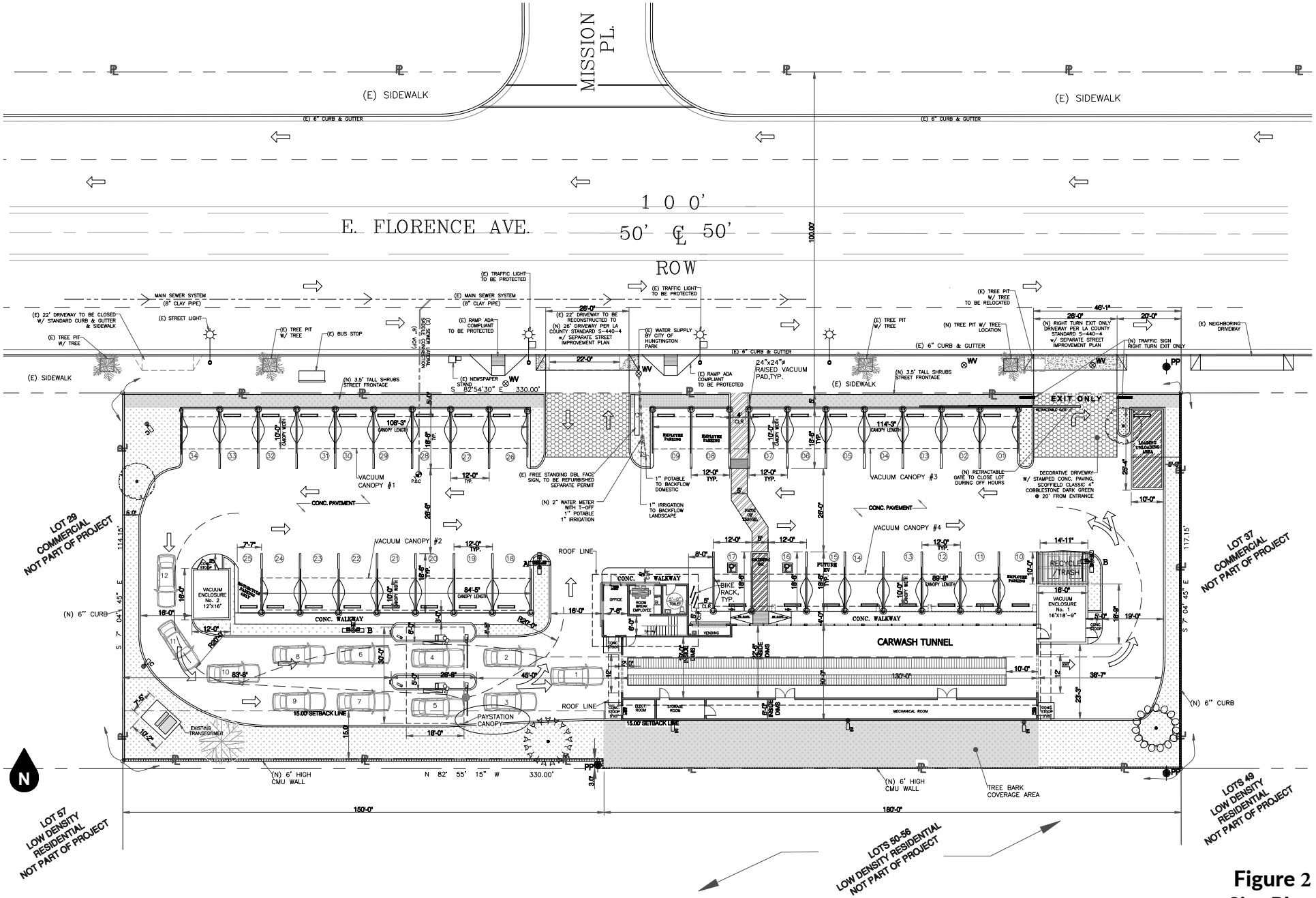
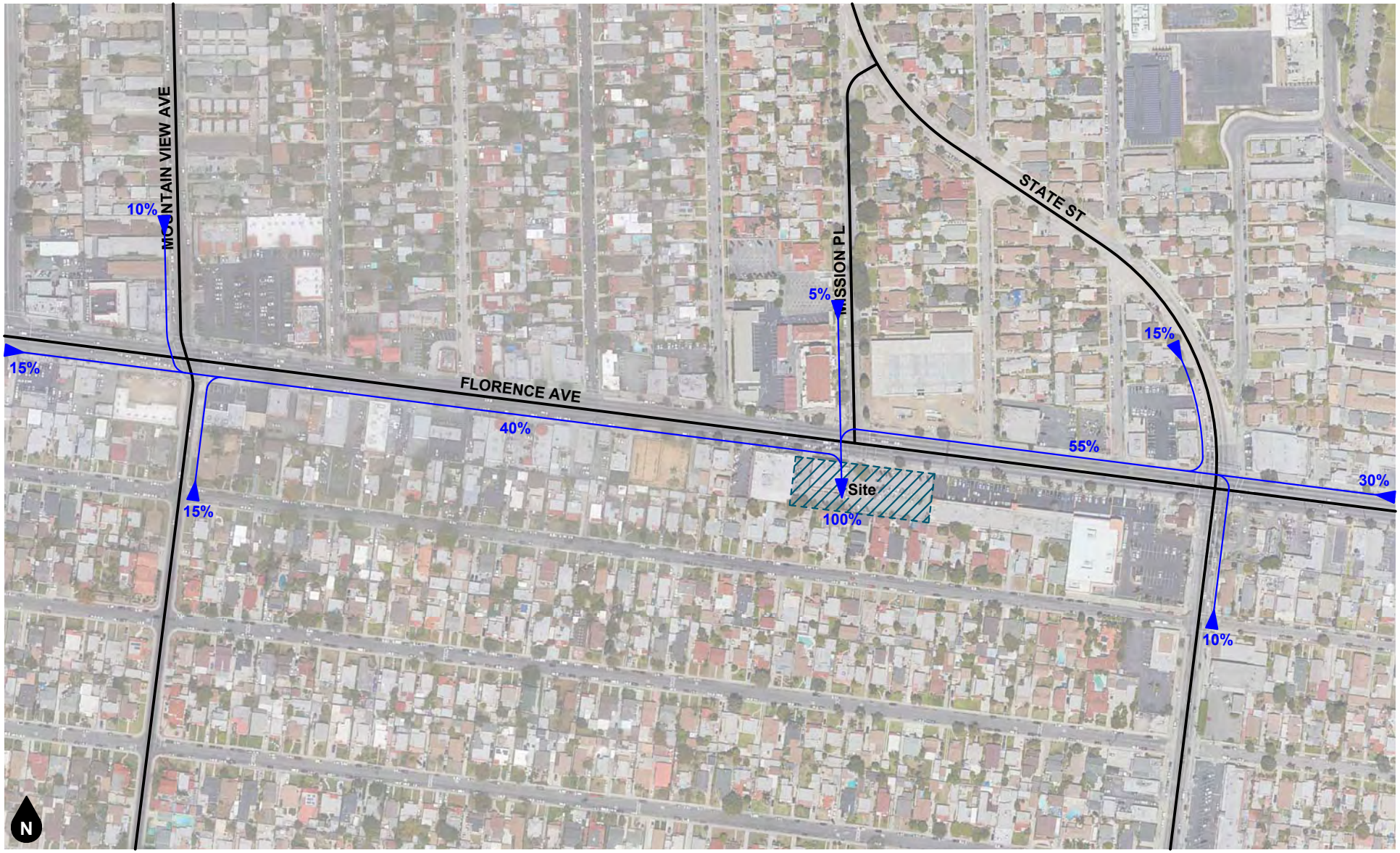


Figure 2
Site Plan

Legend

10% Percent From Project

Figure 3
Project Outbound Trip Distribution



Legend

10% Percent To Project

Figure 4
Project Inbound Trip Distribution

Appendix A

Similar Car Wash Facility Trip Generation Survey Data

Matt's Express Carwash Maximum Trip Generation Calculations

Location	Peak Hour						Daily
	Morning			Evening			
	In	Out	Total	In	Out	Total	
Redlands	35	29	64	48	51	99	926
Rialto	29	29	58	67	67	134	944
Maximum	35	29	64	67	67	134	944

Appendix A - Similar Car Wash Facility Traffic Survey

City of Redlands
Matt's Express Car Wash
SWC of Tennessee Street and Lugonia Avenue
24 Hour Driveway Counts

	North Driveway		South Driveway		TOTAL OF BOTH DRIVEWAYS					
	Entering	Exiting	Entering	Exiting	Entering	Exiting				
	WB	EB	WB	EB	WB	EB				
0:00	0	0	0	0	0	0				
0:15	0	0	0	0	0	0				
0:30	0	0	0	0	0	0				
0:45	0	0	0	0	0	0				
1:00	0	0	0	0	0	0				
1:15	0	0	0	0	0	0				
1:30	0	0	0	0	0	0				
1:45	0	0	0	0	0	0				
2:00	0	0	0	0	0	0				
2:15	0	0	0	0	0	0				
2:30	0	0	0	0	0	0				
2:45	0	0	0	0	0	0				
3:00	0	0	0	0	0	0				
3:15	0	0	0	0	0	0				
3:30	0	0	0	0	0	0				
3:45	0	0	0	0	0	0				
4:00	0	0	0	0	0	0				
4:15	0	0	0	0	0	0				
4:30	0	0	0	0	0	0				
4:45	0	0	1	0	1	0				
5:00	0	0	0	1	0	1				
5:15	0	0	0	0	0	0				
5:30	1	0	0	0	1	0				
5:45	0	0	1	1	1	1				
6:00	0	0	0	0	0	0				
6:15	0	0	0	0	0	0				
6:30	1	0	0	0	1	0				
6:45	0	0	0	0	0	0	In	Out	Total	
7:00	1	1	2	2	3	3	4	3	7	
7:15	0	0	0	0	0	0	9	3	12	
7:30	0	0	0	0	0	0	16	9	25	
7:45	0	0	1	0	1	0	28	20	48	
8:00	0	1	8	2	8	3	35	29	64	
8:15	0	2	7	4	7	6				
8:30	0	2	12	9	12	11				
8:45	0	1	8	8	8	9				
9:00	0	2	3	7	3	9				
9:15	0	2	13	4	13	6				
9:30	0	3	9	9	9	12				
9:45	0	5	11	8	11	13				
10:00	0	6	11	5	11	11				
10:15	0	1	5	7	5	8				
10:30	0	4	17	8	17	12				
10:45	0	1	12	14	12	15				
11:00	1	3	6	5	7	8				
11:15	0	1	10	8	10	9				
11:30	0	4	9	2	9	6				
11:45	2	2	9	10	11	12				
12:00	0	1	9	11	9	12				
12:15	2	2	28	17	30	19				
12:30	2	6	10	9	12	15				
12:45	0	3	22	8	22	11				
13:00	0	3	17	22	17	25				
13:15	0	5	14	11	14	16				
13:30	0	6	15	12	15	18				
13:45	0	0	14	14	14	14				
14:00	0	3	11	4	11	7				
14:15	1	3	18	14	19	17				
14:30	0	5	18	13	18	18				
14:45	0	2	13	15	13	17				
15:00	0	1	9	9	9	10				
15:15	0	1	14	10	14	11				
15:30	0	1	7	9	7	10				
15:45	0	2	8	8	8	10	In	Out	Total	
16:00	1	3	11	7	12	10	48	51	99	
16:15	0	2	15	9	15	11	45	44	89	
16:30	0	2	13	10	13	12	33	41	74	
16:45	0	5	8	13	8	18	27	35	62	
17:00	0	1	9	2	9	3	21	20	41	
17:15	0	1	3	7	3	8				
17:30	0	0	7	6	7	6				
17:45	0	2	2	1	2	3				
18:00	0	4	0	1	0	5				
18:15	0	1	0	0	0	1				
18:30	1	1	0	0	1	1				
18:45	0	0	0	0	0	0				
19:00	0	0	0	0	0	0				
19:15	0	0	0	0	0	0				
19:30	0	0	0	0	0	0				
19:45	0	0	0	0	0	0				
20:00	0	0	0	0	0	0				
20:15	0	0	0	0	0	0				
20:30	0	0	0	0	0	0				
20:45	0	0	0	0	0	0				
21:00	0	0	0	0	0	0				
21:15	0	0	0	0	0	0				
21:30	0	0	0	0	0	0				
21:45	0	0	0	0	0	0				
22:00	0	0	0	0	0	0				
22:15	0	0	0	0	0	0				
22:30	0	0	0	0	0	0				
22:45	0	0	0	0	0	0				
23:00	0	0	0	0	0	0				
23:15	0	0	0	0	0	0				
23:30	0	0	0	0	0	0				
23:45	0	0	0	0	0	0				
	13	107	450	356	463	463				
					Daily	926				

Peak Hour						
Morning			Evening			
In	Out	Total	In	Out	Total	Daily
35	29	64	48	51	99	926

Appendix A - Similar Car Wash Facility Traffic Survey

Prepared by NDS/ATD

VOLUME

Project Dwy e/o N Cactus Ave

Day: Thursday
Date: 1/16/2014

City: Rialto
Project #: 14-6015-001

DAILY TOTALS	NB	SB	EB	WB	Total
	174	472	0	0	646

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0	
00:15	0		0						0	
00:30	0		0						0	
00:45	0		0						0	
01:00	0		0						0	
01:15	0		0						0	
01:30	0		0						0	
01:45	0		0						0	
02:00	0		0						0	
02:15	0		0						0	
02:30	0		0						0	
02:45	0		0						0	
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	0		0						0	
04:15	0		0						0	
04:30	0		0						0	
04:45	0		0						0	
05:00	0		0						0	
05:15	0		0						0	
05:30	0		0						0	
05:45	0		0						0	
06:00	0		0						0	
06:15	0		0						0	
06:30	0		0						0	
06:45	0		0						0	
07:00	0		0						0	
07:15	0		5						5	
07:30	0		1						1	
07:45	3	3	7	13					10	16
08:00	0		9						9	
08:15	3		8						11	
08:30	3		5						8	
08:45	3	9	7	29					10	38
09:00	1		6						7	
09:15	1		6						7	
09:30	3		9						12	
09:45	4	9	9	30					13	39
10:00	4		8						12	
10:15	4		11						15	
10:30	5		9						14	
10:45	3	16	12	40					15	56
11:00	8		13						21	
11:15	7		14						21	
11:30	5		8						13	
11:45	7	27	13	48					20	75
TOTALS		64		160						**224**
SPLIT %		28.6%		71.4%						**34.7%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	6		16						22	
12:15	7		13						20	
12:30	4		15						19	
12:45	7	24	12	56					19	80
13:00	2		8						10	
13:15	1		12						13	
13:30	3		9						12	
13:45	3	9	8	37					11	46
14:00	6		12						18	
14:15	4		10						14	
14:30	4		10						14	
14:45	7	21	11	43					18	64
15:00	4		12						16	
15:15	5		9						14	
15:30	6		12						18	
15:45	5	20	8	41					13	61
16:00	3		18						21	
16:15	3		13						16	
16:30	6		23						29	
16:45	2	14	13	67					15	81
17:00	0		14						14	
17:15	6		11						17	
17:30	2		7						9	
17:45	4	12	12	44					16	56
18:00	5		6						11	
18:15	1		9						10	
18:30	4		6						10	
18:45	0	10	3	24					3	34
19:00	0		0						0	
19:15	0		0						0	
19:30	0		0						0	
19:45	0		0						0	
20:00	0		0						0	
20:15	0		0						0	
20:30	0		0						0	
20:45	0		0						0	
21:00	0		0						0	
21:15	0		0						0	
21:30	0		0						0	
21:45	0		0						0	
22:00	0		0						0	
22:15	0		0						0	
22:30	0		0						0	
22:45	0		0						0	
23:00	0		0						0	
23:15	0		0						0	
23:30	0		0						0	
23:45	0		0						0	
TOTALS		110		312						**422**
SPLIT %		26.1%		73.9%						**65.3%**

DAILY TOTALS	CARS IN	CARS OUT			Total
	174	472			646

AM Peak Hour	11:00	11:45			**11:45**
AM Pk Volume	27	57			**81**
Pk Hr Factor	0.844	0.891			**0.920**
7 - 9 Volume	12	42	0	0	**54**
7 - 9 Peak Hour	07:45	07:45			**07:45**
7 - 9 Pk Volume	9	29	0	0	**38**
Pk Hr Factor	0.750	0.806	0.000	0.000	**0.864**

PM Peak Hour	12:00	16:00			**16:00**
PM Pk Volume	24	67			**81**
Pk Hr Factor	0.857	0.728			**0.698**
4 - 6 Volume	26	111	0	0	**137**
4 - 6 Peak Hour	16:00	16:00			**16:00**
4 - 6 Pk Volume	14	67	0	0	**81**
Pk Hr Factor	0.583	0.728	0.000	0.000	**0.698**

Peak Hour						
Morning			Morning			
Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
29	29	58	67	67	134	944

Appendix B

Seasonal Factor Calculations

Table B
Caltrans PEM I-710 Mainline Count Comparisons

Freeway Segment	Travel Direction	Peak Hour	2/4/2020 Tue	2/5/2020 Wed	2/6/2020 Thu	February 2020 Average		
Mainline VDS 718147 - FLORENCE 2	I-710 N	AM	6230 7:55:00 AM	6421 7:55:00 AM	6547 7:55:00 AM	6399	12,711	
Mainline VDS 717986 - FIRESTONE 1	I-710 S		6269 7:55:00 AM	6360 8:10:00 AM	6308 7:55:00 AM	6312		
Mainline VDS 774359 - NORTH OF MILLER WAY	I-710 N	AM	6323 8:05:00 AM	6551 8:00:00 AM	6585 8:00:00 AM	6486	14,310	13,100
Mainline VDS 774358 - NORTH OF MILLER WAY	I-710 S		7807 8:00:00 AM	7831 8:10:00 AM	7834 7:55:00 AM	7824		
Mainline VDS 776266 - FLORENCE 1	I-710 N	AM	5809 7:55:00 AM	5907 7:55:00 AM	5968 7:55:00 AM	5895	12,280	
Mainline VDS 776295 - FLORENCE 1	I-710 S		6397 7:55:00 AM	6468 8:00:00 AM	6291 7:55:00 AM	6385		
Mainline VDS 718147 - FLORENCE 2	I-710 N	PM	5985 5:50:00 PM	5853 5:25:00 PM	5935 5:50:00 PM	5924	12,328	
Mainline VDS 717986 - FIRESTONE 1	I-710 S		6491 4:55:00 PM	6294 4:55:00 PM	6427 4:55:00 PM	6404		
Mainline VDS 774359 - NORTH OF MILLER WAY	I-710 N	PM	8160 5:15:00 PM	8245 5:55:00 PM	8292 5:50:00 PM	8232	16,084	13,488
Mainline VDS 774358 - NORTH OF MILLER WAY	I-710 S		7948 5:15:00 PM	7864 4:55:00 PM	7744 4:55:00 PM	7852		
Mainline VDS 776266 - FLORENCE 1	I-710 N	PM	5378 5:25:00 PM	5392 5:25:00 PM	5338 5:30:00 PM	5369	12,053	
Mainline VDS 776295 - FLORENCE 1	I-710 S		6840 4:55:00 PM	6525 5:00:00 PM	6687 4:55:00 PM	6684		

Freeway Segment	Travel Direction	Peak Hour	8/11/2020 Tue	8/12/2020 Wed	8/13/2020 Thu	August 2020 Average		
Mainline VDS 718147 - FLORENCE 2	I-710 N	AM	6303 8:10:00 AM	6227 8:00:00 AM	6153 8:05:00 AM	6228	11,581	
Mainline VDS 717986 - FIRESTONE 1	I-710 S		5436 8:10:00 AM	5436 8:05:00 AM	5186 7:55:00 AM	5353		
Mainline VDS 774359 - NORTH OF MILLER WAY	I-710 N	AM	7321 8:10:00 AM	7588 8:05:00 AM	7215 8:05:00 AM	7375	13,959	12,117
Mainline VDS 774358 - NORTH OF MILLER WAY	I-710 S		6675 8:10:00 AM	6759 8:00:00 AM	6319 7:55:00 AM	6584		
Mainline VDS 776266 - FLORENCE 1	I-710 N	AM	5658 8:10:00 AM	5681 8:00:00 AM	5647 8:05:00 AM	5662	10,811	
Mainline VDS 776295 - FLORENCE 1	I-710 S		5138 8:15:00 AM	5427 8:00:00 AM	4881 8:50:00 AM	5149		
Mainline VDS 718147 - FLORENCE 2	I-710 N	PM	5721 5:15:00 PM	5886 5:05:00 PM	5606 5:15:00 PM	5738	11,976	
Mainline VDS 717986 - FIRESTONE 1	I-710 S		6167 6:00:00 PM	6299 5:30:00 PM	6248 5:15:00 PM	6238		
Mainline VDS 774359 - NORTH OF MILLER WAY	I-710 N	PM	8343 5:35:00 PM	8468 5:55:00 PM	8361 5:00:00 PM	8391	16,052	13,261
Mainline VDS 774358 - NORTH OF MILLER WAY	I-710 S		7484 6:00:00 PM	7826 5:30:00 PM	7674 5:20:00 PM	7661		
Mainline VDS 776266 - FLORENCE 1	I-710 N	PM	5107 5:20:00 PM	5207 5:05:00 PM	4984 5:15:00 PM	5099	11,754	
Mainline VDS 776295 - FLORENCE 1	I-710 S		6475 6:00:00 PM	6736 5:45:00 PM	6753 5:25:00 PM	6655		

Roadway Segment		Peak Hour	August to February Seasonal Factor		
I-710 Freeway	Mainline VDS 718147 - FLORENCE 2	AM	1.027	1.098	1.086
	Mainline VDS 717986 - FIRESTONE 1		1.179		
	Mainline VDS 774359 - NORTH OF MILLER WAY		0.879	1.025	
	Mainline VDS 774358 - NORTH OF MILLER WAY		1.188		
	Mainline VDS 776266 - FLORENCE 1		1.041	1.136	
	Mainline VDS 776295 - FLORENCE 1		1.240		
	Mainline VDS 718147 - FLORENCE 2	PM	1.032	1.029	1.019
	Mainline VDS 717986 - FIRESTONE 1		1.027		
	Mainline VDS 774359 - NORTH OF MILLER WAY		0.981	1.002	
	Mainline VDS 774358 - NORTH OF MILLER WAY		1.025		
	Mainline VDS 776266 - FLORENCE 1		1.053	1.025	
	Mainline VDS 776295 - FLORENCE 1		1.004		

Appendix C

Similar Car Wash Facility Parking and Queueing Survey Data

Table 4

Summary of Tuesday Queuing Length and Parking Demand Observation (July 10, 2018)

Time Period	Rapids Express		Scrub Bot Express		Speedie Clean Express		Hourly Peak		Hourly Average		Hourly 85th Percentile	
	Queue	Parking	Queue	Parking	Queue	Parking	Queue	Parking	Queue	Parking	Queue	Parking
7:00 AM - 7:15 AM	2	3	0	1	1	2	2	3	1.0	2.0	1.7	2.7
7:15 AM - 7:30 AM	3	3	2	1	2	8	3	8	2.3	4.0	2.7	6.5
7:30 AM - 7:45 AM	0	5	1	3	4	5	4	5	1.7	4.3	3.1	5.0
7:45 AM - 8:00 AM	0	3	2	3	2	5	2	5	1.3	3.7	2.0	4.4
8:00 AM - 8:15 AM	1	4	1	7	2	3	2	7	1.3	4.7	1.7	6.1
8:15 AM - 8:30 AM	0	9	0	5	3	7	3	9	1.0	7.0	2.1	8.4
8:30 AM - 8:45 AM	1	5	0	6	4	11	4	11	1.7	7.3	3.1	9.5
8:45 AM - 9:00 AM	1	13	0	2	5	11	5	13	2.0	8.7	3.8	12.4
9:00 AM - 9:15 AM	3	12	1	4	8	10	8	12	4.0	8.7	6.5	11.4
9:15 AM - 9:30 AM	2	20	0	6	4	17	4	20 *	2.0	14.3 *	3.4	19.1 *
9:30 AM - 9:45 AM	0	11	1	3	4	11	4	11	1.7	8.3	3.1	11.0
9:45 AM - 10:00 AM	1	15	1	5	3	9	3	15	1.7	9.7	2.4	13.2
10:00 AM - 10:15 AM	0	19	0	4	4	11	4	19	1.3	11.3	2.8	16.6
10:15 AM - 10:30 AM	0	14	0	1	7	13	7	14	2.3	9.3	4.9	13.7
10:30 AM - 10:45 AM	1	15	1	5	5	14	5	15	2.3	11.3	3.8	14.7
10:45 AM - 11:00 AM	1	12	1	9	9	8	9	12	3.7	9.7	6.6	11.1
11:00 AM - 11:15 AM	1	11	0	9	5	9	5	11	2.0	9.7	3.8	10.4
11:15 AM - 11:30 AM	2	12	2	8	7	7	7	12	3.7	9.0	5.5	10.8
11:30 AM - 11:45 AM	0	14	1	4	5	13	5	14	2.0	10.3	3.8	13.7
11:45 AM - 12:00 PM	1	14	2	5	6	12	6	14	3.0	10.3	4.8	13.4
12:00 PM - 12:15 PM	1	11	1	7	8	14	8	14	3.3	10.7	5.9	13.1
12:15 PM - 12:30 PM	0	12	3	8	4	13	4	13	2.3	11.0	3.7	12.7
12:30 PM - 12:45 PM	2	10	0	8	4	13	4	13	2.0	10.3	3.4	12.1
12:45 PM - 1:00 PM	0	11	1	8	7	8	7	11	2.7	9.0	5.2	10.1
1:00 PM - 1:15 PM	2	10	3	9	4	8	4	10	3.0	9.0	3.7	9.7
1:15 PM - 1:30 PM	1	12	0	9	5	11	5	12	2.0	10.7	3.8	11.7
1:30 PM - 1:45 PM	5	14	1	8	1	15	5	15	2.3	12.3	3.8	14.7
1:45 PM - 2:00 PM	4	14	0	7	6	12	6	14	3.3	11.0	5.4	13.4
2:00 PM - 2:15 PM	6	17	1	7	1	13	6	17	2.7	12.3	4.5	15.8
2:15 PM - 2:30 PM	3	15	1	8	4	12	4	15	2.7	11.7	3.7	14.1
2:30 PM - 2:45 PM	5	16	0	10	1	17	5	17	2.0	14.3 *	3.8	16.7
2:45 PM - 3:00 PM	7	12	0	11	1	14	7	14	2.7	12.3	5.2	13.4
3:00 PM - 3:15 PM	3	16	0	9	2	6	3	16	1.7	10.3	2.7	13.9
3:15 PM - 3:30 PM	4	15	1	8	3	14	4	15	2.7	12.3	3.7	14.7
3:30 PM - 3:45 PM	2	19	1	7	1	17	2	19	1.3	14.3 *	1.7	18.4
3:45 PM - 4:00 PM	2	15	0	7	5	13	5	15	2.3	11.7	4.1	14.4
4:00 PM - 4:15 PM	3	15	0	1	7	7	7	15	3.3	7.7	5.8	12.6
4:15 PM - 4:30 PM	6	12	2	4	4	13	6	13	4.0	9.7	5.4	12.7
4:30 PM - 4:45 PM	5	13	1	4	1	11	5	13	2.3	9.3	3.8	12.4
4:45 PM - 5:00 PM	4	14	0	5	3	13	4	14	2.3	10.7	3.7	13.7
5:00 PM - 5:15 PM	6	9	0	3	3	10	6	10	3.0	7.3	5.1	9.7
5:15 PM - 5:30 PM	3	16	2	4	2	8	3	16	2.3	9.3	2.7	13.6
5:30 PM - 5:45 PM	6	14	0	7	4	8	6	14	3.3	9.7	5.4	12.2
5:45 PM - 6:00 PM	3	15	3	7	1	8	3	15	2.3	10.0	3.0	12.9
6:00 PM - 6:15 PM	5	17	0	13	2	13	5	17	2.3	14.3 *	4.1	15.8
6:15 PM - 6:30 PM	4	9	0	9	0	12	4	12	1.3	10.0	2.8	11.1
6:30 PM - 6:45 PM	5	11	1	9	5	9	5	11	3.7	9.7	5.0	10.4
6:45 PM - 7:00 PM	3	14	1	11	2	13	3	14	2.0	12.7	2.7	13.7
7:00 PM - 7:15 PM	1	17	0	11	0	8	1	17	0.3	12.0	0.7	15.2
7:15 PM - 7:30 PM	4	12	0	12	1	9	4	12	1.7	11.0	3.1	12.0
7:30 PM - 7:45 PM	1	14	0	12	1	12	1	14	0.7	12.7	1.0	13.4
7:45 PM - 8:00 PM	18	4	1	11	2	9	18 *	11	7.0 *	8.0	13.2 *	10.4
Site Peak	18	20	3	13	9	17						
Site Average	2.8	12.3	0.8	6.6	3.6	10.6						
Site 85th Percentile	5.0	16.0	2.0	9.4	6.0	13.4						

APPENDIX C

VOLUME COUNT WORKSHEETS

INTERSECTION TURNING MOVEMENT COUNTS

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

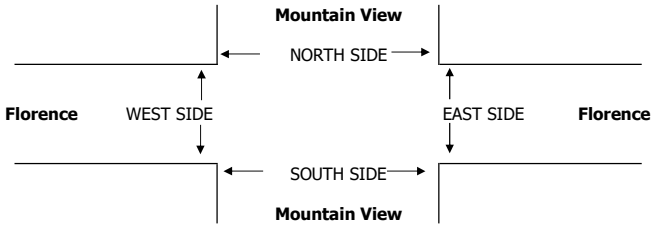
DATE:	LOCATION:	Huntington	PROJECT #:	SC
Tue, Jan 19, 21	NORTH & SOUTH:	Mountain View	LOCATION #:	1
	EAST & WEST:	Florence	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Mountain View			SOUTHBOUND Mountain View			EASTBOUND Florence			WESTBOUND Florence				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	22	15	18	7	6	4	8	92	10	12	134	3	331	0	0	1	0	1
	7:15 AM	33	19	18	4	7	5	6	120	8	6	121	2	349	0	0	0	0	0
	7:30 AM	30	21	17	4	8	9	5	94	6	9	159	4	366	0	0	0	0	0
	7:45 AM	38	18	12	5	11	8	7	114	9	11	162	2	397	0	0	0	0	0
	8:00 AM	18	32	17	8	11	5	7	96	16	8	150	2	370	0	0	1	0	1
	8:15 AM	22	17	25	6	15	6	4	103	11	9	145	5	368	0	0	0	0	0
	8:30 AM	18	22	19	4	15	5	10	107	9	11	161	3	384	0	0	0	0	0
	8:45 AM	17	19	20	8	14	6	4	104	12	7	143	2	356	0	0	0	0	0
	VOLUMES	198	163	146	46	87	48	51	830	81	73	1,175	23	2,921	0	0	2	0	2
	APPROACH %	39%	32%	29%	25%	48%	27%	5%	86%	8%	6%	92%	2%						
	APP/DEPART	507	/	235	181	/	241	962	/	1,022	1,271	/	1,423	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	96	89	73	23	52	24	28	420	45	39	618	12	1,519					
	APPROACH %	37%	34%	28%	23%	53%	24%	6%	85%	9%	6%	92%	2%						
	PEAK HR FACTOR		0.949			0.917			0.948			0.956		0.957					
	APP/DEPART	258	/	128	99	/	136	493	/	516	669	/	739	0					
PM	4:00 PM	10	28	26	9	33	7	17	264	41	19	238	7	699	0	0	0	0	0
	4:15 PM	14	25	20	15	29	13	20	203	45	27	206	8	625	0	0	0	0	0
	4:30 PM	16	31	20	12	32	8	16	251	44	21	253	9	713	0	0	0	0	0
	4:45 PM	14	21	21	15	39	9	10	206	42	15	194	6	592	0	0	0	0	0
	5:00 PM	23	32	18	7	35	10	18	250	63	14	235	6	711	0	0	0	0	0
	5:15 PM	18	36	19	14	39	16	13	205	42	25	212	8	647	0	0	0	0	0
	5:30 PM	20	31	25	11	30	10	7	208	52	16	238	5	653	0	0	0	0	0
	5:45 PM	15	33	22	11	31	8	17	225	47	25	187	4	625	0	0	0	0	0
	VOLUMES	130	237	171	94	268	81	118	1,812	376	162	1,763	53	5,265	0	0	0	0	0
	APPROACH %	24%	44%	32%	21%	60%	18%	5%	79%	16%	8%	89%	3%						
	APP/DEPART	538	/	408	443	/	806	2,306	/	2,077	1,978	/	1,974	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	71	120	78	48	145	43	57	912	191	75	894	29	2,663					
	APPROACH %	26%	45%	29%	20%	61%	18%	5%	79%	16%	8%	90%	3%						
	PEAK HR FACTOR		0.921			0.855			0.876			0.882		0.934					
	APP/DEPART	269	/	206	236	/	411	1,160	/	1,038	998	/	1,008	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:45 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:30 PM			0	0	0	0	0					

INTERSECTION TURNING MOVEMENT COUNTS

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

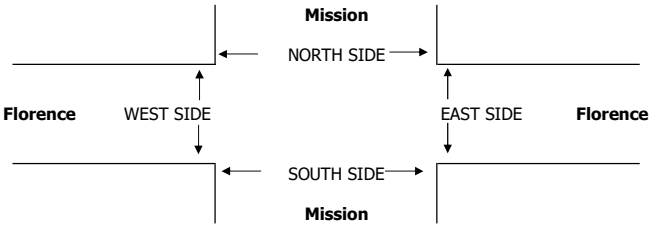
DATE:	LOCATION:	Huntington	PROJECT #:	SC
Tue, Jan 19, 21	NORTH & SOUTH:	Mission	LOCATION #:	2
	EAST & WEST:	Florence	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Mission			SOUTHBOUND Mission			EASTBOUND Florence			WESTBOUND Florence				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0.5	ST 0.5	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	12	7	114	0	0	119	1	253	0	0	0	0	0
	7:15 AM	0	0	0	0	0	13	10	130	0	0	127	0	280	0	0	1	0	1
	7:30 AM	0	0	0	3	0	20	5	129	0	0	146	1	304	0	0	0	0	0
	7:45 AM	1	0	0	2	0	16	9	107	0	0	175	0	310	0	0	0	0	0
	8:00 AM	0	0	0	2	0	15	6	133	0	0	147	1	304	0	0	0	0	0
	8:15 AM	0	0	0	1	1	10	10	117	0	0	153	0	292	0	0	0	0	0
	8:30 AM	1	0	0	5	0	11	8	139	1	1	163	1	330	0	0	0	0	0
	8:45 AM	0	0	0	3	1	13	11	124	2	0	174	0	328	0	0	0	0	0
	VOLUMES	2	0	0	16	2	110	66	993	3	1	1,204	4	2,401	0	0	1	0	1
	APPROACH %	100%	0%	0%	13%	2%	86%	6%	94%	0%	0%	100%	0%						
	APP/DEPART	2	/	69	128	/	6	1,062	/	1,009	1,209	/	1,317	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	1	0	0	11	2	49	35	513	3	1	637	2	1,254					
	APPROACH %	100%	0%	0%	18%	3%	79%	6%	93%	1%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.912			0.931			0.920		0.950					
	APP/DEPART	1	/	37	62	/	6	551	/	524	640	/	687	0					
PM	4:00 PM	3	1	0	9	0	40	14	247	0	0	216	7	537	0	0	0	0	0
	4:15 PM	0	0	0	8	0	34	15	246	0	0	226	6	535	0	0	0	0	0
	4:30 PM	0	0	1	8	0	41	11	252	0	1	228	2	544	0	0	0	0	0
	4:45 PM	0	0	1	3	0	34	16	244	0	0	207	2	507	0	0	0	0	0
	5:00 PM	1	0	0	9	0	34	14	231	0	0	217	3	509	0	0	0	0	0
	5:15 PM	0	0	1	3	0	30	12	243	2	1	227	6	525	0	0	0	1	1
	5:30 PM	0	0	0	7	0	35	17	218	0	0	224	5	506	0	0	0	0	0
	5:45 PM	0	1	0	9	0	39	19	240	0	1	191	5	505	0	0	0	1	1
	VOLUMES	4	2	3	56	0	287	118	1,921	2	3	1,736	36	4,168	0	0	0	2	2
	APPROACH %	44%	22%	33%	16%	0%	84%	6%	94%	0%	0%	98%	2%						
	APP/DEPART	9	/	156	343	/	3	2,041	/	1,982	1,775	/	2,027	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	3	1	2	28	0	149	56	989	0	1	877	17	2,123					
	APPROACH %	50%	17%	33%	16%	0%	84%	5%	95%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.375			0.903			0.993			0.964		0.976					
	APP/DEPART	6	/	74	177	/	1	1,045	/	1,019	895	/	1,029	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			8:00 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:00 PM			0	0	0	0	0					

INTERSECTION TURNING MOVEMENT COUNTS

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

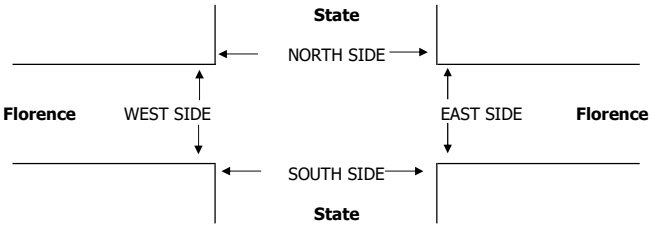
DATE:					
Tue, Jan 19, 21	LOCATION:	Huntington	PROJECT #:	SC	
	NORTH & SOUTH:	State	LOCATION #:	3	
	EAST & WEST:	Florence	CONTROL:	SIGNAL	

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND State			SOUTHBOUND State			EASTBOUND Florence			WESTBOUND Florence				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	13	75	33	28	34	2	3	92	13	8	103	28	432	0	0	0	0	0
	7:15 AM	11	86	27	26	40	1	3	121	14	10	121	31	491	0	0	0	1	1
	7:30 AM	13	121	30	15	44	0	5	103	13	12	124	36	516	0	0	0	0	0
	7:45 AM	15	108	24	19	43	0	3	105	14	19	162	35	547	0	0	0	0	0
	8:00 AM	14	108	25	20	33	4	6	102	22	22	126	21	503	0	0	0	0	0
	8:15 AM	8	99	23	18	29	0	5	106	17	17	158	33	513	0	0	0	0	0
	8:30 AM	23	83	25	26	41	2	2	118	15	25	144	25	529	0	0	0	0	0
	8:45 AM	17	75	22	18	42	1	7	107	21	20	157	22	509	0	0	0	0	0
	VOLUMES	114	755	209	170	306	10	34	854	129	133	1,095	231	4,040	0	0	0	1	1
	APPROACH %	11%	70%	19%	35%	63%	2%	3%	84%	13%	9%	75%	16%						
	APP/DEPART	1,078	/	1,020	486	/	567	1,017	/	1,234	1,459	/	1,219	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	60	398	97	83	146	6	16	431	68	83	590	114	2,092					
	APPROACH %	11%	72%	17%	35%	62%	3%	3%	84%	13%	11%	75%	14%						
	PEAK HR FACTOR		0.944			0.851			0.954			0.911		0.956					
	APP/DEPART	555	/	528	235	/	297	515	/	611	787	/	656	0					
PM	4:00 PM	26	88	32	35	152	1	14	209	33	39	190	25	844	0	0	0	0	0
	4:15 PM	22	71	31	38	140	5	8	211	37	40	213	28	844	0	0	0	0	0
	4:30 PM	25	78	37	47	152	7	13	194	44	31	190	32	850	0	0	0	0	0
	4:45 PM	23	58	33	46	137	3	8	199	48	32	189	29	805	0	0	0	0	0
	5:00 PM	20	65	37	47	157	4	9	207	22	28	189	21	806	0	0	0	0	0
	5:15 PM	18	73	33	46	144	2	5	214	30	30	219	25	839	0	0	0	0	0
	5:30 PM	27	53	27	39	173	0	9	176	41	36	194	22	797	0	0	0	0	0
	5:45 PM	24	52	24	45	154	1	11	187	42	28	180	24	772	0	0	0	0	0
	VOLUMES	185	538	254	343	1,209	23	77	1,597	297	264	1,564	206	6,557	0	0	0	0	0
	APPROACH %	19%	55%	26%	22%	77%	1%	4%	81%	15%	13%	77%	10%						
	APP/DEPART	977	/	821	1,575	/	1,770	1,971	/	2,194	2,034	/	1,772	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	96	295	133	166	581	16	43	813	162	142	782	114	3,343					
	APPROACH %	18%	56%	25%	22%	76%	2%	4%	80%	16%	14%	75%	11%						
	PEAK HR FACTOR		0.897			0.926			0.994			0.923		0.983					
	APP/DEPART	524	/	452	763	/	885	1,018	/	1,112	1,038	/	894	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:45 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:00 PM			0	0	0	0	0					

APPENDIX D

EXISTING VOLUME ADJUSTMENT FACTOR CALCULATIONS

Table B
Caltrans PEM I-710 Mainline Count Comparisons

Freeway Segment	Travel Direction	Peak Hour	2/4/2020 Tue	2/5/2020 Wed	2/6/2020 Thu	February 2020 Average		
Mainline VDS 718147 - FLORENCE 2	I-710 N	AM	6230 7:55:00 AM	6421 7:55:00 AM	6547 7:55:00 AM	6399	12,711	
Mainline VDS 717986 - FIRESTONE 1	I-710 S		6269 7:55:00 AM	6360 8:10:00 AM	6308 7:55:00 AM	6312		
Mainline VDS 774359 - NORTH OF MILLER WAY	I-710 N	AM	6323 8:05:00 AM	6551 8:00:00 AM	6585 8:00:00 AM	6486	14,310	13,100
Mainline VDS 774358 - NORTH OF MILLER WAY	I-710 S		7807 8:00:00 AM	7831 8:10:00 AM	7834 7:55:00 AM	7824		
Mainline VDS 776266 - FLORENCE 1	I-710 N	AM	5809 7:55:00 AM	5907 7:55:00 AM	5968 7:55:00 AM	5895	12,280	
Mainline VDS 776295 - FLORENCE 1	I-710 S		6397 7:55:00 AM	6468 8:00:00 AM	6291 7:55:00 AM	6385		
Mainline VDS 718147 - FLORENCE 2	I-710 N	PM	5985 5:50:00 PM	5853 5:25:00 PM	5935 5:50:00 PM	5924	12,328	
Mainline VDS 717986 - FIRESTONE 1	I-710 S		6491 4:55:00 PM	6294 4:55:00 PM	6427 4:55:00 PM	6404		
Mainline VDS 774359 - NORTH OF MILLER WAY	I-710 N	PM	8160 5:15:00 PM	8245 5:55:00 PM	8292 5:50:00 PM	8232	16,084	13,488
Mainline VDS 774358 - NORTH OF MILLER WAY	I-710 S		7948 5:15:00 PM	7864 4:55:00 PM	7744 4:55:00 PM	7852		
Mainline VDS 776266 - FLORENCE 1	I-710 N	PM	5378 5:25:00 PM	5392 5:25:00 PM	5338 5:30:00 PM	5369	12,053	
Mainline VDS 776295 - FLORENCE 1	I-710 S		6840 4:55:00 PM	6525 5:00:00 PM	6687 4:55:00 PM	6684		

Freeway Segment	Travel Direction	Peak Hour	8/11/2020 Tue	8/12/2020 Wed	8/13/2020 Thu	August 2020 Average		
Mainline VDS 718147 - FLORENCE 2	I-710 N	AM	6303 8:10:00 AM	6227 8:00:00 AM	6153 8:05:00 AM	6228	11,581	
Mainline VDS 717986 - FIRESTONE 1	I-710 S		5436 8:10:00 AM	5436 8:05:00 AM	5186 7:55:00 AM	5353		
Mainline VDS 774359 - NORTH OF MILLER WAY	I-710 N	AM	7321 8:10:00 AM	7588 8:05:00 AM	7215 8:05:00 AM	7375	13,959	12,117
Mainline VDS 774358 - NORTH OF MILLER WAY	I-710 S		6675 8:10:00 AM	6759 8:00:00 AM	6319 7:55:00 AM	6584		
Mainline VDS 776266 - FLORENCE 1	I-710 N	AM	5658 8:10:00 AM	5681 8:00:00 AM	5647 8:05:00 AM	5662	10,811	
Mainline VDS 776295 - FLORENCE 1	I-710 S		5138 8:15:00 AM	5427 8:00:00 AM	4881 8:50:00 AM	5149		
Mainline VDS 718147 - FLORENCE 2	I-710 N	PM	5721 5:15:00 PM	5886 5:05:00 PM	5606 5:15:00 PM	5738	11,976	
Mainline VDS 717986 - FIRESTONE 1	I-710 S		6167 6:00:00 PM	6299 5:30:00 PM	6248 5:15:00 PM	6238		
Mainline VDS 774359 - NORTH OF MILLER WAY	I-710 N	PM	8343 5:35:00 PM	8468 5:55:00 PM	8361 5:00:00 PM	8391	16,052	13,261
Mainline VDS 774358 - NORTH OF MILLER WAY	I-710 S		7484 6:00:00 PM	7826 5:30:00 PM	7674 5:20:00 PM	7661		
Mainline VDS 776266 - FLORENCE 1	I-710 N	PM	5107 5:20:00 PM	5207 5:05:00 PM	4984 5:15:00 PM	5099	11,754	
Mainline VDS 776295 - FLORENCE 1	I-710 S		6475 6:00:00 PM	6736 5:45:00 PM	6753 5:25:00 PM	6655		

Roadway Segment		Peak Hour	August to February Seasonal Factor		
I-710 Freeway	Mainline VDS 718147 - FLORENCE 2	AM	1.027	1.098	1.086
	Mainline VDS 717986 - FIRESTONE 1		1.179		
	Mainline VDS 774359 - NORTH OF MILLER WAY		0.879	1.025	
	Mainline VDS 774358 - NORTH OF MILLER WAY		1.188		
	Mainline VDS 776266 - FLORENCE 1		1.041	1.136	
	Mainline VDS 776295 - FLORENCE 1		1.240		
	Mainline VDS 718147 - FLORENCE 2	PM	1.032	1.029	1.019
	Mainline VDS 717986 - FIRESTONE 1		1.027		
	Mainline VDS 774359 - NORTH OF MILLER WAY		0.981	1.002	
	Mainline VDS 774358 - NORTH OF MILLER WAY		1.025		
	Mainline VDS 776266 - FLORENCE 1		1.053	1.025	
	Mainline VDS 776295 - FLORENCE 1		1.004		

APPENDIX E

LEVEL OF SERVICE WORKSHEETS

Existing

Intersection Level Of Service Report
Intersection 1: Mountain View Ave (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	173.00	100.00	100.00	86.00	100.00	93.00	123.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	89	73	23	52	24	28	420	45	39	618	12
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	101	83	26	59	27	32	477	51	44	702	14
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	26	22	7	15	7	8	125	13	11	183	4
Total Analysis Volume [veh/h]	114	106	87	27	62	28	33	498	53	46	734	15
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.19	0.19	0.02	0.06	0.06	0.02	0.16	0.03	0.03	0.23	0.23
Intersection LOS	A											
Intersection V/C	0.547											

Intersection Level Of Service Report
Intersection 2: Mission Pl (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.386

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	45.00	110.00	100.00	100.00	47.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	0	0	11	2	49	35	513	3	1	637	2
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	12	2	56	40	583	3	1	724	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	1	15	11	153	1	0	191	1
Total Analysis Volume [veh/h]	1	0	0	13	2	59	42	614	3	1	762	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.04	0.03	0.19	0.19	0.00	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.386											

Intersection Level Of Service Report
Intersection 3: State St (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	130.00	100.00	100.00	135.00	100.00	100.00	101.00	100.00	100.00	182.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	60	398	97	83	146	6	16	431	68	83	590	114
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	452	110	94	166	7	18	490	77	94	670	130
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	118	29	25	43	2	5	128	20	25	175	34
Total Analysis Volume [veh/h]	71	473	115	98	174	7	19	513	81	98	701	136
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.06	0.06	0.06	0.01	0.19	0.19	0.06	0.26	0.26
Intersection LOS	B											
Intersection V/C	0.602											

Intersection Level Of Service Report
Intersection 1: Mountain View Ave (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	173.00	100.00	100.00	86.00	100.00	93.00	123.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	71	120	78	48	145	43	57	912	191	75	894	29
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	123	80	49	149	44	59	938	197	77	920	30
Peak Hour Factor	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	32	20	13	38	11	15	240	50	20	236	8
Total Analysis Volume [veh/h]	75	126	82	50	153	45	60	961	202	79	943	31
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.18	0.03	0.12	0.12	0.04	0.30	0.13	0.05	0.30	0.30
Intersection LOS	B											
Intersection V/C	0.641											

Intersection Level Of Service Report
Intersection 2: Mission Pl (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	45.00	110.00	100.00	100.00	47.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	3	1	2	28	0	149	56	989	0	1	877	17
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1	2	29	0	153	58	1018	0	1	902	17
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	8	0	40	15	268	0	0	237	4
Total Analysis Volume [veh/h]	3	1	2	31	0	161	61	1072	0	1	949	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.10	0.04	0.34	0.00	0.00	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.447											

Intersection Level Of Service Report
Intersection 3: State St (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.754

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	130.00	100.00	100.00	135.00	100.00	100.00	101.00	100.00	100.00	182.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	295	133	166	581	16	43	813	162	142	782	114
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	304	137	171	598	16	44	837	167	146	805	117
Peak Hour Factor	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	77	35	43	152	4	11	213	42	37	205	30
Total Analysis Volume [veh/h]	101	309	139	174	608	16	45	851	170	149	819	119
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.14	0.14	0.11	0.20	0.20	0.03	0.32	0.32	0.09	0.29	0.29
Intersection LOS	C											
Intersection V/C	0.754											

Existing Plus Project

3100 Florence Avenue Car Wash

Vistro File: G:\...\AM.vistro
Report File: G:\...\AM EP.pdf

Scenario 2 Existing Plus Project
9/7/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Mountain View Ave (NS) at Florence Ave (EW)	Signalized	ICU 1	WB Right	0.550	-	A
2	Mission Pl (NS) at Florence Ave (EW)	Signalized	ICU 1	WB Thru	0.390	-	A
3	State St (NS) at Florence Ave (EW)	Signalized	ICU 1	WB Thru	0.605	-	B
4	Project East Dwy (NS) at Florence Ave (EW)	Two-way stop	HCM 6th Edition	NB Right	0.010	10.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Mountain View Ave (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	173.00	100.00	100.00	86.00	100.00	93.00	123.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	89	73	23	52	24	28	420	45	39	618	12
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	1	0	0	0	2	0	1	3	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	101	85	27	59	27	32	479	51	45	705	16
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	26	22	7	15	7	8	125	13	12	184	4
Total Analysis Volume [veh/h]	114	106	89	28	62	28	33	501	53	47	737	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.19	0.19	0.02	0.06	0.06	0.02	0.16	0.03	0.03	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.550											

Intersection Level Of Service Report
Intersection 2: Mission Pl (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.390

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	45.00	110.00	100.00	100.00	47.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	0	0	11	2	49	35	513	3	1	637	2
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	1	8	0	1	0	0	0	5	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	1	8	12	3	56	40	583	8	7	724	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	3	1	15	11	153	2	2	191	1
Total Analysis Volume [veh/h]	7	1	8	13	3	59	42	614	8	7	762	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.01	0.01	0.04	0.03	0.19	0.19	0.00	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.390											

Intersection Level Of Service Report
Intersection 3: State St (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	130.00	100.00	100.00	135.00	100.00	100.00	101.00	100.00	100.00	182.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	60	398	97	83	146	6	16	431	68	83	590	114
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	2	3	8	4	0	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	452	110	94	166	9	21	498	81	94	673	130
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	118	29	25	43	2	5	130	21	25	176	34
Total Analysis Volume [veh/h]	72	473	115	98	174	9	22	521	85	98	704	136
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.18	0.06	0.06	0.06	0.01	0.19	0.19	0.06	0.26	0.26
Intersection LOS	B											
Intersection V/C	0.605											

Intersection Level Of Service Report
Intersection 4: Project East Dwy (NS) at Florence Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	524	0	0	656
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	8	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	7	603	0	0	751
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	159	0	0	198
Total Analysis Volume [veh/h]	0	7	635	0	0	791
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.36	0.00	0.00	0.00	0.00
Movement LOS		B	A			A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.78	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.36		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	B					

3100 Florence Avenue Car Wash

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Scenario 2 Existing Plus Project
9/7/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Mountain View Ave (NS) at Florence Ave (EW)	Signalized	ICU 1	WB Thru	0.654	-	B
2	Mission Pl (NS) at Florence Ave (EW)	Signalized	ICU 1	EB Thru	0.557	-	A
3	State St (NS) at Florence Ave (EW)	Signalized	ICU 1	EB Thru	0.766	-	C
4	Project East Dwy (NS) at Florence Ave (EW)	Two-way stop	HCM 6th Edition	NB Right	0.032	12.8	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Mountain View Ave (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	173.00	100.00	100.00	86.00	100.00	93.00	123.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	71	120	78	48	145	43	57	912	191	75	894	29
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	6	0	0	0	8	0	2	6	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	123	88	55	149	44	59	946	197	79	926	34
Peak Hour Factor	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	32	23	14	38	11	15	242	50	20	237	9
Total Analysis Volume [veh/h]	75	126	90	56	153	45	60	969	202	81	949	35
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.18	0.04	0.12	0.12	0.04	0.30	0.13	0.05	0.31	0.31
Intersection LOS	B											
Intersection V/C	0.654											

Intersection Level Of Service Report
Intersection 2: Mission Pl (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	45.00	110.00	100.00	100.00	47.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	3	1	2	28	0	149	56	989	0	1	877	17
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	2	12	0	3	0	0	0	22	31	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	3	14	29	3	153	58	1018	22	32	902	17
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	4	8	1	40	15	268	6	8	237	4
Total Analysis Volume [veh/h]	16	3	15	31	3	161	61	1072	23	34	949	18
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.02	0.02	0.02	0.10	0.04	0.34	0.34	0.02	0.30	0.30
Intersection LOS	A											
Intersection V/C	0.557											

Intersection Level Of Service Report
Intersection 3: State St (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.766

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	130.00	100.00	100.00	135.00	100.00	100.00	101.00	100.00	100.00	182.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	295	133	166	581	16	43	813	162	142	782	114
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	0	0	0	8	6	12	8	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	304	137	171	598	24	50	849	175	146	822	117
Peak Hour Factor	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	77	35	43	152	6	13	216	45	37	209	30
Total Analysis Volume [veh/h]	107	309	139	174	608	24	51	864	178	149	836	119
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.14	0.14	0.11	0.20	0.20	0.03	0.33	0.33	0.09	0.30	0.30
Intersection LOS	C											
Intersection V/C	0.766											

Intersection Level Of Service Report
Intersection 4: Project East Dwy (NS) at Florence Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	1017	0	0	894
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	12	0	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1058	0	0	951
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	278	0	0	250
Total Analysis Volume [veh/h]	0	15	1114	0	0	1001
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.85	0.00	0.00	0.00	0.00
Movement LOS		B	A			A
95th-Percentile Queue Length [veh/ln]	0.00	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.45	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.85		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

Opening Year (2023) Without Project

Intersection Level Of Service Report

Intersection 1: Mountain View Ave (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	173.00	100.00	100.00	86.00	100.00	93.00	123.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	89	73	23	52	24	28	420	45	39	618	12
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	104	85	27	61	28	33	491	53	45	723	14
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	27	22	7	16	7	9	128	14	12	189	4
Total Analysis Volume [veh/h]	117	109	89	28	64	29	34	513	55	47	755	15
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.02	0.06	0.06	0.02	0.16	0.03	0.03	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.560											

Intersection Level Of Service Report
Intersection 2: Mission Pl (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	45.00	110.00	100.00	100.00	47.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	0	0	11	2	49	35	513	3	1	637	2
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	12	2	58	41	600	3	1	746	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	1	15	11	158	1	0	196	1
Total Analysis Volume [veh/h]	1	0	0	13	2	61	43	632	3	1	785	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.04	0.03	0.20	0.20	0.00	0.25	0.25
Intersection LOS	A											
Intersection V/C	0.395											

Intersection Level Of Service Report
Intersection 3: State St (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	130.00	100.00	100.00	135.00	100.00	100.00	101.00	100.00	100.00	182.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	60	398	97	83	146	6	16	431	68	83	590	114
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	466	113	97	171	7	19	505	79	97	690	134
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	122	30	25	45	2	5	132	21	25	180	35
Total Analysis Volume [veh/h]	73	487	118	101	179	7	20	528	83	101	722	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.19	0.06	0.06	0.06	0.01	0.19	0.19	0.06	0.27	0.27
Intersection LOS	B											
Intersection V/C	0.617											

Intersection Level Of Service Report

Intersection 1: Mountain View Ave (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	173.00	100.00	100.00	86.00	100.00	93.00	123.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	71	120	78	48	145	43	57	912	191	75	894	29
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	127	82	50	153	45	61	966	203	79	948	31
Peak Hour Factor	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	33	21	13	39	12	16	247	52	20	243	8
Total Analysis Volume [veh/h]	77	130	84	51	157	46	63	990	208	81	971	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.18	0.18	0.03	0.13	0.13	0.04	0.31	0.13	0.05	0.31	0.31
Intersection LOS	B											
Intersection V/C	0.657											

Intersection Level Of Service Report
Intersection 2: Mission Pl (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	45.00	110.00	100.00	100.00	47.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	3	1	2	28	0	149	56	989	0	1	877	17
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1	2	30	0	158	60	1049	0	1	929	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	8	0	42	16	276	0	0	244	5
Total Analysis Volume [veh/h]	3	1	2	32	0	166	63	1104	0	1	978	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.10	0.04	0.35	0.00	0.00	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.458											

Intersection Level Of Service Report
Intersection 3: State St (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	130.00	100.00	100.00	135.00	100.00	100.00	101.00	100.00	100.00	182.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	295	133	166	581	16	43	813	162	142	782	114
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	313	141	176	616	16	45	862	172	150	829	121
Peak Hour Factor	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	80	36	45	157	4	11	219	44	38	211	31
Total Analysis Volume [veh/h]	104	318	143	179	627	16	46	877	175	153	843	123
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.14	0.14	0.11	0.20	0.20	0.03	0.33	0.33	0.10	0.30	0.30
Intersection LOS	C											
Intersection V/C	0.774											

Opening Year (2023) With Project

3100 Florence Avenue Car Wash

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Scenario 4 Opening Year (2023) With Project
9/7/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Mountain View Ave (NS) at Florence Ave (EW)	Signalized	ICU 1	WB Thru	0.563	-	A
2	Mission Pl (NS) at Florence Ave (EW)	Signalized	ICU 1	WB Thru	0.399	-	A
3	State St (NS) at Florence Ave (EW)	Signalized	ICU 1	WB Thru	0.620	-	B
4	Project East Dwy (NS) at Florence Ave (EW)	Two-way stop	HCM 6th Edition	NB Right	0.010	10.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Mountain View Ave (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	173.00	100.00	100.00	86.00	100.00	93.00	123.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	89	73	23	52	24	28	420	45	39	618	12
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	1	0	0	0	2	0	1	3	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	104	87	28	61	28	33	493	53	46	726	16
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	27	23	7	16	7	9	129	14	12	190	4
Total Analysis Volume [veh/h]	117	109	91	29	64	29	34	515	55	48	759	17
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.20	0.20	0.02	0.06	0.06	0.02	0.16	0.03	0.03	0.24	0.24
Intersection LOS	A											
Intersection V/C	0.563											

Intersection Level Of Service Report
Intersection 2: Mission Pl (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.399

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	45.00	110.00	100.00	100.00	47.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	0	0	11	2	49	35	513	3	1	637	2
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	1	8	0	1	0	0	0	5	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	1	8	12	3	58	41	600	8	7	746	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	3	1	15	11	158	2	2	196	1
Total Analysis Volume [veh/h]	7	1	8	13	3	61	43	632	8	7	785	2
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.01	0.01	0.04	0.03	0.20	0.20	0.00	0.25	0.25
Intersection LOS	A											
Intersection V/C	0.399											

Intersection Level Of Service Report
Intersection 3: State St (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.620

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	130.00	100.00	100.00	135.00	100.00	100.00	101.00	100.00	100.00	182.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	60	398	97	83	146	6	16	431	68	83	590	114
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	2	3	8	4	0	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	466	113	97	171	9	22	513	83	97	693	134
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	122	30	25	45	2	6	134	22	25	181	35
Total Analysis Volume [veh/h]	74	487	118	101	179	9	23	537	87	101	725	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.19	0.06	0.06	0.06	0.01	0.20	0.20	0.06	0.27	0.27
Intersection LOS	B											
Intersection V/C	0.620											

Intersection Level Of Service Report
Intersection 4: Project East Dwy (NS) at Florence Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	524	0	0	656
Base Volume Adjustment Factor	1.1360	1.1360	1.1360	1.1360	1.1360	1.1360
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.03	1.03	1.00	1.00	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	8	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	7	621	0	0	773
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	163	0	0	203
Total Analysis Volume [veh/h]	0	7	654	0	0	814
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.44	0.00	0.00	0.00	0.00
Movement LOS		B	A			A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.79	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.44		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	B					

3100 Florence Avenue Car Wash

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Scenario 4 Opening Year (2023) With Project
9/7/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Mountain View Ave (NS) at Florence Ave (EW)	Signalized	ICU 1	WB Right	0.670	-	B
2	Mission Pl (NS) at Florence Ave (EW)	Signalized	ICU 1	EB Thru	0.571	-	A
3	State St (NS) at Florence Ave (EW)	Signalized	ICU 1	EB Right	0.786	-	C
4	Project East Dwy (NS) at Florence Ave (EW)	Two-way stop	HCM 6th Edition	NB Right	0.032	13.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Mountain View Ave (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	173.00	100.00	100.00	86.00	100.00	93.00	123.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	71	120	78	48	145	43	57	912	191	75	894	29
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	6	0	0	0	8	0	2	6	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	127	90	56	153	45	61	974	203	81	954	35
Peak Hour Factor	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760	0.9760
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	33	23	14	39	12	16	249	52	21	244	9
Total Analysis Volume [veh/h]	77	130	92	57	157	46	63	998	208	83	977	36
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.19	0.19	0.04	0.13	0.13	0.04	0.31	0.13	0.05	0.32	0.32
Intersection LOS	B											
Intersection V/C	0.670											

Intersection Level Of Service Report
Intersection 2: Mission Pl (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	45.00	110.00	100.00	100.00	47.00	100.00	100.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	3	1	2	28	0	149	56	989	0	1	877	17
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	2	12	0	3	0	0	0	22	31	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	3	14	30	3	158	60	1049	22	32	929	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	4	8	1	42	16	276	6	8	244	5
Total Analysis Volume [veh/h]	16	3	15	32	3	166	63	1104	23	34	978	19
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.02	0.02	0.02	0.10	0.04	0.35	0.35	0.02	0.31	0.31
Intersection LOS	A											
Intersection V/C	0.571											

Intersection Level Of Service Report
Intersection 3: State St (NS) at Florence Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.786

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	130.00	100.00	100.00	135.00	100.00	100.00	101.00	100.00	100.00	182.00	100.00	100.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	295	133	166	581	16	43	813	162	142	782	114
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	0	0	0	8	6	12	8	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	313	141	176	616	24	51	874	180	150	846	121
Peak Hour Factor	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	80	36	45	157	6	13	222	46	38	215	31
Total Analysis Volume [veh/h]	110	318	143	179	627	24	52	889	183	153	861	123
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	120
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.14	0.14	0.11	0.20	0.20	0.03	0.34	0.34	0.10	0.31	0.31
Intersection LOS	C											
Intersection V/C	0.786											

Intersection Level Of Service Report
Intersection 4: Project East Dwy (NS) at Florence Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	1017	0	0	894
Base Volume Adjustment Factor	1.0290	1.0290	1.0290	1.0290	1.0290	1.0290
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.03	1.03	1.00	1.00	1.03
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	12	0	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1089	0	0	979
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	287	0	0	258
Total Analysis Volume [veh/h]	0	15	1146	0	0	1031
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.04	0.00	0.00	0.00	0.00
Movement LOS		B	A			A
95th-Percentile Queue Length [veh/ln]	0.00	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.51	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.04		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

APPENDIX F

SIMILAR CAR WASH FACILITIES SURVEY DATA

Matt's Express Carwash Maximum Trip Generation Calculations

Location	Peak Hour						Daily
	Morning			Evening			
	In	Out	Total	In	Out	Total	
Redlands	35	29	64	48	51	99	926
Rialto	29	29	58	67	67	134	944
Maximum	35	29	64	67	67	134	944

City of Redlands
Matt's Express Car Wash
SWC of Tennessee Street and Lugonia Avenue
24 Hour Driveway Counts

	North Driveway	
	Entering	Exiting
	WB	EB
0:00	0	0
0:15	0	0
0:30	0	0
0:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	0
2:30	0	0
2:45	0	0
3:00	0	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	0
5:15	0	0
5:30	1	0
5:45	0	0
6:00	0	0
6:15	0	0
6:30	1	0
6:45	0	0
7:00	1	1
7:15	0	0
7:30	0	0
7:45	0	0
8:00	0	1
8:15	0	2
8:30	0	2
8:45	0	1
9:00	0	2
9:15	0	2
9:30	0	3
9:45	0	5
10:00	0	6
10:15	0	1
10:30	0	4
10:45	0	1
11:00	1	3
11:15	0	1
11:30	0	4
11:45	2	2
12:00	0	1
12:15	2	2
12:30	2	6
12:45	0	3
13:00	0	3
13:15	0	5
13:30	0	6
13:45	0	0
14:00	0	3
14:15	1	3
14:30	0	5
14:45	0	2
15:00	0	1
15:15	0	1
15:30	0	1
15:45	0	2
16:00	1	3
16:15	0	2
16:30	0	2
16:45	0	5
17:00	0	1
17:15	0	1
17:30	0	0
17:45	0	2
18:00	0	4
18:15	0	1
18:30	1	1
18:45	0	0
19:00	0	0
19:15	0	0
19:30	0	0
19:45	0	0
20:00	0	0
20:15	0	0
20:30	0	0
20:45	0	0
21:00	0	0
21:15	0	0
21:30	0	0
21:45	0	0
22:00	0	0
22:15	0	0
22:30	0	0
22:45	0	0
23:00	0	0
23:15	0	0
23:30	0	0
23:45	0	0
	13	107

	South Driveway	
	Entering	Exiting
	WB	EB
0:00	0	0
0:15	0	0
0:30	0	0
0:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	0
2:30	0	0
2:45	0	0
3:00	0	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	1	0
5:00	0	1
5:15	0	0
5:30	0	0
5:45	1	1
6:00	0	0
6:15	0	0
6:30	0	0
6:45	0	0
7:00	2	2
7:15	0	0
7:30	0	0
7:45	1	0
8:00	8	2
8:15	7	4
8:30	12	9
8:45	8	8
9:00	3	7
9:15	13	4
9:30	9	9
9:45	11	8
10:00	11	5
10:15	5	7
10:30	17	8
10:45	12	14
11:00	6	5
11:15	10	8
11:30	9	2
11:45	9	10
12:00	9	11
12:15	28	17
12:30	10	9
12:45	22	8
13:00	17	22
13:15	14	11
13:30	15	12
13:45	14	14
14:00	11	4
14:15	18	14
14:30	18	13
14:45	13	15
15:00	9	9
15:15	14	10
15:30	7	9
15:45	8	8
16:00	11	7
16:15	15	9
16:30	13	10
16:45	8	13
17:00	9	2
17:15	3	7
17:30	7	6
17:45	2	1
18:00	0	1
18:15	0	0
18:30	0	0
18:45	0	0
19:00	0	0
19:15	0	0
19:30	0	0
19:45	0	0
20:00	0	0
20:15	0	0
20:30	0	0
20:45	0	0
21:00	0	0
21:15	0	0
21:30	0	0
21:45	0	0
22:00	0	0
22:15	0	0
22:30	0	0
22:45	0	0
23:00	0	0
23:15	0	0
23:30	0	0
23:45	0	0
	450	356

	TOTAL OF BOTH DRIVEWAYS	
	Entering	Exiting
	WB	EB
0:00	0	0
0:15	0	0
0:30	0	0
0:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	0
2:30	0	0
2:45	0	0
3:00	0	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	1	0
5:00	0	1
5:15	0	0
5:30	1	0
5:45	1	1
6:00	0	0
6:15	0	0
6:30	1	0
6:45	0	0
7:00	3	3
7:15	0	0
7:30	0	0
7:45	1	0
8:00	8	3
8:15	7	6
8:30	12	11
8:45	8	9
9:00	3	9
9:15	13	6
9:30	9	12
9:45	11	13
10:00	11	11
10:15	5	8
10:30	17	12
10:45	12	15
11:00	7	8
11:15	10	9
11:30	9	6
11:45	11	12
12:00	9	12
12:15	30	19
12:30	12	15
12:45	22	11
13:00	17	25
13:15	14	16
13:30	15	18
13:45	14	14
14:00	11	7
14:15	19	17
14:30	18	18
14:45	13	17
15:00	9	10
15:15	14	11
15:30	7	10
15:45	8	10
16:00	12	10
16:15	15	11
16:30	13	12
16:45	8	18
17:00	9	3
17:15	3	8
17:30	7	6
17:45	2	3
18:00	0	5
18:15	0	1
18:30	1	1
18:45	0	0
19:00	0	0
19:15	0	0
19:30	0	0
19:45	0	0
20:00	0	0
20:15	0	0
20:30	0	0
20:45	0	0
21:00	0	0
21:15	0	0
21:30	0	0
21:45	0	0
22:00	0	0
22:15	0	0
22:30	0	0
22:45	0	0
23:00	0	0
23:15	0	0
23:30	0	0
23:45	0	0
	463	463
Daily	926	

In	Out	Total
4	3	7
9	3	12
16	9	25
28	20	48
35	29	64

In	Out	Total
48	51	99
45	44	89
33	41	74
27	35	62
21	20	41

Peak Hour						
Morning			Evening			
In	Out	Total	In	Out	Total	Daily
35	29	64	48	51	99	926

Prepared by NDS/ATD

VOLUME

Project Dwy e/o N Cactus Ave

Day: Thursday
Date: 1/16/2014

City: Rialto
Project #: 14-6015-001

DAILY TOTALS	NB	SB	EB	WB	Total
	174	472	0	0	646

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0	
00:15	0		0						0	
00:30	0		0						0	
00:45	0		0						0	
01:00	0		0						0	
01:15	0		0						0	
01:30	0		0						0	
01:45	0		0						0	
02:00	0		0						0	
02:15	0		0						0	
02:30	0		0						0	
02:45	0		0						0	
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	0		0						0	
04:15	0		0						0	
04:30	0		0						0	
04:45	0		0						0	
05:00	0		0						0	
05:15	0		0						0	
05:30	0		0						0	
05:45	0		0						0	
06:00	0		0						0	
06:15	0		0						0	
06:30	0		0						0	
06:45	0		0						0	
07:00	0		0						0	
07:15	0		5						5	
07:30	0		1						1	
07:45	3	3	7	13					10	16
08:00	0		9						9	
08:15	3		8						11	
08:30	3		5						8	
08:45	3	9	7	29					10	38
09:00	1		6						7	
09:15	1		6						7	
09:30	3		9						12	
09:45	4	9	9	30					13	39
10:00	4		8						12	
10:15	4		11						15	
10:30	5		9						14	
10:45	3	16	12	40					15	56
11:00	8		13						21	
11:15	7		14						21	
11:30	5		8						13	
11:45	7	27	13	48					20	75
TOTALS		64		160						224
SPLIT %		28.6%		71.4%						34.7%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	6		16						22	
12:15	7		13						20	
12:30	4		15						19	
12:45	7	24	12	56					19	80
13:00	2		8						10	
13:15	1		12						13	
13:30	3		9						12	
13:45	3	9	8	37					11	46
14:00	6		12						18	
14:15	4		10						14	
14:30	4		10						14	
14:45	7	21	11	43					18	64
15:00	4		12						16	
15:15	5		9						14	
15:30	6		12						18	
15:45	5	20	8	41					13	61
16:00	3		18						21	
16:15	3		13						16	
16:30	6		23						29	
16:45	2	14	13	67					15	81
17:00	0		14						14	
17:15	6		11						17	
17:30	2		7						9	
17:45	4	12	12	44					16	56
18:00	5		6						11	
18:15	1		9						10	
18:30	4		6						10	
18:45	0	10	3	24					3	34
19:00	0		0						0	
19:15	0		0						0	
19:30	0		0						0	
19:45	0		0						0	
20:00	0		0						0	
20:15	0		0						0	
20:30	0		0						0	
20:45	0		0						0	
21:00	0		0						0	
21:15	0		0						0	
21:30	0		0						0	
21:45	0		0						0	
22:00	0		0						0	
22:15	0		0						0	
22:30	0		0						0	
22:45	0		0						0	
23:00	0		0						0	
23:15	0		0						0	
23:30	0		0						0	
23:45	0		0						0	
TOTALS		110		312						422
SPLIT %		26.1%		73.9%						65.3%

DAILY TOTALS	CARS IN	CARS OUT			Total
	174	472			646

AM Peak Hour	11:00	11:45				11:45
AM Pk Volume	27	57				81
Pk Hr Factor	0.844	0.891				0.920
7 - 9 Volume	12	42	0	0		54
7 - 9 Peak Hour	07:45	07:45				07:45
7 - 9 Pk Volume	9	29	0	0		38
Pk Hr Factor	0.750	0.806	0.000	0.000		0.864

PM Peak Hour	12:00	16:00				16:00
PM Pk Volume	24	67				81
Pk Hr Factor	0.857	0.728				0.698
4 - 6 Volume	26	111	0	0		137
4 - 6 Peak Hour	16:00	16:00				16:00
4 - 6 Pk Volume	14	67	0	0		81
Pk Hr Factor	0.583	0.728	0.000	0.000		0.698

Peak Hour						
Morning			Morning			
Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
29	29	58	67	67	134	944

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FLORENCE AVENUE CAR WASH NOISE IMPACT ANALYSIS

City of Huntington Park

October 13, 2021

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Traffic Engineering ● Transportation Planning ● Parking ● Noise & Vibration
Air Quality ● Global Climate Change ● Health Risk Assessment

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City of Huntington Park

October 13, 2021

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Project No. 19278

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

EXECUTIVE SUMMARY

The purpose of this report is to provide an assessment of the noise impacts associated with development and operation of the proposed Florence Avenue Car Wash project and to identify mitigation measures that may be necessary to reduce those impacts. The noise issues related to the proposed land use and development have been evaluated in light of applicable federal, state and local policies, including those of the City of Huntington Park.

Although this is a technical report, effort has been made to write the report clearly and concisely. A list of acronyms and glossary are provided in Appendix A and Appendix B of this report to assist the reader with technical terms related to noise analysis.

PROJECT LOCATION

The proposed project is located at 3100 East Florence Avenue in the City of Huntington Park, California. The project site is currently developed with a medical office building.

PROJECT DESCRIPTION

The proposed project involves redevelopment of the site with a proposed automatic car wash. Vehicular access is proposed at Florence Avenue.

PROJECT IMPACTS

Construction Impacts

Modeled unmitigated construction noise levels when combined with existing measured noise levels reached up to 67.7 dBA L_{eq} at the nearest residential property line to the northwest, 80.1 dBA L_{eq} at the nearest church/school property line to the northwest, 75.9 dBA L_{eq} at the nearest commercial property line to the north, 69.1 dBA L_{eq} at the nearest residential property line to the northeast, 75.6 dBA L_{eq} at the nearest commercial property line to the east, 84.7 dBA L_{eq} at the nearest residential property line to the south, and 80.9 dBA L_{eq} at the nearest commercial property line to the west of the project site.

Construction noise sources are regulated within Section 9-3.506 of the City's Municipal Code which prohibits construction activities between the hours of 7:00 PM and 7:00 AM on weekdays, including Saturdays, or at any time on Sundays or Federal holidays.

The City of Huntington Park has not adopted a numerical threshold that identifies what a substantial increase would be. For purposes of this analysis, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2006) criteria will be used to establish significance thresholds. For residential uses, the daytime noise threshold is 80 dBA L_{eq} averaged over an 8-hour period ($L_{eq\ (8\text{-}hr)}$; and the nighttime noise threshold is 70 dBA $L_{eq\ (8\text{-}hr)}$. For commercial uses, the daytime and nighttime noise threshold is 85 dBA $L_{eq\ (8\text{-}hr)}$. In compliance with the City's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Therefore, unmitigated project construction would be anticipated to exceed the FTA thresholds at the residential uses located to the south of the project site and mitigation is required. With incorporation of mufflers and/or enclosures or acoustical tents (as appropriate) that provide at least 10 dB of noise reduction, modeled mitigated construction noise levels when combined with existing measured noise levels would not be anticipated to exceed the FTA residential thresholds. Further, with compliance with the City's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Therefore, with adherence to applicable Municipal Ordinances and incorporation of mitigation measures identified in Section 7 of this report, construction noise impacts would be less than significant.

Noise Impacts to Off-Site Receptors Due to Project Generated Trips

The largest peak hour traffic volume associated with the proposed project would occur during the late afternoon/early evening and would generate approximately 134 vehicle trips. Assuming that the vehicle mix associated with the proposed project is 97 percent automobiles, 2 percent medium trucks and 1 percent heavy trucks, and a speed of 35 miles per hour, noise levels associated with peak hour project generated vehicle traffic would reach up to 47 dBA L_{eq} at a distance of 50 feet. The quietest measured hour in the project vicinity was 58.1 dBA L_{eq} and occurred between 2:00 and 3:00 AM. The increase in ambient noise levels associated with project peak hour operation would not be readily noticeable over existing ambient noise levels. This impact would be less than significant. No mitigation is required.

Noise Impacts to Off-Site Receptors Due to On-Site Operational Noise

The SoundPLAN noise model was utilized to estimate project peak hour operational noise at noise measurement locations and at adjacent properties in order to determine if it is likely to exceed the City's noise thresholds at sensitive receptors. In summary, daytime (7:00 AM to 10:00 PM) operation of the proposed project would not violate City noise standards or result in substantial increases in measured ambient noise levels. Nighttime (10:00 PM and 7:00 AM) operation of the project would likely violate City noise standards at residential land uses located south of the project site and result in substantial increases in ambient noise levels. Implementation of a mitigation measure limiting project operational hours to 7:00 AM and 10:00 PM will reduce potential impacts to a level below significant.

Groundborne Vibration Impacts

Use of either a vibratory roller or a bulldozer would clearly be highly annoying to nearby sensitive receptors. Annoyance is expected to be short-term, occurring only during site grading and preparation. Use of vibratory roller equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located could result in architectural damage. Mitigation measures to reduce potential impacts to nearby structures have been provided. Therefore, with incorporation of mitigation, impacts associated with construction activities would be less than significant.

CONSTRUCTION NOISE REDUCTION MEASURES

In addition to adherence to the City of Huntington Park Municipal Code which limits the construction hours of operation, the following measures are recommended to reduce construction noise and vibrations, emanating from the proposed project:

1. During all project construction phases on-site, construction contractors shall equip all construction equipment, fixed or mobile, with either properly operating and maintained mufflers or enclosures/acoustical tents (as appropriate) that achieve at least 10 dB reduction from noise level specifications presented in this report.

2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

3. Equipment shall be shut off and not left to idle when not in use.

4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

8. Care should be used when using vibratory rollers and/or any other equivalent vibratory equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located.

OPERATIONAL NOISE REDUCTION MEASURES

1. Operation of the proposed car wash shall be limited to the hours between 7:00 AM and 10:00 PM.

1. INTRODUCTION

This section describes the purpose of this noise impact analysis, project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the project site plan.

PURPOSE AND OBJECTIVES

The purpose of this report is to provide an assessment of the noise impacts resulting from development of the proposed Florence Avenue Car Wash project and to identify mitigation measures that may be necessary to reduce those impacts. The noise issues related to the proposed land use and development have been evaluated in light of applicable federal, state and local policies, including those of the City of Huntington Park.

Although this is a technical report, effort has been made to write the report clearly and concisely. A list of acronyms and glossary are provided in Appendix A and Appendix B of this report to assist the reader with technical terms related to noise analysis.

PROJECT LOCATION

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PROJECT DESCRIPTION

The proposed project involves redevelopment of the site with a proposed automatic car wash. Vehicular access is proposed at Florence Avenue. Figure 2 illustrates the project site plan.

Figure 1
Project Location Map

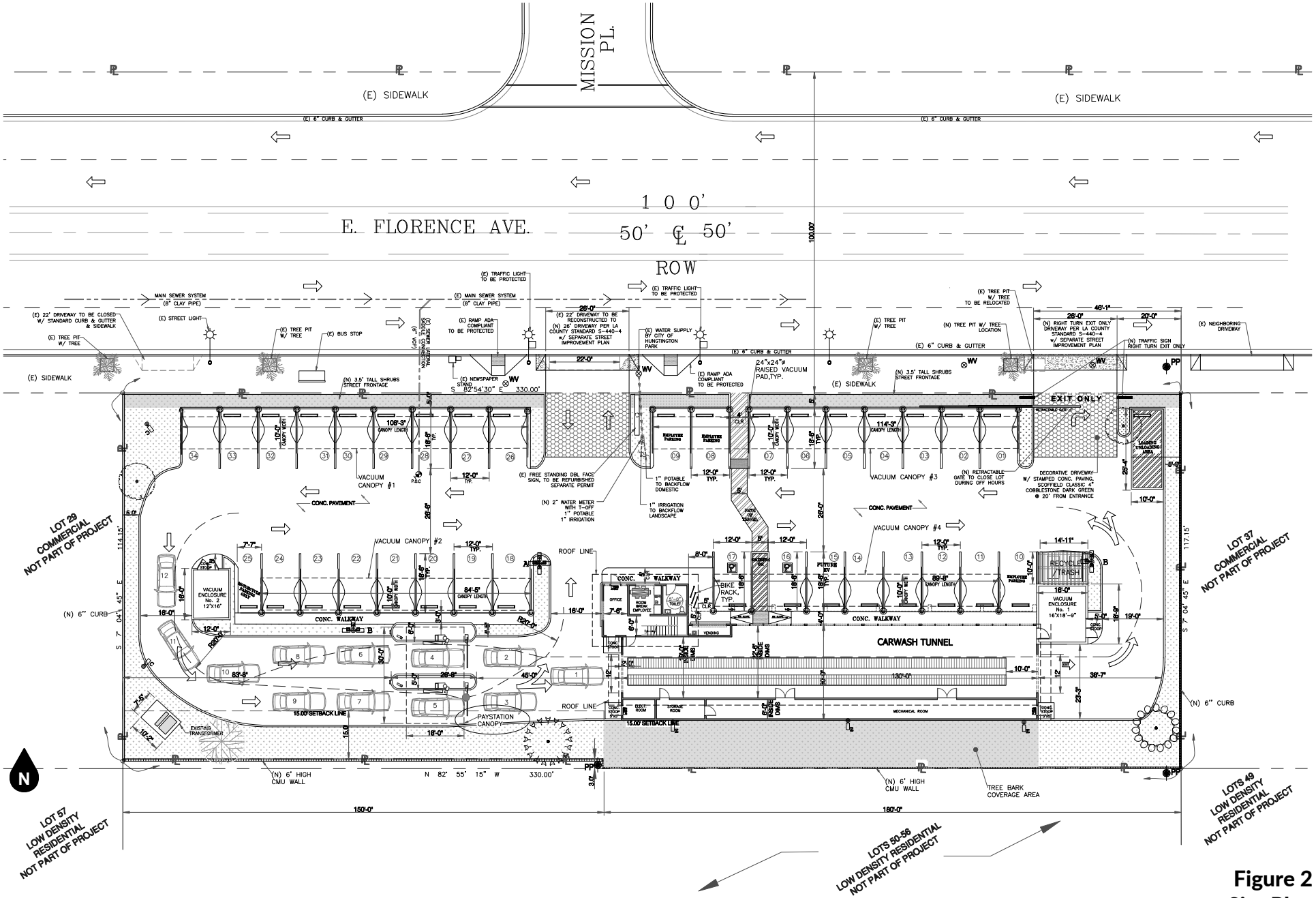


Figure 2
Site Plan

2. NOISE AND VIBRATION FUNDAMENTALS

NOISE FUNDAMENTALS

Sound is a pressure wave created by a moving or vibrating source that travels through an elastic medium such as air. Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and in extreme circumstances, hearing impairment.

Commonly used noise terms are presented in Appendix B. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA.

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiates uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease. Figure 3 shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dBA L_{eq}, or the equivalent noise level for that period of time. For example, $L_{eq(3\text{-}hr)}$ would represent a 3-hour average. When no period is specified, a one-hour average is assumed.

Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (DNL). CNEL is a 24-hour weighted average measure of community noise. CNEL is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM), and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours. DNL is a very similar 24-hour average measure that weights only the nighttime hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by the California Department of Transportation's Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013).

VIBRATION FUNDAMENTALS

The way in which vibration is transmitted through the earth is called propagation. Propagation of earthborn vibrations is complicated and difficult to predict because of the endless variations in the soil through which waves travel. There are three main types of vibration propagation: surface, compression and shear waves. Surface waves, or Raleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water.

Compression waves, or P-waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. Shear waves, or S-waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation".

As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. The RMS of a signal is the average of the squared amplitude of the signal in vibration decibels (VdB), ref one micro-inch per second. The Federal Railroad Administration uses the abbreviation "VdB" for vibration decibels to reduce the potential for confusion with sound decibel.

PPV is appropriate for evaluating the potential of building damage and VdB is commonly used to evaluate human response. Decibel notation acts to compress the range of numbers required in measuring vibration. Similar to the noise descriptors, L_{eq} and L_{max} can be used to describe the average vibration and the maximum vibration level observed during a single vibration measurement interval. Figure 4 illustrates common vibration sources and the human and structural responses to ground-borne vibration. As shown in the figure, the threshold of perception for human response is approximately 65 VdB; however, human response to vibration is not usually substantial unless the vibration exceeds 70 VdB. Vibration tolerance limits for sensitive instruments such as magnetic resonance imaging (MRI) or electron microscopes could be much lower than the human vibration perception threshold.

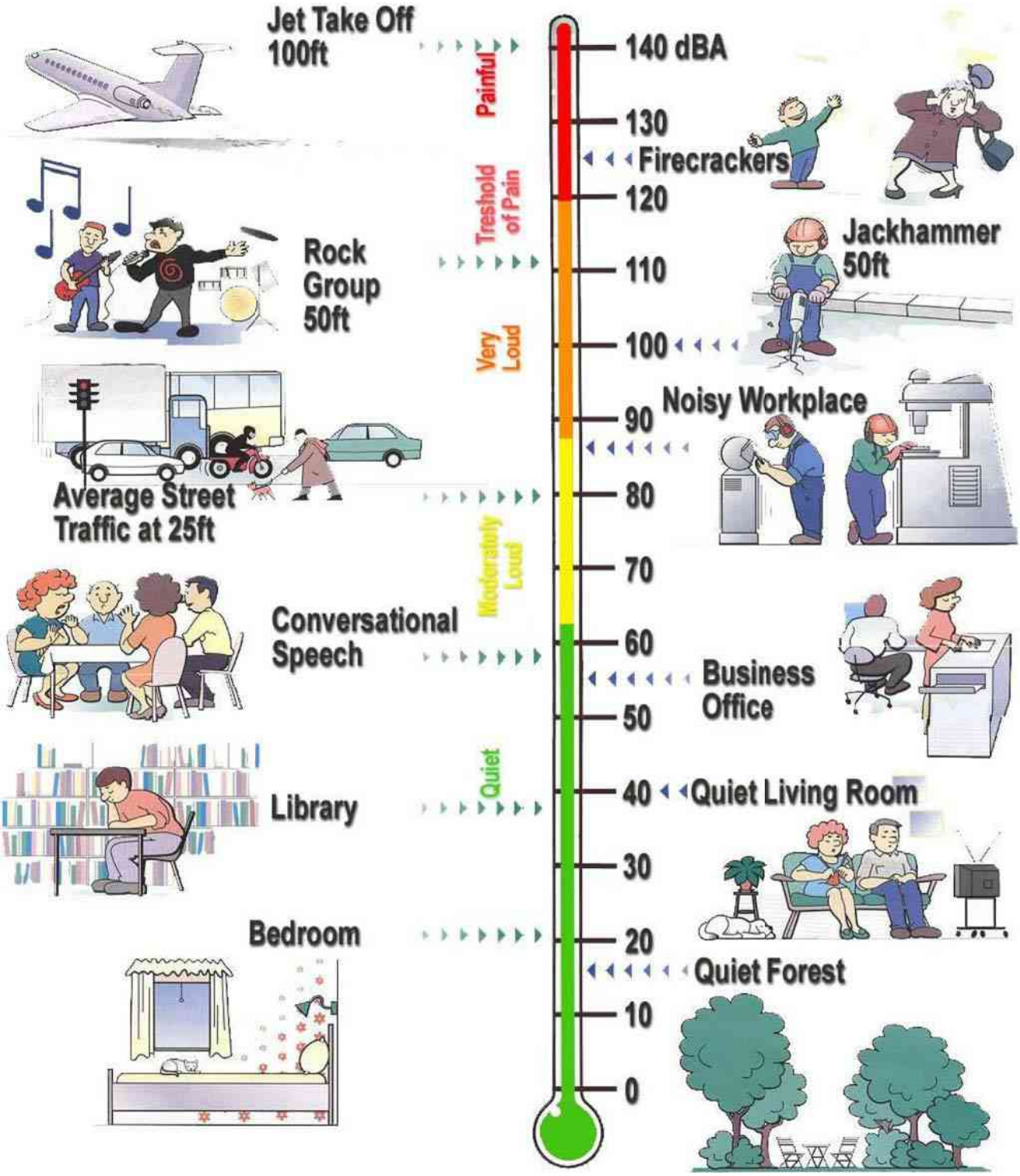
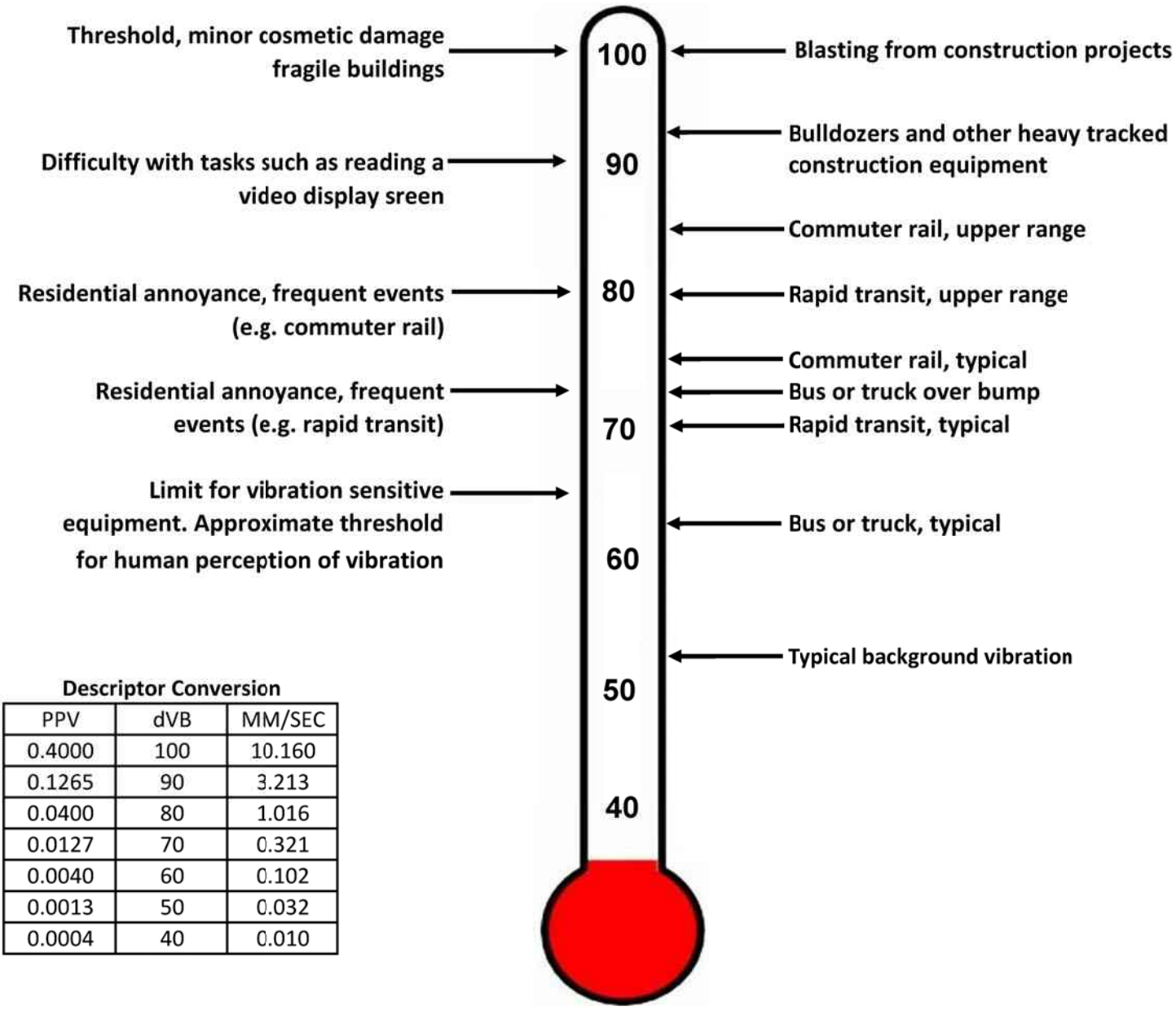


Figure 3
Weighted Sound Levels and Human Response

Source: Bruel & Kjaer 2001



Descriptor Conversion

PPV	dVB	MM/SEC
0.4000	100	10.160
0.1265	90	3.213
0.0400	80	1.016
0.0127	70	0.321
0.0040	60	0.102
0.0013	50	0.032
0.0004	40	0.010

Source: FRA, 2012. Federal Railroad Administration High-Speed Ground Transportation Noise and Vibration Impact Assessment. Office of Railroad Policy Development, Washington, D.C. DOT/FRA/ORD-12/15. September.

Figure 4
Typical Levels of Groundborne Vibration

3. EXISTING NOISE ENVIRONMENT

EXISTING LAND USES AND SENSITIVE RECEPTORS

The project site is bordered by Florence Avenue to the north, commercial uses to the east and west, and residential uses to the south.

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single and multiple-family residential, including transient lodging, motels and hotel uses make up the majority of these areas. Furthermore, the City of Huntington Park 2030 General Plan considers hospitals and convalescent homes, churches, libraries, schools, and child care facilities to be noise sensitive uses and more specifically identifies the City's schools, Huntington Park Convalescent Hospital, the library, parks, and residential areas as the noise sensitive uses within the City.

Sensitive land uses that may be affected by project noise include the existing single-family detached residential dwelling units located adjacent to the south of the project site and approximately 235 feet northeast of the project site. In addition, St Mathias Catholic Church and St Mathias School are located as close as approximately 100 feet to the north of the project site.

AMBIENT NOISE MEASUREMENTS

An American National Standards Institute (ANSI Section SI4 2013 Class 1) Larson Davis model LxT sound level meter was used to document existing ambient noise levels. In order to document existing ambient noise levels in the project area, five (5) 15-minute daytime noise measurements were taken between 2:16 PM and 4:38 PM on August 3, 2020. In addition, one (1) long-term 24-hour noise measurement was also taken from August 3, 2020 to August 4, 2020. Field worksheets and noise measurement output data are included in Appendix C.

As shown on Figure 5, the noise measurements were taken at the south of the project site near the single-family residential uses located adjacent to the south of the project site (STNM1), near the residential dwelling units to the northeast of the project site (along Benson Street) (STNM2), near the church use to the north of the project site (along Florence Avenue) (STNM3), near the single-family residential dwelling units located to the northeast of the project site (along Cedar Street) (STNM4), near the single-family residential uses located adjacent to the south of the project site (along Walnut Street), and at the south of the project site near the single-family residential uses located adjacent to the south of the project site (LTNM1). Table 1 provides a summary of the short-term ambient noise data. Table 2 provides hourly interval ambient noise data from the long-term noise measurement. Short-term ambient noise levels were measured between 58.5 and 76.9 dBA L_{eq}. Long-term hourly noise measurement ambient noise levels ranged from 51.8 to 61.8 dBA L_{eq}. The dominant noise sources were from vehicles traveling along Florence Avenue, Benson Street, Cedar Street, Walnut Street, and other surrounding roadways as well as ambulance sirens.

Table 1
Short-Term Noise Measurement Summary (dBA)

Daytime Measurements[1,2]								
Site Location	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
STNM1	2:16 PM	60.6	74.3	48.5	67.0	64.2	61.5	59.0
STNM2	2:47 PM	62.1	82.2	50.5	68.5	64.6	61.6	58.7
STNM3	3:15 PM	76.9	101.1	56.5	79.7	76.9	74.6	71.3
STNM4	3:39 PM	61.0	75.8	51.2	69.4	65.4	60.1	57.2
STNM5	4:23 PM	58.5	73.2	43.8	66.9	63.8	58.1	52.5

Notes:
(1) See Figure 5 for noise measurement locations. Each noise measurement was performed over a 15-minute duration.
(2) Noise measurements performed on August 3, 2020.

Table 2
Long-Term Noise Measurement Summary (dBA)

24-Hour Ambient Noise[1,2]								
Hourly Measurements	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
Overall Summary	7:00 PM	59.0	89.4	37.6	64.8	62.0	59.2	56.0
1	7:00 PM	59.2	71.7	44.5	64.9	62.7	60.5	58.2
2	8:00 PM	61.8	85.7	46.9	68.3	63.2	60.8	58.5
3	9:00 PM	61.8	89.4	44.7	66.6	62.9	60.1	57.2
4	10:00 PM	60.3	84.8	43.6	65.9	62.4	59.2	55.9
5	11:00 PM	57.1	73.4	41.6	63.7	60.9	57.9	53.7
6	12:00 AM	54.7	69.2	40.6	62.2	59.6	55.8	50.7
7	1:00 AM	53.6	74.4	38.8	60.7	57.8	53.5	49.6
8	2:00 AM	51.8	69.8	37.9	59.7	56.8	51.6	47.2
9	3:00 AM	52.9	65.8	37.9	61.3	58.0	53.4	47.2
10	4:00 AM	55.2	67.4	37.6	62.4	60.2	56.5	50.9
11	5:00 AM	57.7	69.7	39.9	64.3	62.1	59.1	55.1
12	6:00 AM	58.5	70.5	39.7	64.4	62.9	60.2	56.3
13	7:00 AM	59.5	77.1	41.8	65.4	63.3	60.8	57.7
14	8:00 AM	59.5	71.2	40.4	64.6	62.9	60.9	58.6
15	9:00 AM	58.4	73.9	42.8	64.0	61.9	59.8	57.3
16	10:00 AM	60.3	82.5	43.9	64.9	62.2	59.8	57.3
17	11:00 AM	59.1	81.6	43.6	65.0	61.6	59.2	56.9
18	12:00 PM	61.2	85.2	42.6	67.5	62.6	58.9	56.7
19	1:00 PM	57.4	73.0	41.6	63.6	60.9	58.3	55.9
20	2:00 PM	60.0	82.7	43.6	66.0	61.5	58.9	56.8
21	3:00 PM	61.1	85.6	44.4	64.9	61.4	59.4	57.3
22	4:00 PM	59.8	80.6	44.6	66.1	62.5	59.7	57.4
23	5:00 PM	59.4	78.6	46.2	64.8	61.8	59.4	57.6
24	6:00 PM	59.6	74.6	45.5	65.7	62.6	60.4	58.2

Notes:

(1) See Figure 5 for noise measurement locations. Noise measurement was performed over a 24-hour duration.

(2) Noise measurement performed from August 3, 2020 to August 4, 2020.

Legend

NM 1	Noise Measurement Location
ST NM	Short-Term Noise Measurement
LT NM	Long-Term Noise Measurement
##	Leq Noise Level

Figure 5
Noise Measurement Location Map

4. REGULATORY SETTING

FEDERAL REGULATION

Federal Noise Control Act of 1972

The U.S. Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception, EPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, establishing programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In response, the EPA published Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (Levels of Environmental Noise). The Levels of Environmental Noise recommended that the Ldn should not exceed 55 dBA outdoors or 45 dBA indoors to prevent significant activity interference and annoyance in noise-sensitive areas.

In addition, the Levels of Environmental Noise identified five (5) dBA as an "adequate margin of safety" for a noise level increase relative to a baseline noise exposure level of 55 dBA Ldn (i.e., there would not be a noticeable increase in adverse community reaction with an increase of five dBA or less from this baseline level). The EPA did not promote these findings as universal standards or regulatory goals with mandatory applicability to all communities, but rather as advisory exposure levels below which there would be no risk to a community from any health or welfare effect of noise.

In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control guidelines and regulations contained in EPA rulings in prior years remain in place by designated Federal agencies, allowing more individualized control for specific issues by designated Federal, State, and local government agencies.

STATE REGULATIONS

State of California General Plan Guidelines 2017

Though not adopted by law, the State of California General Plan Guidelines 2017, published by the California Governor's Office of Planning and Research (OPR) (OPR Guidelines), provides guidance for the compatibility of projects within areas of specific noise exposure. The OPR Guidelines identify the suitability of various types of construction relative to a range of outdoor noise levels and provide each local community some flexibility in setting local noise standards that allow for the variability in community preferences. Findings presented in the Levels of Environmental Noise Document (EPA 1974) influenced the recommendations of the OPR Guidelines, most importantly in the choice of noise exposure metrics (i.e., Ldn or CNEL) and in the upper limits for the normally acceptable outdoor exposure of noise-sensitive uses.

The OPR Guidelines include a Noise and Land Use Compatibility Matrix which identifies acceptable and unacceptable community noise exposure limits for various land use categories. Where the "normally acceptable" range is used, it is defined as the highest noise level that should be considered for the construction of the buildings which do not incorporate any special acoustical treatment or noise mitigation. The "conditionally acceptable" or "normally unacceptable" ranges include conditions calling for detailed acoustical study prior to the construction or operation of the proposed project. The City of Huntington Park has not adopted specific land use compatibility guidelines; therefore, for the purposes of this analysis, the State Land Use Compatibility Guidelines for land use planning has been used to assess potential transportation noise impacts to proposed land uses (see Table 3).

California Environmental Quality Act

The California Environmental Quality Act Guidelines (Appendix G) establishes thresholds for noise impact analysis. This noise study includes analysis of noise and vibration impacts necessary to assess the project in light of the following Appendix G Checklist Thresholds.

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Substantial increases in ambient noise levels are usually associated with project construction noise (temporary) and project operational noise (permanent).

Project Construction Noise: Construction noise sources are regulated within the City of Huntington Park under Section 9-3.506 of the City's Municipal Code which prohibits construction activities between the hours of 7:00 PM and 7:00 AM on weekdays, including Saturdays, or at any time on Sundays or Federal holidays.

Although construction activity may be exempt from the noise standards in the City's Code, CEQA requires that potential noise impacts still be evaluated for significance.

The City of Huntington Park has not adopted a numerical threshold that identifies what a substantial increase would be. For purposes of this analysis, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2018) criteria will be used to establish significance thresholds. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} averaged over an 8-hour period ($L_{eq\ (8\text{-}hr)}$; and the nighttime noise threshold is 70 dBA $L_{eq\ (8\text{-}hr)}$. For commercial uses, the daytime and nighttime noise threshold is 85 dBA $L_{eq\ (8\text{-}hr)}$. In compliance with the City's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Project Operational Noise (permanent): The proposed project has the potential to generate on-site and off-site noise. For on-site generated noise, the City of Huntington Park has not identified noise level standards. For the purposes of this analysis, for stationary noise sources, an increase of 5 dB or greater than the ambient noise level will be considered to be substantial.

For off-site project generated noise, increases in ambient noise along affected roadways due to project generated vehicle traffic is considered substantial if they result in an increase of at least 5 dBA CNEL and: (1) the existing noise levels already exceed the applicable land use compatibility standard for the affected sensitive receptors set forth in the State Land Use Compatibility Guidelines; or (2) the project increases noise levels by at least 5 dBA CNEL and raises the ambient noise level from below the applicable standard to above the applicable standard.

b) Generate excessive groundborne vibration or groundborne noise levels?

As shown in Table 4, the threshold at which there is a risk to "architectural" damage to historic and some older buildings is a peak particle velocity (PPV) of 0.3, at older residential structures a PPV of 0.3, and at new residential structures a PPV of 0.5. Table 5 shows that a PPV of 0.04 is the threshold at which groundborne vibration becomes distinctly perceptible in regards to annoyance. Impacts would be significant if construction activities result in groundborne vibration of 0.25 PPV or higher at a sensitive receptor.

California Department of Transportation (Caltrans)

The California Department of Transportation has published one of the seminal works for the analysis of ground-borne noise and vibration relating to transportation- and construction-induced vibrations and although the project is not subject to these regulations, it serves as useful tools to evaluate vibration impacts. These guidelines recommend that a standard of 0.25 inches per second (in/sec) PPV not be exceeded for the protection of historic and some old buildings (California Department of Transportation, 2020).

LOCAL REGULATIONS

City of Huntington Park 2030 General Plan

The City of Huntington Park 2030 General Plan Health and Safety Element includes the following policies in regards to noise which apply to the proposed project.

Issue: Noise & Land Use

Policy 25: The City of Huntington Park shall ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise-sensitive areas.

Policy 27: The City of Huntington Park shall require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary.

Issue: Non-Transportation Control Measures

Policy 30: The City of Huntington Park shall reduce noise generated by building activities by requiring sound attenuation devices on construction equipment.

City of Huntington Park Municipal Code

Article 5 Noise Standards of the City's Municipal Code establishes noise standards in order to protect the health, safety, welfare and living/working environments of those living and working in the City. The City's Ordinance also refers to the noise compatibility criteria found in the City's General Plan Noise Element regarding the compatibility of specific categories of land uses and noise levels within the community. The purpose of the noise compatibility criteria is to identify potential conflicts between new development projects and the existing noise environment. The Noise Element should be consulted during the project formulation stage in order to determine the compatibility between the proposed land use, the proposed site and the surrounding neighborhood.

Section 9-3.504 Excessive noise prohibited.
It shall be unlawful for any person to willfully make or continue, or willfully cause to be made or continue, any loud, unnecessary or unusual noise that disturbs the peace or quiet of any neighborhood or constitutes a public nuisance.

9-3.505 Noise determination standards.
The standards which may be considered in determining whether a violation of the provisions of this Article exists shall include, but not be limited to, the following:

1. The loudness of the noise;
2. The purpose for which the noise is produced;
3. Whether the nature of the noise is usual/natural or unusual/unnatural;
4. The proximity of the noise to residential sleeping facilities;
5. The time of the day or night the noise occurs;
6. The duration of the noise and whether the noise is recurrent, intermittent or continuous; and

7. Whether the noise is produced by a residential or nonresidential activity.

Section 9-3.506 Exceptions to provisions.

Exemptions that apply to the proposed project are listed below.

1. Noise sources associated with construction, repair, remodeling or grading of any real property, provided the activities do not take place between the hours of 7:00 PM and 7:00 AM on weekdays, including Saturdays, or at any time on Sundays or Federal holidays;

2. Noise sources associated with the maintenance of real property, provided the activities do not take place between 8:00 PM and 7:00 AM on weekdays, including Saturdays, or earlier than 9:00 AM on Sundays and Federal holidays; and

3. Vehicle Repairs and Testing. No person shall cause or permit the repairing, rebuilding, modifying or testing of any motor vehicle, motorcycle or motorboat in a manner as to cause a noise disturbance between the hours of 8:00 p.m. and 7:00 a.m. within or adjacent to any residential area.

4. Parking and Landscape Areas. Parking and landscape area activities (i.e., mechanical sweeping, mechanical grass cutting and mechanical blowing) shall not impact residential uses. No parking area or landscape maintenance shall occur between the hours of 8:00 p.m. and 7:00 a.m. which would cause a noise disturbance to a residential area.

Section 9-3.507 Specific requirements.

Specific requirements that will apply to operation of the proposed project are listed below.

1. Radios, Television Sets and Similar Devices. Any noise level from the use or operation of any radio receiving set, musical instrument, phonograph, television set or other machine or device for the producing or reproducing of sound between 10:00 p.m. and 8:00 a.m., which exceeds the noise limit of sixty-five (65) dBA established by the General Plan at the property line shall be a violation of this chapter.

2. Loading and Unloading. No person shall cause the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of 8:00 PM and 7:00 AM in a manner which would cause a noise disturbance to a residential area.

3. Vehicle Repairs and Testing. No person shall cause or permit the repairing, rebuilding, modifying or testing of any motor vehicle, motorcycle or motorboat in a manner as to cause a noise disturbance between the hours of 8:00 p.m. and 7:00 a.m. within or adjacent to any residential area.

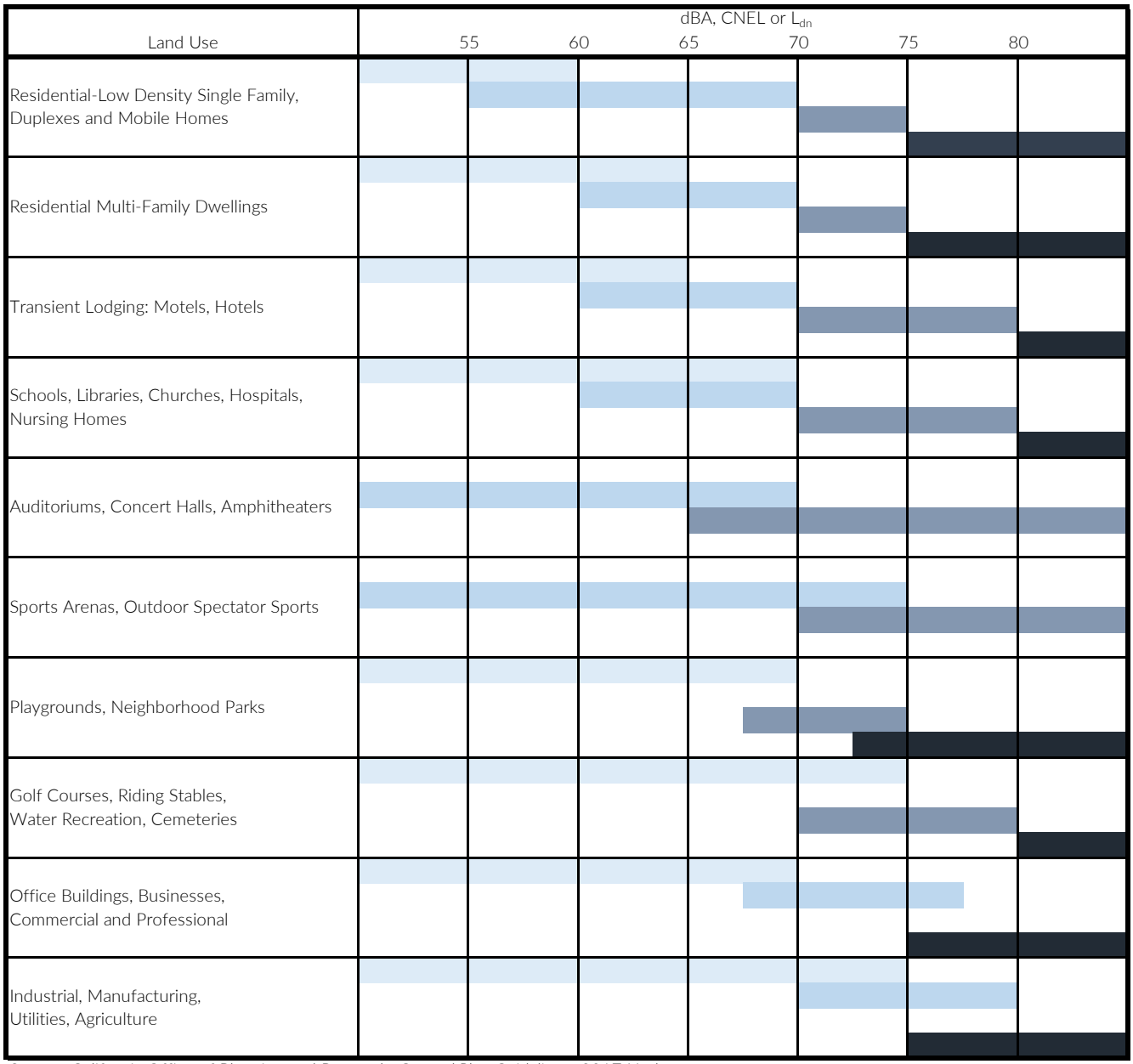
4. Parking and Landscape Areas. Parking and landscape area activities (i.e., mechanical sweeping, mechanical grass cutting and mechanical blowing) shall not impact residential uses. No parking area or landscape maintenance shall occur between the hours of 8:00 p.m. and 7:00 a.m. which would cause a noise disturbance to a residential area.

Section 9-4.203 Zoning District Development Standards.

Noise from one land use crossing the property line of an adjacent property, are regulated by Section 9-4.203 Zoning District Development Standards of the Municipal Code. The applicable standards depend on the type of land use and the duration of sound event during any particular hour. These standards are presented in

Table 6. Per Municipal Code Section 9-4.203, if the ambient sound levels within the nearby occupiable areas exceed the applicable standards for the cumulative period specified, the applicable standards for that period shall be the ambient sound level. In summary, the measured ambient sound level shall be the applicable standard. The adjusted thresholds per measured ambient noise levels are presented in Table 7.

Table 3
Land Use Compatibility for Community Noise Exposure



Source: California Office of Planning and Research, *General Plan Guidelines* , 2017 Update.

Normally Acceptable: Specified land uses is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation or requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.

Normally Unacceptable: New construction and development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.

Clearly Unacceptable: New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

Table 4
Guideline Vibration Damage Potential Threshold Criteria

Structure Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, anceint monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Notes:

Source: California Department of Transportation. Transportation and Construction Vibration Guidance Manual, Chapter 7 Table 19, April 2020.

(1) Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 5
Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Notes:

Source: California Department of Transportation. Transportation and Construction Vibration Guidance Manual, Chapter 7 Table 20, April 2020.

(1) Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 6
City of Huntington Beach Stationary Noise Standards

Nature or Character of Intrusive Noise	Commercial Areas, dB(A)	Residential Areas, dB(A)
Cumulative period of 30 minutes in any hour	45	40
Cumulative period of 15 minutes in any hour	50	50
Cumulative period of 5 minutes in any hour	55	50
Cumulative period of 1 minute in any hour	60	55
Anytime	65	60

Source: City of Huntington Park Municipal Ordinance 9-4.203.

Note: If the ambient sound level within the adjacent area exceeds the applicable standards for the cumulative period specified in subsection (2) of this subsection, the applicable standards for that period shall be the ambient sound level.

Table 7
Adjusted City of Huntington Beach Stationary Noise Standards

Nature or Character of Intrusive Noise	Commercial and Residential Areas, dB(A) Daytime				
	Measured Noise Levels R1	Measured Noise Levels R2	Measured Noise Levels R3	Measured Noise Levels R4	Measured Noise Levels R5
Cumulative period of 30 minutes in any hour	59.0	58.7	71.3	57.2	52.5
Cumulative period of 15 minutes in any hour	61.5	61.6	74.6	60.1	58.1
Cumulative period of 5 minutes in any hour	64.2	64.6	76.9	65.4	63.8
Cumulative period of 1 minute in any hour	67.0	68.5	79.7	69.4	66.9
Anytime	74.3	82.2	101.1	75.8	73.2

Nature or Character of Intrusive Noise	Commercial and Residential Areas, dB(A) Most Quiet Nighttime Measurement[1]
Cumulative period of 30 minutes in any hour	51.8
Cumulative period of 15 minutes in any hour	51.6
Cumulative period of 5 minutes in any hour	56.8
Cumulative period of 1 minute in any hour	59.7
Anytime	67.4

Notes:

(1) See Table 2.

5. ANALYTICAL METHODOLOGY AND MODEL PARAMETERS

This section discusses the analysis methodologies used to assess noise impacts.

CONSTRUCTION NOISE MODELING

Construction noise associated with the proposed project was calculated at the sensitive receptor locations, utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the project site. The equipment list used to calculate the construction noise levels for each phase were based on assumptions provided in draft CalEEMod modeling data prepared for the project. For construction noise purposes, the distance measured from the project site to sensitive receptors was assumed to be the acoustical center of the project site to the property line of residential properties with existing residential buildings. Construction noise worksheets are provided in Appendix D.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) TRAFFIC NOISE PREDICTION MODEL

Existing and Existing Plus project traffic noise levels were modeled for roadways affected by project generated traffic utilizing the FHWA Traffic Noise Prediction Model FHWA-RD-77-108 in order to quantify the proposed project's contribution to increases in ambient noise levels.

The FHWA Traffic Noise Prediction Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for: total average daily traffic volumes, roadway classification, width, speed and truck mix, roadway grade and site conditions (hard or soft ground surface). Surfaces adjacent to all modeled roadways were assumed to have a "hard site" to predict worst-case, conservative noise levels. A hard site, such as pavement, is highly reflective and does not attenuate noise as quickly as grass or other soft sites. Possible reductions in noise levels due to intervening topography and buildings were not accounted for in this analysis.

Existing and Existing Plus Project vehicle mix were obtained from the project's traffic study (Ganddini Group 2020). Existing Plus Project vehicle mixes were calculated by adding the proposed project trips to existing conditions. FHWA spreadsheets are included in Appendix E.

SOUNDPLAN NOISE MODEL

The SoundPLAN acoustical modeling software was utilized to model project operational worst-case stationary noise impacts from the proposed project to adjacent sensitive uses (e.g., residences). SoundPLAN is capable of evaluating stationary noise sources (e.g., parking lots, drive-thru menus, car wash equipment, vacuums, etc.) as well as mobile noise sources (e.g. vehicle traffic and train noise). The SoundPLAN software utilizes algorithms (based on the inverse square law) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations. In addition to the information provided below, noise modeling input and output assumptions are provided in Appendix F.

Peak hour operational noise levels were modeled utilizing representative sound levels in the SoundPLAN model. Modeled noise sources include car wash drying equipment, vacuum equipment, and HVAC equipment. All noise sources were modeled to be in full operation for an entire hour. This is a conservative modeling effort, given that in actuality, the noise sources are not in operation continuously for an entire hour.

Car Wash Drying Equipment Noise

The car wash drying system is by far the loudest noise source associated with the car wash tunnel. Sound specifications for an Aerodry drying system were utilized to model car wash tunnel noise. Specifically, a representative sound level of 75 dBA L_{eq}[1] at a distance of 20 feet, or a sound power level of 98.7 dBA L_{eq}. A point noise source was placed inside the car wash tunnel, 5 feet from the exit at a height of 8 feet to represent dryer noise. Sound specifications are provided in Appendix F.

Vacuum Equipment Noise

The project proposes installation and use two vacuum producers to be located within cinder block buildings with hoses extending to individual vacuum stations. Two Vacutech producers (FT-DD-T340HP4) will be enclosed in each cinder block building located near each end of the car wash. Representative sound level data show that each producer is expected to generate a sound level of 43 dBA at a distance of 3 feet of the concrete building that they will be enclosed within. Both producers working simultaneously are expected to generate a noise level of 46 dBA at a distance of 3 feet from each enclosure. The noise associated with the vacuum producers will not be noticeable over the existing noise environment or over the car wash drying system. For this reason, they are not included in the SoundPLAN modeling effort.

A distribution of hoses will extend to vacuum stations where a sound level of approximately 76.7 dBA will be emitted from each hose end (as measured at a distance of 3-feet) when in use based on representative sound level measurements[2]. A sound power level of 84.7 was utilized to mode sound associated with each of the proposed vacuum/blower hose ends proposed throughout the site.

Mechanical Equipment (HVAC Units) Noise

A noise reference level of 67.7 dBA at 3 feet (sound power level of 86.7 dB) was utilized to represent rooftop 5 Ton Carrier HVAC units[3]. A rooftop HVAC plan is not available at the time of this analysis so the exact location and number of units per building were estimated. A total of 2 rooftop units were modeled on the proposed rooftops. The noise source height for each HVAC unit was assumed at 1 meter above the roof top. Roof top is assumed to be approximately 6 meters (~18.3 feet) above grade.

[1] Representative Noise Measurements provided by D.L. Adams Associates, August 11, 2016.

[2] Noise Measurements taken at Fast Five Car Wash Murrieta. Kunzman Associates. November 7, 2017.

[3] MD Acoustics, LLC Noise Measurement Data for RTU –Carrier 50TFQ0006 and car alarm.

6. IMPACT ANALYSIS

This impact discussion analyzes the potential for noise and/or groundborne vibration impacts to cause the exposure of a person to, or generation of, noise levels in excess of established City of Huntington Park standards related to: construction, operation, and transportation noise related impacts to, or from, the proposed project.

IMPACTS RELATED TO CONSTRUCTION NOISE

The existing residential uses located to the south and northeast as well as the church/school uses to the north of the project site may be affected by short-term noise impacts associated with construction noise. Construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

The construction phases for the proposed project are anticipated to include grading, building construction, paving and architectural coating. A summary of noise level data for a variety of construction equipment compiled by the U.S. Department of Transportation is presented in Table 8. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings.

Construction noise associated with the proposed project was calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the proposed construction activity. Construction noise levels were calculated for each phase. Anticipated noise levels during each construction phase are presented in Table 9. Worksheets for each phase are included as Appendix D.

A comparison of existing noise levels and existing plus project construction noise levels is also presented in Table 9. STNM4 was chosen to represent noise levels at the property lines of the single-family residential uses to the northwest of the project site, STNM3 was chosen to represent noise levels at the property line of the church and school use to the northwest of the project site, STNM2 was chosen to represent noise levels at the property line of the commercial use to the north of the project site, STNM2 was chosen to represent noise levels at the property lines of the single-family residential uses to the northeast of the project site, STNM1 was chosen to represent noise levels at the property lines of the commercial uses to the east and west of the project site, and STNM1 was chosen to represent noise levels at the property lines of the single-family residential uses to the south of the project site.

Modeled unmitigated construction noise levels when combined with existing measured noise levels reached up to 67.7 dBA L_{eq} at the nearest residential property line to the northwest, 80.1 dBA L_{eq} at the nearest church/school property line to the northwest, 75.9 dBA L_{eq} at the nearest commercial property line to the north, 69.1 dBA L_{eq} at the nearest residential property line to the northeast, 75.6 dBA L_{eq} at the nearest commercial property line to the east, 84.7 dBA L_{eq} at the nearest residential property line to the south, and 80.9 dBA L_{eq} at the nearest commercial property line to the west of the project site.

As discussed earlier, construction noise sources are regulated within Section 9-3.506 of the City of Huntington Park Municipal Code which prohibits construction activities between the hours of 7:00 PM and 7:00 AM on weekdays, including Saturdays, or at any time on Sundays or Federal holidays.

As stated previously, per FTA daytime construction noise levels should not exceed 80 dBA L_{eq} for an 8-hour period at residential uses and 85 dBA L_{eq} for an 8-hour period at commercial uses. Therefore, unmitigated project construction would be anticipated to exceed the FTA thresholds at the residential uses located to the south of the project site. Therefore, mitigation is required.

As shown in Table 9, with incorporation of mufflers and/or enclosures or acoustical tents (as appropriate) that provide at least 10 dB of noise reduction, modeled mitigated construction noise levels when combined with existing measured noise levels reach up to 62.3 dBA L_{eq} at the nearest residential property line to the northwest, 77.3 dBA L_{eq} at the nearest church/school property line to the northwest, 67.3 dBA L_{eq} at the nearest commercial property line to the north, 63.6 dBA L_{eq} at the nearest residential property line to the northeast, 66.7 dBA L_{eq} at the nearest commercial property line to the east, 74.9 dBA L_{eq} at the nearest residential property line to the south, and 71.3 dBA L_{eq} at the nearest commercial property line to the west of the project site.

Therefore, mitigated project construction noise levels would not be anticipated to exceed the FTA residential thresholds. Further, with compliance with the City's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Therefore, with adherence to the above Municipal Ordinances and incorporation of mitigation measures identified in Section 7 of this report, construction noise impacts would be less than significant.

Noise Impacts to Off-Site Receptors Due to Project Generated Trips

The largest peak hour traffic volume associated with the proposed project would occur during the late afternoon/early evening and would generate approximately 134 vehicle trips. Assuming that the vehicle mix associated with the proposed project is 97 percent automobiles, 2 percent medium trucks and 1 percent heavy trucks, and a speed of 35 miles per hour, noise levels associated with peak hour project generated vehicle traffic would reach up to 47 dBA L_{eq} at a distance of 50 feet. The quietest measured hour in the project vicinity was 58.1 dBA L_{eq} and occurred between 2:00 and 3:00 AM. The increase in ambient noise levels associated with project peak hour operation would not be readily noticeable over existing ambient noise levels. This impact would be less than significant. No mitigation is required.

Noise Impacts to Off-Site Receptors Due to On-Site Operational Noise

As discussed previously, sensitive land uses that may be affected by project noise include the existing single-family detached residential dwelling units located adjacent to the south of the project site, approximately 235 feet northeast of the project site and the church uses located approximately 100 feet to the north of the project site. The City has established noise standards that apply to commercial land uses as well, so the adjacent land uses are also discussed below. For the purposes of this study, the residential noise standards were applied to the church located north of the project site and Florence Avenue.

The SoundPLAN noise model was utilized to estimate project peak hour operational noise at affected receptors in order to determine if it is likely to exceed the City's noise standards at nearby "occupiable areas" per Municipal Code Section 9-4.203 (See Table 6). Per Municipal Code if the ambient sound levels within the nearby occupiable areas exceed the applicable standards for the cumulative period specified in Table 6, the applicable standards for that period shall be the ambient sound level. In summary, the measured ambient sound level shall be the applicable standard. The adjusted thresholds per measured ambient noise levels are presented in Table 7.

Adjacent Commercial Properties

The adjacent commercial building east of the proposed project is occupied by commercial businesses and medical offices. Operational noise levels outside of this building at the project's eastern property line are expected to reach up to 65 dBA L_{eq} (see Figure 6). Representative measured daytime sound levels for this

location ranged between 52 and 62 dBA L_{eq}. Vehicle traffic noise associated with Florence Avenue is the dominant noise source. There are no outdoor use areas located in this area. The affected commercial building wall is constructed out concrete block and devoid of windows and doors. Interior noise levels are expected to reach up to 45 dBA L_{eq}. Although the proposed project would result in an increase in ambient noise levels and therefore exceed the adjusted noise standards presented in Table 7, this impact would be less than significant. No mitigation is required.

The adjacent commercial building west of the proposed project is also occupied by commercial businesses and medical offices. Operational noise levels outside of this building at the project's eastern property line are expected to reach up to 57 dBA L_{eq} (see Figure 6). The representative measured sound level for this location is 76.9 dBA L_{eq}. Vehicle traffic noise associated with Florence Avenue is the dominant noise source. Project generated noise at the commercial/medical building located just west of the proposed project would not exceed adjusted noise standards presented in Table 7. This impact would be less than significant. No mitigation is required. Further, there are no outdoor use areas at these locations and interior noise levels are expected to be approximately 20 dBA lower due to concrete building walls. This impact would be less than significant. No mitigation is required.

Further, a finding can be made that project generated on-site operational noise would not result in substantial increases in ambient noise levels at the adjacent commercial land uses. This impact is less than significant and no mitigation is required.

Church North of the Project Site

As shown on Figure 6, daytime peak hour project operational noise is expected to reach up to 55 dBA L_{eq} at the existing church located north of the project site and would not exceed the adjusted City's adjusted noise standards presented in Table 7. This impact would be less than significant. No mitigation is required for daytime (7:00 AM-10:00 PM) operation of the proposed project.

Operation of the proposed project would not result in substantial increases in ambient noise levels. No mitigation is required.

Residential Land Uses to the South

As shown on Figure 6, daytime peak hour project operational noise is expected to range between 48 and 59 dBA L_{eq} at existing single family residential land uses located south of the project site and would not exceed the adjusted City's adjusted noise standards presented in Table 7. This impact would be less than significant. No mitigation is required.

Nighttime operation of the proposed car wash however, is likely to exceed the adjusted City standards presented in Table 7 and result in a substantial increase in ambient noise levels at existing residential uses south of the project site. This impact would be significant. A mitigation measure limiting the hours of operation of the proposed car wash to between 7:00 AM and 10:00 PM would reduce potential impacts to less than significant.

In summary, daytime (7:00 AM to 10:00 PM) operation of the proposed project would not violate City noise standards or result in substantial increases in measured ambient noise levels. Nighttime (10:00 PM and 7:00 AM) operation of the project would likely violate City noise standards and result in substantial increases in ambient noise levels. Implementation of a mitigation measure limiting project operational hours to 7:00 AM and 10:00 PM will reduce potential impacts to a level below significant.

GROUNDBORNE VIBRATION IMPACTS

There are several types of construction equipment that can cause vibration levels high enough to annoy persons in the vicinity and/or result in architectural or structural damage to nearby structures and

improvements. For example, as shown in Table 10 a vibratory roller could generate up to 0.21 PPV at a distance of 25 feet; and operation of a large bulldozer (0.089 PPV) at a distance of 25 feet (two of the most vibratory pieces of construction equipment). Groundborne vibration at sensitive receptors associated with this equipment would drop off as the equipment moves away. For example, as the vibratory roller moves further than 100 feet from the sensitive receptors, the vibration associated with it would drop below 0.0026 PPV. It should be noted that these vibration levels are reference levels and may vary slightly depending upon soil type and specific usage of each piece of equipment.

Annoyance to Persons

The primary effect of perceptible vibration is often a concern. However, secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential. (California Department of Transportation, 2020)

As shown in Table 5 vibration becomes distinctly perceptible to people in buildings at a PPV of 0.04.

At approximately one foot, which is the distance to the closest off-site commercial buildings to both the east and the west, use of a vibratory roller would be expected to generate a PPV of 26.25 and a bulldozer would be expected to generate a PPV of 11.125.

At approximately five feet, which is the distance to the nearest residential buildings adjacent to the south of the project site, use of a vibratory roller would be expected to generate a PPV of 2.35 and a bulldozer would be expected to generate a PPV of 0.995.

Use of either a vibratory roller or a bulldozer would clearly be highly annoying to nearby sensitive receptors. Annoyance is expected to be short-term, occurring only during site grading and preparation. Mitigation measures to reduce potential impacts related to annoyance are presented in Section 7 of this report.

Architectural Damage

Vibration generated by construction activity generally has the potential to damage structures. This damage could be structural damage, such as cracking of floor slabs, foundations, columns, beams, or wells, or cosmetic architectural damage, such as cracked plaster, stucco, or tile. (California Department of Transportation, 2020)

Table 4 identifies a PPV level of 0.25 as the threshold at which there is a risk to "architectural" damage to historic and some older buildings and a PPV level of 0.3 for older residential structures. Use of vibratory roller equipment within 19 feet and bulldozer equipment within 12 feet of the eastern and western property lines could result in architectural damage. In addition, use of vibratory equipment with 16 feet and bulldozer equipment within 7 feet of the southern property line could result in architectural damage.

Mitigation measures to reduce potential impacts to residential dwelling units and commercial structures are presented in Section 7 of this report. Vibration worksheets are included in Appendix G.

Table 8 (1 of 2)
CA/T Equipment Noise Emissions and Acoustical Usage Factor Database

Equipment Description	Impact Device?	Acoustical Use Factor (%)	Spec. Lmax @ 50ft (dBA, slow)	Actual Measured Lmax @ 50ft (dBA, slow)	No. of Actual Data Samples (Count)
All Other Equipment > 5 HP	No	50	85	-N/A-	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	-N/A-	0
Blasting	Yes	-N/A-	94	-N/A-	0
Boring Jack Power Unit	No	50	80	83	1
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18
Concrete Batch Plant	No	15	83	-N/A-	0
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Concrete Saw	No	20	90	90	55
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Forklift[2,3]	No	50	n/a	61	n/a
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	-N/A-	0
Grapple (on backhoe)	No	40	85	87	1
Horizontal Boring Hydr. Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	-N/A-	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact hammer (hoe ram)	Yes	20	90	90	212
Pavement Scarafier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	50	85	77	9
Paving Equipment	No	50	85	77	9
Pneumatic Tools	No	50	85	85	90

Table 8 (2 of 2)
CA/T Equipment Noise Emissions and Acoustical Usage Factor Database

Equipment Description	Impact Device?	Acoustical Use Factor (%)	Spec. Lmax @ 50ft (dBA, slow)	Actual Measured Lmax @ 50ft (dBA, slow)	No. of Actual Data Samples (Count)
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/chipping gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (Single Nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Shears (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	-N/A-	0
Tractor	No	40	84	-N/A-	0
Vacuum Excavator (Vac-truck)	No	40	85	85	149
Vacuum Street Sweeper	No	10	80	82	19
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder/Torch	No	40	73	74	5

Notes:

(1) Source: FHWA Roadway Construction Noise Model User's Guide January 2006.

(2) Warehouse & Forklift Noise Exposure - NoiseTesting.info Carl Stautins, November 4, 2014 http://www.noisetesting.info/blog/carl-strautins/page-3/

(3) Data provided Leq as measured at the operator. Sound Level at 50 feet is calculated using Inverse Square Law.

Table 9
Construction Noise Levels (L_{eq})

Phase	Receptor Location	Existing Ambient Noise Levels (Leq)[2]	Construction Noise Levels (Leq)	Combined Noise Levels (Leq)	Increase (dB)	Reduction with Mitigation[3] (dB)	Mitigated Construction Noise Levels (Leq)	Mitigated Existing Plus Construction Noise Levels (Leq)	Mitigated Increase in Ambient Noise Levels (Leq)
Demolition	Northwest (Residential)	61	66.6	67.7	6.7	10	56.6	62.3	1.3
	Northwest (Church/School)	76.9	77.2	80.1	3.2	10	67.2	77.3	0.4
	North (Commercial)	62.1	75.7	75.9	13.8	10	65.7	67.3	5.2
	Northeast (Residential)	62.1	66.4	67.8	5.7	10	56.4	63.1	1.0
	East (Commercial)	60.6	71.5	71.8	11.2	10	61.5	64.1	3.5
	South (Residential)	60.6	81.5	81.5	20.9	10	71.5	71.8	11.2
	West (Commercial)	60.6	80.9	80.9	20.3	10	70.9	71.3	10.7
Site Preparation	Northwest (Residential)	61	63.4	65.4	4.4	10	53.4	61.7	0.7
	Northwest (Church/School)	76.9	73.2	78.4	1.5	10	63.2	77.1	0.2
	North (Commercial)	62.1	73.3	73.6	11.5	10	63.3	65.8	3.7
	Northeast (Residential)	62.1	65.8	67.3	5.2	10	55.8	63.0	0.9
	East (Commercial)	60.6	73.2	73.4	12.8	10	63.2	65.1	4.5
	South (Residential)	60.6	82.7	82.7	22.1	10	72.7	73.0	12.4
	West (Commercial)	60.6	73.2	73.4	12.8	10	63.2	65.1	4.5
Grading	Northwest (Residential)	61	65.8	67.0	6.0	10	55.8	62.1	1.1
	Northwest (Church/School)	76.9	75.5	79.3	2.4	10	65.5	77.2	0.3
	North (Commercial)	62.1	75.7	75.9	13.8	10	65.7	67.3	5.2
	Northeast (Residential)	62.1	68.1	69.1	7.0	10	58.1	63.6	1.5
	East (Commercial)	60.6	75.5	75.6	15.0	10	65.5	66.7	6.1
	South (Residential)	60.6	84.7	84.7	24.1	10	74.7	74.9	14.3
	West (Commercial)	60.6	75.5	75.6	15.0	10	65.5	66.7	6.1
Building Construction	Northwest (Residential)	61	63.5	65.4	4.4	10	53.5	61.7	0.7
	Northwest (Church/School)	76.9	73.3	78.5	1.6	10	63.3	77.1	0.2
	North (Commercial)	62.1	73.5	73.8	11.7	10	63.5	65.9	3.8
	Northeast (Residential)	62.1	65.9	67.4	5.3	10	55.9	63.0	0.9
	East (Commercial)	60.6	73.3	73.5	12.9	10	63.3	65.2	4.6
	South (Residential)	60.6	82.8	82.8	22.2	10	72.9	73.1	12.5
	West (Commercial)	60.6	73.3	73.5	12.9	10	63.3	65.2	4.6
Paving	Northwest (Residential)	61	64.2	65.9	4.9	10	54.2	61.8	0.8
	Northwest (Church/School)	76.9	74.0	78.7	1.8	10	64.0	77.1	0.2
	North (Commercial)	62.1	74.1	74.4	12.3	10	64.1	66.2	4.1
	Northeast (Residential)	62.1	66.6	67.9	5.8	10	56.6	63.2	1.1
	East (Commercial)	60.6	74.0	74.2	13.6	10	64.0	65.6	5.0
	South (Residential)	60.6	83.5	83.5	22.9	10	73.5	73.7	13.1
	West (Commercial)	60.6	74.0	74.2	13.6	10	64.0	65.6	5.0
Architectural Coating	Northwest (Residential)	61	55.9	62.2	1.2	10	45.9	61.1	0.1
	Northwest (Church/School)	76.9	65.7	77.2	0.3	10	55.7	76.9	0.0
	North (Commercial)	62.1	65.8	67.3	5.2	10	55.8	63.0	0.9
	Northeast (Residential)	62.1	58.2	63.6	1.5	10	48.2	62.3	0.2
	East (Commercial)	60.6	65.7	66.9	6.3	10	55.7	61.8	1.2
	South (Residential)	60.6	75.2	75.3	14.7	10	65.2	66.5	5.9
	West (Commercial)	60.6	65.7	66.9	6.3	10	55.7	61.8	1.2

Notes:
(1) Construction noise worksheets are provided in Appendix D.
(2) Per measured existing ambient noise levels. STNM4 was used for residential receptors to the northwest, STNM3 for church/school receptors to the northwest, STNM2 for commercial and residential receptors to the north and northeast, and STNM1 for commercial and residential receptors to the east, south, and west.

Table 10
Construction Equipment Vibration Source Levels

Equipment		PPV at 25 ft, in/sec	Approximate Lv* at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.170	93
clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment Manual, 2018.

*RMS velocity in decibels, VdB re 1 micro-in/sec

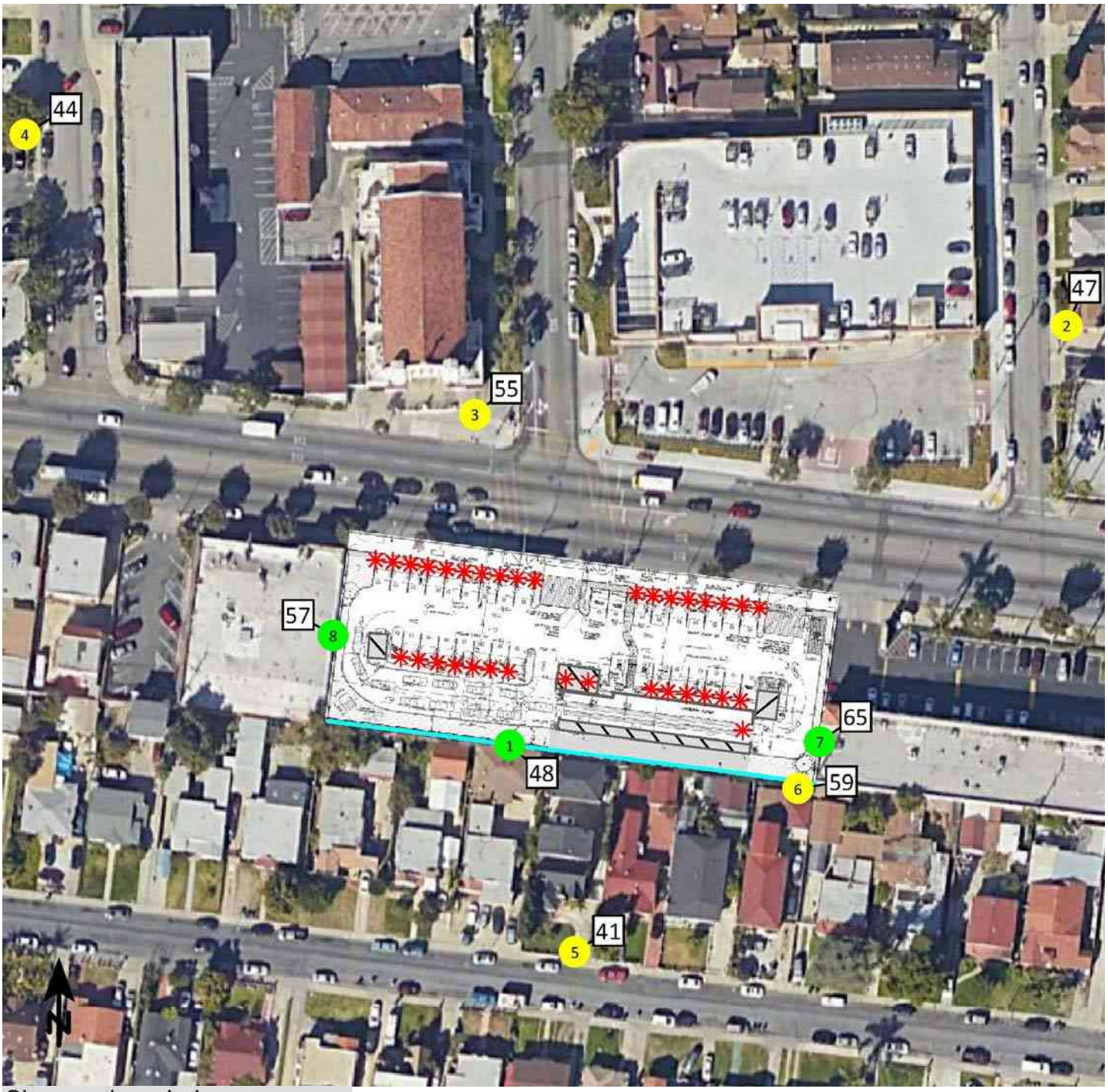


Figure 6
Peak Hour Operational Noise Levels

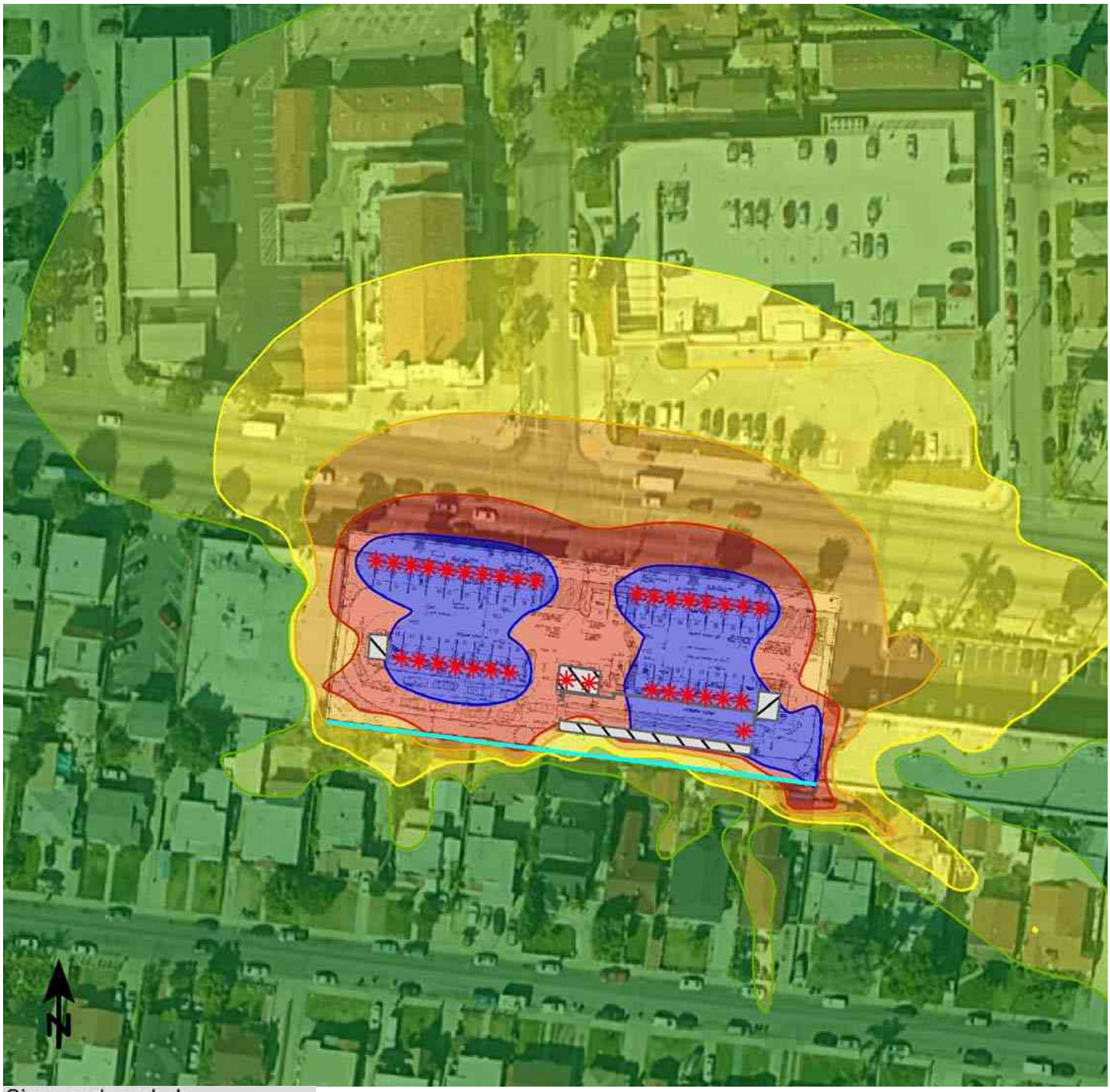


Figure 7
Peak Hour Operational Noise Level Contours

7. MEASURES TO REDUCE IMPACTS

CONSTRUCTION NOISE REDUCTION MEASURES

In addition to adherence to the City of Huntington Park Municipal Code which limits the construction hours of operation, the following measures are recommended to reduce construction noise and vibrations, emanating from the proposed project:

1. During all project construction phases on-site, construction contractors shall equip all construction equipment, fixed or mobile, with either properly operating and maintained mufflers or enclosures/acoustical tents (as appropriate) that achieve at least 10 dB reduction from noise level specifications presented in Table 5 of this report.

2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

3. Equipment shall be shut off and not left to idle when not in use.

4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

8. Care should be used when using vibratory rollers and/or any other equivalent vibratory equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located.

OPERATIONAL NOISE REDUCTION MEASURES

1. Operation of the proposed car wash shall be limited to the hours between 7:00 AM and 10:00 PM.

8. REFERENCES

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APPENDICES

Appendix A List of Acronyms
Appendix B Glossary
Appendix C Noise Measurement Field Worksheet
Appendix D Construction Noise Modeling
Appendix E Project Generated Trips FHWA Worksheets
Appendix F SoundPLAN Worksheets
Appendix G Vibration Worksheets

APPENDIX A

LIST OF ACRONYMS

Term	Definition
ADT	Average Daily Traffic
ANSI	American National Standard Institute
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
D/E/N	Day / Evening / Night
dB	Decibel
dBA or dB(A)	Decibel "A-Weighted"
dBA/DD	Decibel per Double Distance
dBA L_{eq}	Average Noise Level over a Period of Time
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
L_{02},L_{08},L_{50},L_{90}	A-weighted Noise Levels at 2 percent, 8 percent, 50 percent, and 90 percent, respectively, of the time period
DNL	Day-Night Average Noise Level
$L_{eq(x)}$	Equivalent Noise Level for '"x" period of time
L_{eq}	Equivalent Noise Level
L_{max}	Maximum Level of Noise (measured using a sound level meter)
L_{min}	Minimum Level of Noise (measured using a sound level meter)
LOS C	Level of Service C
OPR	California Governor's Office of Planning and Research
PPV	Peak Particle Velocities
RCNM	Road Construction Noise Model
REMEL	Reference Energy Mean Emission Level
RMS	Root Mean Square

APPENDIX B

GLOSSARY

Term	Definition
Ambient Noise Level	The all-encompassing noise environment associated with a given environment, at a specified time, usually a composite of sound from many sources, at many directions, near and far, in which usually no particular sound is dominant.
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear.
CNEL	Community Noise Equivalent Level. CNEL is a weighted 24-hour noise level that is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM), and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours.
Decibel, dB	A logarithmic unit of noise level measurement that relates the energy of a noise source to that of a constant reference level; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
DNL, Ldn	Day Night Level. The DNL, or Ldn is a weighted 24-hour noise level that is obtained by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the nighttime hours.
Equivalent Continuous Noise Level, L_{eq}	A level of steady state sound that in a stated time period, and a stated location, has the same A-weighted sound energy as the time-varying sound.
Fast/Slow Meter Response	The fast and slow meter responses are different settings on a sound level meter. The fast response setting takes a measurement every 100 milliseconds, while a slow setting takes one every second.
Frequency, Hertz	In a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., the number of cycles per second).
L_{02}, L_{08}, L_{50}, L_{90}	The A-weighted noise levels that are equaled or exceeded by a fluctuating sound level, 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period, respectively.
L_{max}, L_{min}	L_{max} is the RMS (root mean squared) maximum level of a noise source or environment measured on a sound level meter, during a designated time interval, using fast meter response. L_{min} is the minimum level.
Offensive/ Offending/ Intrusive Noise	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of sound depends on its amplitude, duration, frequency, and time of occurrence, and tonal information content as well as the prevailing ambient noise level.
Root Mean Square (RMS)	A measure of the magnitude of a varying noise source quantity. The name derives from the calculation of the square root of the mean of the squares of the values. It can be calculated from either a series of lone values or a continuous varying function.

APPENDIX C

NOISE MEASUREMENT FIELD WORKSHEET

Noise Measurement
Field Data

Project Name: Florence Avenue Car Wash, City of Huntington Park. **Date:** August 3, 2020

Project #: JN 19278

Noise Measurement #: STNM1 Run Time: 15 minutes (1 x 15 minutes) **Technician:** Ian Gallagher

Nearest Address or Cross Street: 3100 Florence Avenue, Huntington Park, California.

Site Description (Type of Existing Land Use and any other notable features): Project site: Site developed with 2-story commercial medical office building & parking lot. Bordered by Florence Ave to north, residential to south, commercial to east & west. Noise Meeasurement Site: Project site with parking lot & medical building to north & residential to south.

Weather: Sunny, clear blue skies. **Settings:** SLOW FAST

Temperature: 81 deg F **Wind:** 5-10mph **Humidity:** 54% **Terrain:** Flat

Start Time: 2:16 PM **End Time:** 2:31 PM **Run Time:**

Leq: 60.6 dB

Lmax 74.3 dB

L2 67.0 dB

L8 64.2 dB

L25 61.5 dB

L50 59.0 dB

Primary Noise Source: Traffic noise from 486 vehicles traveling along Florence Ave during 15 minute measurement. Traffic ambiance from other roads.

Secondary Noise Sources: Low altitude full size commercial aircraft, about 1 every 5 minutes. Residential ambiance from nearby residences (children playing). Bird song.

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	4/9/2020	**FACTORY CALIBRATION DATE:**	4/2/2020
FIELD CALIBRATION DATE:	8/3/2020		

Noise Measurement
Field Data

PHOTOS:

STNM1 looking N past 3100 Florence Ave towards Florence Ave & Mission Pl intersection.

STNM1 looking E across asphalt parking lot towards shops and businesses. Florence Ave on the left, residences on the right.

Summary				
File Name on Meter	LxT_Data.043			
File Name on PC	SLM_0003099_LxT_Data_043.00.ldbin			
Serial Number	0003099			
Model	SoundTrack LxT®			
Firmware Version	2.402			
User	Ian Edward Gallagher			
Location	STNM1 JN 19278 Florence Ave Car Wash 33°58'20.85"N 118°12'44.81"W			
Job Description	15 minute noise measurement (1 x 15 minutes)			
Measurement				
Start	2020-08-03 14:16:24			
Stop	2020-08-03 14:31:24			
Duration	00:15:00.0			
Run Time	00:15:00.0			
Pause	00:00:00.0			
Pre Calibration	2020-08-03 14:13:20			
Post Calibration	None			
Overall Settings				
RMS Weight	A Weighting			
Peak Weight	Z Weighting			
Detector	Slow			
Preamp	PRMLxT1L			
Microphone Correction	Off			
Integration Method	Linear			
OBA Range	Low			
OBA Bandwidth	1/1 and 1/3			
OBA Freq. Weighting	Z Weighting			
OBA Max Spectrum	Bin Max			
Overload	122.6 dB			
Results				
LAeq	60.6			
LAE	90.2			
EA	115.103 µPa²h			
EA8	3.683 mPa²h			
EA40	18.416 mPa²h			
LZpeak (max)	2020-08-03 14:27:51	95.0 dB		
LASmax	2020-08-03 14:28:03	74.3 dB		
LASmin	2020-08-03 14:17:14	48.5 dB		
SEA	-99.9 dB			
			Statistics	
LCeq	70.9 dB		**LAI2.00**	67.0 dB
LAeq	60.6 dB		**LAI8.00**	64.2 dB
LCeq - LAeq	10.3 dB		**LAI25.00**	61.5 dB
LAIeq	62.8 dB		**LAI50.00**	59.0 dB
LAeq	60.6 dB		**LAI66.60**	57.0 dB
LAIeq - LAeq	2.2 dB		**LAI90.00**	52.8 dB
# Overloads	0			

Noise Measurement
Field Data

Project Name: Florence Avenue Car Wash, City of Huntington Park. **Date:** August 3, 2020

Project #: JN 19278

Noise Measurement #: STNM2 Run Time: 15 minutes (1 x 15 minutes) **Technician:** Ian Gallagher

Nearest Address or Cross Street: 7132 Benson Street, Huntington Park, California.

Site Description (Type of Existing Land Use and any other notable features): Project site: Site developed with 2-story commercial medical office building & parking lot. Bordered by Florence Ave to north, residential to south, commercial to east & west. Noise Measurement Site: Benson St to west with commercial further west, residential to east, & commercial to southeast.

Weather: Sunny, clear blue skies. **Settings:** SLOW FAST

Temperature: 81 deg F **Wind:** 5-10mph **Humidity:** 54% **Terrain:** Flat

Start Time: 2:47 PM **End Time:** 3:02 PM **Run Time:**

Leq: 62.1 dB

Lmax 82.2 dB

L2 68.5 dB

L8 64.6 dB

L25 61.6 dB

L50 58.7 dB

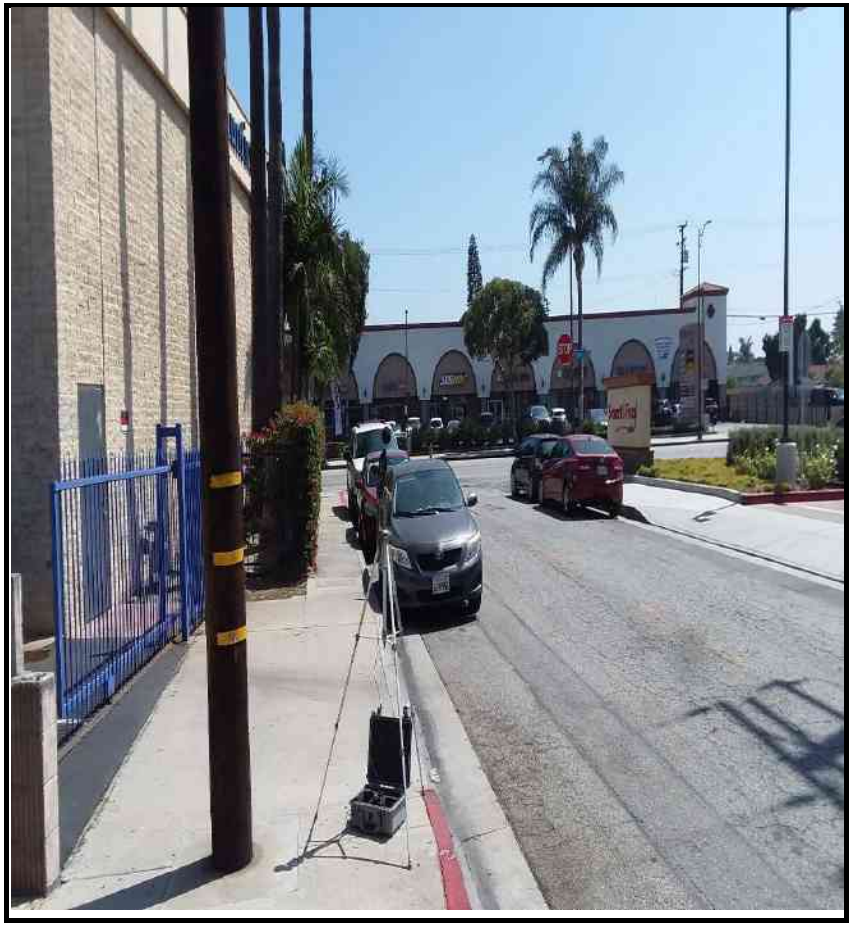
Primary Noise Source: Traffic noise from 472 vehicles traveling along Florence Ave during 15 minute measurement, 8 vehicles along Benson St. Traffic ambiance from other roads.

Secondary Noise Sources: Low altitude full size commercial aircraft, about 1 every 5 minutes. Residential ambiance. Bird song.

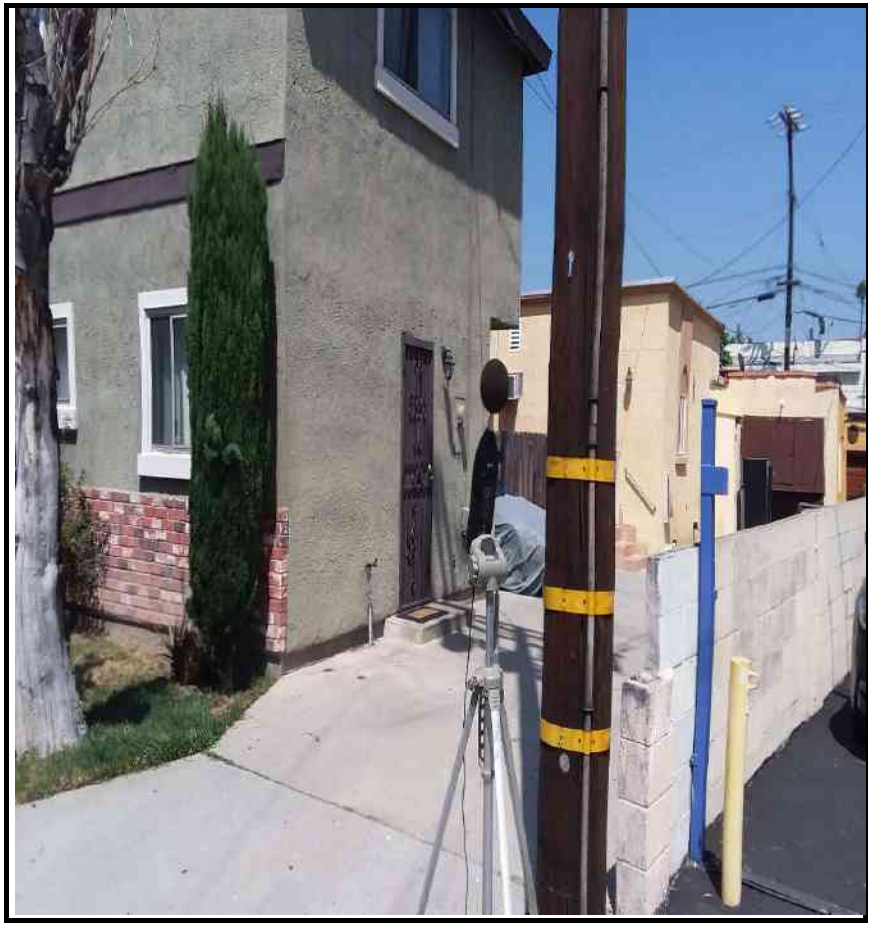
NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	4/9/2020	**FACTORY CALIBRATION DATE:**	4/2/2020
FIELD CALIBRATION DATE:	8/3/2020		

Noise Measurement
Field Data

PHOTOS:



STNM2 looking S down Benson St towards Florence Ave intersection.



STNM2 looking NE towards residence 7132 Benson St, Huntington Park.

Summary		
File Name on Meter	LxT_Data.044	
File Name on PC	SLM_0003099_LxT_Data_044.00.ldbin	
Serial Number	0003099	
Model	SoundTrack LxT®	
Firmware Version	2.402	
User	Ian Edward Gallagher	
Location	STNM2 JN 19278 Florence Ave Car Wash 33°58'23.38"N 118°12'40.51"W	
Job Description	15 minute noise measuremnt (1 x 15 minutes)	
Measurement		
Start	2020-08-03 14:47:48	
Stop	2020-08-03 15:02:48	
Duration	00:15:00.0	
Run Time	00:15:00.0	
Pause	00:00:00.0	
Pre Calibration	2020-08-03 14:46:07	
Post Calibration	None	
Overall Settings		
RMS Weight	A Weighting	
Peak Weight	Z Weighting	
Detector	Slow	
Preamp	PRMLxT1L	
Microphone Correction	Off	
Integration Method	Linear	
OBA Range	Low	
OBA Bandwidth	1/1 and 1/3	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Overload	122.6 dB	
Results		
LA_{eq}	62.1	
LAE	91.7	
EA	163.764 µPa²h	
EA8	5.240 mPa²h	
EA40	26.202 mPa²h	
$LZ_{peak\ (max)}$	2020-08-03 15:00:21	99.3 dB
LAS_{max}	2020-08-03 14:49:34	82.2 dB
LAS_{min}	2020-08-03 15:02:11	50.5 dB
SEA	-99.9 dB	

		Statistics	
LC_{eq}	73.7 dB	**LAI2.00**	68.5 dB
LA_{eq}	62.1 dB	**LAI8.00**	64.6 dB
LC_{eq} - LA_{eq}	11.5 dB	**LAI25.00**	61.6 dB
LAI_{eq}	64.4 dB	**LAI50.00**	58.7 dB
LA_{eq}	62.1 dB	**LAI66.60**	57.0 dB
LAI_{eq} - LA_{eq}	2.3 dB	**LAI90.00**	53.5 dB
# Overloads	0		

Noise Measurement
Field Data

Project Name: Florence Avenue Car Wash, City of Huntington Park. **Date:** August 3, 2020

Project #: JN 19278

Noise Measurement #: STNM3 Run Time: 15 minutes (1 x 15 minutes) **Technician:** Ian Gallagher

Nearest Address or Cross Street: 7125 Mission Pl, Huntington Park, California.

Site Description (Type of Existing Land Use and any other notable features): Project site: 2 story commercial building W end of site, surrounded by asphalt parking lot covering the remaining area throughout site. Adjacent: Church and school across Florence Ave N & NW of site, businesses E & NE, elsewhere residential.

Weather: Sunny, clear blue skies. **Settings:** SLOW FAST

Temperature: 81 deg F **Wind:** 5-10mph **Humidity:** 54% **Terrain:** Flat

Start Time: 3:15 PM **End Time:** 3:30 PM **Run Time:**

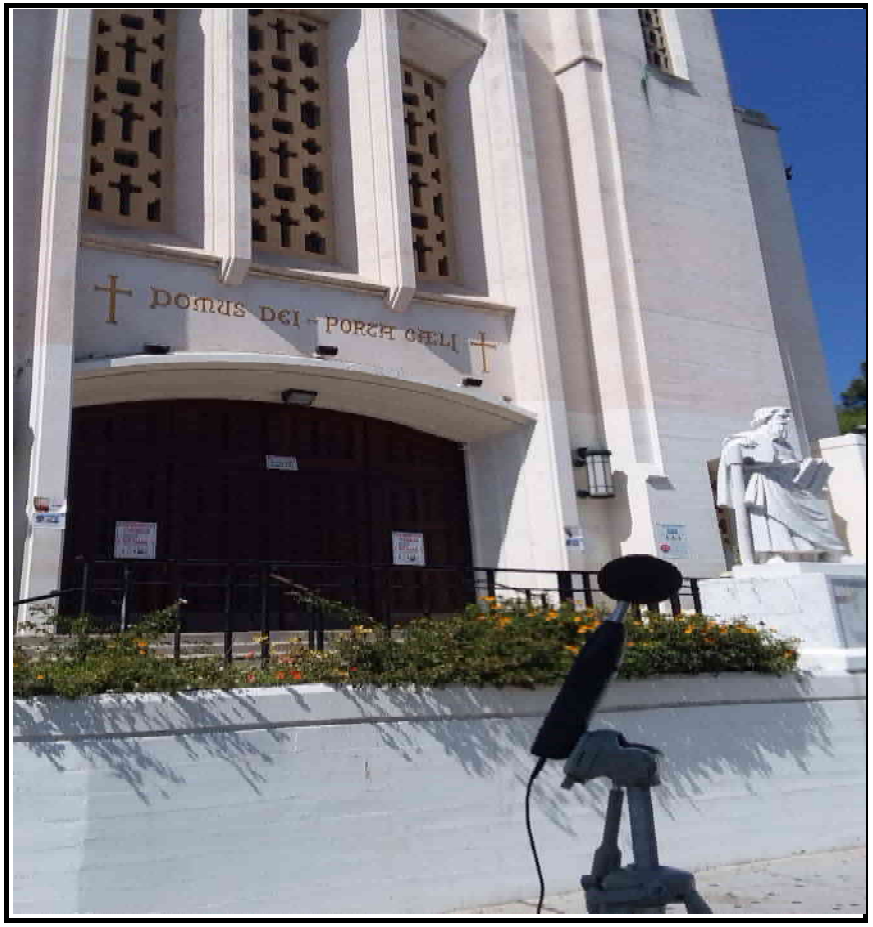
Leq:	76.9	dB	**Primary Noise Source:** Traffic noise from 490 vehicles travelling along Florence Ave during 15 minute measurement. Traffic ambiance from other roads. Lmax ambulance siren at 3:22PM
Lmax	101.1	dB	
L2	79.7	dB	**Secondary Noise Sources:** Low altitude full size commercial aircraft, about 1 every 5 minutes.
L8	76.9	dB	Residential ambiance . Bird song.
L25	74.6	dB	
L50	71.3	dB	

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	4/9/2020	**FACTORY CALIBRATION DATE:**	4/2/2020
FIELD CALIBRATION DATE:	8/3/2020		

Noise Measurement
Field Data

PHOTOS:

STNM3 looking ESE down Florance Ave towards Mission Place intersection (20 yards).



STNM3 looking N towards church building enyrance 7125 Mission Place, Huntington Park.

Summary		
File Name on Meter	LxT_Data.045	
File Name on PC	SLM_0003099_LxT_Data_045.00.ldbin	
Serial Number	0003099	
Model	SoundTrack LxT®	
Firmware Version	2.402	
User	Ian Edward Gallagher	
Location	STNM3 JN 19278 Florence Ave Car Wash 33°58'22.87"N 118°12'45.34"W	
Job Description	15 minute noise measurement (1 x 15 minutes)	
Measurement		
Start	2020-08-03 15:15:04	
Stop	2020-08-03 15:30:04	
Duration	00:15:00.0	
Run Time	00:15:00.0	
Pause	00:00:00.0	
Pre Calibration	2020-08-03 15:14:51	
Post Calibration	None	
Overall Settings		
RMS Weight	A Weighting	
Peak Weight	Z Weighting	
Detector	Slow	
Preamp	PRMLxT1L	
Microphone Correction	Off	
Integration Method	Linear	
OBA Range	Low	
OBA Bandwidth	1/1 and 1/3	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Overload	122.8 dB	
Results		
LA_{eq}	76.9	
LAE	106.5	
EA	4.915 mPa²h	
EA8	157.291 mPa²h	
EA40	786.453 mPa²h	
$LZ_{peak\ (max)}$	2020-08-03 15:21:42 113.3 dB	
LAS_{max}	2020-08-03 15:21:43 101.1 dB	
LAS_{min}	2020-08-03 15:22:54 56.5 dB	
SEA	-99.9 dB	

		Statistics	
LC_{eq}	81.3 dB	**LAI2.00**	79.7 dB
LA_{eq}	76.9 dB	**LAI8.00**	76.9 dB
LC_{eq} - LA_{eq}	4.3 dB	**LAI25.00**	74.6 dB
LAI_{eq}	80.1 dB	**LAI50.00**	71.3 dB
LA_{eq}	76.9 dB	**LAI66.60**	69.1 dB
LAI_{eq} - LA_{eq}	3.2 dB	**LAI90.00**	64.1 dB
# Overloads	0		

Noise Measurement
Field Data

Project Name: Florence Avenue Car Wash, City of Huntington Park. **Date:** August 3, 2020

Project #: JN 19278

Noise Measurement #: STNM4 Run Time: 15 minutes (1 x 15 minutes) **Technician:** Ian Gallagher

Nearest Address or Cross Street: 7125 Cedar Street, Huntington Park, California.

Site Description (Type of Existing Land Use and any other notable features): Project site: Site developed with 2-story commercial medical office building & parking lot. Bordered by Florence Ave to north, residential to south, commercial to east & west. Noise Measurement Site: Cedar St to east with church school uses further east, residential to west and north, parking lot to south with commercial buildings further south.

Weather: Sunny, clear blue skies. **Settings:** SLOW FAST

Temperature: 81 deg F **Wind:** 5-10mph **Humidity:** 54% **Terrain:** Flat

Start Time: 3:39 PM **End Time:** 3:54 PM **Run Time:**

Leq: 61 dB

Lmax 75.8 dB

L2 69.4 dB

L8 65.4 dB

L25 60.1 dB

L50 57.2 dB

Primary Noise Source: Traffic noise from vehicles traveling along Florence Ave. Traffic noise from 8 vehicles traveling along Cedar St during measurement. Ambulance siren at 3:50PM.

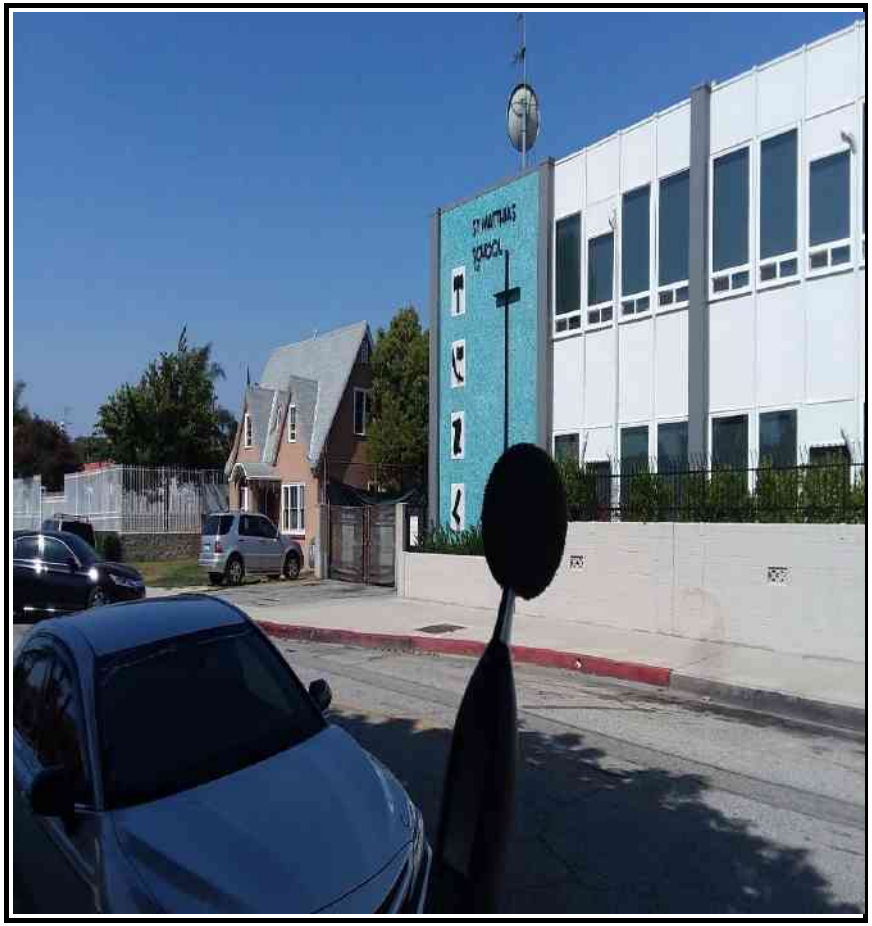
Secondary Noise Sources: Low altitude full size commercial aircraft, about 1 every 5 minutes. Residential ambiance, soft music playing. Bird song.

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	4/9/2020	**FACTORY CALIBRATION DATE:**	4/2/2020
FIELD CALIBRATION DATE:	8/3/2020		

Noise Measurement
Field Data

PHOTOS:

STNM4 looking S down Cedar Street towards Florence Avenue intersection.



STNM4 looking NE towards school building 7130 Cedar Street, Huntington Park.

Summary				
File Name on Meter	LxT_Data.046			
File Name on PC	SLM_0003099_LxT_Data_046.00.ldbin			
Serial Number	0003099			
Model	SoundTrack LxT®			
Firmware Version	2.402			
User	Ian Edward Gallagher			
Location	STNM4 JN 19278 Florence Ave Car Wash 33°58'24.76"N 118°12'48.60"W			
Job Description	15 minute noise measurement (1 x 15 minutes)			
Measurement				
Start	2020-08-03 15:39:17			
Stop	2020-08-03 15:54:17			
Duration	00:15:00.0			
Run Time	00:15:00.0			
Pause	00:00:00.0			
Pre Calibration	2020-08-03 15:39:05			
Post Calibration	None			
Overall Settings				
RMS Weight	A Weighting			
Peak Weight	Z Weighting			
Detector	Slow			
Preamp	PRMLxT1L			
Microphone Correction	Off			
Integration Method	Linear			
OBA Range	Low			
OBA Bandwidth	1/1 and 1/3			
OBA Freq. Weighting	Z Weighting			
OBA Max Spectrum	Bin Max			
Overload	122.7 dB			
Results				
LAeq	61.0			
LAE	90.5			
EA	125.800 µPa²h			
EA8	4.026 mPa²h			
EA40	20.128 mPa²h			
LZpeak (max)	2020-08-03 15:40:18	93.0 dB		
LASmax	2020-08-03 15:49:57	75.8 dB		
LASmin	2020-08-03 15:44:50	51.2 dB		
SEA	-99.9 dB			
			Statistics	
LCeq	70.1 dB		**LAI2.00**	69.4 dB
LAeq	61.0 dB		**LAI8.00**	65.4 dB
LCeq - LAeq	9.1 dB		**LAI25.00**	60.1 dB
LAIeq	63.5 dB		**LAI50.00**	57.2 dB
LAeq	61.0 dB		**LAI66.60**	56.0 dB
LAIeq - LAeq	2.5 dB		**LAI90.00**	53.9 dB
# Overloads	0			

Noise Measurement
Field Data

Project Name: Florence Avenue Car Wash, City of Huntington Park. **Date:** August 3, 2020

Project #: JN 19278

Noise Measurement #: STNM5 Run Time: 15 minutes (1 x 15 minutes) **Technician:** Ian Gallagher

Nearest Address or Cross Street: 3099 Walnut Street, Huntington Park, California.

Site Description (Type of Existing Land Use and any other notable features): Project site: Site developed with 2-story commercial medical office building & parking lot. Bordered by Florence Ave to north, residential to south, commercial to east & west. Noise Measurement Site: Walnut St to south with residential uses surrouding the noise measurement site.

Weather: Sunny, clear blue skies. **Settings:** SLOW FAST

Temperature: 81 deg F **Wind:** 5-10mph **Humidity:** 54% **Terrain:** Flat

Start Time: 4:23 PM **End Time:** 4:38 PM **Run Time:**

Leq: 58.5 dB

Lmax 73.2 dB

L2 66.9 dB

L8 63.8 dB

L25 58.1 dB

L50 52.5 dB

Primary Noise Source: Traffic noise from 18 vehicles traveling along Walnut Street during noise measurement.

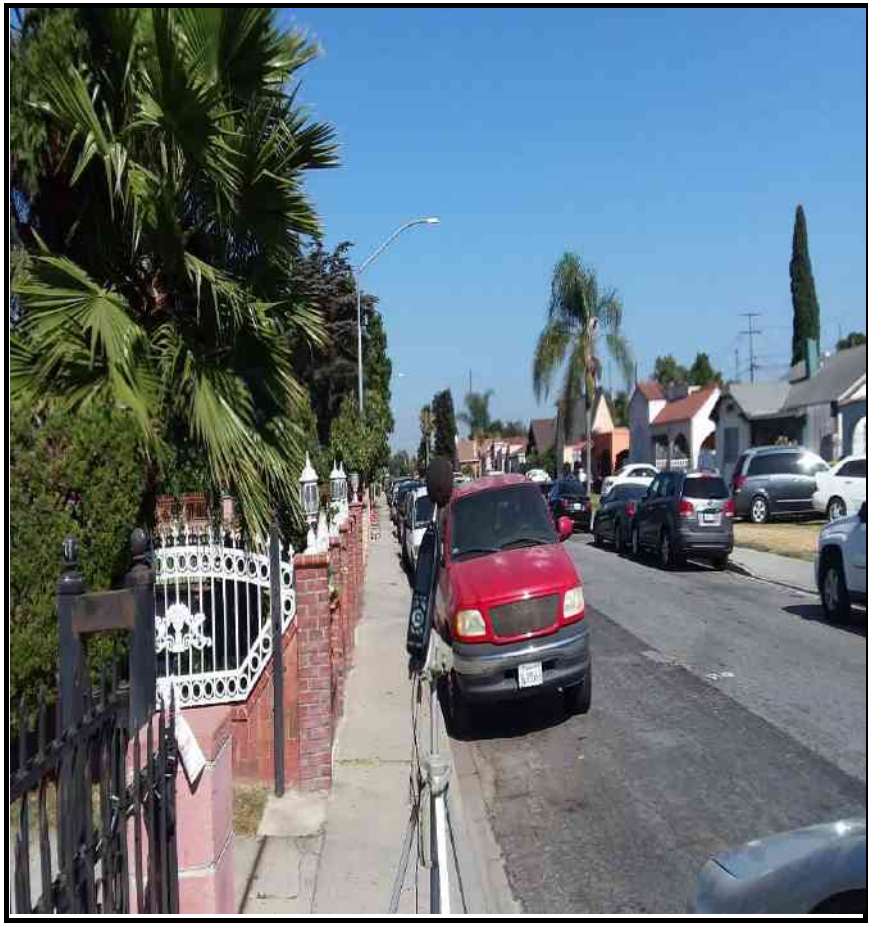
Secondary Noise Sources: Low altitude full size commercial aircraft, about 1 every 5 minutes. Residential ambiance. Bird song.

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	4/9/2020	**FACTORY CALIBRATION DATE:**	4/2/2020
FIELD CALIBRATION DATE:	8/3/2020		

Noise Measurement
Field Data

PHOTOS:

STNM5 looking N towards residence 3099 Walnut Street, Huntington Park.



STNM5 looking E down Walnut Street towards State Street intersection.

Summary			
File Name on Meter	LxT_Data.047		
File Name on PC	SLM_0003099_LxT_Data_047.00.ldbin		
Serial Number	0003099		
Model	SoundTrack LxT®		
Firmware Version	2.402		
User	Ian Edward Gallagher		
Location	STNM5 JN 19278 Florence Ave Car Wash 33°58'19.34"N 118°12'44.45"W		
Job Description	15 minute noise measurement (1 x 15 minutes)		
Measurement			
Start	2020-08-03 16:23:31		
Stop	2020-08-03 16:38:31		
Duration	00:15:00.0		
Run Time	00:15:00.0		
Pause	00:00:00.0		
Pre Calibration	2020-08-03 16:23:20		
Post Calibration	None		
Overall Settings			
RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamp	PRMLxT1L		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Low		
OBA Bandwidth	1/1 and 1/3		
OBA Freq. Weighting	Z Weighting		
OBA Max Spectrum	Bin Max		
Overload	122.7 dB		
Results			
LA_{eq}	58.5		
LAE	88.1		
EA	70.980 µPa²h		
EA8	2.271 mPa²h		
EA40	11.357 mPa²h		
$LZ_{peak\ (max)}$	2020-08-03 16:34:27	99.6 dB	
LAS_{max}	2020-08-03 16:35:27	73.2 dB	
LAS_{min}	2020-08-03 16:27:10	43.8 dB	
SEA	-99.9 dB		

		Statistics	
LC_{eq}	69.0 dB	**LAI2.00**	66.9 dB
LA_{eq}	58.5 dB	**LAI8.00**	63.8 dB
LC_{eq} - LA_{eq}	10.5 dB	**LAI25.00**	58.1 dB
LAI_{eq}	61.7 dB	**LAI50.00**	52.5 dB
LA_{eq}	58.5 dB	**LAI66.60**	50.1 dB
LAI_{eq} - LA_{eq}	3.2 dB	**LAI90.00**	46.7 dB
# Overloads	0		

Noise Measurement
Field Data

Project Name: Florence Avenue Car Wash, City of Huntington Park. **Date:** Aug 03 to 04, 2020

Project #: JN 19278

Noise Measurement #: LTNM1 Run Time: 24 hours (24 x 1 hours) **Technician:** Ian Gallagher

Nearest Address or Cross Street: 3099 Walnut Street, Huntington Park, California.

Site Description (Type of Existing Land Use and any other notable features): Project site: Site developed with 2-story commercial medical office building & parking lot. Bordered by Florence Ave to north, residential to south, commercial to east & west. Noise Meeasurement Site: Project site with parking lot to north & residential to south.

Weather: Clear skies, sunset/rise 7:51PM/6:06AM **Settings:** SLOW FAST

Temperature: 67 to 81 deg F **Wind:** 5-10mph **Humidity:** 54 to 71% **Terrain:** Flat

Start Time: 7:00 PM **End Time:** 7:00 PM **Run Time:**

Leq: 59 dB **Primary Noise Source:** Traffic noise from vehicles traveling along Florence Avenue.

Lmax 89.4 dB

L2 64.8 dB **Secondary Noise Sources:** Low altitude full size commercial aircraft, about 1 every 5 minutes.

L8 62.0 dB Residential ambiance. Bird song by day.

L25 59.2 dB

L50 56.0 dB

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CAL250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	Cal 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2733
FACTORY CALIBRATION DATE:	4/9/2020	**FACTORY CALIBRATION DATE:**	4/2/2020
FIELD CALIBRATION DATE:	8/3/2020		

Noise Measurement
Field Data

PHOTOS:

LTNM1 looking at microphone situated in tree, southern edge of site.

LTNM1 looking at location of microphone in site parking lot.

Summary				
File Name on Meter	LxT_Data.048			
File Name on PC	SLM_0003099_LxT_Data_048.00.ldbin			
Serial Number	0003099			
Model	SoundTrack LxT®			
Firmware Version	2.402			
User	Ian Edward Gallagher			
Location	LTNM1 JN 19278 Florence Ave Car Wash 33°58'20.62"N 118°12'43.49"W			
Job Description	24 hour noise measurement (24 x 1 hours)			
Measurement				
Start	2020-08-03 19:00:00			
Stop	2020-08-04 19:00:00			
Duration	24:00:00.0			
Run Time	24:00:00.0			
Pause	00:00:00.0			
Pre Calibration	2020-08-03 17:35:58			
Post Calibration	None			
Overall Settings				
RMS Weight	A Weighting			
Peak Weight	A Weighting			
Detector	Slow			
Preamp	PRMLxT1L			
Microphone Correction	Off			
Integration Method	Linear			
OBA Range	Normal			
OBA Bandwidth	1/1 and 1/3			
OBA Freq. Weighting	A Weighting			
OBA Max Spectrum	Bin Max			
Overload	122.7 dB			
Results				
LA_{eq}	59.0			
LAE	108.4			
EA	7.674 mPa^2h			
EA8	2.558 mPa^2h			
EA40	12.791 mPa^2h			
$LA_{peak\ (max)}$	2020-08-03 21:41:00	102.0 dB		
LAS_{max}	2020-08-03 21:41:01	89.4 dB		
LAS_{min}	2020-08-04 04:34:52	37.6 dB		
SEA	-99.9 dB			
			Statistics	
LC_{eq}	69.1 dB		**LAI2.00**	64.8 dB
LA_{eq}	59.0 dB		**LAI8.00**	62.0 dB
LC_{eq} - LA_{eq}	10.1 dB		**LAI25.00**	59.2 dB
LAI_{eq}	61.0 dB		**LAI50.00**	56.0 dB
LA_{eq}	59.0 dB		**LAI90.00**	45.8 dB
LAI_{eq} - LA_{eq}	2.0 dB		**LAI99.00**	39.7 dB
# Overloads	0			

Record #	Date	Time	Run Duration	Run Time	Pause	LAeq	LASmin	LASmin Time	LASmax	LASmax Time	LAS2.00	LAS8.00	LAS25.00	LAS50.00	LAS90.00	LAS99.00
1	2020-08-03	19:00:00	01:00:00.0	01:00:00.0	00:00:00.0	59.2	44.5	19:53:32	71.7	19:45:08	64.9	62.7	60.5	58.2	50.3	46.6
2	2020-08-03	20:00:00	01:00:00.0	01:00:00.0	00:00:00.0	61.8	46.9	20:01:47	85.7	20:29:49	68.3	63.2	60.8	58.5	52.1	49.3
3	2020-08-03	21:00:00	01:00:00.0	01:00:00.0	00:00:00.0	61.8	44.7	21:25:59	89.4	21:41:01	66.6	62.9	60.1	57.2	50.1	45.9
4	2020-08-03	22:00:00	01:00:00.0	01:00:00.0	00:00:00.0	60.3	43.6	22:56:45	84.8	22:18:16	65.9	62.4	59.2	55.9	49.1	44.5
5	2020-08-03	23:00:00	01:00:00.0	01:00:00.0	00:00:00.0	57.1	41.6	23:44:23	73.4	23:27:04	63.7	60.9	57.9	53.7	45.2	42.6
6	2020-08-04	00:00:00	01:00:00.0	01:00:00.0	00:00:00.0	54.7	40.6	00:59:57	69.2	00:25:23	62.2	59.6	55.8	50.7	43.6	42.1
7	2020-08-04	01:00:00	01:00:00.0	01:00:00.0	00:00:00.0	53.6	38.8	01:59:22	74.4	01:22:27	60.7	57.8	53.5	49.6	40.4	39.3
8	2020-08-04	02:00:00	01:00:00.0	01:00:00.0	00:00:00.0	51.8	37.9	02:59:28	69.8	02:57:26	59.7	56.8	51.6	47.2	39.4	38.5
9	2020-08-04	03:00:00	01:00:00.0	01:00:00.0	00:00:00.0	52.9	37.9	03:00:56	65.8	03:58:37	61.3	58.0	53.4	47.2	40.8	38.6
10	2020-08-04	04:00:00	01:00:00.0	01:00:00.0	00:00:00.0	55.2	37.6	04:34:52	67.4	04:46:37	62.4	60.2	56.5	50.9	41.5	38.7
11	2020-08-04	05:00:00	01:00:00.0	01:00:00.0	00:00:00.0	57.7	39.9	05:30:35	69.7	05:42:13	64.3	62.1	59.1	55.1	44.6	41.4
12	2020-08-04	06:00:00	01:00:00.0	01:00:00.0	00:00:00.0	58.5	39.7	06:39:10	70.5	06:00:04	64.4	62.9	60.2	56.3	46.3	42.1
13	2020-08-04	07:00:00	01:00:00.0	01:00:00.0	00:00:00.0	59.5	41.8	07:47:06	77.1	07:59:51	65.4	63.3	60.8	57.7	49.2	44.1
14	2020-08-04	08:00:00	01:00:00.0	01:00:00.0	00:00:00.0	59.5	40.4	08:47:07	71.2	08:02:22	64.6	62.9	60.9	58.6	49.9	43.4
15	2020-08-04	09:00:00	01:00:00.0	01:00:00.0	00:00:00.0	58.4	42.8	09:31:09	73.9	09:11:44	64.0	61.9	59.8	57.3	49.7	45.2
16	2020-08-04	10:00:00	01:00:00.0	01:00:00.0	00:00:00.0	60.3	43.9	10:23:42	82.5	10:48:42	64.9	62.2	59.8	57.3	50.5	45.8
17	2020-08-04	11:00:00	01:00:00.0	01:00:00.0	00:00:00.0	59.1	43.6	11:47:48	81.6	11:14:33	65.0	61.6	59.2	56.9	49.8	45.5
18	2020-08-04	12:00:00	01:00:00.0	01:00:00.0	00:00:00.0	61.2	42.6	12:23:09	85.2	12:57:13	67.5	62.6	58.9	56.7	49.8	45.0
19	2020-08-04	13:00:00	01:00:00.0	01:00:00.0	00:00:00.0	57.4	41.6	13:25:14	73.0	13:18:25	63.6	60.9	58.3	55.9	48.6	45.0
20	2020-08-04	14:00:00	01:00:00.0	01:00:00.0	00:00:00.0	60.0	43.6	14:01:35	82.7	14:50:14	66.0	61.5	58.9	56.8	50.0	45.0
21	2020-08-04	15:00:00	01:00:00.0	01:00:00.0	00:00:00.0	61.1	44.4	15:47:00	85.6	15:06:41	64.9	61.4	59.4	57.3	50.1	46.9
22	2020-08-04	16:00:00	01:00:00.0	01:00:00.0	00:00:00.0	59.8	44.6	16:10:57	80.6	16:15:34	66.1	62.5	59.7	57.4	50.5	45.9
23	2020-08-04	17:00:00	01:00:00.0	01:00:00.0	00:00:00.0	59.4	46.2	17:13:16	78.6	17:35:25	64.8	61.8	59.4	57.6	51.9	48.5
24	2020-08-04	18:00:00	01:00:00.0	01:00:00.0	00:00:00.0	59.6	45.5	18:56:58	74.6	18:45:20	65.7	62.6	60.4	58.2	51.9	48.1

APPENDIX D

CONSTRUCTION NOISE MODELING

Receptor - Residential to Northwest

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA	Required Mitigation	Mitigated Noise Level	Reduction (dBA Leq)
Demolition												
Concrete/Industrial Saws	1	76	429	20	0.20	-18.7	-7.0	57.3	50.3	Enclosure or Acoustic Tent (10 dB Reduction)	40.3	
Rubber Tired Dozers	1	85	429	40	0.40	-18.7	-4.0	66.3	62.4	Muffler (10 dB Reduction)	52.4	10.0
Tractors/Loaders/Backhoes	2	84	429	40	0.80	-18.7	-1.0	65.3	64.4	Muffler (10 dB Reduction)	54.4	
								Log Sum	66.6		56.6	
Site Preparation												
Grader	1	85	508	40	0.40	-20.1	-4.0	64.9	60.9	Muffler (10 dB Reduction)	50.9	
Tractors/Loaders/Backhoes	1	84	508	40	0.40	-20.1	-4.0	63.9	59.9	Muffler (10 dB Reduction)	49.9	10.0
								Log Sum	63.4		53.4	
Grading												
Concrete/Industrial Saws	1	85	508	20	0.20	-20.1	-7.0	64.9	57.9	Enclosure or Acoustic Tent (10 dB Reduction)	47.9	
Rubber Tired Dozers	1	85	508	40	0.40	-20.1	-4.0	64.9	60.9	Muffler (10 dB Reduction)	50.9	10.0
Tractors/Loaders/Backhoes	2	84	508	40	0.80	-20.1	-1.0	63.9	62.9	Muffler (10 dB Reduction)	52.9	
								Log Sum	65.8		55.8	
Building Construction												
Cranes	1	83	508	16	0.16	-20.1	-8.0	62.9	54.9	Muffler (10 dB Reduction)	44.9	
Forklifts [2]	2	48	508	40	0.80	-20.1	-1.0	27.9	26.9	n/a	26.9	10.0
Tractors/Loaders/Backhoes	2	84	508	40	0.80	-20.1	-1.0	63.9	62.9	Muffler (10 dB Reduction)	52.9	
								Log Sum	63.5		53.5	
Paving												
Cement and Mortar Mixers	4	79	508	40	1.60	-20.1	2.0	58.9	60.9	Muffler (10 dB Reduction)	50.9	
Pavers	1	77	508	50	0.50	-20.1	-3.0	56.9	53.9	Muffler (10 dB Reduction)	43.9	
Rollers	1	80	508	20	0.20	-20.1	-7.0	59.9	52.9	Muffler (10 dB Reduction)	42.9	10.0
Tractors/Loaders/Backhoes	1	84	508	40	0.40	-20.1	-4.0	63.9	59.9	Muffler (10 dB Reduction)	49.9	
								Log Sum	64.2		54.2	
Architectural Coating												
Air Compressors	1	80	508	40	0.40	-20.1	-4.0	59.9	55.9	Enclosure or Acoustic Tent (10 dB Reduction)	45.9	10.0
								Log Sum	55.9		45.9	

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construciton Noise Model User's Guide (January 2006)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

Receptor - Church & School to Northwest

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA	Required Mitigation	Mitigated Noise Level	Reduction (dBA Leq)
Demolition												
Concrete/Industrial Saws	1	76	127	20	0.20	-8.1	-7.0	67.9	60.9	Enclosure or Acoustic Tent (10 dB Reduction)	50.9	
Rubber Tired Dozers	1	85	127	40	0.40	-8.1	-4.0	76.9	72.9	Muffler (10 dB Reduction)	62.9	10.0
Tractors/Loaders/Backhoes	2	84	127	40	0.80	-8.1	-1.0	75.9	74.9	Muffler (10 dB Reduction)	64.9	
								Log Sum	77.2		67.2	
Site Preparation												
Grader	1	85	165	40	0.40	-10.4	-4.0	74.6	70.7	Muffler (10 dB Reduction)	60.7	
Tractors/Loaders/Backhoes	1	84	165	40	0.40	-10.4	-4.0	73.6	69.7	Muffler (10 dB Reduction)	59.7	10.0
								Log Sum	73.2		63.2	
Grading												
Concrete/Industrial Saws	1	85	165	20	0.20	-10.4	-7.0	74.6	67.6	Enclosure or Acoustic Tent (10 dB Reduction)	57.6	
Rubber Tired Dozers	1	85	165	40	0.40	-10.4	-4.0	74.6	70.7	Muffler (10 dB Reduction)	60.7	10.0
Tractors/Loaders/Backhoes	2	84	165	40	0.80	-10.4	-1.0	73.6	72.7	Muffler (10 dB Reduction)	62.7	
								Log Sum	75.5		65.5	
Building Construction												
Cranes	1	83	165	16	0.16	-10.4	-8.0	72.6	64.7	Muffler (10 dB Reduction)	54.7	
Forklifts [2]	2	48	165	40	0.80	-10.4	-1.0	37.6	36.7	n/a	36.7	10.0
Tractors/Loaders/Backhoes	2	84	165	40	0.80	-10.4	-1.0	73.6	72.7	Muffler (10 dB Reduction)	62.7	
								Log Sum	73.3		63.3	
Paving												
Cement and Mortar Mixers	4	79	165	40	1.60	-10.4	2.0	68.6	70.7	Muffler (10 dB Reduction)	60.7	
Pavers	1	77	165	50	0.50	-10.4	-3.0	66.6	63.6	Muffler (10 dB Reduction)	53.6	
Rollers	1	80	165	20	0.20	-10.4	-7.0	69.6	62.6	Muffler (10 dB Reduction)	52.6	10.0
Tractors/Loaders/Backhoes	1	84	165	40	0.40	-10.4	-4.0	73.6	69.7	Muffler (10 dB Reduction)	59.7	
								Log Sum	74.0		64.0	
Architectural Coating												
Air Compressors	1	80	165	40	0.40	-10.4	-4.0	69.6	65.7	Enclosure or Acoustic Tent (10 dB Reduction)	55.7	10.0
								Log Sum	65.7		55.7	

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construciton Noise Model User's Guide (January 2006)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

Receptor - Commercial to North

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA	Required Mitigation	Mitigated Noise Level	Reduction (dBA Leq)
Demolition												
Concrete/Industrial Saws	1	76	150	20	0.20	-9.5	-7.0	66.5	59.5	Enclosure or Acoustic Tent (10 dB Reduction)	49.5	
Rubber Tired Dozers	1	85	150	40	0.40	-9.5	-4.0	75.5	71.5	Muffler (10 dB Reduction)	61.5	10.0
Tractors/Loaders/Backhoes	2	84	150	40	0.80	-9.5	-1.0	74.5	73.5	Muffler (10 dB Reduction)	63.5	
								Log Sum	75.7		65.7	
Site Preparation												
Grader	1	85	162	40	0.40	-10.2	-4.0	74.8	70.8	Muffler (10 dB Reduction)	60.8	
Tractors/Loaders/Backhoes	1	84	162	40	0.40	-10.2	-4.0	73.8	69.8	Muffler (10 dB Reduction)	59.8	10.0
								Log Sum	73.3		63.3	
Grading												
Concrete/Industrial Saws	1	85	162	20	0.20	-10.2	-7.0	74.8	67.8	Enclosure or Acoustic Tent (10 dB Reduction)	57.8	
Rubber Tired Dozers	1	85	162	40	0.40	-10.2	-4.0	74.8	70.8	Muffler (10 dB Reduction)	60.8	10.0
Tractors/Loaders/Backhoes	2	84	162	40	0.80	-10.2	-1.0	73.8	72.8	Muffler (10 dB Reduction)	62.8	
								Log Sum	75.7		65.7	
Building Construction												
Cranes	1	83	162	16	0.16	-10.2	-8.0	72.8	64.8	Muffler (10 dB Reduction)	54.8	
Forklifts [2]	2	48	162	40	0.80	-10.2	-1.0	37.8	36.8	n/a	36.8	10.0
Tractors/Loaders/Backhoes	2	84	162	40	0.80	-10.2	-1.0	73.8	72.8	Muffler (10 dB Reduction)	62.8	
								Log Sum	73.5		63.5	
Paving												
Cement and Mortar Mixers	4	79	162	40	1.60	-10.2	2.0	68.8	70.8	Muffler (10 dB Reduction)	60.8	
Pavers	1	77	162	50	0.50	-10.2	-3.0	66.8	63.8	Muffler (10 dB Reduction)	53.8	
Rollers	1	80	162	20	0.20	-10.2	-7.0	69.8	62.8	Muffler (10 dB Reduction)	52.8	10.0
Tractors/Loaders/Backhoes	1	84	162	40	0.40	-10.2	-4.0	73.8	69.8	Muffler (10 dB Reduction)	59.8	
								Log Sum	74.1		64.1	
Architectural Coating												
Air Compressors	1	80	162	40	0.40	-10.2	-4.0	69.8	65.8	Enclosure or Acoustic Tent (10 dB Reduction)	55.8	10.0
								Log Sum	65.8		55.8	

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construciton Noise Model User's Guide (January 2006)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

Receptor - Residential to Northeast

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA	Required Mitigation	Mitigated Noise Level	Reduction (dBA Leq)
Demolition												
Concrete/Industrial Saws	1	76	438	20	0.20	-18.9	-7.0	57.1	50.2	Enclosure or Acoustic Tent (10 dB Reduction)	40.2	
Rubber Tired Dozers	1	85	438	40	0.40	-18.9	-4.0	66.1	62.2	Muffler (10 dB Reduction)	52.2	10.0
Tractors/Loaders/Backhoes	2	84	438	40	0.80	-18.9	-1.0	65.1	64.2	Muffler (10 dB Reduction)	54.2	
								Log Sum	66.4		56.4	
Site Preparation												
Grader	1	85	388	40	0.40	-17.8	-4.0	67.2	63.2	Muffler (10 dB Reduction)	53.2	
Tractors/Loaders/Backhoes	1	84	388	40	0.40	-17.8	-4.0	66.2	62.2	Muffler (10 dB Reduction)	52.2	10.0
								Log Sum	65.8		55.8	
Grading												
Concrete/Industrial Saws	1	85	388	20	0.20	-17.8	-7.0	67.2	60.2	Enclosure or Acoustic Tent (10 dB Reduction)	50.2	
Rubber Tired Dozers	1	85	388	40	0.40	-17.8	-4.0	67.2	63.2	Muffler (10 dB Reduction)	53.2	10.0
Tractors/Loaders/Backhoes	2	84	388	40	0.80	-17.8	-1.0	66.2	65.2	Muffler (10 dB Reduction)	55.2	
								Log Sum	68.1		58.1	
Building Construction												
Cranes	1	83	388	16	0.16	-17.8	-8.0	65.2	57.2	Muffler (10 dB Reduction)	47.2	
Forklifts [2]	2	48	388	40	0.80	-17.8	-1.0	30.2	29.2	n/a	29.2	10.0
Tractors/Loaders/Backhoes	2	84	388	40	0.80	-17.8	-1.0	66.2	65.2	Muffler (10 dB Reduction)	55.2	
								Log Sum	65.9		55.9	
Paving												
Cement and Mortar Mixers	4	79	388	40	1.60	-17.8	2.0	61.2	63.2	Muffler (10 dB Reduction)	53.2	
Pavers	1	77	388	50	0.50	-17.8	-3.0	59.2	56.2	Muffler (10 dB Reduction)	46.2	
Rollers	1	80	388	20	0.20	-17.8	-7.0	62.2	55.2	Muffler (10 dB Reduction)	45.2	10.0
Tractors/Loaders/Backhoes	1	84	388	40	0.40	-17.8	-4.0	66.2	62.2	Muffler (10 dB Reduction)	52.2	
								Log Sum	66.6		56.6	
Architectural Coating												
Air Compressors	1	80	388	40	0.40	-17.8	-4.0	62.2	58.2	Enclosure or Acoustic Tent (10 dB Reduction)	48.2	10.0
								Log Sum	58.2		48.2	

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construciton Noise Model User's Guide (January 2006)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

Receptor - Commercial to East

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA	Required Mitigation	Mitigated Noise Level	Reduction (dBA Leq)
Demolition												
Concrete/Industrial Saws	1	76	245	20	0.20	-13.8	-7.0	62.2	55.2	Enclosure or Acoustic Tent (10 dB Reduction)	45.2	
Rubber Tired Dozers	1	85	245	40	0.40	-13.8	-4.0	71.2	67.2	Muffler (10 dB Reduction)	57.2	10.0
Tractors/Loaders/Backhoes	2	84	245	40	0.80	-13.8	-1.0	70.2	69.2	Muffler (10 dB Reduction)	59.2	
								Log Sum	71.5		61.5	
Site Preparation												
Grader	1	85	165	40	0.40	-10.4	-4.0	74.6	70.7	Muffler (10 dB Reduction)	60.7	
Tractors/Loaders/Backhoes	1	84	165	40	0.40	-10.4	-4.0	73.6	69.7	Muffler (10 dB Reduction)	59.7	10.0
								Log Sum	73.2		63.2	
Grading												
Concrete/Industrial Saws	1	85	165	20	0.20	-10.4	-7.0	74.6	67.6	Enclosure or Acoustic Tent (10 dB Reduction)	57.6	
Rubber Tired Dozers	1	85	165	40	0.40	-10.4	-4.0	74.6	70.7	Muffler (10 dB Reduction)	60.7	10.0
Tractors/Loaders/Backhoes	2	84	165	40	0.80	-10.4	-1.0	73.6	72.7	Muffler (10 dB Reduction)	62.7	
								Log Sum	75.5		65.5	
Building Construction												
Cranes	1	83	165	16	0.16	-10.4	-8.0	72.6	64.7	Muffler (10 dB Reduction)	54.7	
Forklifts [2]	2	48	165	40	0.80	-10.4	-1.0	37.6	36.7	n/a	36.7	10.0
Tractors/Loaders/Backhoes	2	84	165	40	0.80	-10.4	-1.0	73.6	72.7	Muffler (10 dB Reduction)	62.7	
								Log Sum	73.3		63.3	
Paving												
Cement and Mortar Mixers	4	79	165	40	1.60	-10.4	2.0	68.6	70.7	Muffler (10 dB Reduction)	60.7	
Pavers	1	77	165	50	0.50	-10.4	-3.0	66.6	63.6	Muffler (10 dB Reduction)	53.6	
Rollers	1	80	165	20	0.20	-10.4	-7.0	69.6	62.6	Muffler (10 dB Reduction)	52.6	10.0
Tractors/Loaders/Backhoes	1	84	165	40	0.40	-10.4	-4.0	73.6	69.7	Muffler (10 dB Reduction)	59.7	
								Log Sum	74.0		64.0	
Architectural Coating												
Air Compressors	1	80	165	40	0.40	-10.4	-4.0	69.6	65.7	Enclosure or Acoustic Tent (10 dB Reduction)	55.7	10.0
								Log Sum	65.7		55.7	

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construciton Noise Model User's Guide (January 2006)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

Receptor - Residential to South

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA	Required Mitigation	Mitigated Noise Level	Reduction (dBA Leq)
Demolition												
Concrete/Industrial Saws	1	76	77	20	0.20	-3.8	-7.0	72.2	65.3	Enclosure or Acoustic Tent (10 dB Reduction)	55.3	
Rubber Tired Dozers	1	85	77	40	0.40	-3.8	-4.0	81.2	77.3	Muffler (10 dB Reduction)	67.3	10.0
Tractors/Loaders/Backhoes	2	84	77	40	0.80	-3.8	-1.0	80.2	79.3	Muffler (10 dB Reduction)	69.3	
								Log Sum	81.5		71.5	
Site Preparation												
Grader	1	85	55	40	0.40	-0.8	-4.0	84.2	80.2	Muffler (10 dB Reduction)	70.2	
Tractors/Loaders/Backhoes	1	84	55	40	0.40	-0.8	-4.0	83.2	79.2	Muffler (10 dB Reduction)	69.2	10.0
								Log Sum	82.7		72.7	
Grading												
Concrete/Industrial Saws	1	85	76	20	0.20	-3.6	-7.0	81.4	74.4	Enclosure or Acoustic Tent (10 dB Reduction)	64.4	
Rubber Tired Dozers	1	85	55	40	0.40	-0.8	-4.0	84.2	80.2	Muffler (10 dB Reduction)	70.2	10.0
Tractors/Loaders/Backhoes	2	84	55	40	0.80	-0.8	-1.0	83.2	82.2	Muffler (10 dB Reduction)	72.2	
								Log Sum	84.7		74.7	
Building Construction												
Cranes	1	83	55	16	0.16	-0.8	-8.0	82.2	74.2	Muffler (10 dB Reduction)	64.2	
Forklifts [2]	2	48	55	40	0.80	-0.8	-1.0	47.2	46.2	n/a	46.2	10.0
Tractors/Loaders/Backhoes	2	84	55	40	0.80	-0.8	-1.0	83.2	82.2	Muffler (10 dB Reduction)	72.2	
								Log Sum	82.8		72.9	
Paving												
Cement and Mortar Mixers	4	79	55	40	1.60	-0.8	2.0	78.2	80.2	Muffler (10 dB Reduction)	70.2	
Pavers	1	77	55	50	0.50	-0.8	-3.0	76.2	73.2	Muffler (10 dB Reduction)	63.2	
Rollers	1	80	55	20	0.20	-0.8	-7.0	79.2	72.2	Muffler (10 dB Reduction)	62.2	10.0
Tractors/Loaders/Backhoes	1	84	55	40	0.40	-0.8	-4.0	83.2	79.2	Muffler (10 dB Reduction)	69.2	
								Log Sum	83.5		73.5	
Architectural Coating												
Air Compressors	1	80	55	40	0.40	-0.8	-4.0	79.2	75.2	Enclosure or Acoustic Tent (10 dB Reduction)	65.2	10.0
								Log Sum	75.2		65.2	

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construciton Noise Model User's Guide (January 2006)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

Receptor - Commercial to West

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA	Required Mitigation	Mitigated Noise Level	Reduction (dBA Leq)
Demolition												
Concrete/Industrial Saws	1	76	83	20	0.20	-4.4	-7.0	71.6	64.6	Enclosure or Acoustic Tent (10 dB Reduction)	54.6	
Rubber Tired Dozers	1	85	83	40	0.40	-4.4	-4.0	80.6	76.6	Muffler (10 dB Reduction)	66.6	10.0
Tractors/Loaders/Backhoes	2	84	83	40	0.80	-4.4	-1.0	79.6	78.6	Muffler (10 dB Reduction)	68.6	
								Log Sum	80.9		70.9	
Site Preparation												
Grader	1	85	165	40	0.40	-10.4	-4.0	74.6	70.7	Muffler (10 dB Reduction)	60.7	
Tractors/Loaders/Backhoes	1	84	165	40	0.40	-10.4	-4.0	73.6	69.7	Muffler (10 dB Reduction)	59.7	10.0
								Log Sum	73.2		63.2	
Grading												
Concrete/Industrial Saws	1	85	165	20	0.20	-10.4	-7.0	74.6	67.6	Enclosure or Acoustic Tent (10 dB Reduction)	57.6	
Rubber Tired Dozers	1	85	165	40	0.40	-10.4	-4.0	74.6	70.7	Muffler (10 dB Reduction)	60.7	10.0
Tractors/Loaders/Backhoes	2	84	165	40	0.80	-10.4	-1.0	73.6	72.7	Muffler (10 dB Reduction)	62.7	
								Log Sum	75.5		65.5	
Building Construction												
Cranes	1	83	165	16	0.16	-10.4	-8.0	72.6	64.7	Muffler (10 dB Reduction)	54.7	
Forklifts [2]	2	48	165	40	0.80	-10.4	-1.0	37.6	36.7	n/a	36.7	10.0
Tractors/Loaders/Backhoes	2	84	165	40	0.80	-10.4	-1.0	73.6	72.7	Muffler (10 dB Reduction)	62.7	
								Log Sum	73.3		63.3	
Paving												
Cement and Mortar Mixers	4	79	165	40	1.60	-10.4	2.0	68.6	70.7	Muffler (10 dB Reduction)	60.7	
Pavers	1	77	165	50	0.50	-10.4	-3.0	66.6	63.6	Muffler (10 dB Reduction)	53.6	
Rollers	1	80	165	20	0.20	-10.4	-7.0	69.6	62.6	Muffler (10 dB Reduction)	52.6	10.0
Tractors/Loaders/Backhoes	1	84	165	40	0.40	-10.4	-4.0	73.6	69.7	Muffler (10 dB Reduction)	59.7	
								Log Sum	74.0		64.0	
Architectural Coating												
Air Compressors	1	80	165	40	0.40	-10.4	-4.0	69.6	65.7	Enclosure or Acoustic Tent (10 dB Reduction)	55.7	10.0
								Log Sum	65.7		55.7	

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construciton Noise Model User's Guide (January 2006)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (structure).

APPENDIX E

PROJECT GENERATED TRIPS FHWA WORKSHEETS

FHWA Sound32 Spreadsheet

Project Traffic Noise

	DAYTIME			NIGHTTIME									
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	ADT	134.00	#VALUE!				
							SPEED	35.00					
							DISTANCE	50.00					
INPUT PARAMETERS									0.32				
Vehicles per hour	2.71	0.06	0.03	2.71	0.06	0.03	% A	97.00	% DAY	50.00	*48.50*		77.60
Speed in MPH	35.00	35.00	35.00	35.00	35.00	35.00			% NIGHT	50.00	*48.50*		4.85
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00							14.55
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	% MT	2.00	% DAY	50.00	*1.00*		1.60
									% NIGHT	50.00	*1.00*		0.10
NOISE CALCULATIONS													0.30
Reference levels	65.11	74.83	80.05	65.11	74.83	80.05	% HT	1.00	% DAY	50.00	*0.50*		0.80
									% NIGHT	50.00	*0.50*		0.05
ADJUSTMENTS													0.15
Flow	-1.42	-18.28	-21.29	-1.42	-18.28	-21.29							
Distance	-0.07	-0.07	-0.07	-0.07	-0.07	-0.07	LEFT	-90.00					
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	RIGHT	90.00					
Barrier	0.00	0.00	0.00	0.00	0.00	0.00							
Grade	0.00	0.00	0.00	0.00	0.00	0.00	Ldn	46.83					
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	DAY LEQ	40.42					
LEQ	38.62	31.48	33.69	38.62	31.48	33.69	Day hour	89.00					
							Absorbtive?	no	TO TURN ON, COPY K2 TO J2				
	DAY LEQ	40.42		NIGHT LEQ	40.42		Use hour?	no	TO TURN OFF, ENTER ADTS IN J2				
									GRADE dB	0.00			

APPENDIX F

SOUNDPLAN WORKSHEETS

Noise emissions of industry sources

Source name	Refere	Level		Frequency spectrum [dB(A)]																															Correcti		
			dB(A	20 Hz	25 Hz	31 Hz	40 Hz	50 Hz	63 Hz	80 Hz	10(Hz	12! Hz	16(Hz	20(Hz	25(Hz	31! Hz	40(Hz	50(Hz	63(Hz	80(Hz	1 kH	1.3 kH	1.6 kH	2 kH	2.5 kH	3.2 kH	4 kH	5 kH	6.3 kH	8 kH	10 kH	12. kH	16 kH	20 kH	Cwa dB	CI dE	CT dE
Car Wash Dryin	Lw/unit	Day	98.7	-	45.	52.	58.	64.	73.	75.	71.	72.	77.	77.	75.	85.	95.	92.	85.	82.	80.	82.	83.	83.	83.	80.	78.	77.	73.	71.	68.	63.	56.	45.	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	84.7	-	-	-	-	-	42.	46.	58.	61.	63.	78.	81.	83.	74.	75.	77.	75.	76.	76.	76.	76.	76.	75.	75.	74.	70.	69.	-	-	-	-	-	-	-
Blower/Vacuum	Lw/unit	Day	67.7	11.	14.	20.	24.	37.	42.	36.	47.	49.	48.	50.	50.	52.	53.	54.	58.	59.	55.	57.	58.	56.	57.	54.	55.	53.	53.	48.	43.	41.	37.	31.	-	-	-
Blower/Vacuum	Lw/unit	Day	67.7	11.	14.	20.	24.	37.	42.	36.	47.	49.	48.	50.	50.	52.	53.	54.	58.	59.	55.	57.	58.	56.	57.	54.	55.	53.	53.	48.	43.	41.	37.	31.	-	-	-

Receiver list

No.	Receiver name	Building side	Floor	Limit Day dB(A)	Level w/o NP Day dB(A)	Level w NP Day dB(A)	Difference Day dB	Conflict Day dB
1	1	North	1.Fl	-	48.4	0.0	-48.4	-
2	2	-	1.Fl	-	46.9	0.0	-46.9	-
3	3	-	1.Fl	-	55.1	0.0	-55.1	-
4	4	-	1.Fl	-	43.9	0.0	-43.9	-
5	5	-	1.Fl	-	41.4	0.0	-41.4	-
6	6	-	1.Fl	-	58.9	0.0	-58.9	-
7	7	West	1.Fl	-	65.2	0.0	-65.2	-
8	8	East	1.Fl	-	56.6	0.0	-56.6	-

Contribution levels of the receivers

Source name			Traffic lane	Level w/o NP Day dB(A)	Level w NP Day dB(A)
1	1.Fl	48.4	0.0		
Blower/Vacuum End1			-	35.9	-
Blower/Vacuum End2			-	36.5	-
Blower/Vacuum End3			-	36.8	-
Blower/Vacuum End4			-	37.7	-
Blower/Vacuum End5			-	38.7	-
Blower/Vacuum End6			-	39.3	-
Blower/Vacuum End7			-	39.8	-
Blower/Vacuum End8			-	21.3	-
Blower/Vacuum End9			-	20.5	-
Blower/Vacuum End10			-	19.8	-
Blower/Vacuum End11			-	19.2	-
Blower/Vacuum End12			-	18.7	-
Blower/Vacuum End13			-	18.1	-
Blower/Vacuum End14			-	20.8	-
Blower/Vacuum End15			-	21.0	-
Blower/Vacuum End16			-	21.2	-
Blower/Vacuum End17			-	21.4	-
Blower/Vacuum End18			-	21.8	-
Blower/Vacuum End19			-	21.9	-
Blower/Vacuum End20			-	22.3	-
Blower/Vacuum End21			-	22.7	-
Blower/Vacuum End22			-	33.0	-
Blower/Vacuum End23			-	32.8	-
Blower/Vacuum End24			-	32.5	-
Blower/Vacuum End25			-	32.3	-
Blower/Vacuum End26			-	32.0	-
Blower/Vacuum End27			-	31.7	-
Blower/Vacuum End28			-	31.3	-
Blower/Vacuum End29			-	31.4	-
Blower/Vacuum End30			-	32.3	-
Blower/Vacuum End31			-	32.1	-
Blower/Vacuum End33			-	17.7	-
Blower/Vacuum End34			-	16.4	-
Car Wash Drying System			-	38.3	-
2	1.Fl	46.9	0.0		
Blower/Vacuum End1			-	29.8	-
Blower/Vacuum End2			-	29.8	-
Blower/Vacuum End3			-	29.6	-
Blower/Vacuum End4			-	29.7	-
Blower/Vacuum End5			-	29.7	-
Blower/Vacuum End6			-	29.8	-
Blower/Vacuum End7			-	30.0	-
Blower/Vacuum End8			-	33.1	-
Blower/Vacuum End9			-	33.3	-
Blower/Vacuum End10			-	33.5	-
Blower/Vacuum End11			-	33.7	-
Blower/Vacuum End12			-	33.9	-
Blower/Vacuum End13			-	32.0	-
Blower/Vacuum End14			-	33.3	-
Blower/Vacuum End15			-	33.0	-
Blower/Vacuum End16			-	33.6	-
Blower/Vacuum End17			-	32.5	-
Blower/Vacuum End18			-	33.5	-
Blower/Vacuum End19			-	33.2	-
Blower/Vacuum End20			-	33.0	-
Blower/Vacuum End21			-	32.8	-
Blower/Vacuum End22			-	31.5	-
Blower/Vacuum End23			-	31.4	-
Blower/Vacuum End24			-	31.2	-
Blower/Vacuum End25			-	29.3	-
Blower/Vacuum End26			-	29.2	-
Blower/Vacuum End27			-	28.9	-

Contribution levels of the receivers

Source name	Traffic lane	Level w/o NP Day dB(A)	Level w NP Day dB(A)
Blower/Vacuum End28	-	28.7	-
Blower/Vacuum End29	-	28.5	-
Blower/Vacuum End30	-	28.3	-
Blower/Vacuum End31	-	28.1	-
Blower/Vacuum End33	-	9.9	-
Blower/Vacuum End34	-	12.5	-
Car Wash Drying System	-	35.6	-
3 1.Fl 55.1 0.0			
Blower/Vacuum End1	-	39.7	-
Blower/Vacuum End2	-	38.4	-
Blower/Vacuum End3	-	38.5	-
Blower/Vacuum End4	-	38.8	-
Blower/Vacuum End5	-	38.8	-
Blower/Vacuum End6	-	38.3	-
Blower/Vacuum End7	-	38.6	-
Blower/Vacuum End8	-	38.0	-
Blower/Vacuum End9	-	37.6	-
Blower/Vacuum End10	-	37.3	-
Blower/Vacuum End11	-	36.9	-
Blower/Vacuum End12	-	36.6	-
Blower/Vacuum End13	-	37.4	-
Blower/Vacuum End14	-	36.2	-
Blower/Vacuum End15	-	36.6	-
Blower/Vacuum End16	-	37.1	-
Blower/Vacuum End17	-	37.5	-
Blower/Vacuum End18	-	37.1	-
Blower/Vacuum End19	-	37.6	-
Blower/Vacuum End20	-	39.1	-
Blower/Vacuum End21	-	39.6	-
Blower/Vacuum End22	-	42.0	-
Blower/Vacuum End23	-	42.4	-
Blower/Vacuum End24	-	42.7	-
Blower/Vacuum End25	-	43.0	-
Blower/Vacuum End26	-	43.1	-
Blower/Vacuum End27	-	43.1	-
Blower/Vacuum End28	-	43.0	-
Blower/Vacuum End29	-	42.7	-
Blower/Vacuum End30	-	42.4	-
Blower/Vacuum End31	-	41.9	-
Blower/Vacuum End33	-	18.0	-
Blower/Vacuum End34	-	18.9	-
Car Wash Drying System	-	38.7	-
4 1.Fl 43.9 0.0			
Blower/Vacuum End1	-	18.3	-
Blower/Vacuum End2	-	22.6	-
Blower/Vacuum End3	-	28.9	-
Blower/Vacuum End4	-	28.7	-
Blower/Vacuum End5	-	28.5	-
Blower/Vacuum End6	-	28.3	-
Blower/Vacuum End7	-	28.2	-
Blower/Vacuum End8	-	29.2	-
Blower/Vacuum End9	-	29.0	-
Blower/Vacuum End10	-	28.9	-
Blower/Vacuum End11	-	28.7	-
Blower/Vacuum End12	-	28.5	-
Blower/Vacuum End13	-	29.5	-
Blower/Vacuum End14	-	26.4	-
Blower/Vacuum End15	-	26.5	-
Blower/Vacuum End16	-	28.2	-
Blower/Vacuum End17	-	28.4	-
Blower/Vacuum End18	-	28.6	-
Blower/Vacuum End19	-	27.2	-
Blower/Vacuum End20	-	27.4	-

Contribution levels of the receivers

Source name	Traffic lane	Level w/o NP Day dB(A)	Level w NP Day dB(A)
Blower/Vacuum End21	-	27.6	-
Blower/Vacuum End22	-	28.8	-
Blower/Vacuum End23	-	29.0	-
Blower/Vacuum End24	-	29.2	-
Blower/Vacuum End25	-	29.4	-
Blower/Vacuum End26	-	29.6	-
Blower/Vacuum End27	-	29.8	-
Blower/Vacuum End28	-	30.0	-
Blower/Vacuum End29	-	30.2	-
Blower/Vacuum End30	-	30.5	-
Blower/Vacuum End31	-	30.7	-
Blower/Vacuum End33	-	7.8	-
Blower/Vacuum End34	-	9.3	-
Car Wash Drying System	-	32.8	-
5 1.Fl 41.4	0.0		
Blower/Vacuum End1	-	20.5	-
Blower/Vacuum End2	-	20.5	-
Blower/Vacuum End3	-	20.8	-
Blower/Vacuum End4	-	20.2	-
Blower/Vacuum End5	-	20.8	-
Blower/Vacuum End6	-	27.2	-
Blower/Vacuum End7	-	27.1	-
Blower/Vacuum End8	-	17.2	-
Blower/Vacuum End9	-	15.8	-
Blower/Vacuum End10	-	16.2	-
Blower/Vacuum End11	-	15.5	-
Blower/Vacuum End12	-	15.4	-
Blower/Vacuum End13	-	16.2	-
Blower/Vacuum End14	-	18.5	-
Blower/Vacuum End15	-	18.5	-
Blower/Vacuum End16	-	18.6	-
Blower/Vacuum End17	-	18.6	-
Blower/Vacuum End18	-	18.7	-
Blower/Vacuum End19	-	20.2	-
Blower/Vacuum End20	-	20.7	-
Blower/Vacuum End21	-	19.6	-
Blower/Vacuum End22	-	21.4	-
Blower/Vacuum End23	-	22.5	-
Blower/Vacuum End24	-	22.3	-
Blower/Vacuum End25	-	21.7	-
Blower/Vacuum End26	-	23.1	-
Blower/Vacuum End27	-	21.6	-
Blower/Vacuum End28	-	21.1	-
Blower/Vacuum End29	-	20.4	-
Blower/Vacuum End30	-	22.3	-
Blower/Vacuum End31	-	21.8	-
Blower/Vacuum End33	-	12.6	-
Blower/Vacuum End34	-	14.7	-
Car Wash Drying System	-	39.9	-
6 1.Fl 58.9	0.0		
Blower/Vacuum End1	-	20.9	-
Blower/Vacuum End2	-	20.9	-
Blower/Vacuum End3	-	21.1	-
Blower/Vacuum End4	-	21.4	-
Blower/Vacuum End5	-	21.7	-
Blower/Vacuum End6	-	19.2	-
Blower/Vacuum End7	-	18.5	-
Blower/Vacuum End8	-	22.4	-
Blower/Vacuum End9	-	23.2	-
Blower/Vacuum End10	-	24.3	-
Blower/Vacuum End11	-	27.2	-
Blower/Vacuum End12	-	28.4	-
Blower/Vacuum End13	-	29.8	-

Contribution levels of the receivers

Source name	Traffic lane	Level w/o NP Day dB(A)	Level w NP Day dB(A)
Blower/Vacuum End14	-	34.4	-
Blower/Vacuum End15	-	34.0	-
Blower/Vacuum End16	-	32.4	-
Blower/Vacuum End17	-	32.5	-
Blower/Vacuum End18	-	29.1	-
Blower/Vacuum End19	-	28.9	-
Blower/Vacuum End20	-	27.5	-
Blower/Vacuum End21	-	26.6	-
Blower/Vacuum End22	-	20.3	-
Blower/Vacuum End23	-	19.8	-
Blower/Vacuum End24	-	19.5	-
Blower/Vacuum End25	-	19.3	-
Blower/Vacuum End26	-	18.1	-
Blower/Vacuum End27	-	17.9	-
Blower/Vacuum End28	-	17.7	-
Blower/Vacuum End29	-	18.6	-
Blower/Vacuum End30	-	18.5	-
Blower/Vacuum End31	-	18.4	-
Blower/Vacuum End33	-	11.7	-
Blower/Vacuum End34	-	11.9	-
Car Wash Drying System	-	58.8	-
7 1.Fl 65.2	0.0		
Blower/Vacuum End1	-	28.4	-
Blower/Vacuum End2	-	26.3	-
Blower/Vacuum End3	-	25.8	-
Blower/Vacuum End4	-	25.9	-
Blower/Vacuum End5	-	25.5	-
Blower/Vacuum End6	-	25.1	-
Blower/Vacuum End7	-	24.4	-
Blower/Vacuum End8	-	31.9	-
Blower/Vacuum End9	-	32.9	-
Blower/Vacuum End10	-	34.8	-
Blower/Vacuum End11	-	29.2	-
Blower/Vacuum End12	-	31.1	-
Blower/Vacuum End13	-	38.8	-
Blower/Vacuum End14	-	43.8	-
Blower/Vacuum End15	-	43.1	-
Blower/Vacuum End16	-	42.4	-
Blower/Vacuum End17	-	41.7	-
Blower/Vacuum End18	-	36.5	-
Blower/Vacuum End19	-	34.5	-
Blower/Vacuum End20	-	33.5	-
Blower/Vacuum End21	-	32.2	-
Blower/Vacuum End22	-	29.8	-
Blower/Vacuum End23	-	29.6	-
Blower/Vacuum End24	-	29.4	-
Blower/Vacuum End25	-	29.2	-
Blower/Vacuum End26	-	29.2	-
Blower/Vacuum End27	-	22.7	-
Blower/Vacuum End28	-	22.2	-
Blower/Vacuum End29	-	22.6	-
Blower/Vacuum End30	-	22.4	-
Blower/Vacuum End31	-	22.2	-
Blower/Vacuum End33	-	14.9	-
Blower/Vacuum End34	-	10.6	-
Car Wash Drying System	-	65.0	-
8 1.Fl 56.6	0.0		
Blower/Vacuum End1	-	42.2	-
Blower/Vacuum End2	-	41.6	-
Blower/Vacuum End3	-	41.0	-
Blower/Vacuum End4	-	40.2	-
Blower/Vacuum End5	-	38.7	-
Blower/Vacuum End6	-	38.0	-

Contribution levels of the receivers

Source name	Traffic lane	Level w/o NP Day dB(A)	Level w NP Day dB(A)
Blower/Vacuum End7	-	36.2	-
Blower/Vacuum End8	-	22.1	-
Blower/Vacuum End9	-	22.3	-
Blower/Vacuum End10	-	22.3	-
Blower/Vacuum End11	-	22.2	-
Blower/Vacuum End12	-	22.1	-
Blower/Vacuum End13	-	22.9	-
Blower/Vacuum End14	-	30.3	-
Blower/Vacuum End15	-	33.4	-
Blower/Vacuum End16	-	33.8	-
Blower/Vacuum End17	-	34.2	-
Blower/Vacuum End18	-	34.7	-
Blower/Vacuum End19	-	35.5	-
Blower/Vacuum End20	-	36.4	-
Blower/Vacuum End21	-	36.6	-
Blower/Vacuum End22	-	40.3	-
Blower/Vacuum End23	-	41.3	-
Blower/Vacuum End24	-	42.1	-
Blower/Vacuum End25	-	43.1	-
Blower/Vacuum End26	-	44.0	-
Blower/Vacuum End27	-	45.0	-
Blower/Vacuum End28	-	46.0	-
Blower/Vacuum End29	-	47.1	-
Blower/Vacuum End30	-	48.1	-
Blower/Vacuum End31	-	49.0	-
Blower/Vacuum End33	-	17.0	-
Blower/Vacuum End34	-	15.2	-
Car Wash Drying System	-	40.3	-

APPENDIX G

VIBRATION WORKSHEETS

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19278 Florence Avenue Car Wash	Date:	8/7/20
Source:	Large Bulldozer		
Scenario:	Unmitigated		
Location:	Commercial to East & West		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment Type =	2	Large Bulldozer	INPUT SECTION IN GREEN
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	1.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	11.125	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS

Project:	19278 Florence Avenue Car Wash	Date:	8/7/20
Source:	Large Bulldozer		
Scenario:	Unmitigated		
Location:	Residential to South		
Address:			

PPV = PPVref(25/D)^n (in/sec)

INPUT

Equipment Type	2	Large Bulldozer	INPUT SECTION IN GREEN
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	5.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

RESULTS

PPV =	0.995	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS

Project:	19278 Florence Avenue Car Wash	Date:	8/21/20
Source:	Large Bulldozer		
Scenario:	Unmitigated		
Location:	Residential to South		
Address:			

PPV = PPVref(25/D)^n (in/sec)

INPUT

Equipment Type	2	Large Bulldozer	INPUT SECTION IN GREEN
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	12.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

RESULTS

PPV =	0.268	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS

Project:	19278 Florence Avenue Car Wash	Date:	8/21/20
Source:	Large Bulldozer		
Scenario:	Unmitigated		
Location:	Commercial to East & West		
Address:			

PPV = PPVref(25/D)^n (in/sec)

INPUT

Equipment Type	2	Large Bulldozer	INPUT SECTION IN GREEN
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	13.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

RESULTS

PPV =	0.237	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS

Project:	19278 Florence Avenue Car Wash	Date:	8/7/20
Source:	Vibratory Roller		
Scenario:	Unmitigated		
Location:	Commercial to East & West		
Address:			

PPV = PPVref(25/D)^n (in/sec)

INPUT

Equipment Type	1	Vibratory Roller	INPUT SECTION IN GREEN
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	1.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

RESULTS

PPV =	26.250	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19278 Florence Avenue Car Wash		Date: 8/7/20
Source:	Vibratory Roller		
Scenario:	Unmitigated		
Location:	Residential to South		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment Type	1	Vibratory Roller	INPUT SECTION IN GREEN
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	5.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	2.348	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS

Project:	19278 Florence Avenue Car Wash	Date:	8/21/20
Source:	Vibratory Roller		
Scenario:	Unmitigated		
Location:	Residential to South		
Address:			

PPV = PPVref(25/D)^n (in/sec)

INPUT

Equipment Type	1	Vibratory Roller	INPUT SECTION IN GREEN
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	20.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

RESULTS

PPV =	0.293	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS

Project:	19278 Florence Avenue Car Wash	Date:	8/21/20
Source:	Vibratory Roller		
Scenario:	Unmitigated		
Location:	Commercial to East & West		
Address:			

PPV = PPVref(25/D)^n (in/sec)

INPUT

Equipment Type	1	Vibratory Roller	INPUT SECTION IN GREEN
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	23.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

RESULTS

PPV =	0.238	IN/SEC	OUTPUT IN BLUE

GANDDINI GROUP INC.

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ITEM 10

CITY OF HUNTINGTON PARK

Community Development Department
City Council Agenda Report

August 2, 2022

Honorable Mayor and Members of the City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mayor and Members of the City Council:

APPEAL OF PLANNING COMMISSION DECISION: 6032-6023 SANTA FE AVENUE: REQUEST TO REVOKE (OR MODIFY) CONDITIONAL USE PERMIT FOR BILLIARDS HALL PLANNING COMMISSION CASE NO. 2013-07 CUP

IT IS RECOMMENDED THAT CITY COUNCIL:

1. Following a public hearing and testimony, adopt the attached resolution to revoke Conditional Use Permit Case No. 2022-25 with the findings therein.

BACKGROUND

On May 18, 2022, the Planning Commission, following a public hearing, revoked the above-referenced conditional use permit. The operator of the billiards hall knowingly and willingly constructed, operated, and maintained illegal gaming machines at the establishment. The findings that the Planning Commission made to revoke the conditional use permit are contained in the attached PC Resolution No. 2013-07R. The business owner is appealing the Planning Commission decision to the City Council. The appeal application is attached.

ANALYSIS

Staff recommends that the City Council revoke Conditional Use Permit Case No. 2013-07 for the reasons described in the attached May 18, 2022 staff report to the Planning Commission.

CONCLUSION

It is recommended that the City Council conduct a public hearing on the Community Development Department's request to revoke the CUP in accordance with the procedures and standards set forth in HPMC Section 9-2.1112, and that the City Council adopt the attached resolution No. 2022-27 to revoke the CUP.

Alternatively, the City Council has the authority to modify the conditions of the CUP in order to ensure that future use of the Property by the current operator or any future operator of a billiard hall thereat will be in accord with the findings required by HPMC § 9-2.1105. Such conditions could include, but not be limited to, requiring that Mr. Cabrera and/or his successors in interest be subject to an annual review (or other regular time interval) of the operations of his business by the Planning Commission in order to ensure the CUP's continuing compatibility and the operator's compliance with all applicable local and state laws (pursuant to HPMC § 9-2.1107). Additionally, the City Council could require the holder the CUP to provide adequate performance security in compliance with HPMC § 9-2.2402 for the faithful performance of any/all conditions of approval imposed by the City Council (pursuant to HPMC §9-2.1115). Should the City Council elect to refrain from revoking the CUP and, instead, to modify the CUP, Staff will prepare a revised Resolution for review and approval to conform to any findings of the City Council.

Respectfully submitted,

RICARDO REYES
City Manager

STEVE FORSTER
Interim Community Development Director

ATTACHMENT(S)

City Council Resolution No. 2022-27
Appeal Application
PC Resolution No. 2013-07R
May 18, 2022 Staff Report to Planning Commission
Exhibits:
Exhibit A [Resolution No. 2013-07]
Exhibit B [CUP Letter, dated June 27, 2013]
Exhibit C [CUP Transfer Letter, dated November 17, 2015]
Exhibit D [Incident Report]
Exhibit E [Supplemental Incident Report]
Exhibit F [Field Property Report]
Exhibit G [Photographs]
Exhibit H [Posted Hours of Operation]

ATTACHMENT "A"

RESOLUTION NO. 2022-27

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK, STATE OF CALIFORNIA, REVOKING A CONDITIONAL USE PERMIT IN CONNECTION WITH REAL PROPERTY LOCATED AT 6032-34 SANTA FE AVENUE, HUNTINGTON PARK, CALIFORNIA.

WHEREAS, on June 12, 2013, the Planning Commission adopted Resolution No. 2013-07 approving a request for a Conditional Use Permit in accordance with Huntington Park Municipal Code Section 9-2.1101 et seq.

WHEREAS, the Conditional use Permit authorized the establishment and operation of a billiards hall at 6032-34 Santa Fe Avenue, in the City's C-G (Commercial-General) Zone.

WHEREAS, the Planning Commission's adoption of Resolution No. 2013-07 and approval of Conditional Use Permit, Planning Commission Case No. 2013-07 was made subject to the conditions enumerated in Resolution No. 2013-07, including Condition No. 2: "That the proposed development shall comply with all applicable codes, laws, rules, and regulations including Health and Safety, Building, Fire, Sign, Zoning, and Business License Regulations of the City of Huntington Park "; and Condition No. 17: "The hours of operation for the establishment shall be no earlier than 10:00 a.m. to no later than 12:00 a.m., Sunday through Saturday.

WHEREAS, Section 5-6.102 of the Huntington Park Municipal Code makes it unlawful to carry on or conduct any game of chance with any device for money or other things of value in any place used, open to, or frequented by the public.

WHEREAS, Section 5-6.104 of the Huntington Park Municipal Code makes it unlawful for any person to let or permit to be used any building or portion thereof for the purpose of conducting or carrying on gambling.

WHEREAS, Section 9-4.202 of the Huntington Park Municipal Code prohibits the operation of a gambling establishment in the C-G (Commercial-General) Zone.

WHEREAS, Section 330a of the California Penal Code makes it unlawful for any person to possess or control any slot machine, contrivance, appliance or mechanical device, upon the result of action of which money is staked or hazarded, and which is operated in a manner such that money or anything of value is won or lost.

WHEREAS, Section 9-2.1112 of the Huntington Park Municipal Code authorizes the Planning Commission to hold a hearing to consider revocation of a Conditional Use Permit, and further authorizes the Planning Commission to revoke or modify a Conditional Use Permit if any of the following findings can be made.

1. That circumstances have been changed by the applicant to a degree that one or more of the findings contained in the original permit can no longer be made in a positive manner and the public health, safety and welfare require the revocation;

2. That the Conditional Use Permit was issued, in whole or in part, on the basis of a misrepresentation or omission of a material statement in the application, or in the applicant's testimony presented during the public hearing, for the entitlement or permit;

3. That the use for which the Conditional Use Permit was granted had ceased or was suspended for six (6) or more months;

4. That one or more of the conditions of the Conditional Use Permit have not been met;

5. That the use is in violation of any statute, ordinance, law or regulation; or,

6. That the use permitted by the Conditional Use Permit is detrimental to the public health, safety or welfare or constitutes a nuisance.

WHEREAS, the Planning Commission, during its regular meeting of May 18, 2022, revoked Conditional Use Permit, Planning Commission Case No. 2013-07 CUP, and the business owner, Liberado Garcia Cabrera, is appealing the Planning Commission decision to the City Council in accordance with Huntington Park Municipal Code Sections 9-2.2301 et seq.

WHEREAS, notice of intention to hold a public hearing to consider the revocation of Conditional Use Permit, Planning Commission Case No. 2013-07 CUP was properly and duly given as required by Huntington Park Municipal Code Sections 9-2.1112 and 9-2.2301 et seq.

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended revocation of Conditional Use Permit, Planning Commission Case No. 2013-07 CUP based upon the available evidence.

WHEREAS, public notice was properly and duly provided as required by law, and the City Council duly held a public hearing on August 2, 2022.

WHEREAS, the City Council received, reviewed, and considered testimony and/or evidence from the Community Development Department and/or the property owner, business operator, and the public.

WHEREAS, the City Council hereby adopts the following findings in support of the revocation of Conditional Use Permit, Planning Commission Case No. 2013-07, based

upon the testimony, evidence, and the referenced exhibits attached hereto and incorporated herein as part of Resolution No. 2022-27

1. The applicant requested, received approval for, and acknowledged and accepted that Conditional Use Permit, Planning Commission Case No. 2013-07 authorizes the operation of a billiards hall with associated sales of snacks and non-alcoholic beverages at the property located at 6032-34 Santa Fe Avenue. (Exhibits A, B.)

2. The current owner/operator of the business – to whom the entitlement was transferred – received a copy of Resolution No. 2013-07 and executed a Resolution Acknowledgment in which he agreed to comply with all conditions in Resolution No. 2031-07. (Exhibits A, B, C.)

3. The City has substantial evidence, including Exhibits D, E, F, and G, that the owner/operator of the business has operated and/or permitted illegal gambling activities, including the operation of three (3) electronic slot machines, to occur at the business. This substantiates noncompliance with Huntington Park Municipal Code Sections 5-6.102, 5-6.104, and 9-4.202.

4. The current owner/operator of the business is in violation of Condition No. 2 of Conditional Use Permit, Planning Commission Case No. 2013-07 (Exhibit A), based upon the written reports of the Huntington Park Police Department (Exhibits E, F, G) and photographic evidence (Exhibit H). Operating and/or permitting the operation of electronic slot machines in the C-G (Commercial-General) Zone violates Huntington Park Municipal Code Sections 5-6.102, 5-6.104, and 9-4.202 and is unlawful.

5. Condition No. 2 of the Conditional Use Permit has not been met.

6. The City has substantial evidence, including Exhibit H, that the owner/operator of the business has operated the business later than 12:00 a.m.

7. The current owner/operator of the business is in violation of Condition No. 17 of Conditional Use Permit, Planning Commission Case No. 2013-07 (Exhibit A), based upon photographic evidence (Exhibit H) and the testimony of the Huntington Park Police Department.

8. Condition No. 17 of the Conditional Use Permit has not been met.

9. The evidence, including but not limited to: (1) the business owner/operator's admission that he has operated an illegal gambling enterprise for at least eight (8) months, as contained in the staff report and substantiated in the attached Exhibits; and, (2) the posted hours of operation and testimony of the Huntington Park Police Department, warrants revocation of Conditional Use Permit, Planning Commission Case No. 2013-07.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council, based on the evidence presented and the findings contained herein, hereby revokes Conditional Use Permit, Planning Commission Case No. 2013-07.

PASSED, APPROVED AND ADOPTED this 2nd day of August 2022.

_____
Eduardo Martinez,
Mayor

ATTEST:

_____
Eduardo Sarmiento,
City Clerk

ATTACHMENT "B"

CITY OF HUNTINGTON PARK
Community Development Dept. • Planning Division
6550 Miles Avenue, Huntington Park, CA 90255
Tel. (323) 584-6210 • planning@hpca.gov

PLANNING COMMISSION APPEAL APPLICATION

HUNTINGTON PARK CITY
2022 JUN -1 PM 12:07

FOR OFFICE USE ONLY

Date Filed: 6/01/2022 *Case No.:* 2013-07 *Fee/Receipt No.:* $1,299.00 *Initials:* JAW

Note to the appellant: *Pursuant to the Huntington Park Municipal Code, Section 9-2.1712, appeals may be filed with the Office of the City Clerk on this form within fifteen (15) days following the date of an action. Appeals shall be accompanied by a filing fee, which is indicated above.*

I/We, appellant(s) hereby appeal the decision of the Huntington Park Planning Commission on 5-18-22 **for Case No.** 2013-07 CUP **and petition that the City Council modify the action or decision that was made.**

PROJECT INFORMATION

Property Address: 6032-34 Santa Fe Avenue, Huntington Park, California 90255

APPELLANT'S INFORMATION

Appellant(s): LIBERADO GARCIA CABRERA

Mailing Address: 6034 Santa Fe Avenue, Huntington Park, California 90255

Phone 1: (323)500-7796 Phone 2: _____ email: _____

PROPERTY OWNER'S INFORMATION

Property Owner: Salomon Wainberg & Olga Wainberg Family Trust

Mailing Address: c/o Priority Property Group, 4607 Lakeview Canyon Road, Suite 512, Westlake Village, Calif. 91361

Phone 1: (818)917-3020 Phone 2: _____ email: Dave@Priorityppg.com

REASON FOR APPEAL:

The action or decision is being appealed for the following reason(s): (Attach additional sheets if necessary)
The revocation of the CUP by the Planning Commission failed to evaluate the necessity of the CUP at the billiard hall.
The revocation of the CUP will severely impact the community as the hall is a family friendly operation which serves no alcohol.
~~The hall has operated in excess of 7 years with no violations. Although~~ mistakes were recently made, I will hereafter abide by all of the rules of the CUP.

CERTIFICATE AND AFFIDAVIT OF APPELLANT: I/~~We~~, appellant(~~s~~) of the case involved in this application, dispose and say that I/~~we~~ have prepared the foregoing appeal and that the statements and information contained therein are in all respects true and correct to the best of my/~~our~~ knowledge and belief, and that said information, so far as I am/~~we~~ are aware, is complete and represents all of the evidence and opinion that bears on the case and refers to no facts or evidence not introduced previously.

Signature: _____ Date: June 1, 2022

ATTACHMENT "C"

RESOLUTION NO. 2013-07R

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HUNTINGTON PARK, STATE OF CALIFORNIA, REVOKING A CONDITIONAL USE PERMIT IN CONNECTION WITH REAL PROPERTY LOCATED AT 6032-34 SANTA FE AVENUE, HUNTINGTON PARK, CALIFORNIA.

WHEREAS, on June 12, 2013, the Planning Commission adopted Resolution No. 2013-07 approving a request for a Conditional Use Permit in accordance with Huntington Park Municipal Code Section 9-2.1101 et seq.

WHEREAS, the Conditional use Permit authorized the establishment and operation of a billiards hall at 6032-34 Santa Fe Avenue, in the City's C-G (Commercial-General) Zone.

WHEREAS, the Planning Commission's adoption of Resolution No. 2013-07 and approval of Conditional Use Permit, Planning Commission Case No. 2013-07 was made subject to the conditions enumerated in Resolution No. 2013-07, including Condition No. 2: "That the proposed development shall comply with all applicable codes, laws, rules, and regulations including Health and Safety, Building, Fire, Sign, Zoning, and Business License Regulations of the City of Huntington Park "; and Condition No. 17: "The hours of operation for the establishment shall be no earlier than 10:00 a.m. to no later than 12:00 a.m., Sunday through Saturday.

WHEREAS, Section 5-6.102 of the Huntington Park Municipal Code makes it unlawful to carry on or conduct any game of chance with any device for money or other things of value in any place used, open to, or frequented by the public.

WHEREAS, Section 5-6.104 of the Huntington Park Municipal Code makes it unlawful for any person to let or permit to be used any building or portion thereof for the purpose of conducting or carrying on gambling.

WHEREAS, Section 9-4.202 of the Huntington Park Municipal Code prohibits the operation of a gambling establishment in the C-G (Commercial-General) Zone.

WHEREAS, Section 330a of the California Penal Code makes it unlawful for any person to possess or control any slot machine, contrivance, appliance or mechanical device, upon the result of action of which money is staked or hazarded, and which is operated in a manner such that money or anything of value is won or lost.

WHEREAS, Section 9-2.1112 of the Huntington Park Municipal Code authorizes the Planning Commission to hold a hearing to consider revocation of a Conditional Use Permit, and further authorizes the Planning Commission to revoke or modify a Conditional Use Permit if any of the following findings can be made:

1. That circumstances have been changed by the applicant to a degree that one or more of the findings contained in the original permit can no longer be made in a positive manner and the public health, safety and welfare require the revocation;

2. That the Conditional Use Permit was issued, in whole or in part, on the basis of a misrepresentation or omission of a material statement in the application, or in the applicant's testimony presented during the public hearing, for the entitlement or permit;

3. That the use for which the Conditional Use Permit was granted had ceased or was suspended for six (6) or more months;

4. That one or more of the conditions of the Conditional Use Permit have not been met;

5. That the use is in violation of any statute, ordinance, law or regulation; or,

6. That the use permitted by the Conditional Use Permit is detrimental to the public health, safety or welfare or constitutes a nuisance.

WHEREAS, notice of intention to hold a public hearing to consider the revocation of Conditional Use Permit, Planning Commission Case No. 2013-07 CUP was properly and duly given as required by Huntington Park Municipal Code Sections 9-2.1112 and 9-2.2301 et seq.

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended revocation of Conditional Use Permit, Planning Commission Case No. 2013-07 CUP based upon the available evidence.

WHEREAS, public notice was properly and duly provided as required by law, and the Planning Commission duly held a public hearing on May 18, 2022.

WHEREAS, the Planning Commission received, reviewed, and considered testimony and/or evidence from the Community Development Department and/or the property owner, business operator, and the public.

WHEREAS, the Commission hereby adopts the following findings in support of the revocation of Conditional Use Permit, Planning Commission Case No. 2013-07, based upon the testimony, evidence, and the referenced exhibits attached hereto and incorporated herein as part of Resolution No. 2013-07R:

1. The applicant requested, received approval for, and acknowledged and accepted that Conditional Use Permit, Planning Commission Case No. 2013-07 authorizes the operation of a billiards hall with associated sales of snacks and non-alcoholic beverages at the property located at 6032-34 Santa Fe Avenue. (Exhibits A, B.)

2. The current owner/operator of the business – to whom the entitlement was transferred – received a copy of Resolution No. 2013-07 and executed a Resolution Acknowledgment in which he agreed to comply with all conditions in Resolution No. 2031-07. (Exhibits A, B, C.)

3. The City has substantial evidence, including Exhibits D, E, F, and G, that the owner/operator of the business has operated and/or permitted illegal gambling activities, including the operation of three (3) electronic slot machines, to occur at the business. This substantiates noncompliance with Huntington Park Municipal Code Sections 5-6.102, 5-6.104, and 9-4.202.

4. The current owner/operator of the business is in violation of Condition No. 2 of Conditional Use Permit, Planning Commission Case No. 2013-07 (Exhibit

A), based upon the written reports of the Huntington Park Police Department (Exhibits E, F, G) and photographic evidence (Exhibit H). Operating and/or permitting the operation of electronic slot machines in the C-G (Commercial-General) Zone violates Huntington Park Municipal Code Sections 5-6.102, 5-6.104, and 9-4.202 and is unlawful.

5. Condition No. 2 of the Conditional Use Permit has not been met.

6. The City has substantial evidence, including Exhibit H, that the owner/operator of the business has operated the business later than 12:00 a.m.

7. The current owner/operator of the business is in violation of Condition No. 17 of Conditional Use Permit, Planning Commission Case No. 2013-07 (Exhibit A), based upon photographic evidence (Exhibit H) and the testimony of the Huntington Park Police Department.

8. Condition No. 17 of the Conditional Use Permit has not been met.

9. The evidence, including but not limited to: (1) the business owner/operator's admission that he has operated an illegal gambling enterprise for at least eight (8) months, as contained in the staff report and substantiated in the attached Exhibits; and, (2) the posted hours of operation and testimony of the Huntington Park Police Department, warrants revocation of Conditional Use Permit, Planning Commission Case No. 2013-07.

NOW, THEREFORE, BE IT RESOLVED:

This Commission, based on the evidence presented and the findings contained herein, hereby revokes Conditional Use Permit, Planning Commission Case No. 2013-07, effective sixteen (16) days from the date of this resolution, pursuant to Section 9-2.2309 of the Huntington Park Municipal Code, unless an appeal is timely filed in accordance with Section 9-2.2312.

PASSED, APPROVED and **ADOPTED** this 18th day of May, 2022, by the following vote:

AYES: Barba-Ochoa, Montes, Sanabria

NOES:

ABSTAIN:

ABSENT: Carvajal, Nuno

DocuSigned by:
Jonathan Sanabria
Jonathan Sanabria, Chair
Huntington Park Planning Commission

ATTEST:

DocuSigned by:
Steve Forster
Steve Forster,
Secretary

ATTACHMENT "D"

CITY OF HUNTINGTON PARK

PLANNING DIVISION AGENDA REPORT

DATE: MAY 18, 2022

TO: CHAIRPERSON AND MEMBERS OF THE PLANNING COMMISSION

FROM: STEVE FORSTER, INTERIM DIRECTOR OF COMMUNITY DEVELOPMENT

BY: ERIC P. MARKUS, COUNSEL
JASON WASMUND, CONTRACT ASSOCIATE PLANNER

SUBJECT: **6032-6034 SANTA FE AVENUE: REQUEST TO REVOKE (OR MODIFY) CONDITIONAL USE PERMIT FOR BILLIARDS HALL PLANNING COMMISSION CASE NO. 2013-07 CUP**

RECOMMENDATION:

That the Planning Commission adopt the attached resolution to revoke Conditional Use Permit Case No. 2013-07 with the findings therein.

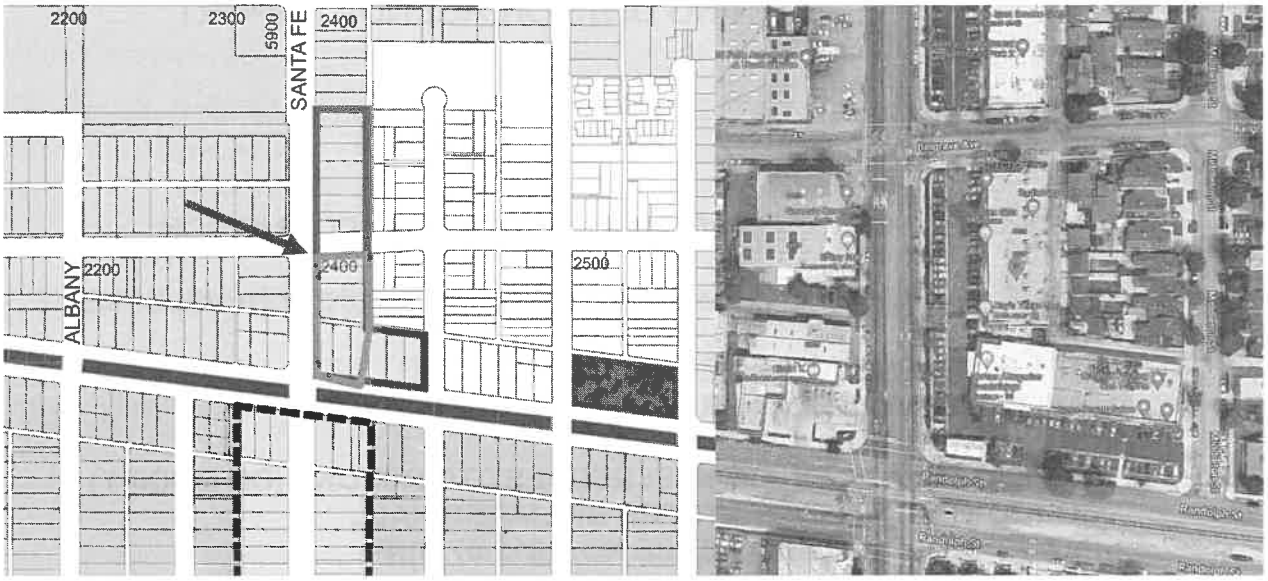
BACKGROUND:

The Property

The site consists of a multiple tenant shopping center property on the east side of Santa Fe Avenue between Belgrave Avenue and Randolph Street identified with the Assessor's Parcel Number 6321-004-069. The site is commonly known as St. George Plaza and includes a northern building and a southern building. "My House Billiards" occupies a tenant space within the northern building at 6032-6034 Santa Fe Avenue (the "Property"). Other businesses in the northern building include restaurants, a nail spa, a liquor store, and a staffing service.

The site is bounded by Belgrave Avenue to the north (with a commercial shopping center beyond), an alley to the east (with residential properties beyond), an adjoining commercial shopping center to the southeast under different ownership, Randolph Street to the south (with residential use beyond), and Santa Fe Avenue to the west (with auto repair, industrial, and commercial use beyond).

The site is zoned Commercial General (CG)-Single Room Occupancy Overlay and is designated General Commercial ("G-G") in the General Plan. The C-G Zone is intended to provide for general retail, professional office, and service-oriented business activities serving a community-wide need under design standards that ensure compatibility and harmony with adjoining land uses.



Initial Approval and Transfer of the Conditional Use Permit

On June 12, 2013, the Planning Commission adopted Resolution No. 2013-07 granting a Conditional Use Permit ("CUP") to establish a billiards hall at the Property. A copy of the Resolution is attached as **Exhibit A**.

On or about August 12, 2013, Gabriela Solonzochilt executed a Conditions of Approval Acceptance Affidavit in her capacity as the applicant for the CUP. The Affidavit was further executed by an authorized representative of the Wainberg S & O Family Trust, the property owner. A copy of the Conditions of Approval Acceptance Affidavit is attached as page 4 of **Exhibit B** [CUP Letter, dated June 27, 2013]. My House Billiards was eventually opened at the Property in accordance with the CUP.

The CUP was transferred to Librado Cabrera on or about November 17, 2015, in connection with his purchase of My House Billiards. Simultaneous with the transfer, Mr. Cabrera executed a Resolution Acknowledgement wherein he acknowledged that he had received a copy of Resolution No. 2013-07 and agreed to comply with all conditions therein. A copy of the executed Resolution Acknowledgement is attached as page 2 of **Exhibit C** [CUP Transfer Letter, dated November 17, 2015]. Mr. Cabrera remains in control of My House Billiards to this day.

Illegal Gambling Operations at the Property

A shooting occurred near the Property on October 3, 2021. The following day, while investigating that crime, a representative of My House Billiards granted permission to Huntington Park Police Officer R. Henriquez and Detective H. Andrade to review surveillance footage captured by security cameras at the Property, with no restrictions on their access.

While reviewing the camera footage, Officer Henriquez observed a recording of a small room at the Property with three electronic slot machines inside of it. Officer Henriquez further observed on the recording patrons sitting on chairs in front of the machines playing them. The footage was date and time-stamped October 3, 2021, from 9:40 p.m. to 10:03 p.m.

While still at the Property, Officer Henriquez performed a visual inspection and noticed three small rooms located in the northeast corner of the business. Two of the rooms bore signs indicating they were the male and female restrooms, respectively, but the third room's door was closed with no sign indicating its purpose. Based on the size of the room, Officer Henriquez determined that it was the room that he observed on the recording in which patrons were playing electronic slot machines.

During a subsequent review of the security camera footage, Officer Henriquez observed that all three slot machines were being played as of 9:40 p.m. on October 3, 2021. Officer Henriquez further observed on the recording that one of the players hit a "jackpot" at approximately 9:41 p.m., after which an unidentified individual entered the room and handed the patron an unknown amount of cash. The screen of the electronic slot machine on which the "jackpot" was won contained a message, as follows: "Handpay Required $59.92 Please Call Attendant." The unidentified individual than reset the machine. Officer Henriquez also observed on the video recording that another patron entered the room at approximately 9:46 p.m., inserted cash into one of the slot machines, and began playing.

On October 13, 2021, the Huntington Park Police Department obtained a search warrant for the Property from the Los Angeles Superior Court.

The warrant was executed on October 26, 2021, at approximately 11:15 a.m. During the search, Police Department personnel located the small room identified in the surveillance footage and upon entry observed the three electronic slot machines previously seen on video, each with their electronic display on.

While inside the Property, Huntington Park Police Department Officers located and detained Librado Lopez, an individual who identified himself as an employee of My House Billiards and a long-time friend of the business owner, Mr. Cabrera. Mr. Lopez stated that he had worked at the Property for approximately five (5) months and that the electronic slot machines were being operated at the Property prior to the time he began working there. Mr. Lopez explained that Mr. Cabrera would leave $500 in cash at the business earmarked to pay gamblers. Mr. Lopez further admitted that "paying out" gamblers was a part of his regular job responsibilities.

Mr. Lopez was subsequently shown a photo of Mr. Cabrera and confirmed he was the business owner. Mr. Lopez eventually called Mr. Cabrera, who in turn spoke with the Police and agreed to appear at the Property and speak with them.

Mr. Cabrera arrived at the Property at approximately 12:00 p.m. Mr. Cabrera stated to Police officers that he had been solicited on several occasions over time to operate electronic slot machines at the Property, but only began to operate them within the past eight (8) months.

Mr. Cabrera identified the owner of the electronic slot machines as "Javier" and explained that when a gambler wins, they are paid using the business' money. Mr. Cabrera further explained that he and "Javier" split the profits from the electronic slot machines 50/50, and that he earned approximately $1,500 per month through their operation at the Property.

With regard to his collection of the gambling proceeds, Mr. Cabrera stated that he collects cash from the electronic slot machines every few days and had done so the previous night. Mr. Cabrera provided Police personnel with a key to the electronic slot machines, and Officers confirmed that there was no cash inside. The three electronic slot machines were subsequently seized and booked into evidence.

During the search, Huntington Park Police Lieutenant Kraut located a white envelope containing $500, as well as loose cash totaling $329 behind a counter within the business. These sums were seized and booked into evidence as well. A handgun registered to Mr. Cabrera as well as $96.75 in the cash register were not seized.

A copy of the Huntington Park Police Department's Incident Report is attached as **Exhibit D**. A Supplemental Incident Report, Field Property Receipt, and various photographs taken during the search are also attached as **Exhibits E, F, and G**, respectively.

REQUEST:

Staff is requesting that the Planning Commission conduct a public hearing on the Community Development Department's recommendation to revoke Conditional Use Permit, Planning Commission Case No. 2013-07 CUP ("CUP") and adopt Resolution No. 2013-07R revoking the CUP.

Staff makes this request on the ground that Librado Cabrera, the lessee of 6032-34 Santa Fe Avenue (the "Property") and operator of My House Billiards, is and/or was operating and/or permitting the operation of three (3) electronic slot machines at the Property for compensation. The illegal gambling operation violates local and state law and Condition No. 2 of the CUP, which requires that the proposed development comply with all applicable codes, laws, rules and regulations.

ANALYSIS:

CUP Revocation

Huntington Park Municipal Code ("HPMC") Section 9-2.1112 sets forth the procedure and standards under which the CUP may be revoked. As relevant,

> A Conditional Use Permit may be revoked or modified by the Commission if any one of the following findings can be made:
>
> ...

4. That one or more of the conditions of the Conditional Use Permit have not been met;
5. That the use is in violation of any statute, ordinance, law or regulation.

...

Hereafter, these findings will sometimes be referred to, collectively, as "Revocation Findings".

Mr. Cabrera Has Failed To Meet Condition No. 2 Of The CUP Because His Operation Of Electronic Slot Machines Violates State And Local Law. The Planning Commission Can And Should Make Revocation Finding Nos. 4 And 5.

The Planning Commission's approval of the CUP was made subject to the execution and fulfillment of twenty-eight (28) conditions, including:

> No. 2, which requires "[t]hat the proposed development shall comply with all applicable codes, laws, rules, and regulations including Health and Safety, Building, Fire, Sign, Zoning, and Business License Regulations of the City of Huntington Park"; and,

(See Ex. A [Resolution No. 2013-07].)

Mr. Cabrera has failed to comply with Condition No. 2 because his use of the Property violates numerous local and state laws.

The City's gambling regulations are set forth at Title 5, Chapter 6 of the HPMC. Pursuant to Section 5-6.101:

> For the purposes of this article, "gambling" shall mean any game played with cards, dice, or any other device for money, credit, or anything of value, or any representative of value; provided, however, the playing of draw poker, panguingue, low ball draw poker, hold'em, mah jong, pai gow, and tein gow, and any other game not prohibited by State law if the playing of any such other game is first specifically approved by a resolution adopted by the Council, in poker clubs or card rooms licensed by the Council or operating under a lease granted by the Huntington Park Redevelopment Agency and approved by the Council shall be excepted from the provisions of this article provided such games are not played as banking or percentage games.

Pursuant to HPMC Section 5-6.102, all gambling in the City is illegal:[1]

[1] Staff notes that the City does have a licensing process for bingo games for charitable nonprofit organizations and card clubs. (See HPMC § 5-25.01 et seq.; HPMC § 5-29.01 et seq.)

> Every person who deals, plays, carries on, opens, causes to be opened, or conducts any game of chance played with cards, dice, or any other device for money, checks, credits, or other things of value in any place used by or open to the public by invitation or otherwise, or frequented by the general public in the City, and every person who bets at any such prohibited game shall be guilty of a misdemeanor.

Section 5-6.104 further provides,

> It shall be unlawful for any person, either as owner, lessee, agent, employee, mortgagee, or otherwise, to let or permit to be used any building, or any portion thereof, in the City, knowing that such building is to be used, in whole or in part, for the purpose of conducting or carrying on gambling.

Mr. Cabrera's facilitation of gambling through his operation of three (3) electronic slot machines (*i.e.,* "any other device") for money at the Property (*i.e.,* "any place used by or open to the public by invitation or otherwise, or frequented by the general public in the City") violates HPMC Section 5-6.102.

Likewise, even absent Mr. Cabrera's admission that he derives profits from his operation of the electronic slot machines, Mr. Cabrera further admitted that he, as a lessee of the Property, knowingly let or permit the Property (*i.e.,* "any building, or any portion thereof, in the City") to be used for the purpose of conducting or carrying on gambling, in violation of HPMC Section 5-6.104.

Mr. Cabrera's use of the Property for the purpose of illegal gambling is also *not* conditionally permitted in the C-G Zone and violates HPMC § 9-4.202. Table IV-5 of the HPMC, contained in HPMC section 9-4.202, sets forth all the land uses permitted or conditionally permitted in the C-G zone. The operation of electronic slot machines, gambling and related activities are not identified as permitted or conditionally permitted uses and are therefore strictly prohibited. (See HPMC § 9-4.202 ["In accordance with Section 9-1.106, uses that are not listed shall be expressly prohibited…"]

Mr. Cabrera's conduct also violates California Penal Code Section 330a, which provides:

> Every person, who has in his or her possession or under his or her control, either as owner, lessee, agent, employee, mortgagee, or otherwise, or who permits to be placed, maintained, or kept in any room, space, inclosure [sic], or building owned, leased, or occupied by him or her, or under his or her management or control, any slot or card machine, contrivance, appliance or mechanical device, upon the result of action of which money or other valuable thing is staked or hazarded, and which is operated, or played, by placing or depositing therein any coins, checks,

> slugs, balls, or other articles or device, or in any other manner and by means whereof, or as a result of the operation of which any merchandise, money, representative or articles of value, checks, or tokens, redeemable in or exchangeable for money or any other thing of value, is won or lost, or taken from or obtained from the machine, when the result of action or operation of the machine, contrivance, appliance, or mechanical device is dependent upon hazard or chance, and every person, who has in his or her possession or under his or her control, either as owner, lessee, agent, employee, mortgagee, or otherwise, or who permits to be placed, maintained, or kept in any room, space, inclosure [sic], or building owned, leased, or occupied by him or her, or under his or her management or control, any card dice, or any dice having more than six faces or bases each, upon the result of action of which any money or other valuable thing is staked or hazarded, or as a result of the operation of which any merchandise, money, representative or article of value, check or token, redeemable in or exchangeable for money or any other thing of value, is won or lost or taken, when the result of action or operation of the dice is dependent upon hazard or chance, is guilty of a misdemeanor.

As clear, Mr. Cabrera's operation and/or facilitation of illegal gambling activities at the Property violates not only Sections 5-6.102, 5-6.104, and 9-4.202 of the HPMC, but also California Penal Code Section 330a. Mr. Cabrera's violation of these laws constitutes a failure to meet Condition No. 2 of the CUP and provides sufficient grounds in and of itself to for the Plannning Commission to make Revocation Findings 4 and 5. The CUP should therefore be revoked.

Mr. Cabrera Has Failed To Meet Condition No. 17 Of The CUP Because He Has Advertised Operation of My House Billiards Until 1:00 a.m. The Planning Commission Can And Should Make Revocation Finding No. 4

Condition of Approval No. 17 states, "The hours of operation for the establishment shall be no earlier than 10:00 a.m. to no later than 12:00 a.m., Sunday through Saturday."

Staff has observed a sign at the business with posted hours of operation from 11:00 a.m. through 1:00 a.m., in violation of Condition of Approval No. 17. A photograph of the Posted Hours of Operation is attached as **Exhibit H**.

Mr. Cabrera Has Consented To Revocation Of The CUP

Condition No. 26 of the CUP expressly states "[t]hat any violation of the conditions of this entitlement may result in a citation or revocation of the entitlement." (See Ex. A [Resolution No. 2013-07].) Mr. Cabrera consented to and accepted Condition No. 26 when he executed the Resolution Acknowledgement. (See Ex. C, p. 2 [CUP Transfer Letter, dated November 17, 2015].) Accordingly, to the extent the Planning Commission finds that Mr. Cabrera

violated Condition of Approval Nos. 2 or 17, Mr. Cabrera has expressly consented to revocation of the CUP.

CONCLUSION:

It is recommended that the Planning Commission conduct a public hearing on the Community Development Department's request to revoke the CUP in accordance with the procedures and standards set forth in HPMC Section 9-2.1112, and that the Planning Commission adopt Resolution No. 2013-07R to revoke the CUP.

Alternatively, the Planning Commission has the authority to modify the conditions of the CUP in order to ensure that future use of the Property by the current operator or any future operator of a billiard hall thereat will be in accord with the findings required by HPMC § 9-2.1105. Such conditions could include, but not be limited to, requiring that Mr. Cabrera and/or his successors in interest be subject to an annual review (or other regular time interval) of the operations of his business by the Planning Commission in order to ensure the CUP's continuing compatibility and the operator's compliance with all applicable local and state laws (pursuant to HPMC § 9-2.1107). Additionally, the Planning Commission could require the holder the CUP to provide adequate performance security in compliance with HPMC § 9-2.2402 for the faithful performance of any/all conditions of approval imposed by the Planning Commission (pursuant to HPMC §9-2.1115). Should the Planning Commission elect to refrain from revoking the CUP and, instead, to modify the CUP, Staff will prepare a revised Resolution for review and approval to conform to any findings of the Planning Commission.

ATTACHMENTS:

Draft Planning Commission Resolution No. 2013-07R

Exhibits:
Exhibit A [Resolution No. 2013-07]
Exhibit B [CUP Letter, dated June 27, 2013]
Exhibit C [CUP Transfer Letter, dated November 17, 2015]
Exhibit D [Incident Report]
Exhibit E [Supplemental Incident Report]
Exhibit F [Field Property Report]
Exhibit G [Photographs]
Exhibit H [Posted Hours of Operation]

RESOLUTION NO. 2013-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HUNTINGTON PARK, STATE OF CALIFORNIA, GRANTING A CONDITIONAL USE PERMIT IN CONNECTION WITH REAL PROPERTY LOCATED AT 6032-34 SANTA FE AVENUE, HUNTINGTON PARK, CALIFORNIA.

WHEREAS, a public hearing was held in the City Hall, 6550 Miles Avenue, Huntington Park, California on Wednesday, June 12, 2013 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 (HPMC), upon an application from Ms. Gabriela Scionzochilt, requesting approval of a Conditional Use Permit to establish a billiards hall at 6032-34 Santa Fe Avenue, in the C-G (Commercial-General) Zone at the property described below:

Assessor's Parcel No. 6321-004-069, City of Huntington Park, County of Los Angeles; and

WHEREAS, the Planning Division has reviewed the request and has found that all of the development standards for approval of a Conditional Use Permit are made as required by the Municipal Code; and

WHEREAS, the Planning Commission has considered the environmental impact information relative to the proposed request; and

WHEREAS, all persons appearing for or against the approval of the Conditional Use 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:

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SECTION 1: Based on the evidence in the Environmental Assessment Questionnaire, the Planning Commission adopts the findings in said Questionnaire and determines that the project, as proposed, will have no significant adverse effect on the environment and adopts an Environmental Categorical Exemption (CEQA Guidelines, Section 15301, Existing Facilities).

SECTION 2: The Planning Commission hereby finds that all of the following required findings can be made in connection with Case No. 2013-07 CUP:

1. The proposed use is conditionally permitted within, and would not impair the integrity and character of, the subject zoning district and complies with all of the applicable provisions of this Code;
2. The proposed use is consistent with the General Plan;
3. The approval of the Conditional Use Permit for the proposed use is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines;
4. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and planned future land uses within the general area in which the proposed use is to be located and will not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other permitted uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City;
5. The subject site is physically suitable for the type and density/intensity of use being proposed; and
6. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

SECTION 3: The Planning Commission hereby approves Case No. 2013-07 CUP, a request for a Conditional Use Permit to establish a billiards hall at 6032-34 Santa Fe Avenue, in the C-G zone, subject to the execution and fulfillment of the following

conditions:

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

2. That the proposed development shall comply with all applicable codes, laws, rules, and regulations including Health and Safety, Building, Fire, Sign, Zoning, and Business License Regulations of the City of Huntington Park.

3. That 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.

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

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

6. That the applicant be required to apply for new entitlements if any alteration, modification or expansion would increase the floor area of the premises.

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

8. All existing or proposed mechanical equipment and appurtenances, including satellite dishes, gutters etc., whether located on the rooftop, ground level or anywhere on

the structure or property shall be completely shielded/enclosed so as not to be visible from public view and/or adjacent properties. Such shielding/enclosure of facilities shall be of compatible design related to the building structure for which such facilities are intended to serve as approved by the Planning Division.

9. That an anti-graffiti finish, as approved by the Planning Division, shall be applied to all exterior windows that are likely to attract graffiti prior to authorization to operate.

10. That a decorative trellis, as approved by the Planning Division, be installed above the required trash enclosure prior to issuance of Certificate of Occupancy.

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

12. That the applicant shall install a permanent sign and that all signs shall be installed in compliance with the City's sign regulations and/or Sign Program and that approval be obtained through a Sign Design Review prior to installation.

13. That no food preparation, alcohol sales, tobacco sales, or smoking shall take place at the business.

14. That minors under 18 years of age not be permitted to enter the establishment, unless accompanied by an adult.

15. 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.

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

17. The hours of operation for the establishment shall be no earlier than 10:00 a.m. to no later than 12:00 a.m., Sunday through Saturday.

18. That noise emanating from the applicant's premises shall not be audible 50 feet or more from the property line of the premises. The applicant shall be responsible for determining how to best meet this requirement, either by keeping doors and windows closed, limiting hours of entertainment, or by offering non-amplified entertainment.

19. That the applicant shall not allow employees to discard trash or glass bottles into the outside trash dumpster between the hours of 8 p.m. and 7 a.m. per section 9-3.507 HPMC.

20. That the applicant shall take reasonable measures to prohibit and prevent the loitering of persons immediately outside any of the entrance/exit doors and the parking lot, at all times while open for business. This should be done by utilizing security guards and signage. At the conclusion of each event, the applicant shall take reasonable measures to ensure that exiting patrons walk directly to their vehicles and not loiter in the parking lot or the immediate area.

21. That the current occupancy loads, as determined by the Fire Department, shall be posted at all times.

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

23. That the applicant shall ensure that the surrounding area (exterior and parking lot) is illuminated in order to make easily discernible the appearance and conduct of all persons on or about the property. Parking lot lighting shall remain on between dusk and 1:00 a.m.

24. That the applicant shall be responsible for providing security staff inside the establishment during the peak hours of 5:00 P.M. to closing, Friday through Sunday. For the initial six months of operation, the applicant shall provide one uniformed security guard for crowds up to fifty (50) patrons. For crowds over 50 patrons, the applicant shall

provide a minimum of one additional uniformed security guard per fifty (50) people. After the initial six months, the applicant shall meet with the Huntington Park Police Department to reanalyze the security plan. Any complaints, calls for police service and/or trash left in the parking lot or adjacent property shall be considered when the security plan is reanalyzed.

25. That if the Chief of Police determines that the applicant has violated the terms of the Conditional use Permit, including the applicant's obligation to comply with all other laws and regulations, but believes those violations can be remedied through education and/or minor modifications to applicant's operation, applicant will be asked to attend a meeting with the involved departments to address the community concerns and discuss how additional restrictions and/or revocation can be avoided.

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

27. That 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.

28. That the Applicant and Property Owner agree in writing to the above conditions.

SECTION 4: 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 5: 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.

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PASSED, APPROVED, AND ADOPTED this 12th day of June, 2013 by the following vote:

AYES: Commissioners Carvajal, Anaya, Lopez, Benitez, Herrera

NOES: None

ABSTAIN: None

ABSENT: None

HUNTINGTON PARK PLANNING COMMISSION

Laura M. Herrera

Chairperson

ATTEST:

Secretary

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

June 27, 2013

Gabriela Solonzochilt
9744 Glandon Street
Bellflower, California 90706

RE: Planning Commission Case No. 2013-07 CUP

Dear Ms. Solonzochilt:

At a special meeting held on June 12, 2013, the Huntington Park Planning Commission approved your request for a Conditional Use Permit to establish a billiards hall at 6032-34 Santa Fe Avenue in the C-G (Commercial-General) Zone. This approval is subject to the conditions enumerated in Exhibit A (attached) and contained in Resolution 2013-07.

Please initial each page where indicated and execute the Acceptance of Conditions of Approval Affidavit for Planning Commission Case No. 2013-07 CUP. When completed, please return the original letter and Exhibit A with original initials and signatures to the Planning Division.

NOTE: This approval was subject to a 15-day appeal period from the date of approval by the Planning Commission. The appeal period ended on June 27, 2013.

Sincerely,

Juan Arauz
Assistant Planner

Attachment

c: Wainberg SBO Family Trust (Property Owner)
CBM #33225 1517 Sepulveda Blvd.
Los Angeles, CA 90025

JArgns
R:\PLANNING DIVISION\CUP's\2013-07 CUP 6032-34 Santa Fe (Billiards Hall)\PC Staff Report\Approval Ltr 061913.doc

Initials: Property Owner _____ Applicant _____ City _____

EXHIBIT A

Conditions of Approval
Planning Commission Case No. 2013-07 CUP

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

2. That the proposed development shall comply with all applicable codes, laws, rules, and regulations including Health and Safety, Building, Fire, Sign, Zoning, and Business License Regulations of the City of Huntington Park.

3. That 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.

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

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

6. That the applicant be required to apply for new entitlements if any alteration, modification or expansion would increase the floor area of the premises.

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

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

9. That an anti-graffiti finish, as approved by the Planning Division, shall be applied to all exterior windows that are likely to attract graffiti prior to authorization to operate.

Initials: Property Owner _____ Applicant _____

10. That a decorative trellis, as approved by the Planning Division, be installed above the required trash enclosure prior to issuance of Certificate of Occupancy.

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

12. That the applicant shall install a permanent sign and that all signs shall be installed in compliance with the City's sign regulations and/or Sign Program and that approval be obtained through a Sign Design Review prior to installation.

13. That no food preparation, alcohol sales, tobacco sales, or smoking shall take place at the business.

14. That minors under 18 years of age not be permitted to enter the establishment, unless accompanied by an adult.

15. 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.

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

17. The hours of operation for the establishment shall be no earlier than 10:00 a.m. to no later than 12:00 a.m., Sunday through Saturday.

18. That noise emanating from the applicant's premises shall not be audible 50 feet or more from the property line of the premises. The applicant shall be responsible for determining how to best meet this requirement, either by keeping doors and windows closed, limiting hours of entertainment, or by offering non-amplified entertainment.

19. That the applicant shall not allow employees to discard trash or glass bottles into the outside trash dumpster between the hours of 8:00 p.m. and 7:00 a.m. per Section 9-3.507 HPMC.

20. That the applicant shall take reasonable measures to prohibit and prevent the loitering of persons immediately outside any of the entrance/exit doors and the parking lot, at all times while open for business. This should be done by utilizing security guards and signage. At the conclusion of each event, the applicant shall take reasonable measures to ensure that exiting patrons walk directly to their vehicles and not loiter in the parking lot or the immediate area.

Initials: Property Owner _____ Applicant _____

21. That the current occupancy loads, as determined by the Fire Department, shall be posted at all times.

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

23. That the applicant shall ensure that the surrounding area (exterior and parking lot) is illuminated in order to make easily discernible the appearance and conduct of all persons on or about the property. Parking lot lighting shall remain on between dusk and 1:00 a.m.

24. That the applicant shall be responsible for providing security staff inside the establishment during the peak hours of 5:00 PM to closing, Friday through Sunday. For the initial six months of operation, the applicant shall provide one uniformed security guard for crowds up to fifty (50) patrons. For crowds over 50 patrons, the applicant shall provide a minimum of one additional uniformed security guard per 50 people. After the initial six months, the applicant shall meet with the Huntington Park Police Department to reanalyze the security plan. Any complaints, calls for police service and/or trash left in the parking lot or adjacent property shall be considered when the security plan is reanalyzed.

25. That if the Chief of Police determines that the applicant has violated the terms of the Conditional Use Permit, including the applicant's obligation to comply with all other laws and regulations, but believes those violations can be remedied through education and/or minor modifications to applicant's operation, applicant will be asked to attend a meeting with the involved departments to address the community concerns and discuss how additional restrictions and/or revocation can be avoided.

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

27. That 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.

28. That the Applicant and Property Owner agree in writing to the above conditions.

Initials: Property Owner _____ Applicant _____

CONDITIONS OF APPROVAL ACCEPTANCE AFFIDAVIT:

I/We hereby accept and agree to comply with all the conditions of approval contained herein and outlined in Planning Commission Resolution No. 2013-07.

Signed – Applicant — Date: 8/12/13

Signed – Property Owner — Date: 8/12/13

Initials: Property Owner _____ Applicant _____

IMPORTANT: Print Or Type Only. Press Hard-You Are Writing On A 4 Part Form. Please Be Sure All Copies Are Legible.

REORDER FROM "W" WILDING BUSINESS SYSTEMS • (562) 861-6678

City of Huntington Park
6550 Miles Ave Room 127
Huntington Park, CA 90255
(323)584-6232

Application For Business License

Account Number _____

Application for a "Business License" and/or "Occupancy Permit" for:

Mia house Billiards. — Name of Business or DBA

(310)764-5657. — Business Phone Number

6034 Santa Fe Ave — Business Address

Huntington Park 90255 — Business City / Zip Code

Mailing Address If Different — City — Zip Code

Business Description: Billiards to play pool. Sale of packaged snacks and sodas and water. NO Alcohol

Intended Business Hours: 11am to 12am Building Type: ☐ Stand Alone ☒ Multi-tenant Gross Floor Area: 2000 Sq. ft.

Property Owner's Name: Gloria Silvazochit Phone Number: (562)441-4840

Status of Property: ☒ Vacant (How Long 2 yrs) ☐ Occupied Current Business:

Sharing Tenant Space: ☒ NO ☐ YES (other Business: _____) Parking: _____ # of spaces

46-220251

Board of Equalization Account Number — State Class and License Number

3 — Number of Employees — Business Start Date — State Employer Identification# — Federal Employer Identification#

$ 9,000 — Estimated Gross Sales/Commission For The First Year In Business

Gloria Silvazochit — Business Owner

(562)441-4840 — Owner's Home Phone Number

9744 Brandon St. — Owner's Address

Bell Flower 90706 — City / Zip Code

E1240323 — Owner's Driver's License Number — State

610-20-6951 — Owner's Social Security Number

9/7/98 — Date of Birth

gsilvazochit@yahoo.com. — Email Address and/or website

Owner's Name/ Corporate Officers Name — Owner's/ Corporate Officer's Home Phone Number

Owner's/Corporate Officers Address — City — Zip Code

Owner's Driver's License Number — State — Owner's Social Security Number

Date of Birth — Email Address and/or website

Check If Applicable:

- ☒ New Business
- ☐ Change of Owner
- ☐ Change of Address
- ☐ Change of Business Name
- ☐ Change of Business Description

Ownership Type:

- ☒ Sole
- ☐ Partnership
- ☐ LLC
- ☐ Corporation
- ☐ Trust

Office Use Only

Business License Fee:

$ _____ Occupancy Fee:

$ _____ BID Fee:

$ _____ Application Fee:

$ _____ SB 1186 Fee:

$ 1.00 Change of Location Fee:

$ _____ Penalty Fee:

Total: $ _____

"I declare, Under penalty of perjury; that this application, return or statement (including any accompanying schedules, statements, and supporting data) has been examined by me, and to the best of my knowledge, information, and belief is a full true correct, application, return, or statement."

That all corrections or work required by the Building Department will be completed promptly and the Building Department notified of completion, so that final inspection may be made and Occupancy Permit cleared.

That all provisions of the laws and ordinances governing occupancy and zoning will be complied with. I agree not to occupy any building as applied for in this

CITY OF HUNTINGTON PARK
Community Development Dept. • Planning Division
6550 Miles Avenue, Huntington Park, CA 90255
Tel. (323) 584-6210 • planning@huntingtonpark.org

BUSINESS LICENSE APPLICATION SUPPLEMENT

BUSINESS INFORMATION:

BUSINESS NAME (DBA):

BUSINESS STREET ADDRESS:

CITY, STATE & ZIP CODE:

BUSINESS MAILING ADDRESS:

CITY, STATE & ZIP CODE:

BUSINESS PHONE:

BUSINESS FAX:

DETAILED BUSINESS DESCRIPTION:

WILL THE BUSINESS INCLUDE ANY OF THE FOLLOWING? CHECK ALL THAT APPLY:

ADULT-ORIENTED ITEMS OR ACTIVITIES	YES ☐	NO ☑	CURRENCY EXCHANGE	YES ☐	NO ☑	MONEY TRANSFER	YES ☐	NO ☑
ALCOHOL SALES	YES ☐	NO ☑	CYBER CAFE	YES ☐	NO ☑	PAWN BROKERING	YES ☐	NO ☑
ALCOHOL/DRUG COUNSELING	YES ☐	NO ☑	DANCE	YES ☐	NO ☑	PRECIOUS METALS PURCHASE	YES ☐	NO ☑
AMUSEMENT/VIDEO MACHINES	YES ☐	NO ☑	ENTERTAINMENT	YES ☐	NO ☑	SHORT-TERM/PAYDAY LOANS	YES ☐	NO ☑
AUTO TITLE LOANS	YES ☐	NO ☑	FIREARM/WEAPONS SALES	YES ☐	NO ☑	TOBACCO SALES	YES ☐	NO ☑
BANQUET FACILITY	YES ☐	NO ☑	FORTUNE TELLING	YES ☐	NO ☑	USED MERCHANDISE	YES ☐	NO ☑
CHECK CASHING	YES ☐	NO ☑	GAMING	YES ☐	NO ☑	VENDING MACHINES	YES ☐	NO ☑
			MEDICAL MARIJUANA	YES ☐	NO ☑	OTHER		

BUSINESS OWNER'S INFORMATION:

OWNER'S NAME:

DATE OF BIRTH:

DRIVER'S LICENSE # & STATE:

HOME ADDRESS:

CITY, STATE & ZIP CODE:

HOME PHONE:

MOBILE PHONE:

FAX:

AUTHORIZED AGENT'S INFORMATION:

AGENT'S NAME:

DATE OF BIRTH:

DRIVER'S LICENSE # & STATE:

HOME ADDRESS:

CITY, STATE & ZIP CODE:

HOME PHONE:

MOBILE PHONE:

FAX:

AFFIDAVIT & SIGNATURE:

AS THE OWNER OR AUTHORIZED AGENT OF THE BUSINESS NAMED ABOVE, I UNDERSTAND THAT THE BUSINESS LICENSE APPLIED FOR HEREIN IS **ONLY VALID FOR THE SPECIFIC USE/ACTIVITY STATED ON THIS APPLICATION, I REALIZE THAT ANY FALSE STATEMENT MAY RESULT IN THE REVOCATION OF THE BUSINESS LICENSE (HPMC SECTIONS 3-1.138 & 3-1.142).**

AUTHORIZED AGENTS MUST DEMONSTRATE A NOTARIZED LETTER OF AUTHORIZATION ALONG WITH PROOF OF IDENTITY.

SIGNATURE OF OWNER OR AUTHORIZED AGENT:

PRINTED NAME AND TITLE:

TODAY'S DATE:

PLANNING DIVISION USE ONLY

GENERAL PLAN DESIGNATION:

ZONE:

BID? ☐ NO ☐ YES

AMOUNT $

NOTES/OTHER:

SIC CODE:

☐ PERMITTED ☒ CONDITIONALLY PERMITTED (CUP/DP) 13-07 CUP ☐ HOLD PENDING ☐ PROHIBITED

PLANNING APPROVAL SIGNATURE:

APPROVAL DATE:

RECEIPT DATE 11/17/15 No. 576085

RECEIVED FROM LIBRADO CABRERA $ 108.53

ONE-HUNDRED EIGHT 53/100 DOLLARS

PAYMENT FOR CUP TRANSFER 2013-07 6034 SANTA FE

ACCOUNT	CD	○ CASH	
PAYMENT		○ CHECK	FROM
BAL DUE		○ MONEY ORDER	
		○ CREDIT CARD	BY

HUNTINGTON PARK

Community Development Department

November 17, 2015

Librado Cabrera
6034 Santa Fe Ave.
Huntington Park, CA 90255

RE: Transfer of Conditional Use Permit to operate a billiards hall at 6034 Santa Fe Avenue, Huntington Park in the General Commercial (C-G) Zone and acceptance of conditions of approval for Resolution No. 2013-07

Dear Mr. Cabrera:

This is to advise you that the Planning Commission of the City of Huntington Park adopted Resolution No. 2013-07 approving a request for a Conditional Use Permit in connection with real property at 6034 Santa Fe Avenue, subject to the conditions contained therein.

The City requires that you accept the conditions of approval for the transfer of ownership of the use, and that you maintain the property in compliance with the conditions.

The City conducted an inspection of the subject property on November 16, 2015 and found that the establishment was in violation of the following conditions of approval. The following violations must be corrected:

Code Violations/Corrective Measures:

- Demolish unpermitted construction and convert the interior configuration to match approved set of plans. Contact the Building and Safety Department prior to any modifications to the building.
- Remove barbeque grill from the premises.
- Provide security staff inside the establishment as stipulated on the Conditions of Approval.
- Remove any tint from the storefront windows to allow full visibility to the interior.

The above items need to be completed within thirty (30) days to restore the subject property to legal compliance. If you fail to bring the property into compliance by December 17, 2015, the above violations will be referred to the City of Huntington Park Code Enforcement Division and may result in fines.

Please contact the Planning Division at (323) 584-6210 to provide evidence of violation compliance and/or to schedule a follow-up inspection.

In the meantime, you may now continue to process your business license application. In order to complete the transfer you are required to acknowledge that you received a copy of the enclosed resolution. Please sign the RESOLUTION ACKNOWLEDGEMENT and return a copy of this letter to the Planning Division.

Sincerely,

Rodrigo Pelayo
Planning Technician

Attachments: Resolution No. 2013-07

RESOLUTION ACKNOWLEDGEMENT

I ACKNOWLEDGE THAT I HAVE RECEIVED A COPY OF RESOLUTION NO. 2013-07 AND AGREE TO COMPLY WITH ALL CONDITIONS THEREIN.

SIGNATURE: _____ DATE: 11/17/15

PRINTED NAME AND TITLE: LIBRADO CHAVEZ GARCIA

RESOLUTION NO. 2013-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HUNTINGTON PARK, STATE OF CALIFORNIA, GRANTING A CONDITIONAL USE PERMIT IN CONNECTION WITH REAL PROPERTY LOCATED AT 6032-34 SANTA FE AVENUE, HUNTINGTON PARK, CALIFORNIA.

WHEREAS, a public hearing was held in the City Hall, 6550 Miles Avenue, Huntington Park, California on Wednesday, June 12, 2013 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 (HPMC), upon an application from Ms. Gabriela Solonzochilt, requesting approval of a Conditional Use Permit to establish a billiards hall at 6032-34 Santa Fe Avenue, in the C-G (Commercial-General) Zone at the property described below:

Assessor's Parcel No. 6321-004-069, City of Huntington Park, County of Los Angeles; and

WHEREAS, the Planning Division has reviewed the request and has found that all of the development standards for approval of a Conditional Use Permit are made as required by the Municipal Code; and

WHEREAS, the Planning Commission has considered the environmental impact information relative to the proposed request; and

WHEREAS, all persons appearing for or against the approval of the Conditional Use 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: Based on the evidence in the Environmental Assessment Questionnaire, the Planning Commission adopts the findings in said Questionnaire and determines that the project, as proposed, will have no significant adverse effect on the environment and adopts an Environmental Categorical Exemption (CEQA Guidelines, Section 15301, Existing Facilities).

SECTION 2: The Planning Commission hereby finds that all of the following required findings can be made in connection with Case No. 2013-07 CUP:

1. The proposed use is conditionally permitted within, and would not impair the integrity and character of, the subject zoning district and complies with all of the applicable provisions of this Code;
2. The proposed use is consistent with the General Plan;
3. The approval of the Conditional Use Permit for the proposed use is in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City's Guidelines;
4. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and planned future land uses within the general area in which the proposed use is to be located and will not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other permitted uses operating nearby or adverse to the public interest, health, safety, convenience, or welfare of the City;
5. The subject site is physically suitable for the type and density/intensity of use being proposed; and
6. There are adequate provisions for public access, water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

SECTION 3: The Planning Commission hereby approves Case No. 2013-07 CUP, a request for a Conditional Use Permit to establish a billiards hall at 6032-34 Santa Fe Avenue, in the C-G zone, subject to the execution and fulfillment of the following

conditions:

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

2. That the proposed development shall comply with all applicable codes, laws, rules, and regulations including Health and Safety, Building, Fire, Sign, Zoning, and Business License Regulations of the City of Huntington Park.

3. That 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.

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

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

6. That the applicant be required to apply for new entitlements if any alteration, modification or expansion would increase the floor area of the premises.

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

8. All existing or proposed mechanical equipment and appurtenances, including satellite dishes, gutters etc., whether located on the rooftop, ground level or anywhere on

the structure or property shall be completely shielded/enclosed so as not to be visible from public view and/or adjacent properties. Such shielding/enclosure of facilities shall be of compatible design related to the building structure for which such facilities are intended to serve as approved by the Planning Division.

9. That an anti-graffiti finish, as approved by the Planning Division, shall be applied to all exterior windows that are likely to attract graffiti prior to authorization to operate.

10. That a decorative trellis, as approved by the Planning Division, be installed above the required trash enclosure prior to issuance of Certificate of Occupancy.

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

12. That the applicant shall install a permanent sign and that all signs shall be installed in compliance with the City's sign regulations and/or Sign Program and that approval be obtained through a Sign Design Review prior to installation.

13. That no food preparation, alcohol sales, tobacco sales, or smoking shall take place at the business.

14. That minors under 18 years of age not be permitted to enter the establishment, unless accompanied by an adult.

15. 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.

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

17. The hours of operation for the establishment shall be no earlier than 10:00 a.m. to no later than 12:00 a.m., Sunday through Saturday.

18. That noise emanating from the applicant's premises shall not be audible 50 feet or more from the property line of the premises. The applicant shall be responsible for determining how to best meet this requirement, either by keeping doors and windows closed, limiting hours of entertainment, or by offering non-amplified entertainment.

19. That the applicant shall not allow employees to discard trash or glass bottles into the outside trash dumpster between the hours of 8 p.m. and 7 a.m. per section 9-3.507 HPMC.

20. That the applicant shall take reasonable measures to prohibit and prevent the loitering of persons immediately outside any of the entrance/exit doors and the parking lot, at all times while open for business. This should be done by utilizing security guards and signage. At the conclusion of each event, the applicant shall take reasonable measures to ensure that exiting patrons walk directly to their vehicles and not loiter in the parking lot or the immediate area.

21. That the current occupancy loads, as determined by the Fire Department, shall be posted at all times.

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

23. That the applicant shall ensure that the surrounding area (exterior and parking lot) is illuminated in order to make easily discernible the appearance and conduct of all persons on or about the property. Parking lot lighting shall remain on between dusk and 1:00 a.m.

24. That the applicant shall be responsible for providing security staff inside the establishment during the peak hours of 5:00 P.M. to closing, Friday through Sunday. For the initial six months of operation, the applicant shall provide one uniformed security guard for crowds up to fifty (50) patrons. For crowds over 50 patrons, the applicant shall

provide a minimum of one additional uniformed security guard per fifty (50) people. After the initial six months, the applicant shall meet with the Huntington Park Police Department to reanalyze the security plan. Any complaints, calls for police service and/or trash left in the parking lot or adjacent property shall be considered when the security plan is reanalyzed.

25. That if the Chief of Police determines that the applicant has violated the terms of the Conditional use Permit, including the applicant's obligation to comply with all other laws and regulations, but believes those violations can be remedied through education and/or minor modifications to applicant's operation, applicant will be asked to attend a meeting with the involved departments to address the community concerns and discuss how additional restrictions and/or revocation can be avoided.

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

27. That 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.

28. That the Applicant and Property Owner agree in writing to the above conditions.

SECTION 4: 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 5: 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.

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PASSED, APPROVED, AND ADOPTED this 12th day of June, 2013 by the following vote:

AYES: Commissioners Carvajal, Anaya, Lopez, Benitez, Herrera

NOES: None

ABSTAIN: None

ABSENT: None

HUNTINGTON PARK PLANNING COMMISSION

Laura M. Herrera

Chairperson

ATTEST:

Secretary

INCIDENT REPORT

LOCATION / TIME

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/26/2021 10:40:00	21-05170

Incident Start Date/Time:	DOW:	Report Type:
10/26/2021 10:40:00	Tuesday	INITIAL

Incident End Date/Time:	Internal Incident Status:
10/26/2021 12:57:00	ACTIVE

Case Screening:
- ☐ Serialized Property
- ☑ Evidence Collected
- ☐ PC 293 Sex Crime
- ☐ CHP 180
- ☐ Hate Crime
- ☐ Gang Related
- ☐ Domestic Viol.

Total Loss: $0.00

Incident Location: 6034 SANTA FE AVE HUNTINGTON PARK CA 90255

Secondary Location:

Case Description: 330A(A) PC/POSSESS/CONTROL SLOT MACHINE/ETC/DETECTIVE SEARCH WARRANT

UCR Status:

Reporting Area: AREA 1

Operation Method: POSS OF ILLLEGAL ELECTRONIC SLOT MACHINES

OFFENSE

Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
330 A PC	19	2	POSSESS/CONTROL SLOT MACHINE/ETC	1	☑ ☐

Structure	TOD:	Bias Motivation:	Offense Location:
OCCUPIED	Day	NONE	COMMERCIAL / OFFICE BUILDING

Weapon Used:	Situation Code:	Premise:
		MISCELLANEOUS

Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
					☐ ☐

Structure	TOD:	Bias Motivation:	Offense Location:

Weapon Used:	Situation Code:	Premise:

VICTIM

☐ Person ☐ Business | Name: | Phone: | Cell Phone:

Address (Street, Apt., City, State, Zip): | Pager:

Involvement Type (Person):	Victim Type (Business):	Domestic Violence ☐	LEOKA Activity:	LEOKA Assignment:

Occupation:	Employer:	Employer Address:	Employer Phone:

Relationship to Offender (Person):	DOB:	Age:	Sex:	Height:	Weight:	Injury Type:
						☐ Minor Injuries ☐ Unconscious ☐ Internal Injuries ☐ Teeth Injury ☐ Lacerations ☐ Bone Injury ☐ Other Injuries ☐ None

Race:	Ethnicity:	SSN:	License (#, Class, State):	Related Offense(s):

SUSPECT

Suspect #1 Name:	Phone:	Cell Phone:	Pager:
LIBRADO CABRERA GARCIA			

Address (Street, Apt., City, State, Zip):	Occupation:	Employer:
6228 MAYFLOWER AV B BELL CA 90201-	02 SELF EMPLOYED	MY HOUSE BILLIARDS

Suspect Forced Victim:	Primary Action:	Employer Address:	Employer Phone:
	OTHER	6034 SANTA FE AV HUNTINGTON PARK	323-563-5100

Solicited/Offered:	Suspect Force:	DOB:	Age:	Sex:	Height:	Weight:	Build:	Complexion:	Eye Color:
OTHER		08/17/1969	52	M	504	180			BROWN

Race:	Ethnicity:	SSN:	License (#, Class, State):	Related Offense(s):	Hair Color:	Hair Length:	Hair Style:
Hispanic	HISPANIC	623-20-0095	A3622245 C CA	19	BLACK		

Clothing Description:	NCIC #:	State ID #:	Facial Hair:	Speech:	Teeth:
		A09665384			

Body Markings (Type, Location, Description): | Suspect Injured: ☐ | Suspect Arrested: ☐ | Additional Suspects: ☐ | Additional Persons: ☑

ADMIN

HENRIQUEZ, R	5308	10/27/2021 06:39:42
Reporting Officer	ID #	Date
Assisting Officer	ID #	Date
KRAUT, P	5207	11/03/2021 11:27:39
Reviewing Officer	ID #	Date

Reporting Officer Signature

Assisting Officer Signature

Reviewing Officer Signature

INCIDENT REPORT - ADDITIONAL PERSONS

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/26/2021 10:40:00	21-05170

ADDITIONAL PERSONS

☑ Person ☐ Business	Name: LIBRADO MONDRAGO LOPEZ	Phone:	Cell Phone: 562-410-9944
Address (Street, Apt., City, State, Zip): 8112 BROADWAY LOS ANGELES CA 90001-			Pager:

Involvement Type (Person)	Victim Type (Business)	Domestic Violence	LEOKA Activity	LEOKA Assignment
WITNESS		☐		

Occupation	Employer	Employer Address	Employer Phone
3 LABORER	MY HOUSE	6034 SANTA FE AVE HUNTINGTON PARK CA	323-583-5100

Relationship to Offender	DOB	Age	Sex	Height	Weight	Build	Complexion	Eye Color
Employee	09/09/1958	63	M	505	160			

Race	Ethnicity	SSN	License (#, Class, State)	Related Offense(s)	Hair Color	Hair Length	Hair Style
Hispanic	HISPANIC						

Clothing Description	NCIC #:	State ID #:	Facial Hair	Speech	Teeth

Body Markings (Type, Location, Description)	Solicited/Offered

Suspect Forced Victim	Primary Action	Suspect Force

Injury Type:
☐ Minor Injuries ☐ Unconscious
☐ Internal Injuries ☐ Teeth Injury
☐ Lacerations ☐ Bone Injury
☐ Other Injuries ☑ None

☐ Person ☐ Business	Name:	Phone:	Cell Phone:
Address (Street, Apt., City, State, Zip):			Pager:

Involvement Type (Person)	Victim Type (Business)	Domestic Violence	LEOKA Activity	LEOKA Assignment
		☐		

Occupation	Employer	Employer Address	Employer Phone

Relationship to Offender	DOB	Age	Sex	Height	Weight	Build	Complexion	Eye Color

Race	Ethnicity	SSN	License (#, Class, State)	Related Offense(s)	Hair Color	Hair Length	Hair Style

Clothing Description	NCIC #:	State ID #:	Facial Hair	Speech	Teeth

Body Markings (Type, Location, Description)	Solicited/Offered

Suspect Forced Victim	Primary Action	Suspect Force

Injury Type:
☐ Minor Injuries ☐ Unconscious
☐ Internal Injuries ☐ Teeth Injury
☐ Lacerations ☐ Bone Injury
☐ Other Injuries ☐ None

☐ Person ☐ Business	Name:	Phone:	Cell Phone:
Address (Street, Apt., City, State, Zip):			Pager:

Involvement Type (Person)	Victim Type (Business)	Domestic Violence	LEOKA Activity	LEOKA Assignment
		☐		

Occupation	Employer	Employer Address	Employer Phone

Relationship to Offender	DOB	Age	Sex	Height	Weight	Build	Complexion	Eye Color

Race	Ethnicity	SSN	License (#, Class, State)	Related Offense(s)	Hair Color	Hair Length	Hair Style

Clothing Description	NCIC #:	State ID #:	Facial Hair	Speech	Teeth

Body Markings (Type, Location, Description)	Solicited/Offered

Suspect Forced Victim	Primary Action	Suspect Force

Injury Type:
☐ Minor Injuries ☐ Unconscious
☐ Internal Injuries ☐ Teeth Injury
☐ Lacerations ☐ Bone Injury
☐ Other Injuries ☐ None

INCIDENT REPORT - OFFENSES/PROPERTY/VEHICLES/DRUGS

Agency Name:	ORI#:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/26/2021 10:40:00	21-05170

OFFENSES

Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			
Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			
Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			

PROPERTY

Status:	QTY:	Make:	Model:	Color:
EVIDENCE	1		BUFFALO	

Type:	UCR:	Description:	Serial Number:
TELEVISIONS, RADIOS, STEREOS ETC.		ELECTRONIC SLOT MACHINE	EVIDENCE TAG # 001

Value:	Date Rec:	Rec Value:	Related To:
			LIBRADO CABRERA GARCIA

Status:	QTY:	Make:	Model:	Color:
EVIDENCE	1		LIONS	

Type:	UCR:	Description:	Serial Number:
TELEVISIONS, RADIOS, STEREOS ETC.	19	ELECTRONIC SLOT MACHINE	EVIDENCE TAG # 002

Value:	Date Rec:	Rec Value:	Related To:
			LIBRADO CABRERA GARCIA

Status:	QTY:	Make:	Model:	Color:
EVIDENCE	1		STINKIN RICH	

Type:	UCR:	Description:	Serial Number:
	19	ELECTRONIC SLOT MACHINE	EVIDENCE TAG # 003

Value:	Date Rec:	Rec Value:	Related To:
			LIBRADO CABRERA GARCIA

Total Property Loss:

VEHICLES

Status:	Year:	UCR:	Make:	Model:	Color:	License/State:
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:	
Status:	Year:	UCR:	Make:	Model:	Color:	License/State:
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:	
Status:	Year:	UCR:	Make:	Model:	Color:	License/State:
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:	

Total Vehicle Loss:

DRUGS

Code:	Status:	Qty:	Measure:	Susp. Type:	
					☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting
Code:	Status:	Qty:	Measure:	Susp. Type:	☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting
Code:	Status:	Qty:	Measure:	Susp. Type:	☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting

INCIDENT REPORT - OFFENSES/PROPERTY/VEHICLES/DRUGS

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/28/2021 10:40:00	21-05170

OFFENSES

Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			
Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			
Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			

PROPERTY

Status:	QTY:	Make:	Model:	Color:
EVIDENCE	1			
Type: MISC	UCR:	Description: DVR	Serial Number: EVIDENCE TAG # 004	
Value:	Date Rec:	Rec Value:	Related To: LIBRADO CABRERA GARCIA	
EVIDENCE	2	KEYS		
Type: MISC	UCR: 19	Description: KEY TO BACK ROOM / KEY TO MACHINES	Serial Number: EVIDENCE TAG # 005	
Value:	Date Rec:	Rec Value:	Related To: LIBRADO CABRERA GARCIA	
EVIDENCE	1	US	CURRENCY	
Type: CURRENCY / NOTES ETC.	UCR: 19	Description: CASH FOUND LOWER RIGHT COUNTER SHELF	Serial Number: EVIDENCE TAG # 006	
Value: $204.00	Date Rec:	Rec Value:	Related To: LIBRADO CABRERA GARCIA	

Total Property Loss:

VEHICLES

Status:	Year:	UCR:	Make:	Model:	Color:	License/State:
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:	
Status:	Year:	UCR:	Make:	Model:	Color:	License/State:
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:	
Status:	Year:	UCR:	Make:	Model:	Color:	License/State:
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:	

Total Vehicle Loss:

DRUGS

Code:	Status:	Qty:	Measure:	Susp. Type:				
					☐ Using	☐ Buy	☐ Cultivating	☐ Distributing
					☐ Exploiting Children	☐ Operating	☐ Possessing	☐ Transporting
Code:	Status:	Qty:	Measure:	Susp. Type:	☐ Using	☐ Buy	☐ Cultivating	☐ Distributing
					☐ Exploiting Children	☐ Operating	☐ Possessing	☐ Transporting
Code:	Status:	Qty:	Measure:	Susp. Type:	☐ Using	☐ Buy	☐ Cultivating	☐ Distributing
					☐ Exploiting Children	☐ Operating	☐ Possessing	☐ Transporting

INCIDENT REPORT - OFFENSES/PROPERTY/VEHICLES/DRUGS

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/26/2021 10:40:00	21-05170

OFFENSES

Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			
Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			
Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			

PROPERTY

Status:	QTY:	Make:	Model:	Color:
EVIDENCE	1	US	CURRENCY	

Type:	UCR:	Description:	Serial Number:
CURRENCY / NOTES ETC.	19	CASH FOUND LOWER LEFT COUNTER SHELF	EVIDENCE TAG # 007

Value:	Date Rec:	Rec Value:	Related To:
$125.00			LIBRADO CABRERA GARCIA

Status:	QTY:	Make:	Model:	Color:
EVIDENCE	1	US	CURRENCY	

Type:	UCR:	Description:	Serial Number:
CURRENCY / NOTES ETC.	19	CASH FOUND IN WHITE ENVELOPE	EVIDENCE TAG # 008

Value:	Date Rec:	Rec Value:	Related To:
$500.00			LIBRADO CABRERA GARCIA

Status:	QTY:	Make:	Model:	Color:
EVIDENCE	2			

Type:	UCR:	Description:	Serial Number:
MISC		ENVELOPES USED TO TALLY CASH	EVIDENCE TAG # 009

Value:	Date Rec:	Rec Value:	Related To:
			LIBRADO CABRERA GARCIA

Total Property Loss:

VEHICLES

Status:	Year:	UCR:	Make:	Model:	Color:	License/State:	
Comments:	VIN:	Value:	Rec Code:			Date Rec:	Rec Value:
Status:	Year:	UCR:	Make:	Model:	Color:	License/State:	
Comments:	VIN:	Value:	Rec Code:			Date Rec:	Rec Value:
Status:	Year:	UCR:	Make:	Model:	Color:	License/State:	
Comments:	VIN:	Value:	Rec Code:			Date Rec:	Rec Value:

Total Vehicle Loss:

DRUGS

Code:	Status:	Qty:	Measure:	Susp. Type:	Activity
					☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting
					☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting
					☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting

INCIDENT REPORT - OFFENSES/PROPERTY/VEHICLES/DRUGS

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/26/2021 10:40:00	21-05170

OFFENSES

Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			
Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			
Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			

PROPERTY

Status:	QTY:	Make:	Model:	Color:
EVIDENCE	1	PHOTOGRAPH		

Type:	UCR:	Description:	Serial Number:
MISC	19	CABRERA'S PHOTOGRAPH SHOWN TO LOPEZ	EVIDENCE TAG # 010

Value:	Date Rec:	Rec Value:	Related To:
			LIBRADO CABRERA GARCIA

Status:	QTY:	Make:	Model:	Color:
EVIDENCE	3	DIGITAL	VIDEO	

Type:	UCR:	Description:	Serial Number:
MISC	19	SURVEILLANCE VIDEO, PRE/POST SW VID	

Value:	Date Rec:	Rec Value:	Related To:
			LIBRADO CABRERA GARCIA

Status:	QTY:	Make:	Model:	Color:
EVIDENCE	3	DIGITAL	AUDIO	

Type:	UCR:	Description:	Serial Number:
MISC	19	INTERVIEWS AND WARRANT SERVICE AUDIO	

Value:	Date Rec:	Rec Value:	Related To:
			LIBRADO CABRERA GARCIA

Total Property Loss:

VEHICLES

Status:	Year:	UCR:	Make:	Model:	Color:	License/State:	
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:		
Status:	Year:	UCR:	Make:	Model:	Color:	License/State:	
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:		
Status:	Year:	UCR:	Make:	Model:	Color:	License/State:	
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:		

Total Vehicle Loss:

DRUGS

Code:	Status:	Qty:	Measure:	Susp. Type:	
					☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting
Code:	Status:	Qty:	Measure:	Susp. Type:	☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting
Code:	Status:	Qty:	Measure:	Susp. Type:	☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting

INCIDENT REPORT - OFFENSES/PROPERTY/VEHICLES/DRUGS

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/26/2021 10:40:00	21-05170

OFFENSES

Penal Code:	UCR Code	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			
Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			
Penal Code:	UCR Code:	F/M:	Penal Code Description:	Counts:	Comp/Att:
Structure	TOD:	Bias Motivation:	Offense Location:		
Weapon Used:	Situation Code:	Premise:			

PROPERTY

Status:	QTY	Make:	Model:	Color:
EVIDENCE	87	DIGITAL	PHOTOGRAPH	
Type: MISC	UCR: 19	Description: SEARCH WARRANT PHOTOS/SURVEILLANCE	Serial Number:	
Value:	Date Rec:	Rec Value:	Related To: LIBRADO CABRERA GARCIA	
Status:	QTY:	Make:	Model:	Color:
Type:	UCR:	Description:	Serial Number:	
Value:	Date Rec:	Rec Value:	Related To:	
Status:	QTY:	Make:	Model:	Color:
Type:	UCR:	Description:	Serial Number:	
Value:	Date Rec:	Rec Value:	Related To:	

Total Property Loss:

VEHICLES

Status:	Year:	UCR:	Make:	Model:	Color:	License/State:	
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:		
Status:	Year:	UCR:	Make:	Model:	Color:	License/State:	
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:		
Status:	Year:	UCR:	Make:	Model:	Color:	License/State:	
Comments:	VIN:	Value:	Rec Code:	Date Rec:	Rec Value:		

Total Vehicle Loss:

DRUGS

Code:	Status:	Qty:	Measure:	Susp. Type:	
					☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting
Code:	Status:	Qty:	Measure:	Susp. Type:	☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting
Code:	Status:	Qty:	Measure:	Susp. Type:	☐ Using ☐ Buy ☐ Cultivating ☐ Distributing ☐ Exploiting Children ☐ Operating ☐ Possessing ☐ Transporting

INCIDENT REPORT - NARRATIVE

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/26/2021 10:40:00	21-05170

ARREST REPORT

ON MONDAY OCTOBER 4, 2021, AT APPROXIMATELY 0912 HOURS, DETECTIVE H. ANDRADE AND I WERE IN THE AREA OF SANTA FE AVENUE AND BELGRAVE AVENUE LOOKING FOR SURVEILLANCE CAMERAS THAT MAY HAVE CAPTURED EVIDENCE OF A SHOOTING THAT HAD OCCURRED THE PREVIOUS NIGHT. THE SHOOTING HAD OCCURRED NEAR THE NORTH WEST CORNER OF SANTA FE AVENUE AND BELGRAVE AVENUE. I NOTICED THE BUSINESS LOCATED AT 6034 SANTA FE AVENUE (MY HOUSE BILLIARDS) APPEARED TO HAVE SURVEILLANCE CAMERAS ON THE EXTERIOR OF THE BUSINESS POINTED TOWARDS THE INTERSECTION (SANTA FE AVENUE AND BELGRAVE AVENUE).

DETECTIVE ANDRADE KNOCKED ON THE LOCKED BUSINESS FRONT DOOR. THE EMPLOYEE INSIDE, IDENTIFIED AS LIBRADO LOPEZ UNLOCKED THE DOOR AND CONTACTED DETECTIVE ANDRADE. DETECTIVE ANDRADE ASKED LOPEZ IF WE COULD REVIEW THE BUSINESS SURVEILLANCE FOOTAGE, WHICH HE TOLD DETECTIVE ANDRADE WE COULD. LOPEZ ALLOWED US TO ENTER THE BUSINESS AND GAVE US ACCESS TO THE BUSINESS SURVEILLANCE SYSTEM. LOPEZ DID NOT GIVE US ANY RESTRICTIONS ON REVIEWING THE SURVEILLANCE SYSTEM. DETECTIVE ANDRADE ASKED LOPEZ IF WE COULD DOWNLOAD SURVEILLANCE FOOTAGE, WHICH LOPEZ SAID WE COULD. LOPEZ ASSISTED DETECTIVE ANDRADE WITH INSERTING HIS (DETECTIVE ANDRADE'S) USB FLASH DRIVE INTO THE DIGITAL VIDEO RECORDER (DVR).

WHILE REVIEWING THE LIVE SURVEILLANCE FEED, I NOTICED THERE WERE SEVEN CAMERAS SHOWING IMAGES. I ALSO NOTICED AN EIGHTH CAMERA SHOWED NO SIGNAL AND THE CAMERA APPEARED TO BE DISCONNECTED. I TOOK NOTE THAT THE SYSTEM'S DATE AND TIME STAMP WAS ACCURATE. WHILE REVIEWING THE PREVIOUS NIGHT'S SURVEILLANCE FOOTAGE I NOTICED THAT THE EIGHTH CAMERA HAD STORED VIDEO THAT DEPICTED A SMALL ROOM WITH THREE ELECTRONIC SLOT MACHINES INSIDE IT. THE CAMERA VIEW WAS OVERLOOKING THE MACHINES. I NOTICED PEOPLE SITTING AT THE MACHINES AND PLAYING ON THEM. THE MACHINES RESEMBLED ELECTRONIC SLOT MACHINES I HAVE PERSONALLY SEEN AND USED AT OUT OF STATE CASINOS IN THE PAST.

BASED ON LOPEZ GIVING US FULL ACCESS TO THE SURVEILLANCE SYSTEM, AND THE FACT LOPEZ TOLD DETECTIVE ANDRADE WE COULD DOWNLOAD FOOTAGE, I DOWNLOADED A COPY OF THE SURVEILLANCE FOOTAGE FROM CAMERA EIGHT. THE FOOTAGE WAS FROM OCTOBER 03, 2021 FROM APPROXIMATELY 2140 HOURS TO 2203 HOURS.

I LOOKED AROUND THE BUSINESS AND NOTICED THREE SMALL ROOMS LOCATED IN THE NORTH EAST CORNER OF THE BUSINESS. ALL THREE ROOMS WERE ADJACENT TO EACH OTHER. ONE ROOM WAS THE MALE'S RESTROOM, WHICH LOPEZ ALLOWED US TO USE. THE OTHER TWO ROOMS APPEARED TO BE SIMILAR IN SIZE. THE SECOND ROOM (MIDDLE ROOM) WAS LABELED AS THE FEMALE'S RESTROOM. THE THIRD ROOM WAS IN BETWEEN THE FEMALE'S RESTROOM AND THE BACK WALL. THE THIRD ROOM'S DOOR WAS CLOSED AND DID NOT HAVE A SIGN ON IT. BASED ON THE SIZE OF THE ROOM, IT APPEARED TO BE CONSISTENT WITH THE ROOM THAT WAS CAPTURED ON CAMERA EIGHT.

INCIDENT REPORT - NARRATIVE

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/26/2021 10:40:00	21-05170

ARREST REPORT

I LATER REVIEWED THE SURVEILLANCE FOOTAGE WHICH SHOWED THE FOLLOWING. ON OCTOBER 3, 2021 AT APPROXIMATELY 2140 HOURS, EACH MACHINE HAD A PLAYER SITTING AT IT. ALL THREE WERE PLAYING ON THE MACHINES. AT APPROXIMATELY 2141 HOURS ONE OF THE PLAYERS PUSHED A BUTTON ON THEIR MACHINE WHICH CAUSED A MESSAGE TO START FLASHING ON THE SCREEN. THE MESSAGE SAID "HANDPAY REQUIRED $59.82 PLEASE CALL ATTENDANT." SHORTLY AFTER, AN UNIDENTIFIED MALE ENTERED THE ROOM AND HANDED THE PLAYER CASH. THE MALE THEN RE-SET THE MACHINE WHICH CLEARED THE MESSAGE FROM THE SCREEN. AT APPROXIMATELY 2146 HOURS, ANOTHER PLAYER ENTERED THE ROOM AND BEGAN INSERTING CURRENCY INTO ONE OF THE MACHINES CURRENCY SLOTS. THE PLAYER THEN BEGAN PLAYING ON THE MACHINE. FOR FURTHER DETAIL REFER TO THE VIDEO I LATER BOOKED INTO THE VERIPIC EVIDENCE SYSTEM. I ALSO BOOKED TWO SURVEILLANCE FOOTAGE STILL IMAGES INTO THE VERIPIC EVIDENCE SYSTEM.

I CONTACTED LICENSING PERSONNEL FOR THE CITY OF HUNTINGTON PARK AND LEARNED THE BUSINESS WAS LICENSED AS A BILLIARDS HALL WITH THE SALES OF PREPARED SNACKS. THE BUSINESS WAS NOT LICENSED FOR SLOT MACHINES OR GAMBLING. I ALSO RECEIVED THE BUSINESS OWNER'S INFORMATION. THE LISTED BUSINESS OWNER WAS LIBRADO CABRERA WITH A DATE OF BIRTH OF 08/17/1969 AND A DRIVER LICENSE NUMBER OF A352245.

BASED ON MY OBSERVATIONS, I AUTHORED A SEARCH WARRANT FOR THE BUSINESS (6034 SANTA FE AVENUE). ON OCTOBER 13, 2021, THE HONORABLE JUDGE DANIELLE GIBBONS GRANTED THE SEARCH WARRANT. ON OCTOBER 25, 2021, THE HONORABLE JUDGE KELLY KELLEY GRANTED AN EXTENSION TO THE TEN-DAY SEARCH WARRANT EXECUTION PERIOD. I HAVE ATTACHED A COPY OF THE SEARCH WARRANT AND WARRANT ADDENDUM TO THIS REPORT.

ON OCTOBER 26, 2021, AT APPROXIMATELY 1040 HOURS, DETECTIVE M. PARSA #5304 ARRIVED AT 6034 SANTA FE AVENUE AND BEGAN WATCHING THE BUSINESS PRIOR TO SERVING THE SEARCH WARRANT. DETECTIVE PARSA BROADCAST THAT THE BUSINESS' "OPEN" SIGN WAS OFF AND THE BUSINESS APPEARED CLOSED. AT APPROXIMATELY 1113 HOURS, DETECTIVE PARSA BROADCAST THAT THE "OPEN" SIGN HAD BEEN TURNED ON. AT APPROXIMATELY 1118 HOURS, DETECTIVE LIEUTENANT P. KRAUT #5207, DETECTIVES M. VANCIL #5588, T. PEREZ #5317, H. ANDRADE #5307, G. DOMINGUEZ #5335, OFFICER N. NICHOLS #5314 AND I ARRIVED AT THE TARGET LOCATION TO SERVE THE SEARCH WARRANT.

I APPROACHED THE BUSINESS FRONT DOOR, WHICH WAS UNLOCKED, AND OPENED IT. I OBSERVED A MALE INSIDE NEAR THE NORTH EAST CORNER OF THE BUSINESS. I RECOGNIZED THE MALE AS LOPEZ, FROM MY PREVIOUS VISIT. I BEGAN GIVING ANNOUNCEMENTS AND IDENTIFIED MYSELF AS THE POLICE PURSUANT TO THE SERVICE OF THE WARRANT. I ORDERED LOPEZ TO COME TO THE FRONT DOOR, WHICH HE COMPLIED. LOPEZ STEPPED OUTSIDE WHERE DETECTIVE G. DOMINGUEZ DETAINED HIM IN HANDCUFFS PENDING VERIFICATION NO ONE ELSE WAS INSIDE THE BUILDING. OUR

ENTRANCE WAS RECORDED, HOWEVER THE DIGITAL RECORDER MALFUNCTIONED AND THE RECORDING CUT OFF AS I BEGAN MY ANNOUNCEMENTS. I LATER BOOKED THE AUDIO INTO THE VERIPIC EVIDENCE SYSTEM.

DETECTIVE LIEUTENANT P. KRAUT, DETECTIVES M. PARSA, T. PEREZ, H. ANDRADE AND I ENTERED THE BUSINESS TO ENSURE NO ONE ELSE WAS INSIDE. WHILE CHECKING THE INSIDE OF THE BUSINESS, WE REACHED THE SMALL BACK ROOM ADJACENT TO THE RESTROOMS. THE DOOR TO THE ROOM WAS LOCKED. IN ORDER TO AVOID DAMAGING THE BUSINESS, DETECTIVE DOMINGUEZ ASKED LOPEZ IF HE HAD THE KEY TO THE BACK ROOM, WHICH HE CONFIRMED HE DID. DETECTIVE DOMINGUEZ RETRIEVED A SET OF KEYS FROM LOPEZ' PANTS POCKET. ONE OF THE KEYS IN LOPEZ' POSSESSION WAS USED TO UNLOCK THE BACK ROOM. UPON OPENING THE DOOR, I SAW THE THREE ELECTRONIC SLOT MACHINES I HAD SEEN IN THE SURVEILLANCE FOOTAGE. ALL THREE MACHINES HAD THEIR DISPLAYS ON INDICATING THEY WERE IN WORKING ORDER. NO ONE ELSE WAS LOCATED INSIDE THE BUSINESS

I THEN CONTACTED LOPEZ, AT WHICH POINT THE HANDCUFFS WERE REMOVED. I EXPLAINED TO LOPEZ THAT HE WAS NOT UNDER ARREST AND HE CONFIRMED HE UNDERSTOOD. I QUESTIONED LOPEZ REGARDING HIS EMPLOYMENT AND THE SLOT MACHINES. LOPEZ RELATED HE HAD BEEN WORKING AT THE BUSINESS SINCE MAY 16TH, HOWEVER HAS KNOWN THE BUSINESS OWNER FOR 10-15 YEARS. LOPEZ ONLY IDENTIFIED THE OWNER AS "LIBRADO." LOPEZ EXPLAINED THE OWNER VISITED THE BUSINESS DAILY.

LOPEZ' EXPLAINED THE KEYS FOUND IN HIS POSSESSION WERE GIVEN TO HIM BY THE OWNER AND EXPLAINED THE OWNER WAS THE ONLY ONE WITH ACCESS TO THE BACK ROOM WHERE THE MACHINES WERE LOCATED. LOPEZ FURTHER EXPLAINED THE MACHINES WERE ALREADY INSIDE THE BUSINESS WHEN HE BEGAN HIS EMPLOYMENT IN MAY. WHEN I QUESTIONED LOPEZ REGARDING HOW GAMBLERS ARE PAID, HE EXPLAINED THE BUSINESS OWNER LEAVES $500 IN CASH SPECIFICALLY TO PAY GAMBLERS. PART OF LOPEZ' RESPONSIBILITIES WERE TO PAY OUT GAMBLER'S WINNINGS USING THAT MONEY. LOPEZ DID NOT KNOW IT WAS ILLEGAL TO HAVE THE MACHINES.

I SHOWED LOPEZ THE PHOTOGRAPH ASSOCIATED TO CABRERA'S DRIVER LICENSE AND ASKED HIM IF HE RECOGNIZED THE MALE. LOPEZ TOLD ME THE MALE IN THE PHOTOGRAPH WAS THE BUSINESS OWNER. LOPEZ SIGNED AND DATED THE PHOTOGRAPH WHICH I LATER BOOKED INTO EVIDENCE AT THE STATION (SEE ATTACHED). FOR FURTHER DETAIL ON LOPEZ' STATEMENT, REFER TO THE AUDIO RECORDING I LATER BOOKED INTO VERIPIC.

LOPEZ AGREED TO CALL CABRERA, AND USED HIS CELLPHONE TO CALL HIM. I SPOKE TO CABRERA ON THE TELEPHONE AND HE CONFIRMED HE WAS THE OWNER OF THE BUSINESS. I NOTIFIED CABRERA REGARDING THE SEARCH WARRANT AND ASKED IF HE WAS WILLING TO ARRIVE AND SPEAK TO ME REGARDING THE SLOT MACHINES, WHICH HE AGREED TO DO.

INCIDENT REPORT - NARRATIVE

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/26/2021 10:40:00	21-05170

ARREST REPORT

ON THE SAME DAY (10/26/2021) AT APPROXIMATELY 1200 HOURS, CABRERA ARRIVED TO THE BUSINESS. CABREARA WAS IDENTIFIED USING HIS CALIFORNIA LICENSE WHICH HE HAD IN HIS POSSESSION. I SPOKE WITH CABRERA REGARDING HIS BUSINESS AND THE SLOT MACHINES. CABRERA'S INTERVIEW WAS RECORDED.

CABRERA RELATED HE HAS OWNED THE BUSINESS FOR SIX YEARS. CABRERA EXPLAINED HE HAD BEEN OFFERED GAMING / SLOT MACHINES IN THE PAST AND OVER TIME, ULTIMATELY AGREED TO HAVE MACHINES IN HIS BUSINESS. CABRERA EXPLAINED THE MACHINES HAD BEEN IN THE BUSINESS FOR APPROXIMATELY EIGHT MONTHS. CABRERA ONLY IDENTIFIED THE OWNER OF THE MACHINES AS "JAVIER." CABRERA EXPLAINED THAT WHEN A GAMBLER WINS, THE PLAYER IS PAID USING THE BUSINESS' MONEY. CABRERA FURTHER EXPLAINED HE AND JAVIER SPLIT THE PROFITS FROM THE MACHINES IN HALF. CABRERA EARNED APPROXIMATELY $1,500 A MONTH FROM THE MACHINES, MEANING THE THREE MACHINES ACCUMULATED $3000 A MONTH BETWEEN THE 3 (SPLIT IN HALF). FOR FURTHER DETAILS ON CABRERA'S STATEMENT REFER TO THE AUDIO RECORDING I LATER BOOKED INTO THE VERIPIC EVIDENCE SYSTEM.

DURING THE SERVICE OF THE WARRANT, I ASKED CABRERA REGARDING HIS ROUTINE OF COLLECTING THE CASH FROM THE MACHINES. CABRERA TOLD ME HE COLLECTS THE CASH EVERY COUPLE OF DAYS AND RELATED HE HAD COLLECTED THE CASH THE PREVIOUS NIGHT. I ALSO ASKED CABRERA IF HE HAD THE KEY TO OPEN THE MACHINES. CABRERA CONFIRMED HE DID AND REMOVED A KEY (TUBULAR KEY) FROM HIS KEY CHAIN AND GAVE IT TO ME. I USED THE KEY TO OPEN ALL THREE SLOT MACHINES. ALL THREE SLOT MACHINES DID NOT HAVE ANY CURRENCY INSIDE. DETECTIVE VANCIL LATER BOOKED THE KEYS INTO EVIDENCE AT THE STATION. I LATER BOOKED THE THREE SLOT MACHINES INTO EVIDENCE.

DURING OUR SEARCH OF THE BUSINESS, LT. KRAUT LOCATED A WHITE ENVELOPE IN THE BUSINESS' FRONT COUNTER SHELVES. THE WHITE ENVELOPE CONTAINED $500. HE ALSO LOCATED LOOSE DOLLAR BILLS BEHIND THE COUNTER. LT. KRAUT LOCATED $204 ON THE BOTTOM RIGHT COUNTER SHELF AND $125 ON THE BOTTOM LEFT COUNTER SHELF. DETECTIVE VANCIL LATER ASSISTED ME IN BOOKING THIS MONEY INTO EVIDENCE AT THE STATION. THE SURVEILLANCE SYSTEM DVR WAS ALSO LATER BOOKED INTO EVIDENCE.

ADDITIONAL ITEMS I LOCATED INSIDE THE BUSINESS WERE A BLACK HANDGUN INSIDE A SMALL SAFE (M&P SHIELD SERIAL # JFW2652), WHICH WAS REGISTERED TO CABRERA, AND $98.75 INSIDE THE CASH REGISTER. THESE ITEMS WERE NOT TAKEN AND WERE LEFT AT THE BUSINESS. CABRERA WAS GIVEN A PROPERTY RECEIPT LISTING THE ITEMS TAKEN AS EVIDENCE. THE TOTAL CASH NOTED ON THE PROPERTY RECEIPT WAS NOT ACCURATE DO TO AN INITIAL COUNTING ERROR. DETECTIVE VANCIL LATER ASSISTED ME WITH BOOKING THE ENVELOPES INTO EVIDENCE THAT WERE USED TO COUNT THE LOOSE CASH. FOR FURTHER REFER TO DETECTIVE PEREZ' SUPPLEMENTAL REPORT FILED UNDER THE SAME REPORT NUMBER (21-05170).

INCIDENT REPORT - NARRATIVE

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/26/2021 10:40:00	21-05170

ARREST REPORT

DETECTIVE PARSA TOOK 77 PHOTOGRAPHS AND TWO VIDEOS (PRE AND POST SEARCH) OF THE BUSINESS. DETECTIVE ANDRADE TOOK EIGHT PHOTOGRAPHS OF CABRERA AND LOPEZ. I LATER BOOKED ALL PHOTOGRAPHS AND VIDEOS INTO THE VERIPIC EVIDENCE SYSTEM.
BASED ON THE SURVEILLANCE VIDEO I SAW, THE FACT I FOUND THE MACHINES INSIDE THE BUSINESS, COUPLED WITH CABRERA'S STATEMENT I DETERMINED CABRERA WAS IN VIOLATION OF 330A(A) PC. DETECTIVE PARSA ASSISTED ME IN ISSUING CABRERA A NOTICE TO APPEAR (CITATION # HP176631). THE BUSINESS WAS LEFT IN THE CARE OF CABRERA.

SUPPLEMENTAL NARRATIVE REPORT

Agency Name:	ORI #:	Report Date/Time:	OCA #:
Huntington Park Police Department	CA0193100	10/27/2021 10:19:01	21-05170

SUPPLEMENTAL REPORT

THE PURPOSE OF THIS SUPPLEMENTAL REPORT IS TO CORRECTLY DOCUMENT THE MONEY RECOVERED DURING THE SEARCH WARRANT AT "MY HOUSE BILLIARDS" (6034 SANTA FE AVE).

ON 10/26/21, THE HUNTINGTON PARK POLICE DETECTIVE BUREAU EXECUTED A SEARCH WARRANT AT MY HOUSE BILLIARDS IN REGARD TO ILLEGAL GAMBLING. REFER TO DETECTIVE HENRIQUEZ' (#6308) REPORT FOR FURTHER DETAILS ON THE INVESTIGATION.

DURING THE WARRANT, THREE SEPARATE AMOUNTS OF U.S. CURRENCY WERE RECOVERED BEHIND THE FRONT COUNTER. IN MY PRESENCE, LIEUTENANT KRAUT (#5207) COUNTED THE U.S. CURRENCY. IN REGARD TO THE LOOSE MONEY FOUND IN THE CENTER OF THE FRONT COUNTER, I CORRECTLY TALLIED THE BILLS TO THEIR DENOMINATION BUT INCORRECTLY DOCUMENTED THE TOTAL AMOUNT. ON THE ENVELOPE, I WROTE THE AMOUNT TO BE $254 BUT THE CORRECT AMOUNT WAS $204. THIS ERROR WAS NOTED ON THE PROPERTY RECEIPT PROVIDED TO THE BUSINESS OWNER. THE OTHER TWO AMOUNTS OF U.S. CURRENCY RECOVERED ($125 AND $500) WERE ACCURATE.

THE ENVELOPES I USED TO TALLY THE U.S. CURRENCY WERE BOOKED INTO EVIDENCE.

PEREZ, T	6317	10/27/2021 11:44:23	
Reporting Officer	ID #	Date	Reporting Officer Signature
Assisting Officer	ID #	Date	Assisting Officer Signature
KRAUT, P	6207	10/27/2021 13:51:34	
Reviewing Officer	ID #	Date	Reviewing Officer Signature

FIELD PROPERTY RECEIPT

HUNTINGTON PARK POLICE DEPARTMENT

6542 Miles Avenue, Huntington Park, California 90255 (323) 584-6254 FAX (323) 584-1137

Date: 10/26/2021 Case Number: 21-05170

[ ] Held for Observation - 72 Hours
[ ] Held per 5150 W&I Code
[ ] Found Property (See Below)
[ ] Stolen or Embezzled Property
[X] Search Warrant
[ ] Consent Search
[ ] Evidence
[ ] Safekeeping
[ ] 12028.5 PC
[ ] Firearms Hold

Received from: CABRERA-GARCIA, LIBRADO
(Last Name) (First Name)

Address: 6634 SANTA FE AVE, HUNTINGTON PARK, CA 90255
(Street Address) (City) (State) (Zip Code)

Home Phone # (323) 500-7796 Work Phone # ( )

Describe Property:	Serial Number:
1. "50 LIONS" SLOT MACHINE (GAMING MACHINE)	617565
2. "BUFFALO" SLOT MACHINE (GAMING MACHINE)	639246
3. "STINKIN RICH" SLOT MACHINE (GAMING MACHINE)	UNK
4. U.S. CURRENCY (TOTAL OF 3 ENVELOPES)	$879.00
5. DVR	SN:19068008H5-B0791

FOUND PROPERTY

When found property is held by a law enforcement agency, California Civil Code Section 2080 requires the following statement to be signed by the finder:

I declare, under penalty of perjury, that the above listed items were found, that all items found have been surrendered, and I do not know the identity of the owner.

Signature of Finder: _____

This form constitutes notification of your rights according to law. Your signature is not an admission of responsibility but indicates that you have received a copy of this notice. Please review the back of this sheet for an explanation of your rights.

Signature of Person Receiving this FPR: [signature] 10-26-2021

PD-32 (Rev 5/99) White - Report Copy / Yellow - Property Control Officer Copy / Pink - Citizen Copy Face Page

HUNTINGTON PARK POLICE DEPARTMENT

Property Receipt Continuation Form

Case No. 21-05170

ITEM	STATUS	UCR	DESCRIPTION (Include Serial Number, Brand, Model, Color)	Storage Location
1	5		2 KEYS	HPPD

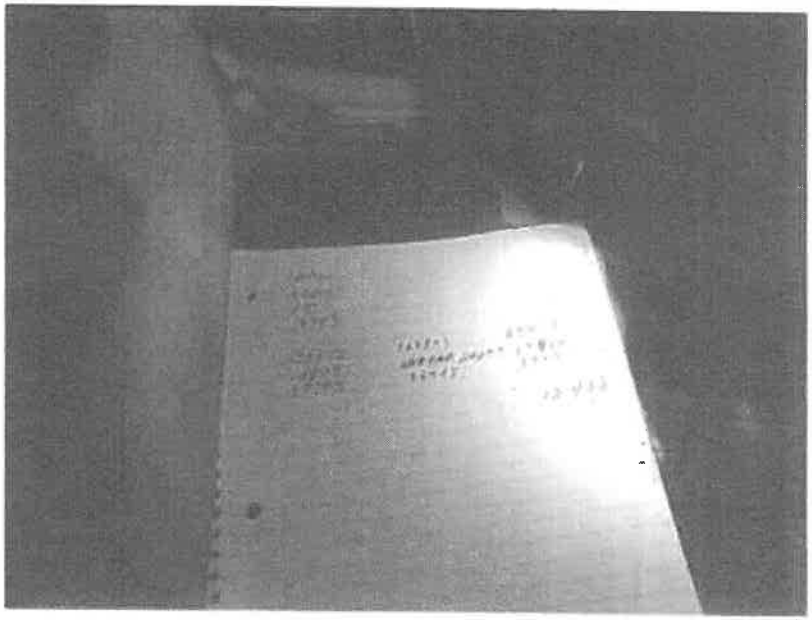
STATUS
E-Evidence
F-Found
D-Destroy
Z-Seized

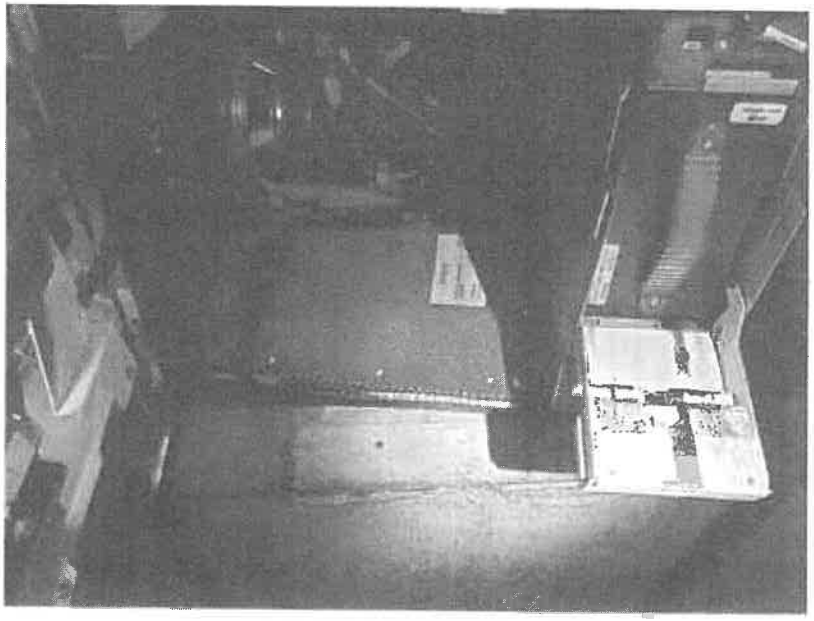
10-26-2021

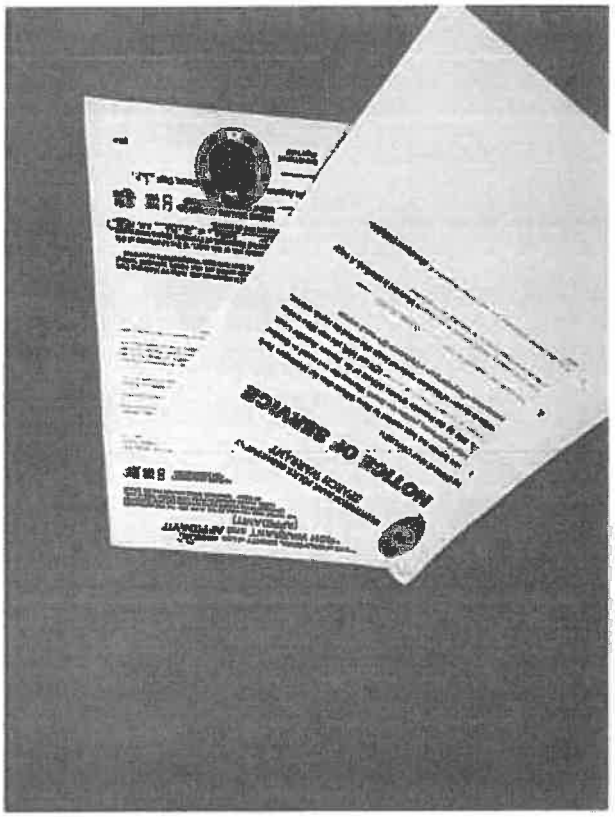
REFER TO REVERSE FOR IMPORTANT INSTRUCTIONS
White - Report Copy Yellow-Property Custodian Pink - Citizen Copy

PROPERTY IS RELEASED BY APPOINTMENT ONLY


A 9 10
1¢ Buys 1 Credit



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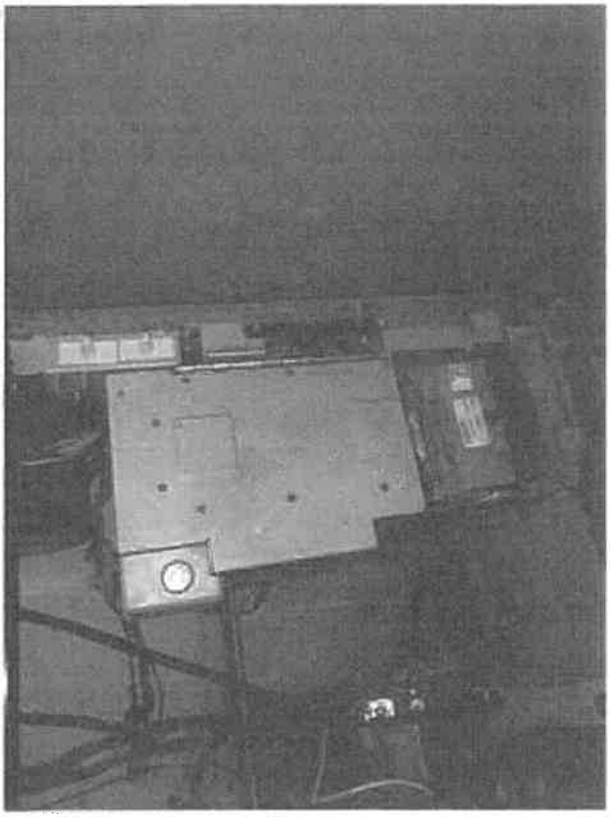
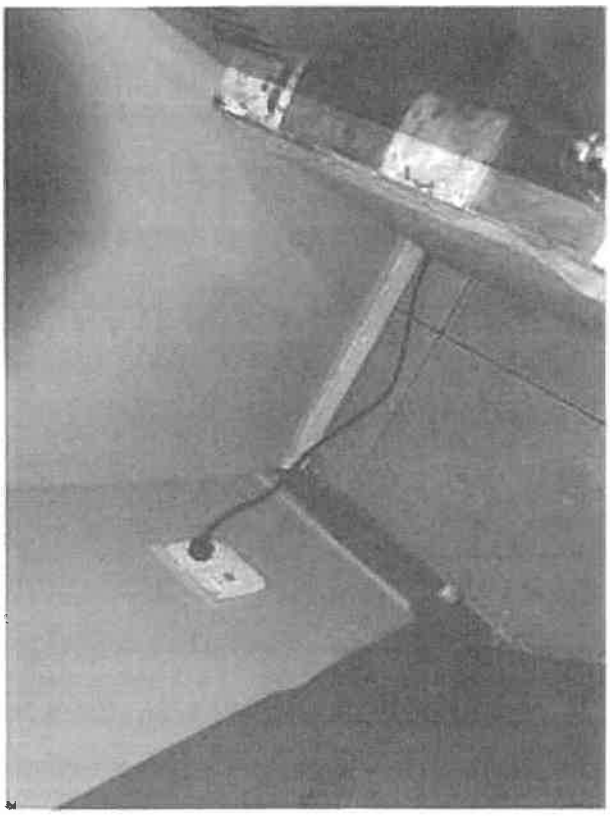
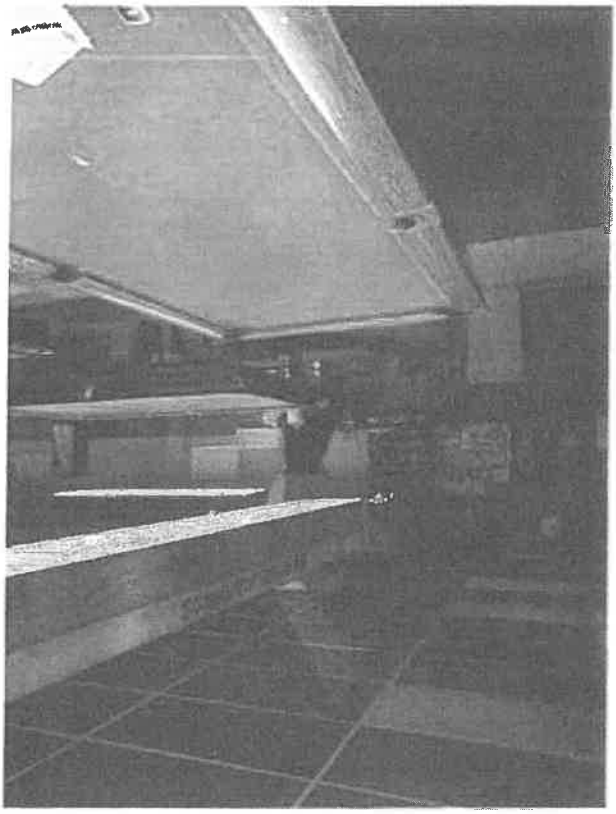
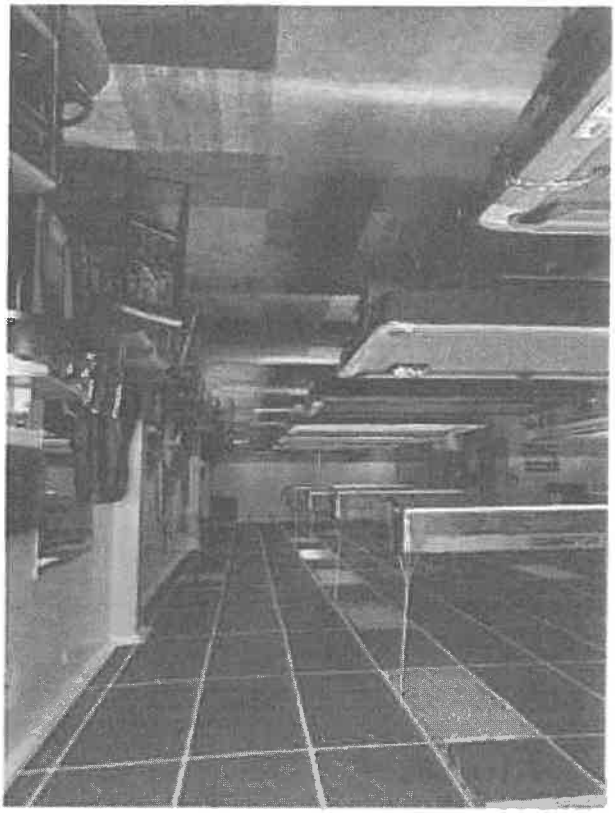
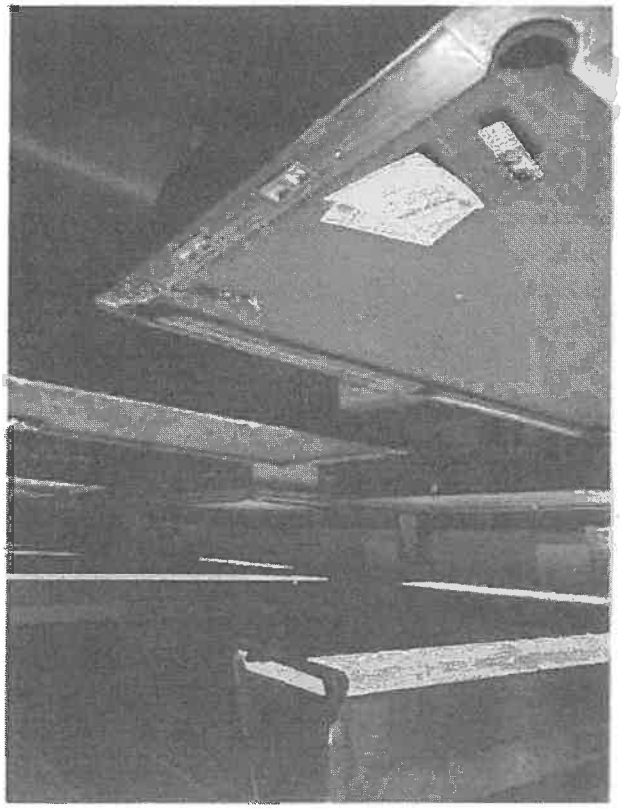
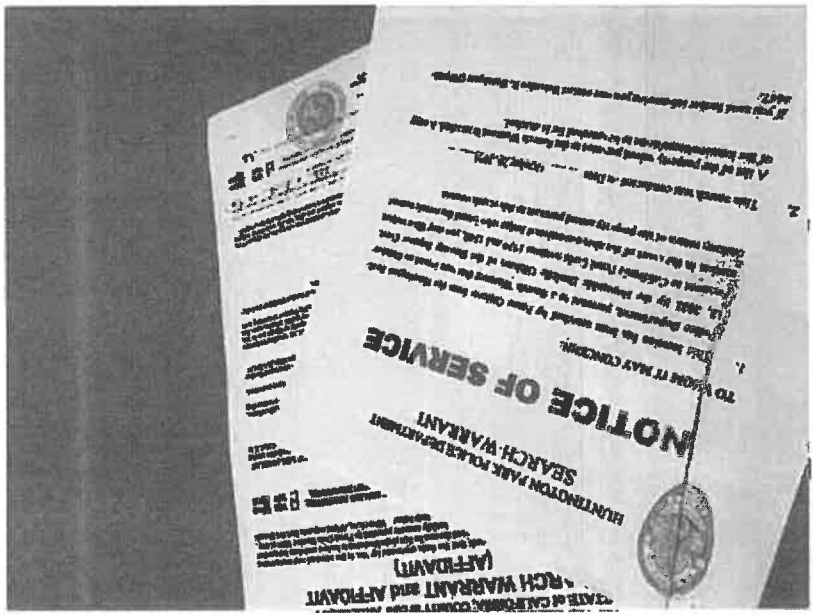


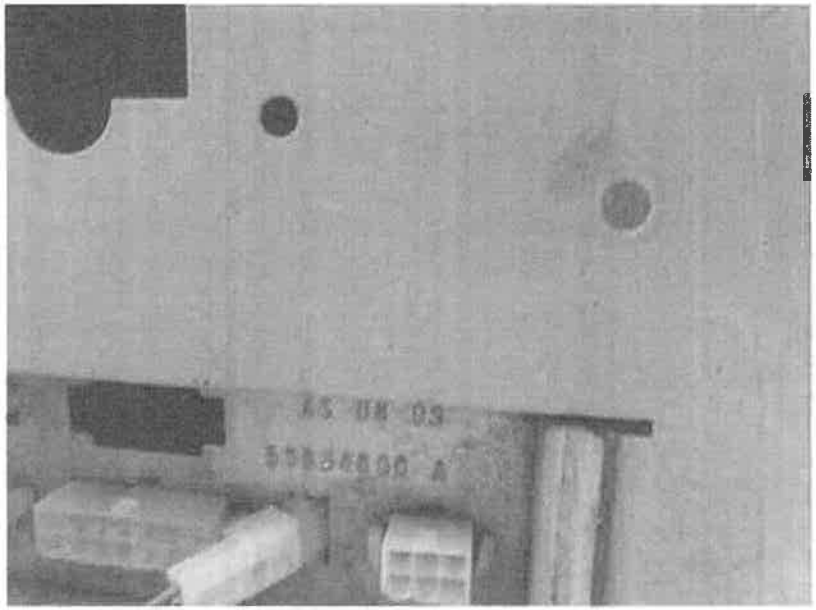


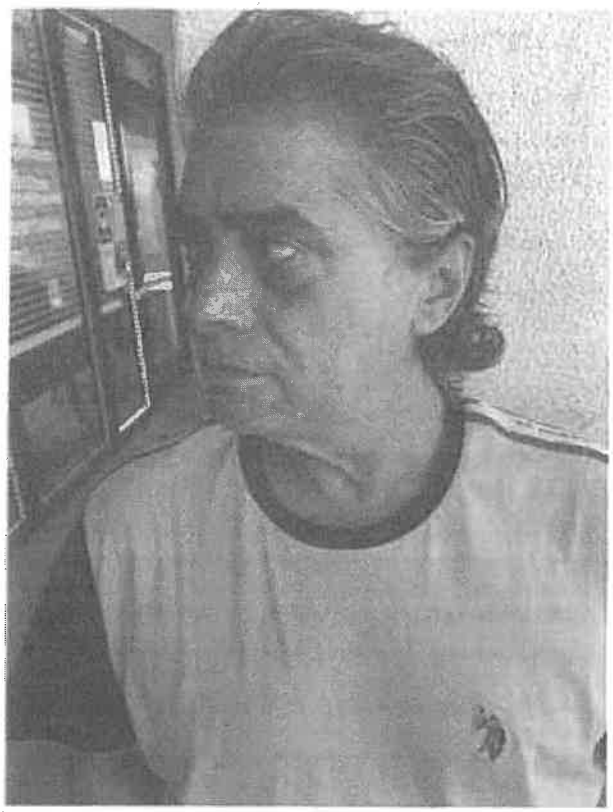


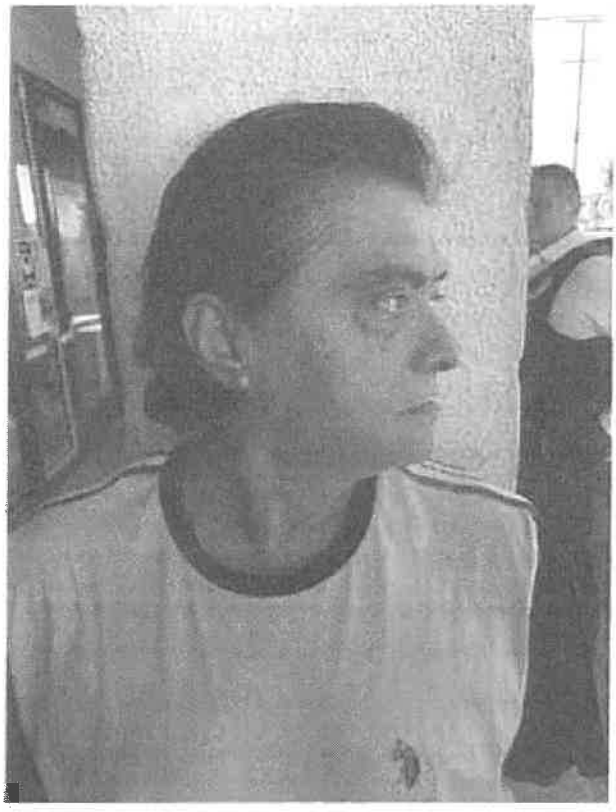





NOTICE OF SERVICE
SEARCH WARRANT
(AFFIDAVIT)







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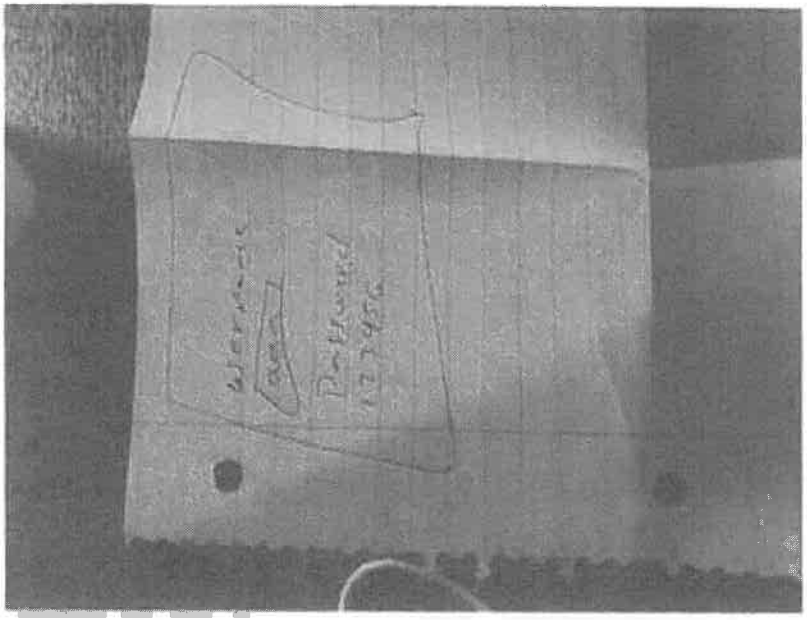

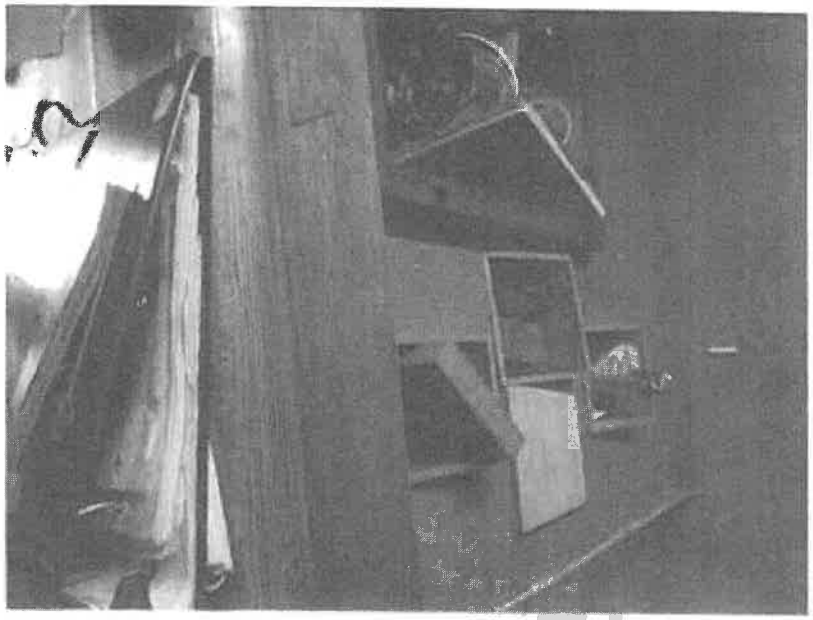


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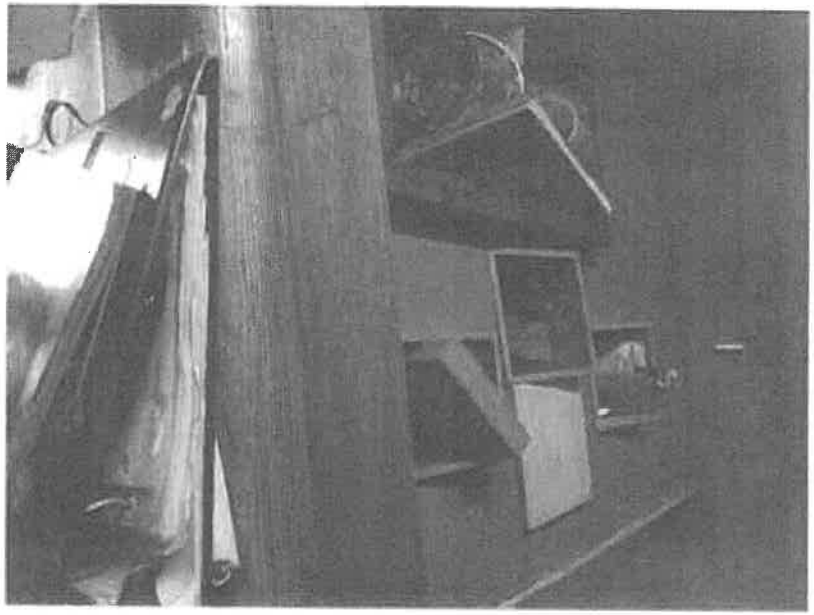
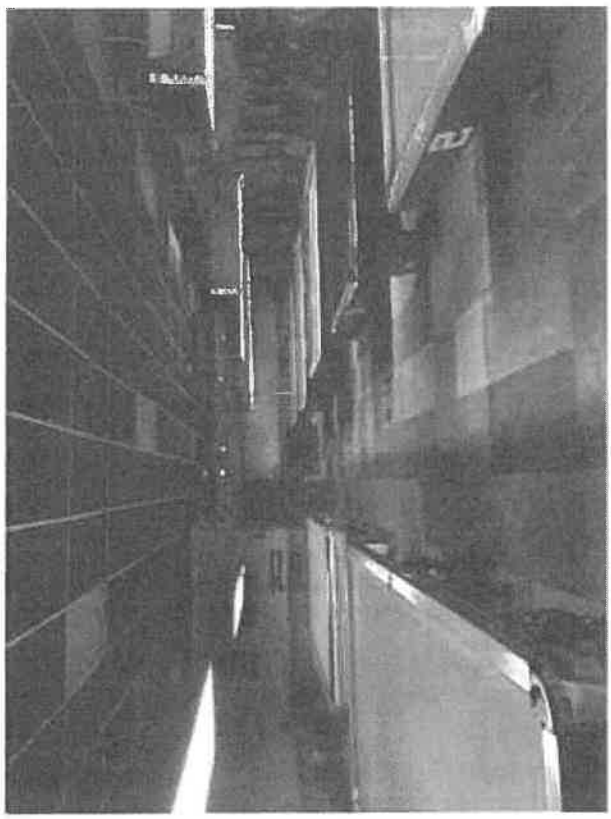
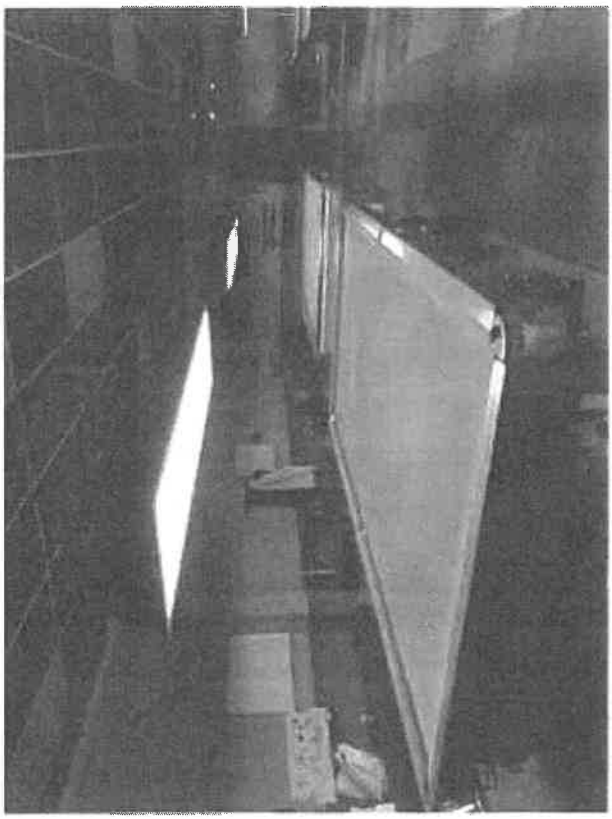
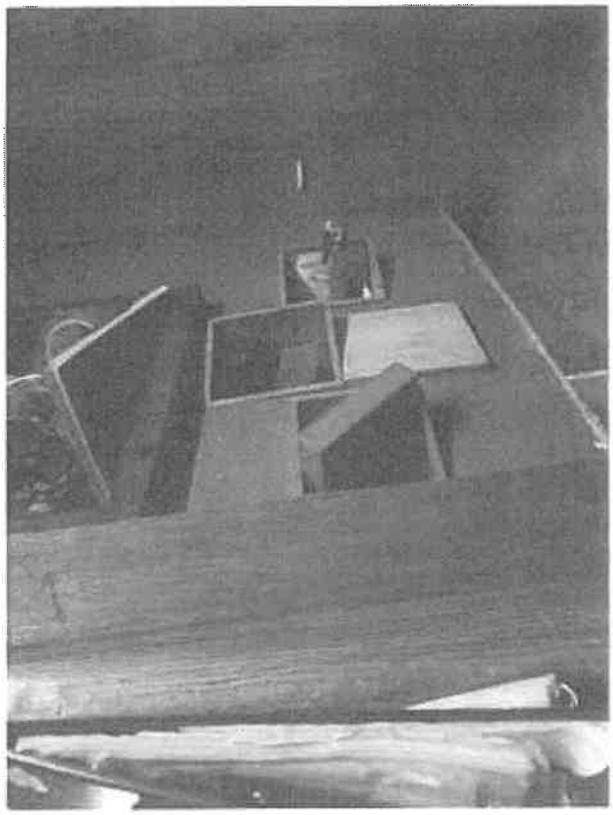
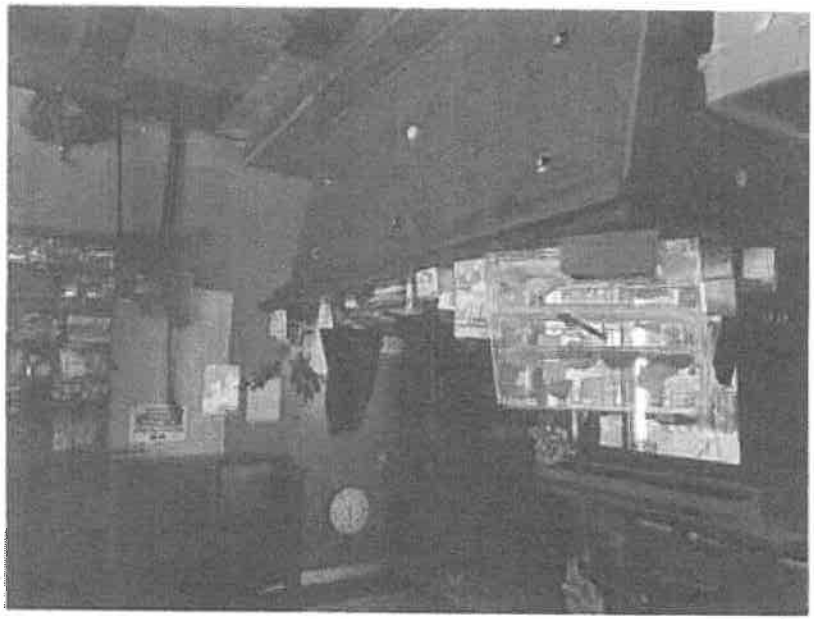
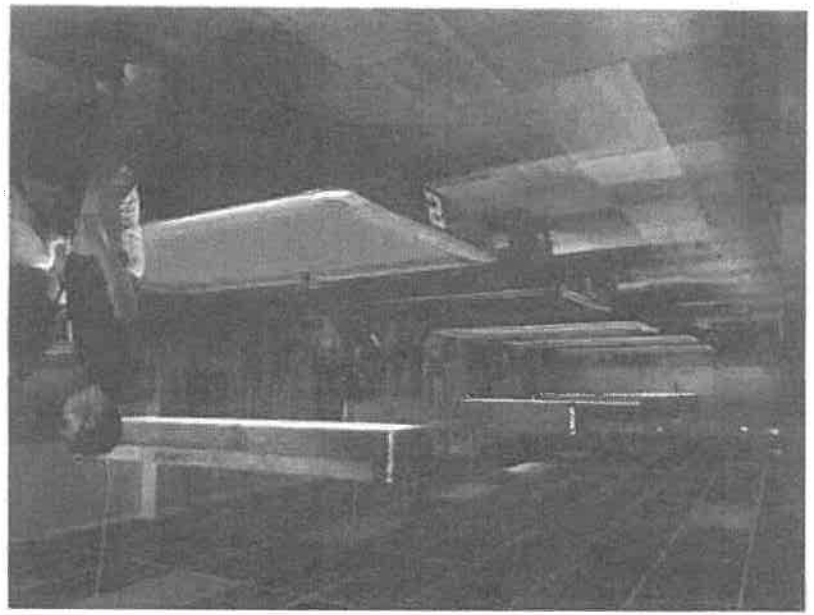


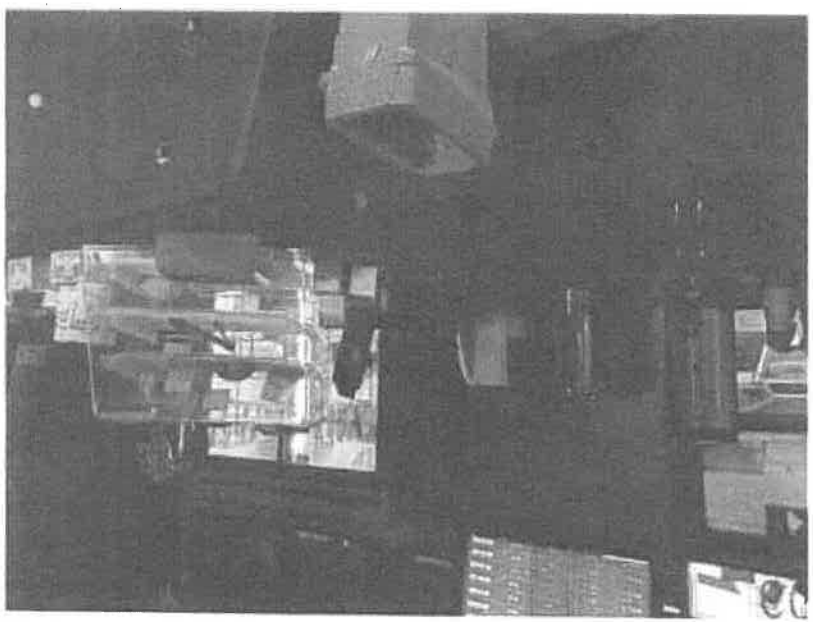


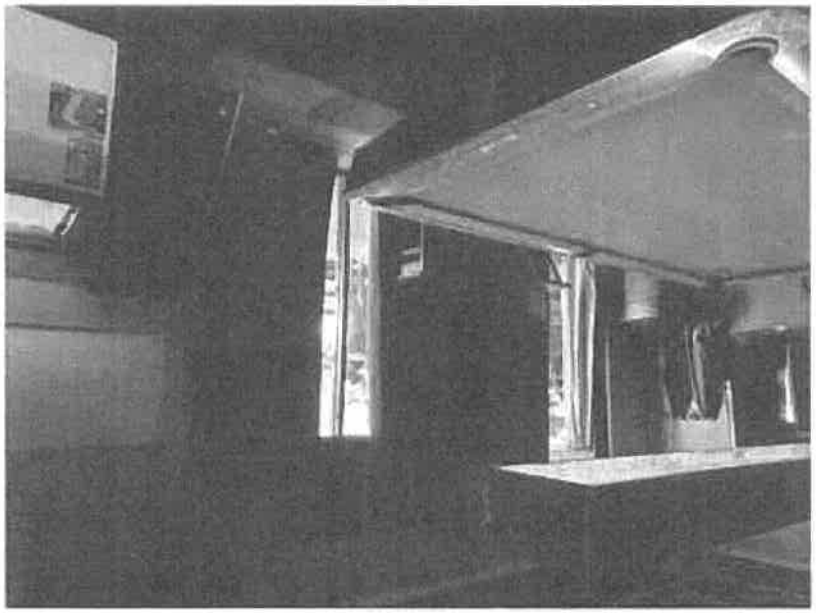


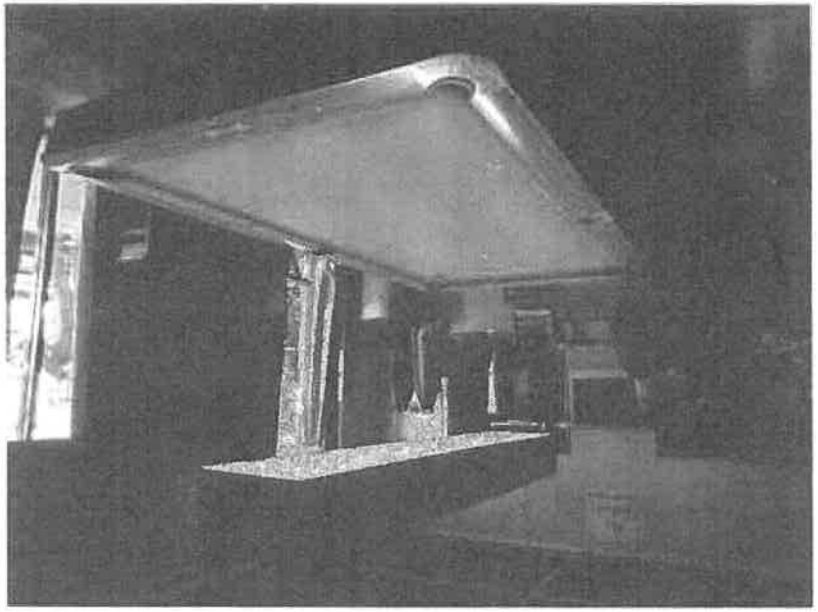


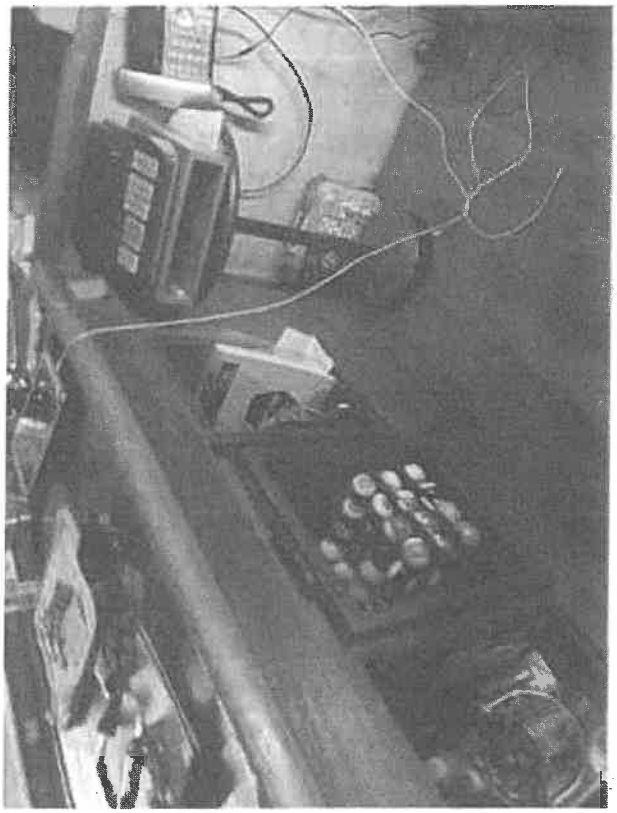


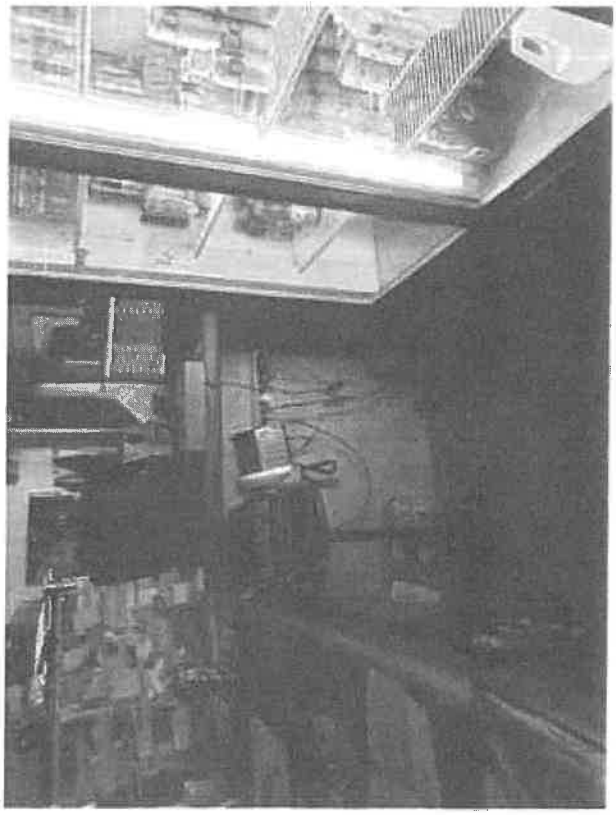


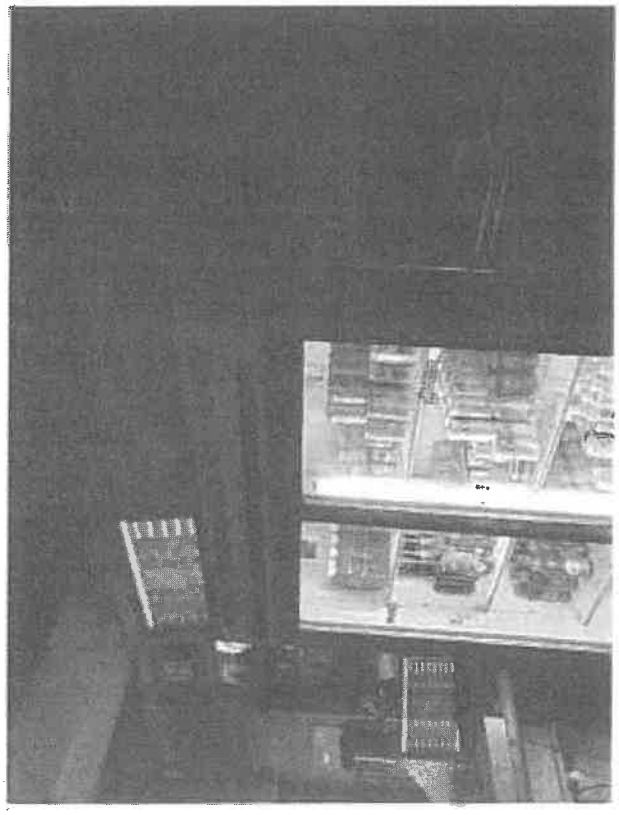


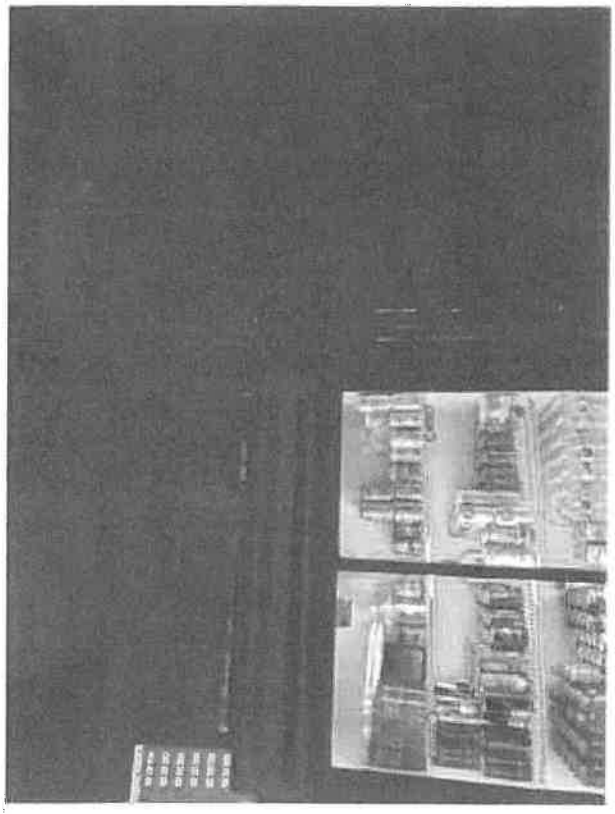


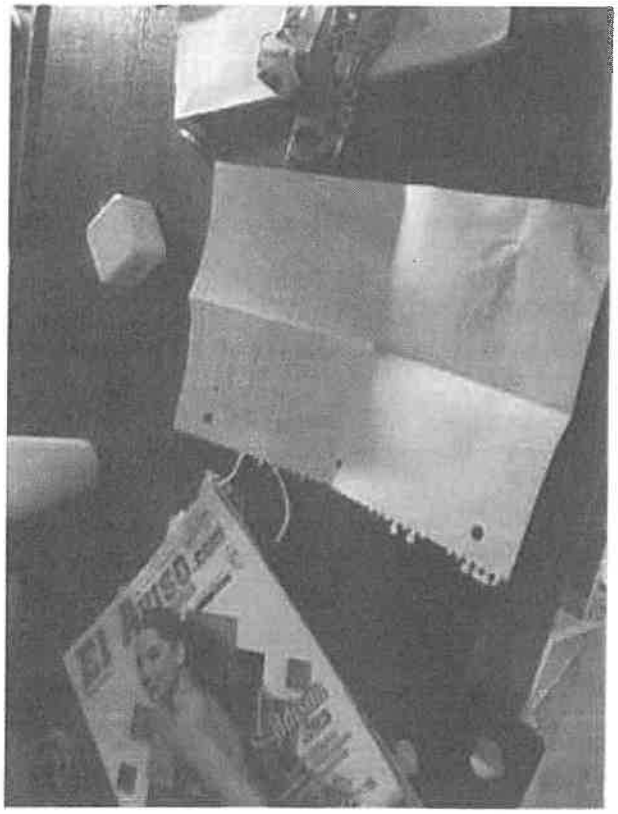


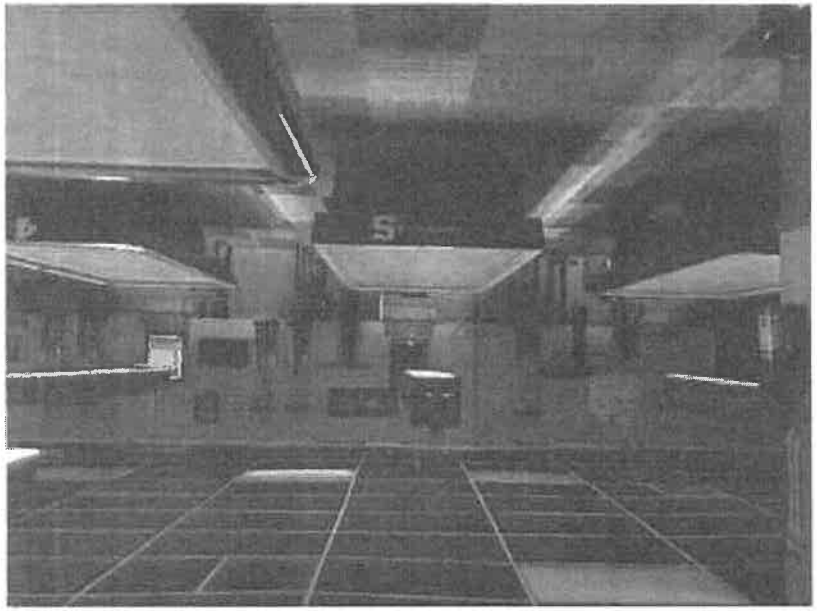


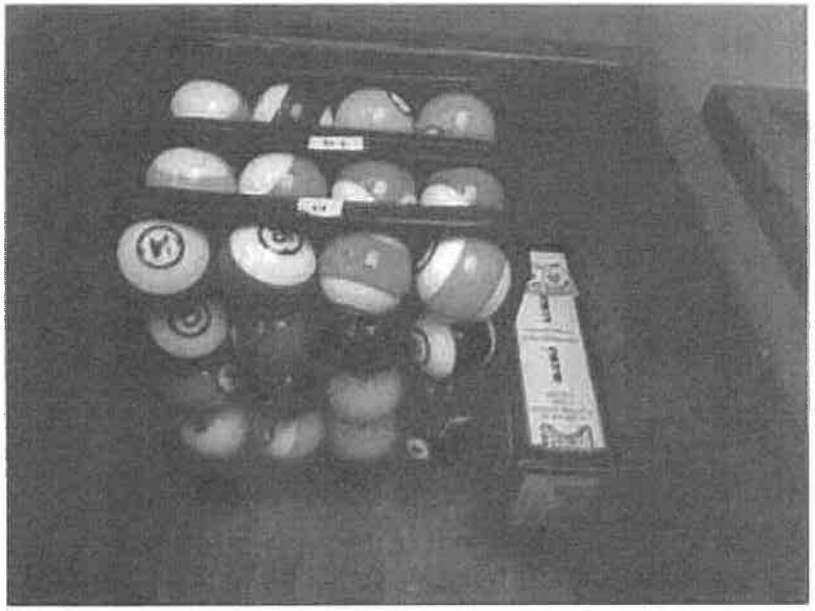


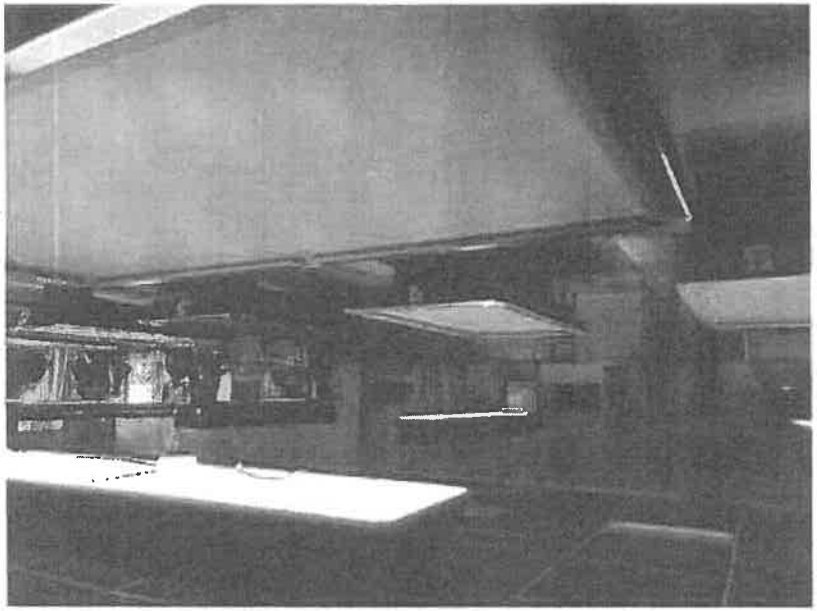


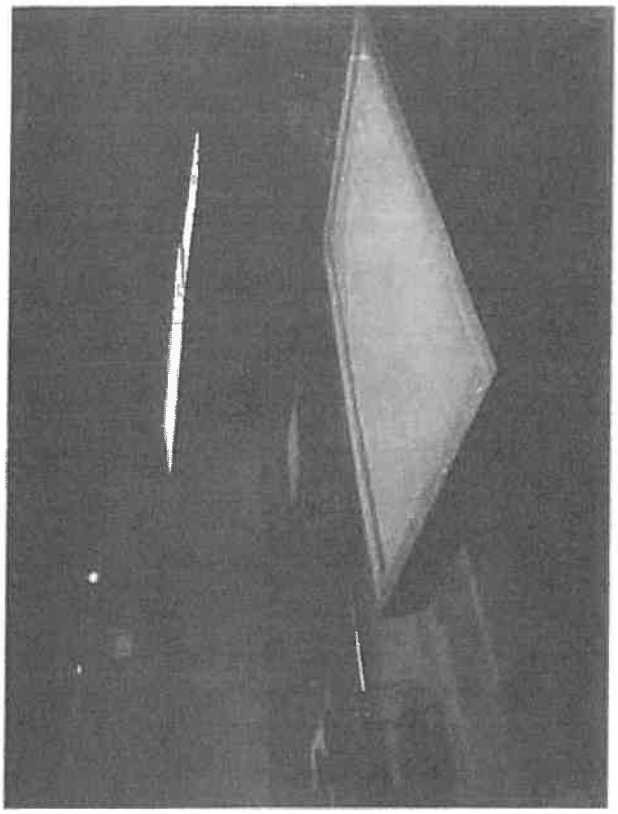


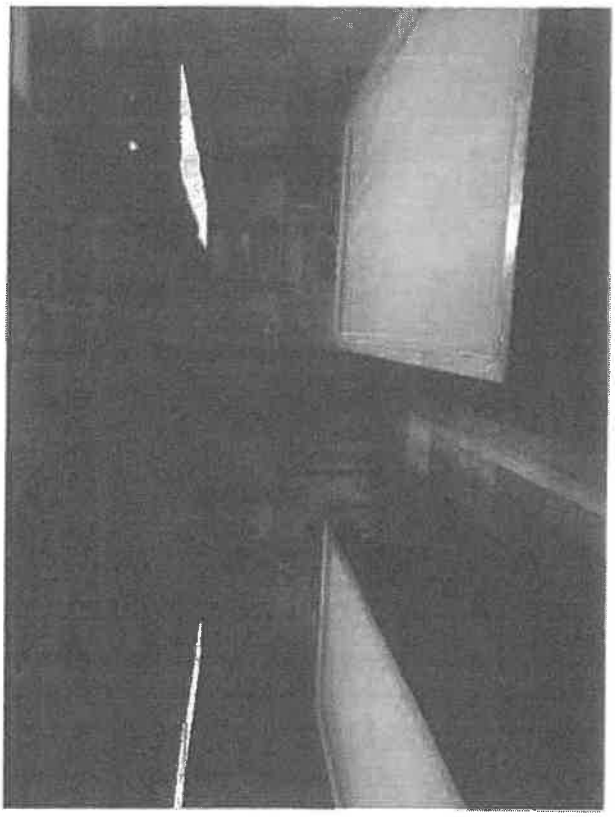


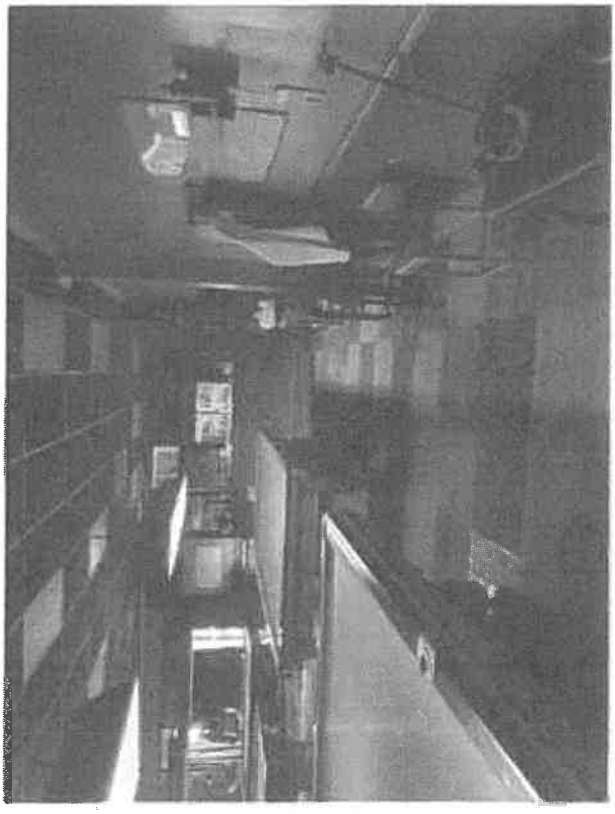


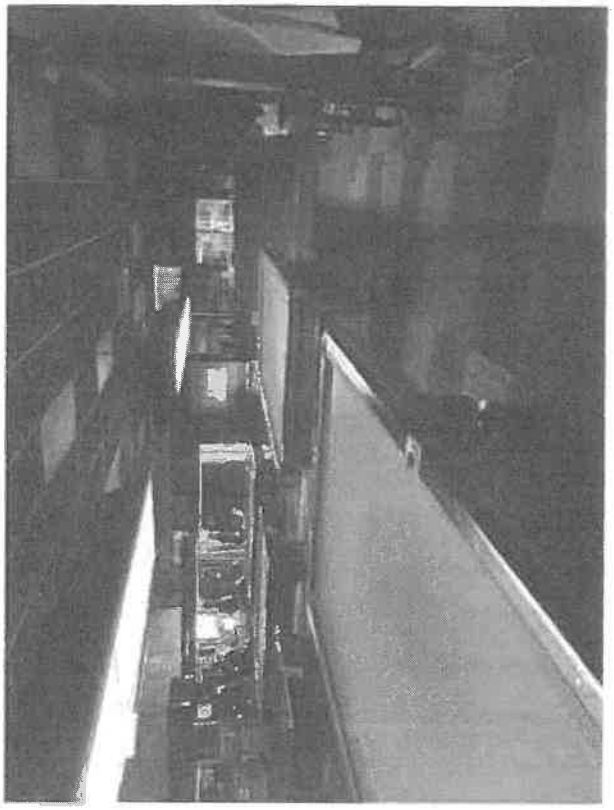


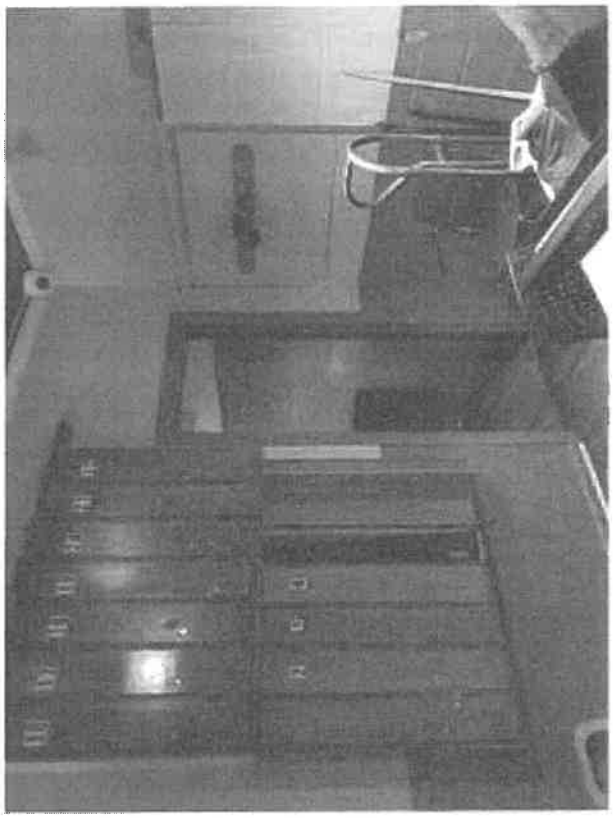


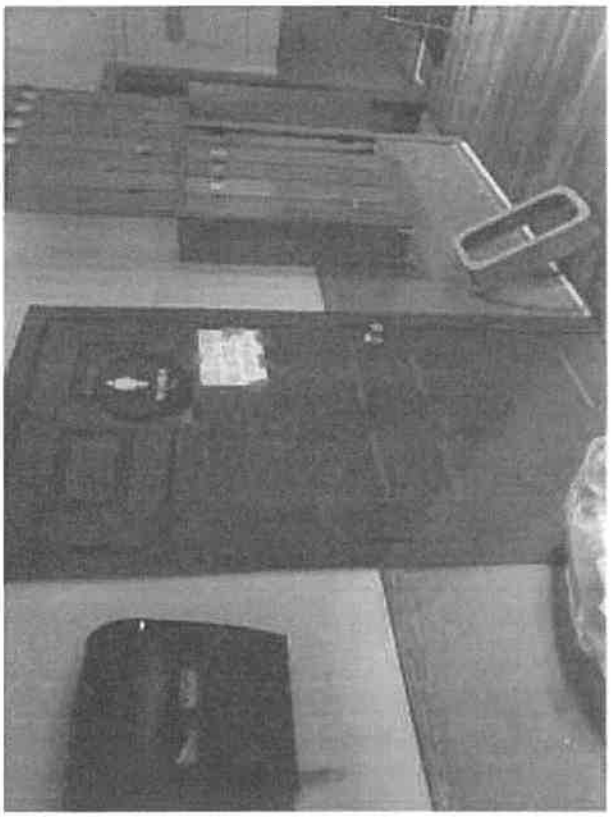


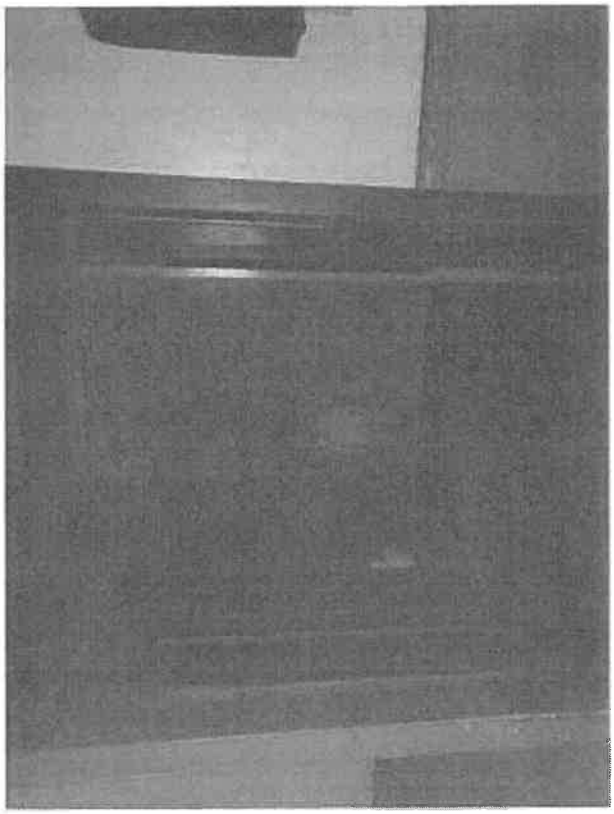


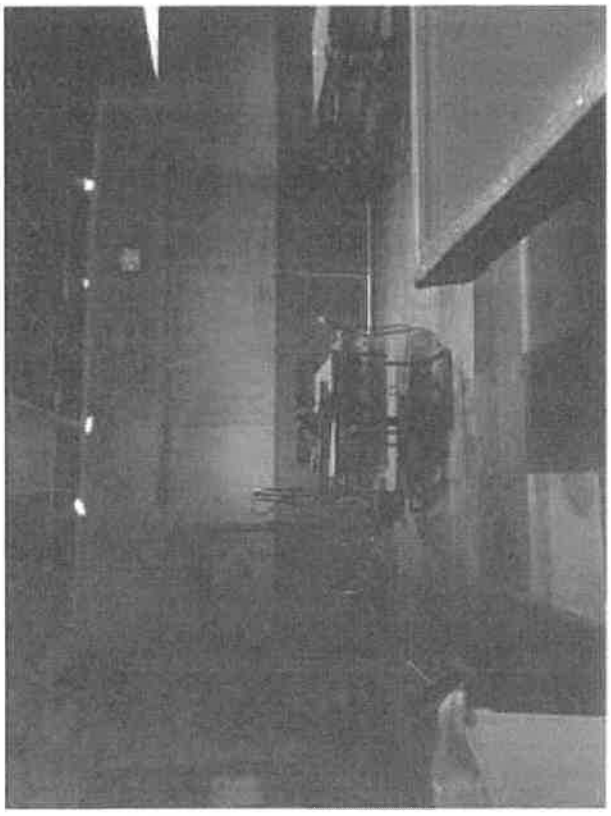


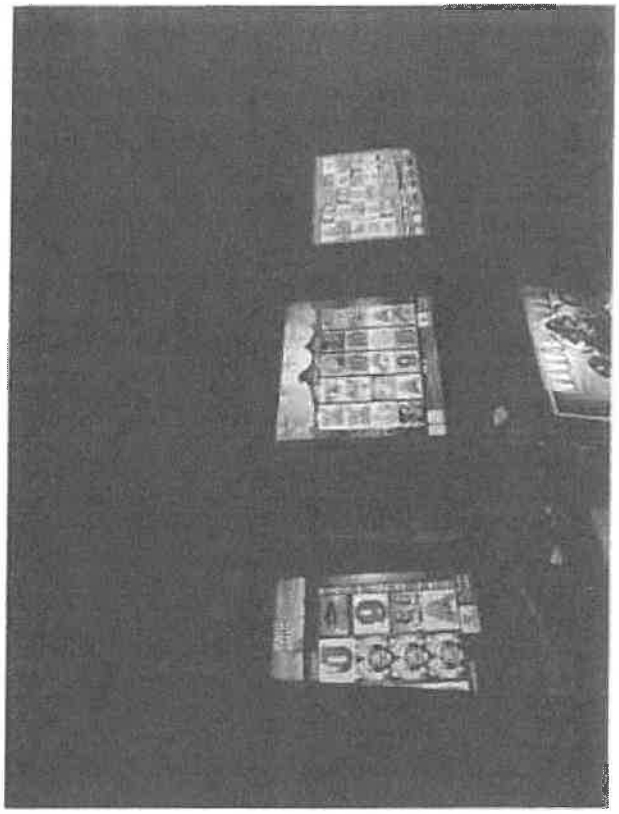


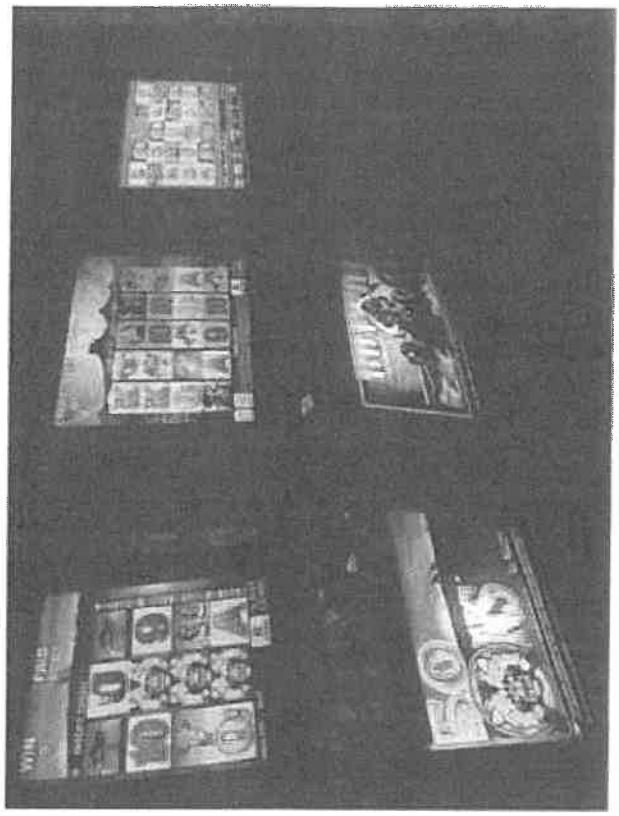


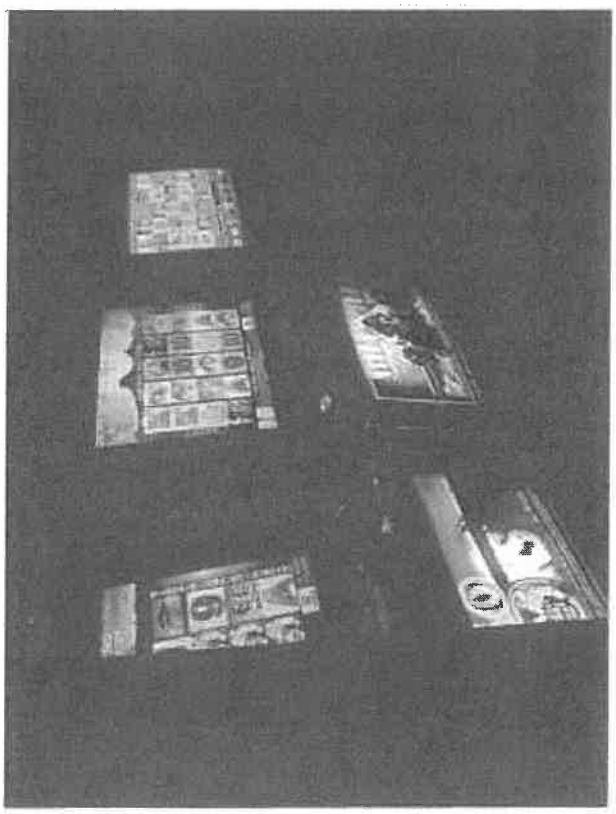


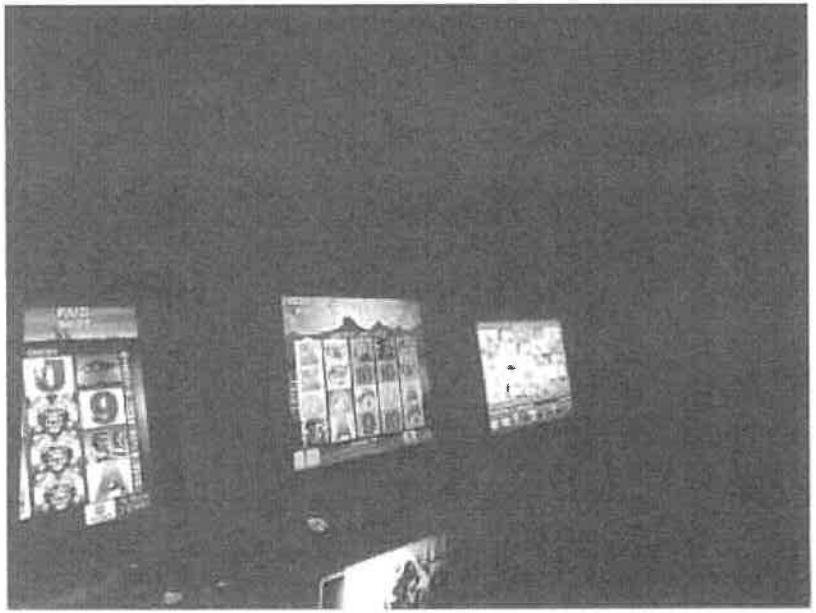


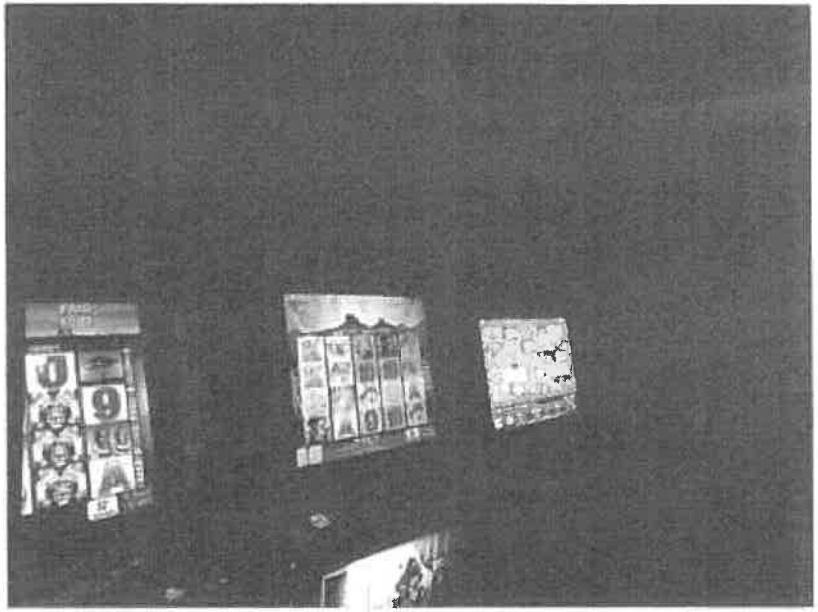


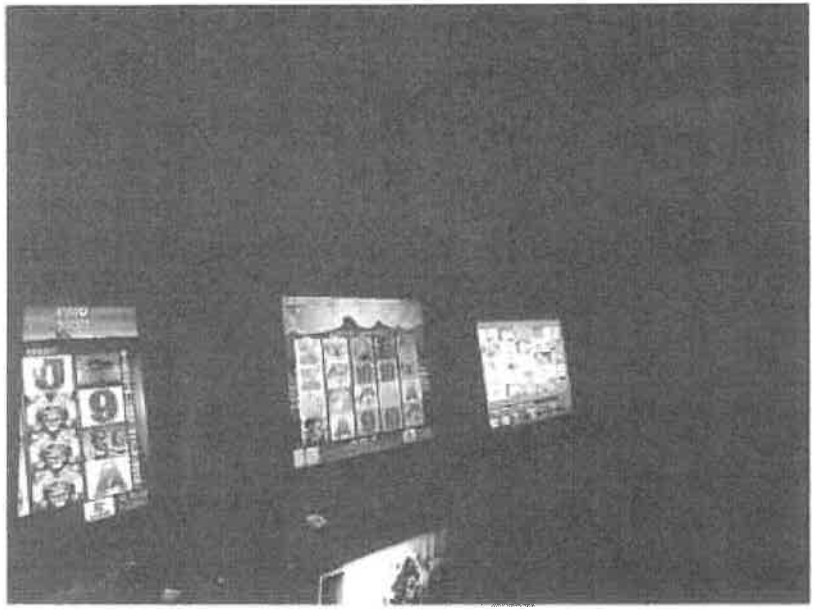


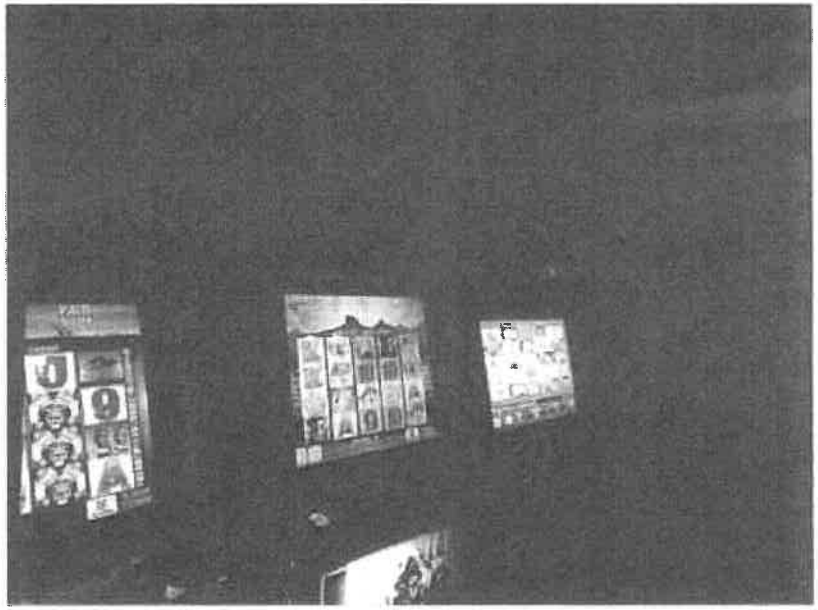


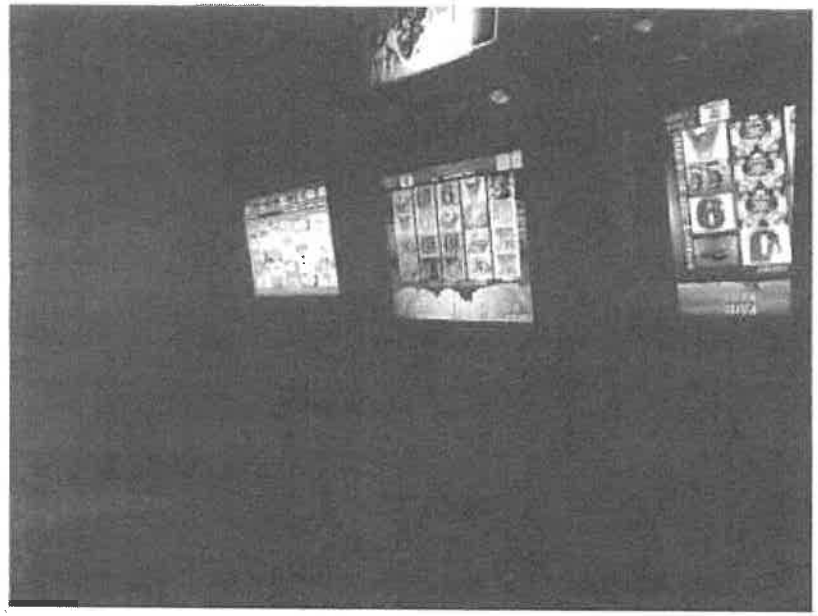


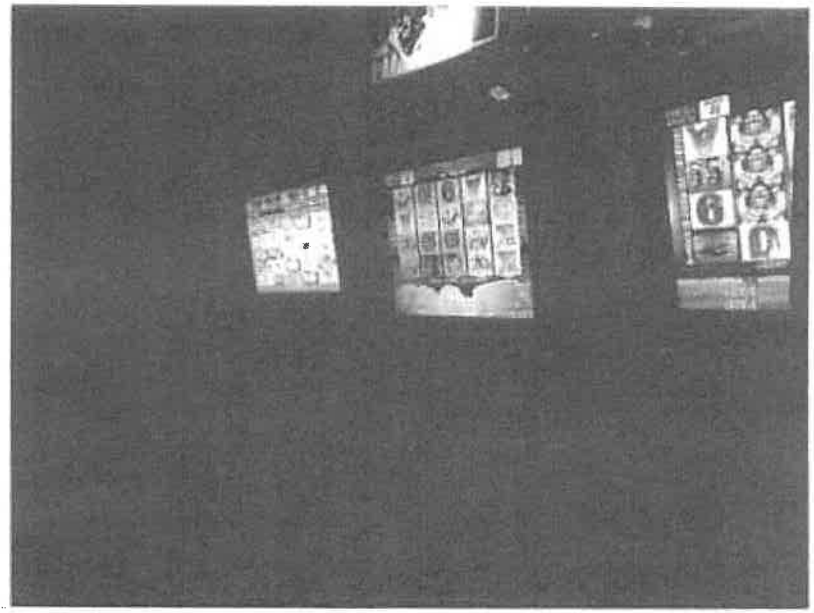


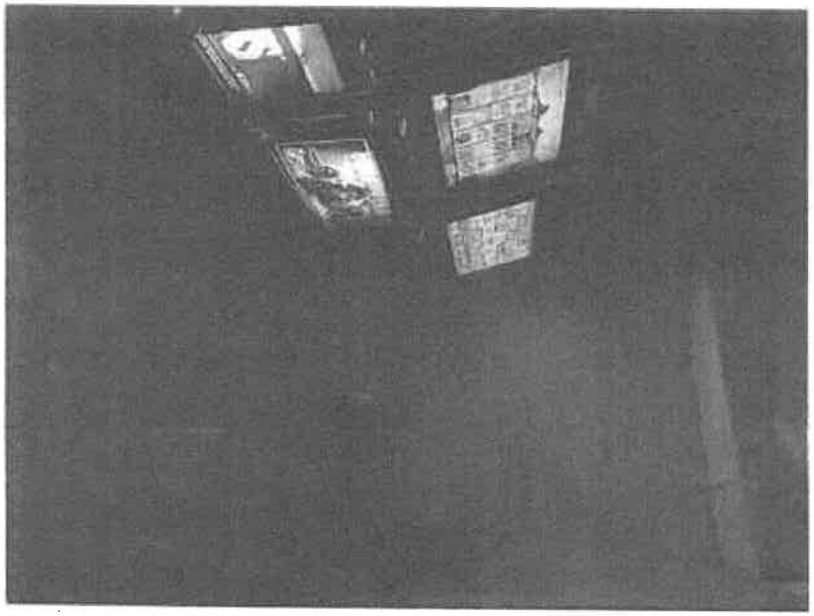


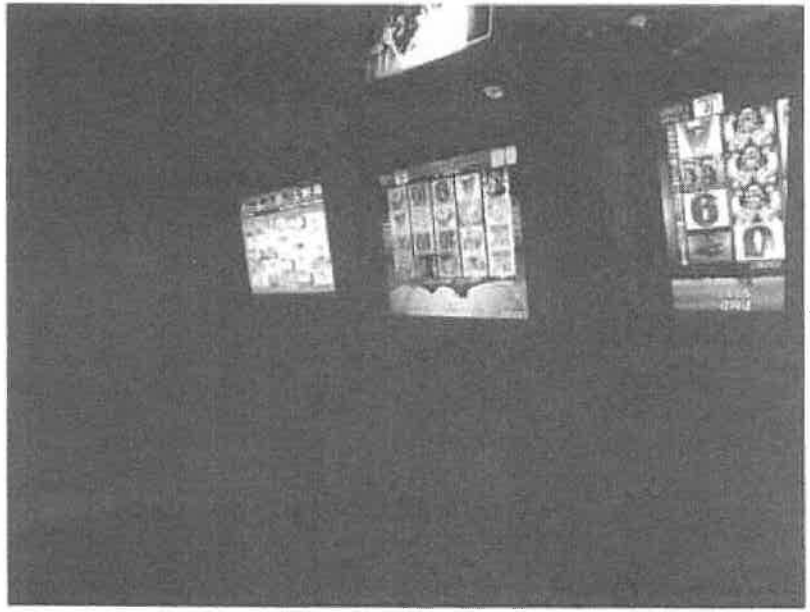


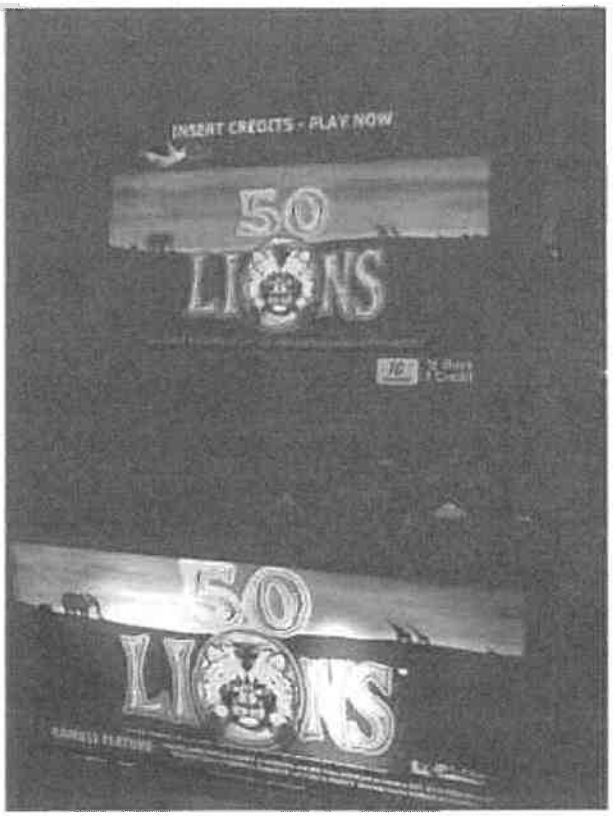


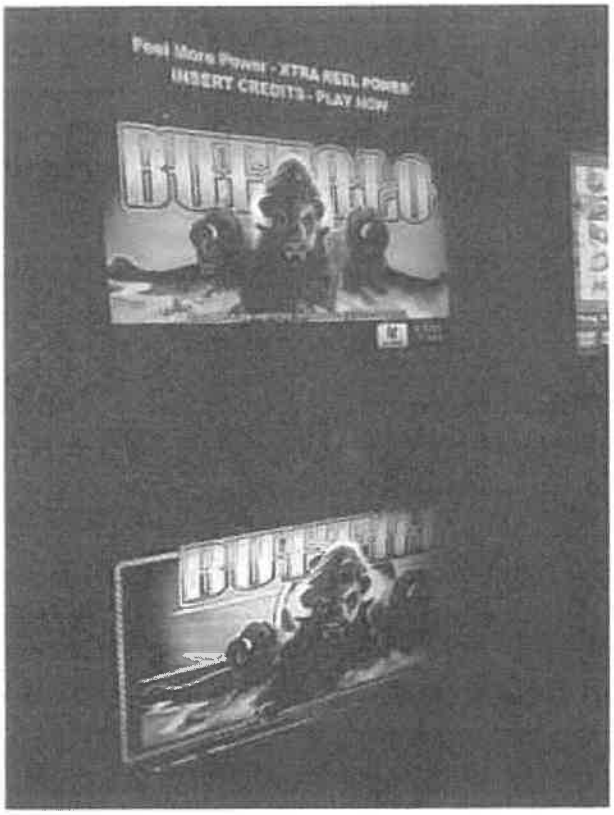


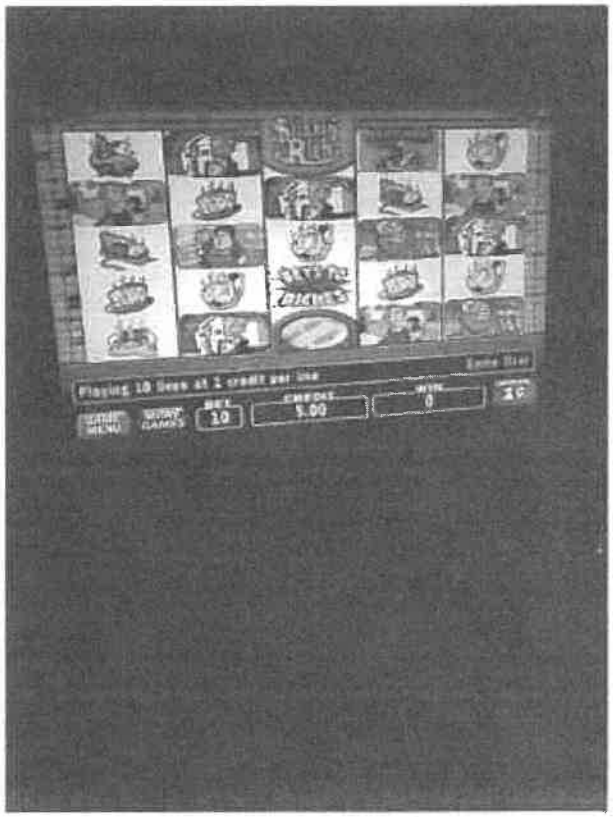


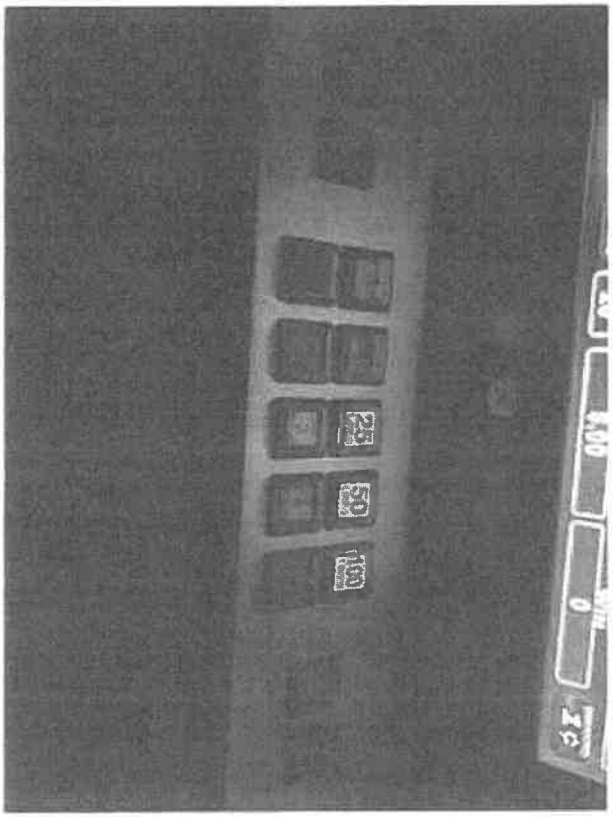





INSERT CREDITS - PLAY NOW
50
LIONS
50
LIONS


Feel More Power - XTRA REEL POWER
INSERT CREDITS - PLAY NOW


Playing 10 lines at 1 credit per line
BET
10
CREDITS
5.00
WIN
0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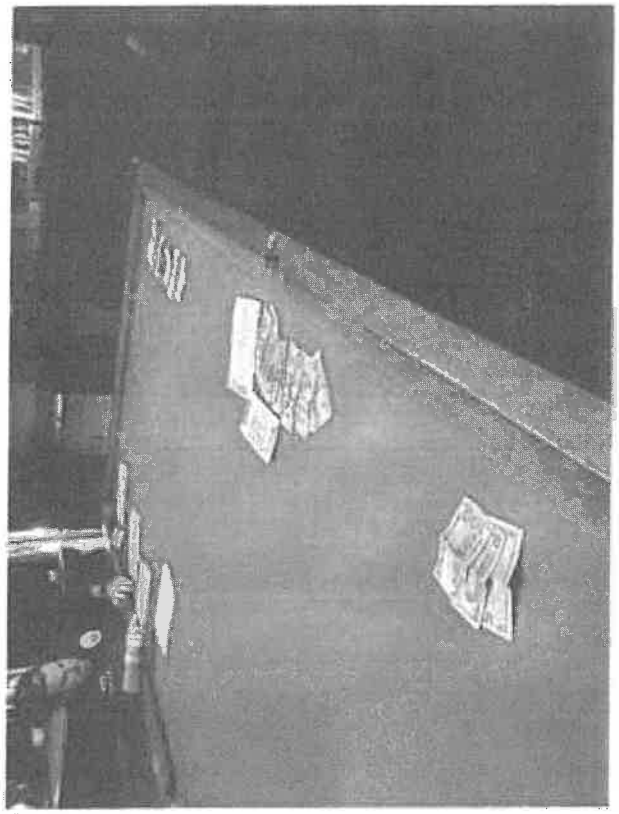
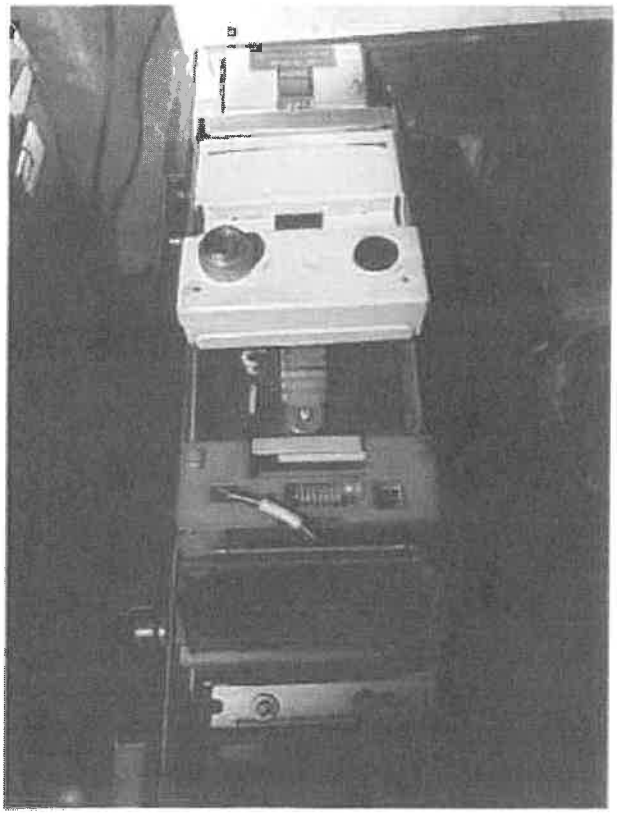
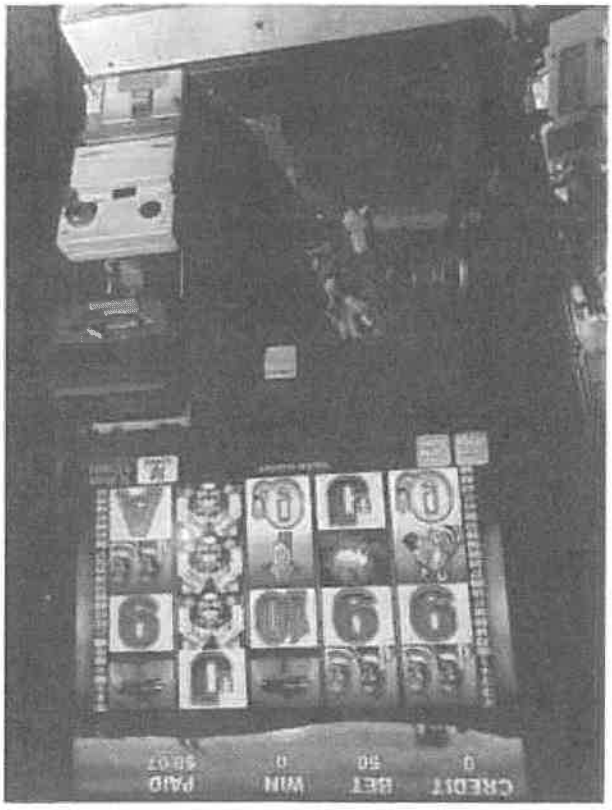
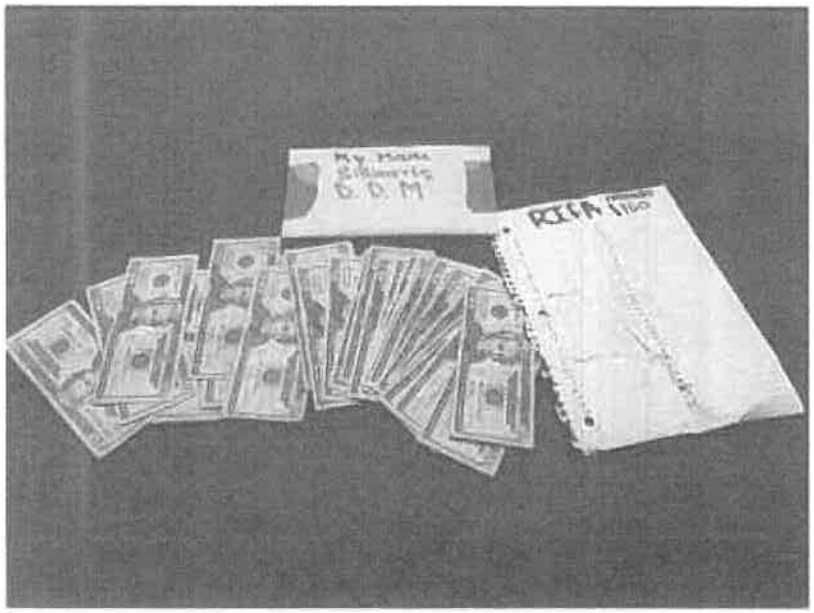





CREDIT
0
BET
50
WIN
0
PAID
5807



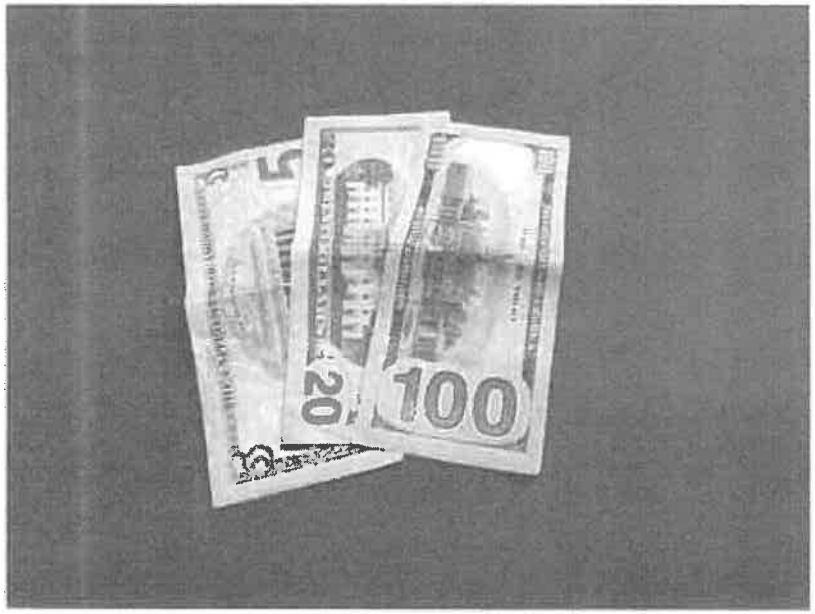


Exhibit H


Welcome to :
My House
Billiards
BUSINESS
HOURS
MONDAY thru FRIDAY
11 am to 1 am/pm
SATURDAY
11 am to 1 am/pm
SUNDAY
11 am to 1 am
EMERGENCY HOURS
(323)583-5700
NO PUBLIC
RESTROOMS

ITEM NO. 11

CITY OF HUNTINGTON PARK

Community Development Department
City Council Agenda Report

August 2, 2022

Honorable Mayor and Members of the City Council
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Dear Mayor and Members of the City Council:

CONSIDERATION AND ADOPTION OF THE CITY OF HUNTINGTON PARK'S FISCAL YEAR 2022-2023 ANNUAL ACTION PLAN

IT IS RECOMMENDED THAT CITY COUNCIL:

1. Conduct a public hearing;
2. Take public testimony;
3. Adopt the Fiscal Year 2022-2023 Annual Action Plan;
4. Authorize City Manager to prorate allocations to projects and programs with FY 2022-2023 CDBG and HOME entitlement allocations;
5. Authorize City Manager to execute all required documents for transmittal to the U.S. Department of Housing and Urban Development Department (HUD); and
6. Amend the Fiscal Year 2022-2023 Budget in accordance with the approved Fiscal Year 2022-2023 Annual Action Plan.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTIONS

The United States Department of Housing and Urban Development (HUD) mandates that all entitlement grantees submit an Annual Action Plan. In accordance with this requirement, the City of Huntington Park has prepared the FY 2022-2023 Annual Action Plan which details how the City plans to use its CDBG and HOME fund allocations to address the priority needs of the City. As a part of this process, the City placed a public hearing notice in the local newspaper on June 18, 2022, informing residents of the public hearing to be conducted on August 2, 2022.

In addition, two (2) in-person community meetings were held on June 21, 2022, at 10 AM (English and Spanish) and June 22, 2022, at 2:30 PM (English and Spanish). The 30-day review period for the public was set from June 18, 2022, to July 19, 2022. During the review period, the City gathers comments regarding proposed activities and the use of CDBG and HOME funds for FY 2022-2023.

The Five-Year Consolidated Plan provides a strategic framework for the City's housing and community development goals and sets the vision for allocating federal resources to housing, homelessness, community development, and special needs. The Annual Action Plan is a funding strategy that articulates the City's utilization of HUD grant funds and other available resources to undertake programs and projects that will help the City meet the goals and objectives outlined in the Five-Year Consolidated Plan.

FISCAL IMPACT/FINANCING

In Fiscal Year 2022-2023, the City will receive $1,753,183 in CDBG and HOME funds comprised accordingly:

The City will receive $1,112,249 in CDBG funds that include:

a) Fiscal Year 2022-2023 entitlement allocation of $1,112,249.

b) This does not include remaining CDBG funds from prior years; and

Additionally, the City will receive $640,934 in HOME funds that include:

a) Fiscal Year 2022-2023 entitlement allocation of $640,934.

b) This does not include remaining CDBG funds from prior years

Proposed CDBG and HOME Activities. Described below are the priorities, goals, activities, and funding allocations that have been established in the City's Five-Year Consolidated Plan and FY 2022-2023 Annual Action Plan. The proposed activities will further the purpose of the CDBG and HOME programs of developing viable urban communities by providing decent housing and a suitable living environment, and expanding economic opportunities, principally for persons of low and moderate income.

1. PRIORITY HOMELESS NEEDS		
GOAL	**IMPLEMENTING PROGRAM(S)**	**ALLOCATION**
Support Social Service Agencies that Assist Homeless Populations	**Inner City Vision Program**: The Inner-City Vision Program will provide case management, referral and/or supportive services to homeless individuals within the city, especially those who may be averse to becoming actively engaged in efforts to transition them from the streets into permanent housing.	$83,418 (CDBG)

2. OTHER HOUSING AND COMMUNITY DEVELOPMENT NEEDS		
GOAL	**IMPLEMENTING PROGRAM(S)**	**ALLOCATION**
Planning and Community Development	**CDBG Administration**: This program provides for the overall development, financial management, coordination, and monitoring of the CDBG program, HUD communication, public participation, as well as planning and urban environmental design and studies. In addition to the administration duties, Fair Housing Foundation services will be paid out of CDBG Administration. FHF will provide landlord and tenant services to Huntington Park residents.	$202,449 (CDBG)
	HOME Administration: Funds are provided for the overall development, management, coordination, and monitoring of the HOME program.	$64,093 (HOME)
	Fair Housing Services: Fair Housing Services will include housing discrimination counseling and investigative services, landlord-tenant housing dispute resolution services, education, and outreach services.	$20,000 (This a part of the CDBG Admin dollars above)

3. PRIORITY COMMUNITY SERVICES		
GOAL	**IMPLEMENTING PROGRAM(S)**	**ALLOCATION**
Provide Needed Community Services to LMI Persons	**Salvation Army Service Program:** This program provides laundry services and hygiene kits to the homeless, those at-risk of being homeless, and low-income families/ persons.	$83,418 (CDBG)
4. PRIORITY HOUSING NEEDS		
GOAL	**IMPLEMENTING PROGRAM(S)**	**ALLOCATION**
Preserve Existing and Create New Affordable Housing	**HOME CHDO Set-Aside Program:** This activity will provide for the minimum of 15% of HOME dollars required by the City to set aside for Community Housing Development Organization (CHDO) type activities to be allocated at a later date	$96,141 (HOME)

CONCLUSION

Upon Council's direction, staff will proceed with actions as directed.

Respectfully submitted,

RICARDO REYES
City Manager

Steve Forster
Interim Community Development Director